Bill Haslam
Governor
State of Tennessee

Bill Gibbons
Commissioner
Tennessee Department of Safety and
Homeland Security

Jason Ivey
*Interim Director*
Tennessee Highway
Safety Office

Tennessee Highway Safety Office
FY 2017 Highway Safety Plan

SPEED LIMIT DAY 65 NIGHT 55

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THP-210
DRIVE SAFELY

TENNESSEE HIGHWAY SAFETY OFFICE
helping you ARR**I**VE

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EXECUTIVE SUMMARY
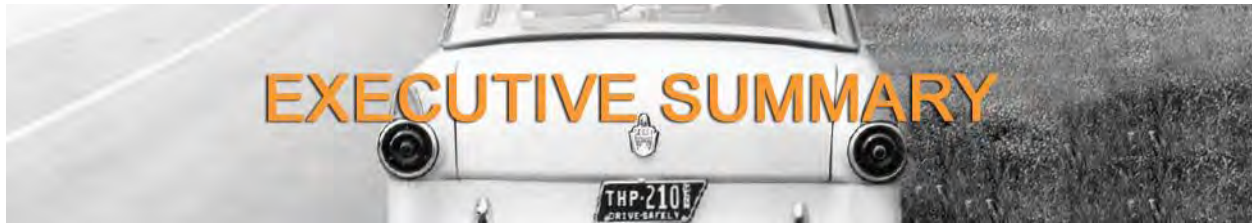
The Tennessee Highway Safety (THSO) is pleased to present the Federal Fiscal Year 2017 Highway Safety Plan (HSP). This plan serves as both a guide for implementing highway safety initiatives and as an application for federal grant funding from the National Highway Traffic Safety Administration (NHTSA). Further, the HSP is used to justify, develop, implement, monitor, and evaluate traffic safety activities for improvements throughout the federal fiscal year. The plan is in alignment with the Tennessee Strategic Highway Safety Plan approved by Governor Bill Haslam in Calendar Year (CY) 2014.

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

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

Mission Statement

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

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

Coordination with Strategic Highway Safety Plan

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

The Strategic Highway Safety Plan is based upon The American Association of State Highway and Transportation Officials (AASHTO) guidelines that define a system, organization, and process for managing the attributes of the road, the driver, and the vehicle to achieve the highest level of highway safety by integrating the work of disciplines and agencies involved. These disciplines include the planning, design, construction, operation [incident management], and maintenance of the roadway infrastructure; injury prevention and

control (emergency medical services), health education; those disciplines involved in modifying road user behaviors (education, enforcement, driver license); and the design and maintenance of vehicles.

The Tennessee Strategic Highway Safety Plan Committee has taken on the responsibility of implementing this safety plan to reduce fatalities in Tennessee. The team includes multiple transportation agencies—Tennessee Department of Transportation (TDOT), Tennessee Department of Safety (TDOS), Tennessee Highway Safety Office (THSO), Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration (FMCSA)—and a variety of local law enforcement and planning organizations from across the state. The committee reports directly to the Commissioners of Transportation and Safety and Homeland Security regarding activities and progress.

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

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

Legislative Achievement

Tennessee is a primary safety belt state. Last year, the state legislature approved the first increase in fines for not using vehicle safety belts since the first fines were imposed in the 1990s. The fine for first-time violators of the law increases from the current $10 to $25, and for 16- and 17-year-old drivers who violate the law from $20 to $25. The fine for second-time and subsequent offenders ages 18 and up moves from $20 to $50. The new law went into effect January 2016, and the THSO began a comprehensive media campaign in fall 2015 to educate drivers of the new change.

OVERVIEW: HIGHWAY SAFETY IN TENNESSEE

The state of Tennessee is centrally located in the Southeast and is bordered by the states of North Carolina, Virginia, Kentucky, Georgia, Alabama, Mississippi, Missouri, and Arkansas. Sharing a border with eight (8) states gives Tennessee the distinction of having more neighboring states than any other state in the nation. Of the 50 states, Tennessee ranks 36th in total area and 19th in the number of persons per square mile. Tennessee encompasses 42,146 square miles of mountains, rolling hills, and plains. Tennessee is also located on the nation's

inland waterway system and enjoys the benefits of more than 1,062 miles of navigable waterways.

Tennessee's road system stretches 95,523 miles, enough to easily circle the world more than three times. Of that figure, 13,884 miles are on the state-maintained highway system, representing 15 percent of the total highway miles within our state and carrying 72 percent of the traffic. Included in the state highway system are 1,104 miles of interstate highways. Although the interstate system makes up just over one percent of the total highway mileage, it carries one quarter of all the traffic in Tennessee.

Tennessee's bicycle pedestrian system includes 4,500 highway miles with 4-foot shoulders to accommodate bicycles and 103 miles of state routes with designated bike lanes. Further, the state boasts 270 miles of greenways, sidewalks, and trails.

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

Tennessee Demographic Data

	2011	2012	2013	2014	2015
Population	6,398,389	6,455,177	6,497,269	6,549,352	6,600,299
Registered Vehicles	6,813,957	6,738,943	6,896,339	6,990,683	7,179,899
Licensed Drivers	4,559,507	4,597,271	4,640,609	4,697,047	4,689,858
Miles of State & Federal Roadways	13,877	13,884	13,898	13,897	13,884
Miles of Interstate	1,104	1,104	1,104	1,104	1,104
Total Crashes	168,369	172,991	173,510	176,297	197,092
Number of Non-Injury Crashes	120,469	124,201	126,978	130,348	147,422
Number of Injury Crashes	47,033	47,862	45,621	45,057	48,786
Number of Fatal Crashes	867	928	911	892	884

Sources: U.S. Census Bureau: State and County QuickFacts. http://quickfacts.census.gov/qfd/states/47000.html

TRANSITION OF THE HIGHWAY SAFETY OFFICE

The Tennessee Highway Safety Office has seen several changes since the beginning of 2016. After ten years of service to the state, Director Kendell Poole resigned in January. Through an executive order by Governor Haslam, the Highway Safety Office was transferred to the Department of Safety and Homeland Security effective April 1. That same executive order changed the name of the highway safety office from the Governor's Highway Safety Office to the Tennessee Highway Safety Office. Jason Ivey was named interim director in April.

Despite the many changes, the mission of the office continues to be eliminating deaths and injuries on our roadways by funding programs and activities that enforce and promote safe travel. The staff of the THSO is committed to saving lives through its programs, projects, and partnerships.

CORE PERFORMANCE MEASURES AND TARGETS

Based on the state's performance for calendar year (CY) 2014, the Tennessee Governor's Highway Safety Office has established the following Core (C) outcome measures for FFY 2017 in alignment with the state's Strategic Highway Safety Plan.

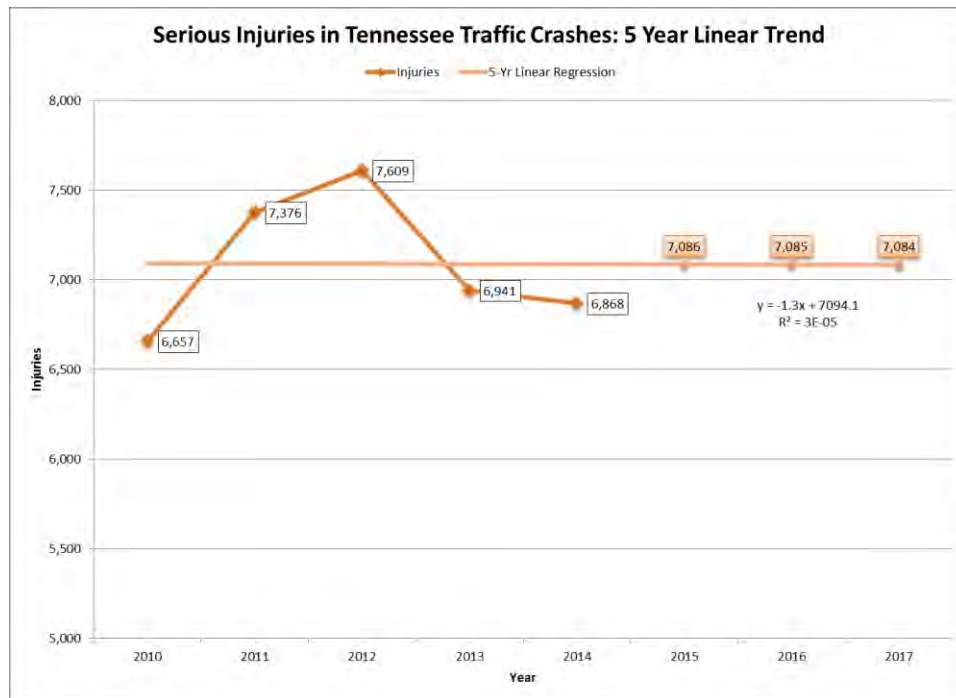| C-1	Decrease traffic fatalities by 1.55 percent from the 2014 calendar base year of 963 to 948 by December 31, 2017. (5-year linear regression)
C-2	Maintain serious traffic injuries from the 2014 calendar base year of 6,868 to 6,868 by December 31, 2017. (5-year linear regression)
C-3a	Decrease fatalities/VMT from the 2014 calendar base year of 1.33 to 1.29 by December 31, 2017. (5-year linear regression)
C-3b	Decrease rural fatalities/VMT from the 2014 calendar base year of 1.79 to 1.61 by December 31, 2017. (5-year linear regression)
C-3c	Decrease urban fatalities/VMT from the 5-year alternative baseline average (2010-2014) of 1.022 to 0.972 by December 31, 2017. (5-year alternative baseline)
C-4	Decrease the percentage of unrestrained fatalities by 7.06 percent from the 2014 calendar base year of 354 to 329 by December 31, 2017. (4-year linear regression)
C-5	Maintain alcohol impaired driving fatalities from the 2014 calendar year of 267 to 267 by December 31, 2017. (5-year linear regression)
C-6	Decrease speeding-related fatalities from a 3-year alternative baseline average (2012- 2014) of 219 to 209 by December 31, 2017. (3-year alternative baseline)
C-7	Decrease motorcyclist fatalities from the 5-year alternative baseline average (2010-2014) of 130 to 126 by December 31, 2016. (5-year alternative baseline analysis)
C-8	Decrease un-helmeted motorcyclist fatalities from the 2014 calendar base year of 10 to 8 by December 31, 2017. (5-year linear regression)
C-9	Decrease drivers age 20 or younger involved in fatal crashes 16.52 percent from the 2014 calendar base year of 121 to 101 by December 31, 2017. (5-year linear regression)

C-10	Reduce pedestrian fatalities from the 2014 calendar base year of 86 to 79 by December 31, 2017. (5-year linear regression)
C-11	Maintain pedalcyclist fatalities from the 2014 calendar year of 5 to 5 by December 31, 2017. (4-year linear regression)
B-1	To increase statewide observed seat belt use 2% percent from the 2015 calendar year usage rate of 86.23% to 88.23% by December 31, 2017.
A-1	22,780 seatbelt citations issued during enforcement campaigns in 2015.
A-2	5,595 impaired driving citations issued and arrests made during enforcement campaigns in 2015.
A-3	81,049 speeding citations issued and arrests made during enforcement campaigns in 2015.

SUPPORTING DATA

C-1)   Decrease traffic fatalities by 1.55 percent from the 2014 calendar base year of 963 to 948 by December 31, 2017. (5-year linear regression)

Tennessee Traffic Fatalities: 5 Year Linear Trend

$$y = -8x + 1012.2$$
$$R^2 = 0.1087$$
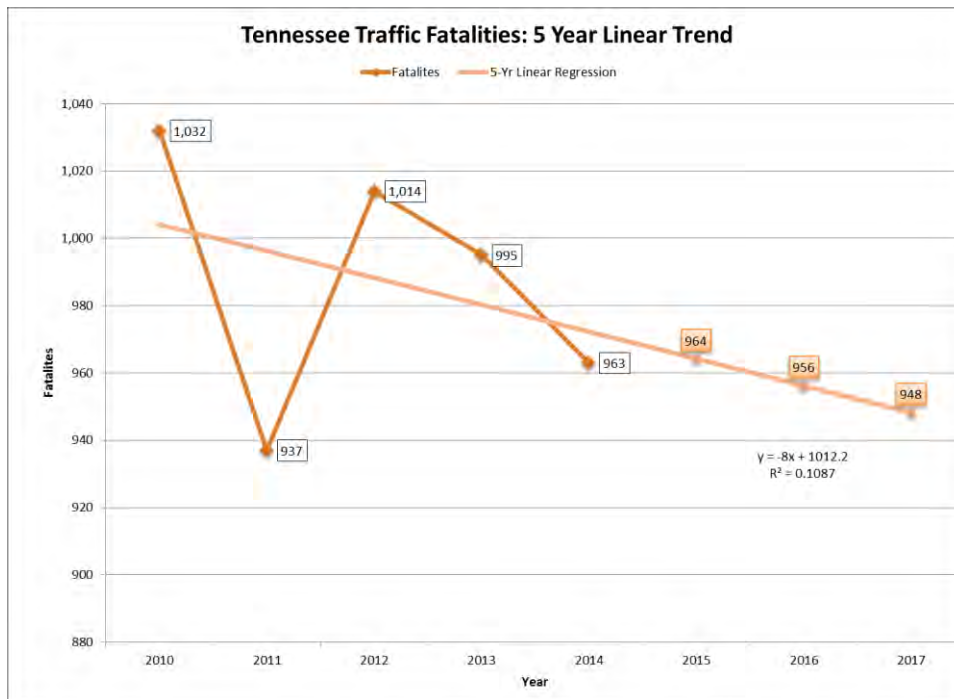
C-2) Maintain serious traffic injuries from the 2014 calendar base year of 6,868 to 6,868 by December 31, 2017. (5-year linear regression)

Based on the 5-year linear trend, the state could have a greater number of serious traffic injuries; however, Tennessee believes that number can be reduced as a result of the strategies and activities being implemented in FFY 2017.

C-3a) Decrease fatalities/VMT from the 2014 calendar base year of 1.33 to 1.29 by December 31, 2017. (5-year linear regression)
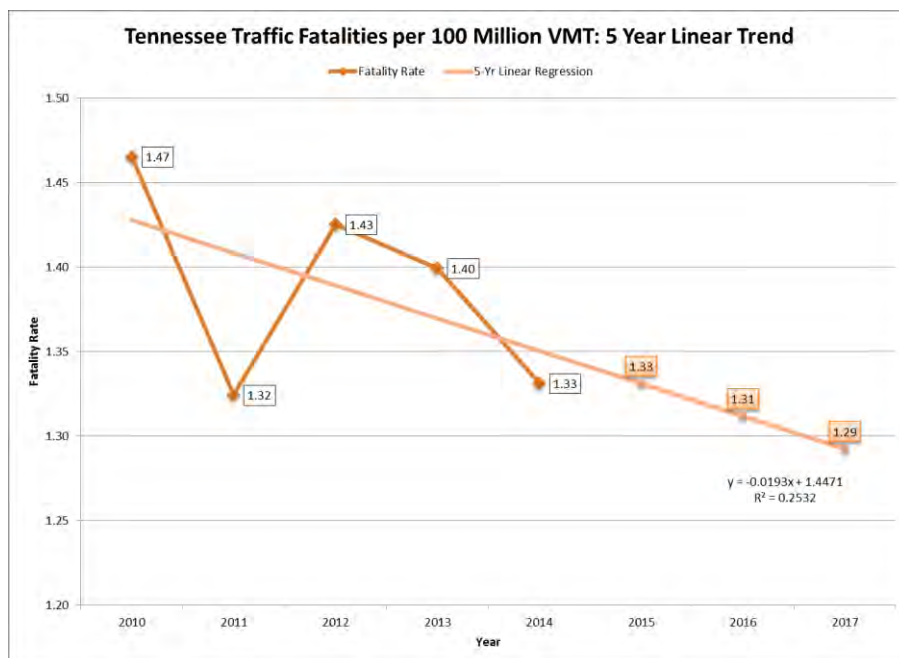
C-3b) Decrease rural fatalities/VMT from the 2014 calendar base year of 1.79 to 1.61 by December 31, 2017. (5-year linear regression)
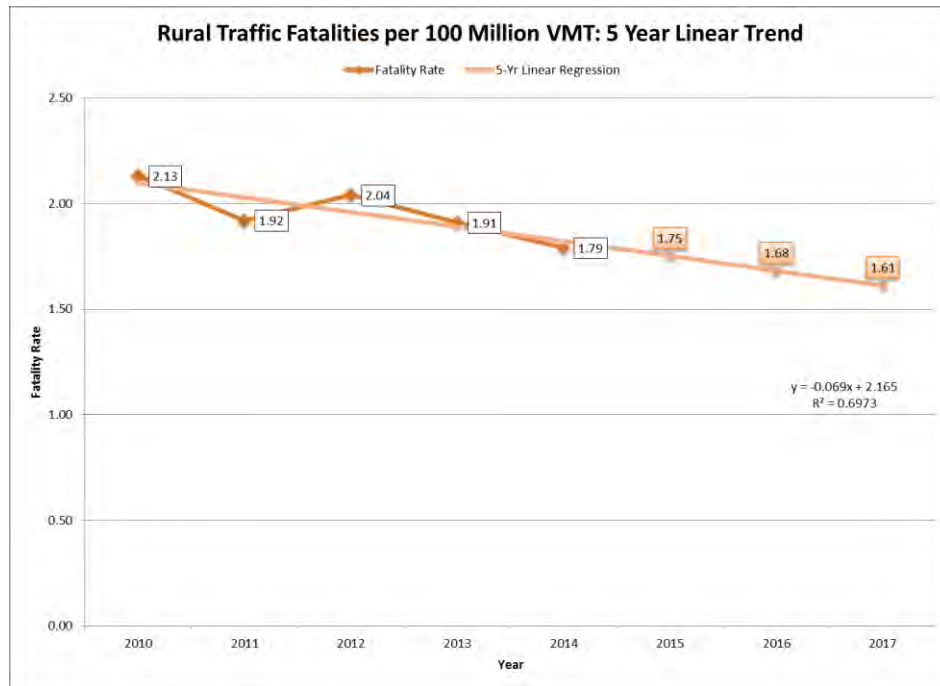
C-3c) Decrease urban fatalities/VMT from the 5-year alternative baseline average (2010-2014) of 1.022 to 0.972 by December 31, 2017. (5-year alternative baseline)

Five Year Alternative Baseline Analysis				
Baseline Period		**Comparison Year**		**% Change**
2005 - 2009 Avg.	1.182	**2012**	1.020	-13.7%
2006 - 2010 Avg.	1.124	**2013**	1.070	-4.8%
2007 - 2011 Avg.	1.040	**2014**	1.080	3.8%
Current Mutli-Year Base		**Target Year**	**Estimate**	**Avg % Change**
2010 - 2014 Avg.	1.022	**2017**	**0.972**	-4.9%

C-4) Decrease the percentage of unrestrained fatalities by 7.06 percent from the 2014 calendar base year of 354 to 329 by December 31, 2017. (4-year linear regression)

Unrestrained Passenger Vehicle Occupant Fatalities: 4 Year Linear Trend

$$y = -8.5x + 388$$
$$R^2 = 0.2483$$

C-5) Maintain alcohol-impaired driving fatalities from the 2014 calendar year of 267 to 267 by December 31, 2017. (5-year linear regression)

Alcohol Impaired Driving Fatalities: 5 Year Linear Trend

$$y = -1.9x + 282.1$$
$$R^2 = 0.0556$$
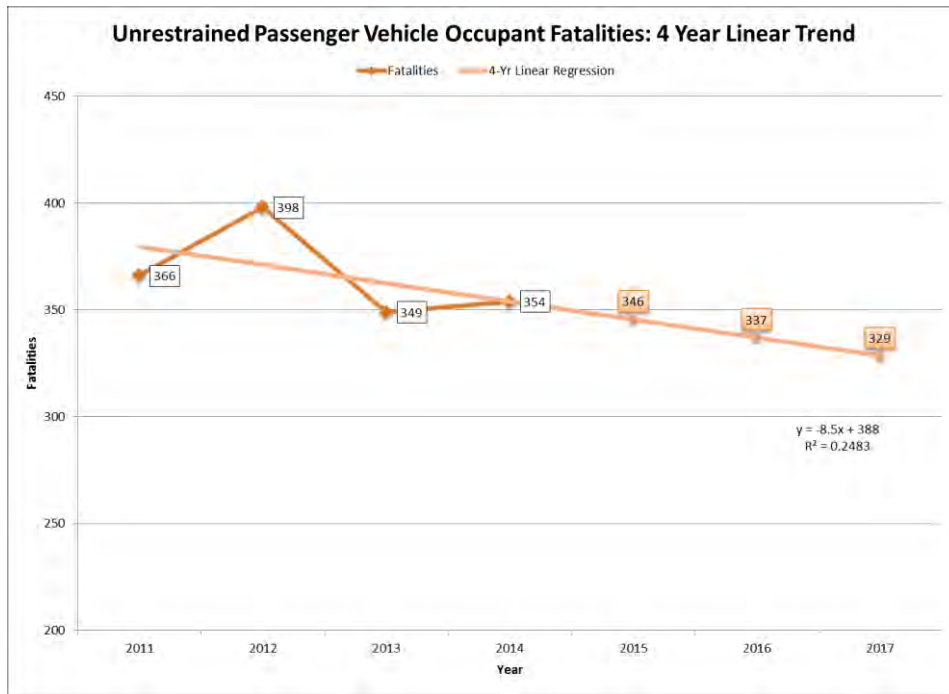
C-6) Decrease speeding-related fatalities from a 3-year alternative baseline average (2011-2013) of 216 to 190 by December 31, 2017. (3-year alternative baseline)

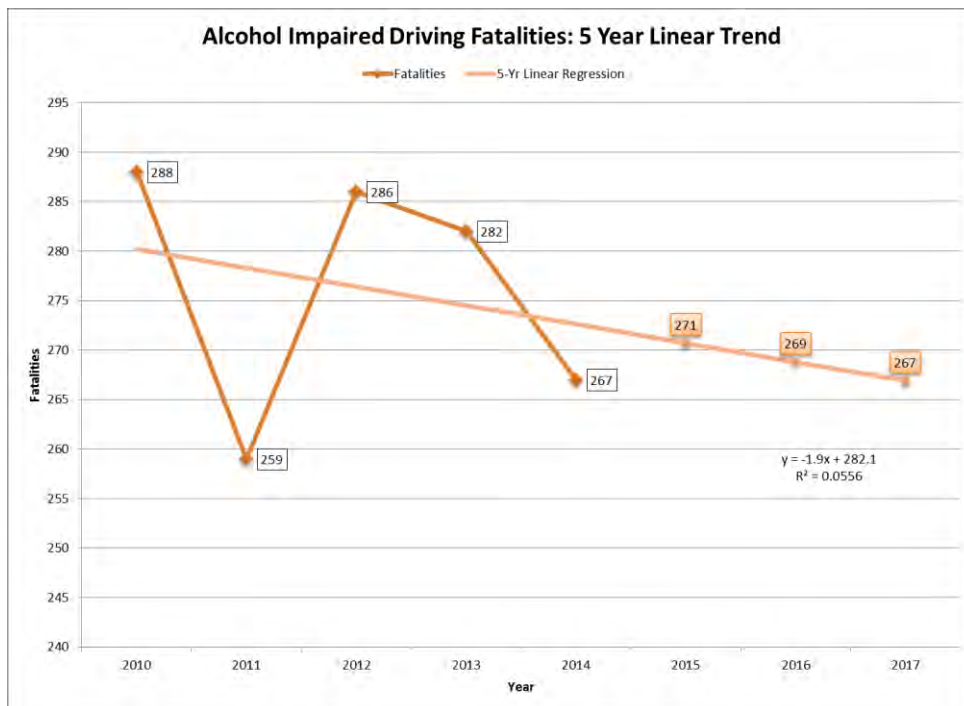| Three Year Alternative Baseline Analysis				
Baseline Period		Comparison Year		% Change
2007 - 2009 Avg.	242	2012	197	-18.5%
2008 - 2010 Avg.	228	2013	239	4.7%
2009 - 2011 Avg.	219	2014	220	0.6%
Current Mutli-Year Base		Target Year	Estimate	Avg % Change
2012 - 2014 Avg.	219	2017	209	-4.4%

C-7) Decrease motorcyclist fatalities from the 5-year alternative baseline average (2010-2014) of 130 to 126 by December 31, 2017. (5-year alternative baseline analysis)

Five Year Alternative Baseline Analysis				
Baseline Period		Comparison Year		% Change
2005 - 2009 Avg.	137	2012	139	1.2%
2006 - 2010 Avg.	139	2013	138	-0.7%
2007 - 2011 Avg.	134	2014	120	-10.3%
Current Mutli-Year Base		Target Year	Estimate	Avg % Change
2010 - 2014 Avg.	130	2017	126	-3.3%

C-8) Decrease un-helmeted motorcyclist fatalities from the 2014 calendar base year of 10 to 8 by December 31, 2017. (5-year linear regression)

Unhelmeted Motorcyclist Fatalities: 5 Year Linear Trend

$y = -0.8x + 14.4$
$R^2 = 0.128$

C-9) Decrease drivers age 20 or younger involved in fatal crashes 16.52 percent from the 2014 calendar base year of 121 to 101 by December 31, 2017. (5-year linear regression)

Drivers Under Age 21 in Fatal Crashes: 5 Year Linear Trend

$y = -6.4x + 152.2$
$R^2 = 0.6095$
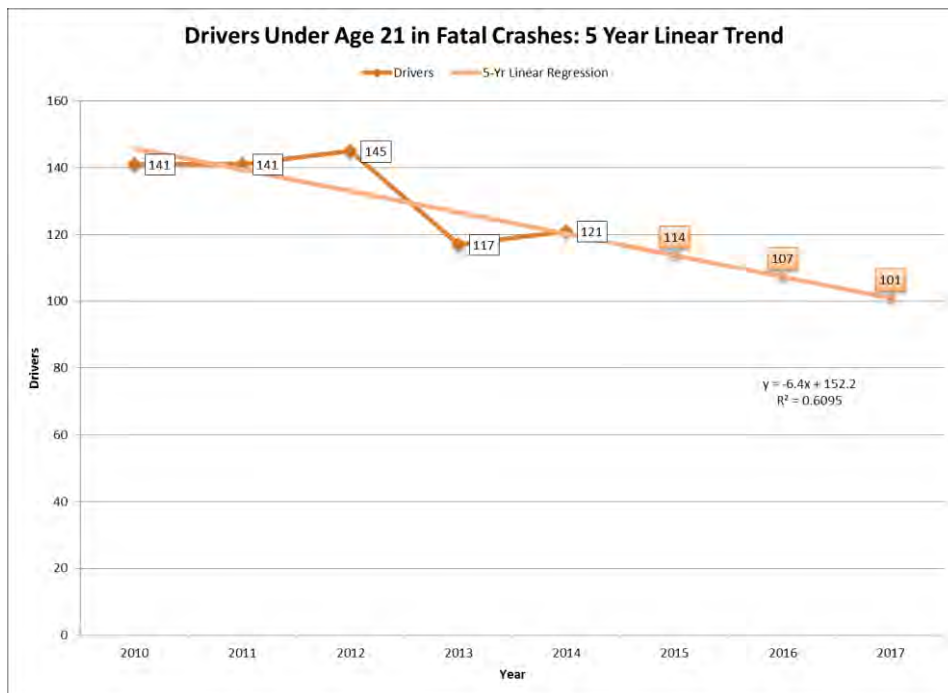
C-10) Reduce pedestrian fatalities from the 2014 calendar base year of 86 to 79 by December 31, 2017. (5-year linear regression)

C-11) Maintain pedalcyclist fatalities from the 2014 calendar year of 5 to 5 by December 31, 2017. (4-year linear regression)
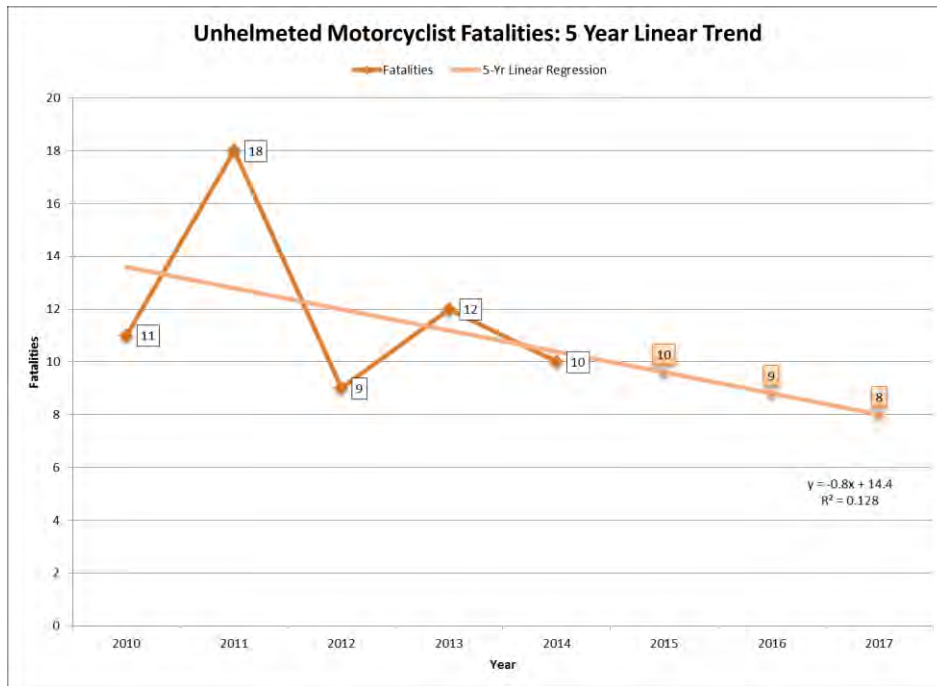

Based on the 5-year linear trend, the state could have 7 fatalities; however, Tennessee believes that number can be reduced as a result of the strategies and activities being implemented in FFY 2017.

Tennessee Progress in Meeting NHTSA Core Performance Measures Identified in FY 2016 HSP

Program Area	Performance Target for 2016	Status (Based on 2014 FARS)	Achieved/Not Achieved
C-1) Traffic Fatalities	954	963	Not Achieved
C-2) Major Injuries	6426	6868	Not Achieved
C-3a) Fatalities per 100 Million VMT	1.35	1.33	Achieved
C-3b) Rural Fatalities per 100 Million VMT	1.82	1.79	Achieved
C-3c) Urban Fatalities per 100 Million VMT	0.93	1.022	Not Achieved
C-4) Unrestrained Passenger Vehicle Occupant Fatalities	312	354	Not Achieved
C-5) Alcohol Impaired Fatalities	259	267	Not Achieved
C-6) Speed-Related Fatalities	190	220	Not Achieved
C-7) Motorcyclist Fatalities	124	120	Achieved
C-8) Unhelmeted Motorcyclist Fatalities	9	10	Not Achieved
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	107	121	Not Achieved
C-10) Pedestrian Fatalities	76	86	Not Achieved
C-11) Bicycle Fatalities	7	5	Achieved

Areas Tracked But No Targets Set

Program Area	2014 Data	2015 Data
Speeding Citations*	79,994	81,049
Seat Belt Citations*	28,399	22,780
DUI Citations*	5,428	5,595
*From state data files		

HIGHWAY SAFETY PLANNING PROCESS

OVERVIEW

The THSO's strategic planning process is data driven. From problem identification to project selection to program evaluation, a precise effort is pursued. We strive for higher standards as planners, implementers, and evaluators with an emphasis on accountability as we continue our strategy for allocating federal highway funds to state and local agencies.

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

PROCESS FOR IDENTIFYING TENNESSEE'S HIGHWAY SAFETY PROBLEMS

The FFY 2017 problem identification process began with a review of the state's performance utilizing 2011 to 2015 trend data. Data from the Department of Safety and Homeland Security's Research and Planning Division and from grantees' annual reports helped provide the THSO management staff an understanding of the highway safety problems within the state of Tennessee and identify promising programs and strategies utilized in 2015. Management staff convened to determine funding priorities, both programmatic and geographic, and developed a plan for project development for FFY 2017.

Coordination with the SHSP was another important consideration: Tennessee's SHSP was developed in consultation with federal, state, local, and private sector safety stakeholders using a data-driven, multidisciplinary approach involving engineering, education, enforcement, and emergency response. Management reviewed the plan's statewide goals, objectives, and emphasis areas.

PLANNING PARTICIPANTS

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

- Tennessee Sheriff's Association (Law Enforcement)
- TN Department of Health (Public Health)
- TN Department of Mental Health and Substance Abuse Services (Treatment and Rehabilitation)

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

DATA SOURCES REVIEWED

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

- Tennessee Traffic Crash Data: County Rankings and Statistics by Emphasis Area, 2011 – 2015, Tennessee Department of Safety and Homeland Security Planning, Research and Development (TDOS)
- DUI Tracker, Tennessee Department of Safety and Homeland Security Planning, Research and Development (TDOS)
- Research Notes, Crash Stats, and Traffic Safety Fact Sheets, National Highway Traffic Safety Administration (NHTSA)
- Fatality Analysis Reporting System (FARS)
- State Traffic Safety Information for Year 2014
- Uniform Guidelines for State Highway Safety Programs
- Tennessee Integrated Traffic Analysis Network (TITAN)
- Youth Risk Behavior Survey
- Thinkfast Interactive Game Show Pre and Post Surveys
- Tennessee Strategic Highway Safety Plan, 2014
- Arbogast, K.B., Jermakian, J.S., Kalian, M.J., and Durbin, D.R. (2009, November). Effectiveness of belt positioning booster seats: an updated assessment. Pediatrics. 124(5),1281-1286.
- Goodwin, A., Kirley, B., Hall W., O'Brien, N., & Hill, K. (2015, November). Countermeasures That Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices. 8th edition (Report No. DOT HS 812 202). Washington, DC: National Highway Traffic Safety Administration.
- Emergency Medical Services Performance Measures: Recommended Attributes and Indicators for System and Service Performance. (December 2009) (Report No. DOT HS 811 211).

- Centers for Disease Control website
- National Center on Senior Transportation
- Insurance Institute for Highway Safety
- American Driver and Traffic Safety Education Association
- U.S. Census Bureau
- University of Tennessee, Center for Business and Economic Research

PROCESS FOR DEVELOPING AND SELECTING EVIDENCE-BASED

Potential grantees for FFY 2016-17 were informed that the THSO would consider any data-driven problem that was identified, but that the following were high priority areas:

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

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

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

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

This year, the THSO released a Grant Application Guide to assist applicants in developing a high quality application. The Guide included explanations and examples for each section and was available through the web site and on the grant platform, TN Grants.

PROCESS FOR PROJECT SELECTION AND DEVELOPMENT

The Governor's Highway Safety Office and the National Highway Traffic Safety Administration Regional Program Manager reviewed the data to determine the high priority areas that would be addressed with 402 and 405 funding in FFY 2016-17.

Announcements regarding the FFY 2016-17 Highway Safety Program were mailed and emailed to potential state and local grantees, including all Tennessee mayors (county as well as city mayors), police chiefs, and sheriffs. An example is provided at the end of this section. Notification was also posted on the THSO's website (tntrafficsafety.org) and mentioned on social media sites, Facebook, and Twitter. Potential grantees were informed that the Tennessee THSO was particularly interested in funding projects that possess the following characteristics:

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

Potential grantees were informed that a full grant proposal for FFY 2017 funding had to be submitted that detailed the following:

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

The deadline for Highway Safety grant applications for FFY 2017 funding was March 31, 2016. A total of 588 applications (289 programmatic and 289 High Visibility Enforcement) were submitted to the THSO. After grant applications are received, each application is reviewed in detail to determine if it meets the THSO's goals, objectives, and project design requirements and is given a score. Based upon this analysis, the THSO management team discussed the application scores and other considerations (current or past grant performance; likelihood of project to significantly reduce crashes, injuries, and fatalities; multi-jurisdictional nature of the project) to reach a general consensus on the grant applications.

Funding is also a data-driven process through the use of a ranking and allocation tool that ensures counties (enforcement agencies) are funded in a comparable basis considering the extent of weighted fatal, injury and PDO crashes, alcohol-related crashes, 15-24 aged driver crashes, 65+ aged crashes, speeding crashes, motorcycle crashes, population, and vehicle miles of travel (VMT) in each county. Comparable basis refers to normalizing the county numbers relative to that of the county with the highest value. A copy of the state's crash ranking are included at the end of the section.

Recommendations for funding are then made to the TDOT Commissioner of Transportation, Tennessee's Governor Representative. The tentative total number of awarded grants for FFY 2017 is 432 (220 programmatic and 212 High Visibility).

A project director is assigned for each project; this is typically the person who submitted the project or the person responsible for the "subject" of the agency's project. Further, a program manager from the Governor's Highway Safety Office is assigned to provide assistance and oversight to each grantee during the fiscal year to ensure that agencies accomplish their approved program initiatives; the practical application of this assistance is in the form of consulting services and technical assistance. For instance, the program manager monitors the activity of his/her grantees, reviews claims, and makes recommendations to the Director for continuation of the program. Additional responsibilities include reviewing quarterly reports from the grantees, monitoring project activity on-site at least once per year, and providing daily office management. Also, feedback is provided to each grantee regarding strengths and weaknesses of their activities. Finally, suggestions are provided as to how the grantee should proceed to achieve the results described in the original grant proposal if such assistance is needed.

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

FFY 2017 HIGHWAY SAFETY PROGRAM PLANNING SCHEDULE (Tentative)	
January-February	Data collection and review for problem identification
March 1	Grant application period begins online; establish a draft budget for management review
March	Attend LEL network meetings to discusses application process and help agencies apply for HVE grants.
March 31	Grant application deadline
April 15- May 27	Grant application review process
May 1	THSO applies for Delegated Purchase Authority (DPA) for sports/media contracts
June 24	THSO applies for Delegated Grant Authority (DGA)
June 24	THSO Management meeting to finalize grants awards

June 24	Grant assignment meeting
June 24	Create spreadsheet and update online system with grant numbers, etc.
June 27 – July 29	Grant application revisions (programmatic and financial)
July 1	Highway Safety Plan and 405 applications due
July 10	Meet with TDOSHS Legal about contract format and language
August 26	Spreadsheet to PIO and then forwarded to TDOSHS for press release
August 26	Denial letters go out to grantee
August 26	Create grantee file folders
August 26-September 16	Grantees sent grant contract and attachments for signatures
August-September	Grant contracts submitted to Finance, Legal, and Commissioner for approval
September 30	Grants awarded, with a copy placed in the grantee file
October 1	Grant year begins; begin work on the Annual Report
October-November	Grant orientation workshops
December 1 - 14	Closeout process complete
December 31	Annual Report due

Sample of FY 2017 grant announcement:

[Front]

[Back]

HIGHWAY SAFETY PROGRAM PLANS

ORGANIZATION

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

FFY 2017 priority program areas for the Highway Safety Plan include the following:

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

Each program plan typically contains the following sections:

1. One or more program targets that support the statewide primary mission and a set of one-year objectives;

2. Data describing the problem and justification for fund use;

3. Description of effective strategies for addressing the problem; and

4. A set of projects or activities that support program objectives.

PLANNING AND ADMINISTRATION

PROBLEM IDENTIFICATION

When comparing fatalities from 2013 to 2014, one can see a decrease, from 995 fatalities in 2013 to 963 in 2014. While the reduction is promising, Tennessee still sees entirely too many injuries and fatalities on its roads.

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015, does not include any information regarding the administration or management of programs.

TARGET AND PERFORMANCE MEASURES

Targets

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

Performance Measures

1. Produce required plans and documentation.

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

2. Deliver programs that effectively change knowledge, attitude, and behavior of Tennessee drivers and others supporting our programs in reducing traffic crashes, injuries, and deaths.

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

3. Coordinate transportation safety, public safety, and injury control programs for the Department of Safety and Homeland Security and for the state of Tennessee.

    Performance Measure: The number of transportation safety and injury control programs that are statewide in scope and multidisciplinary in nature in which the Tennessee Highway Safety Office takes an active role.

4. Incorporate a competitive grant online application process into the development and implementation of a portion of the FFY2016-17 Highway Safety Performance Plan.

> Performance Measure: All distribution of funds to multiple recipients is administered through a time-limited RFP process with clear, written selection criteria. This is described in the section entitled Highway Safety Planning Process.

OBJECTIVES

- Develop and prepare the Highway Safety Plan (HSP). Develop and prepare additional plans as required.
- Establish priorities for highway safety funding.
- Develop and prepare the Annual Performance Report.
- Provide information and assistance to prospective grant recipients on program benefits, procedures for participation, and development plans.
- Coordinate and facilitate training and public information activities for grant recipients.
- Encourage and assist local political subdivisions in improving their highway safety planning and administrative efforts. Review and evaluate the implementation of state and local highway safety funds contained in the approved HSP. Coordinate the HSP with other federally and non-federally funded programs relating to highway safety.
- Assess program performance through analysis of data relevant to highway safety planning.
- Utilize all available means for improving and promoting the Governor's Highway Safety Program. Complete the monitoring of contracts and grants.
- Produce annual operating budgets and develop biennial budget strategies.
- Deliver programs that are effective in changing knowledge, attitude, and behavior to reduce crashes, injuries, and deaths.

Self-sufficiency

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

Evaluation

Production and timely delivery of the Highway Safety Plan and Annual Highway Safety Performance Report.

STRATEGIES FOR EFFECTIVE MANAGEMENT

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

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

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

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

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

ORGANIZATION AND STAFFING

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

The Commissioner of the Department of Safety and Homeland Security serves as the designated Governor's Highway Safety representative, while the Director of the THSO fulfills the role of the state's coordinator of the activity. The Tennessee Highway Safety Office employs a planning and administration staff of nine (9) full-time state employees and fourteen (14) full-time University of Tennessee grants' employees.

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

The safety mission also requires the coordination of overlapping activities performed with other state and local agencies, organizations, and advisory groups. For instance, the THSO spearheads three statewide committees to address critical highway safety issues in Tennessee: the Traffic Records Coordinating Committee, the Motorcycle Safety Task Force, and the

Impaired Driving Task Force. Further, the THSO identifies relevant groups, reviews their missions and memberships, and works to assure maximum cooperation and collaboration in order to make the most efficient and effective use of the state's resources.

Organizational Chart

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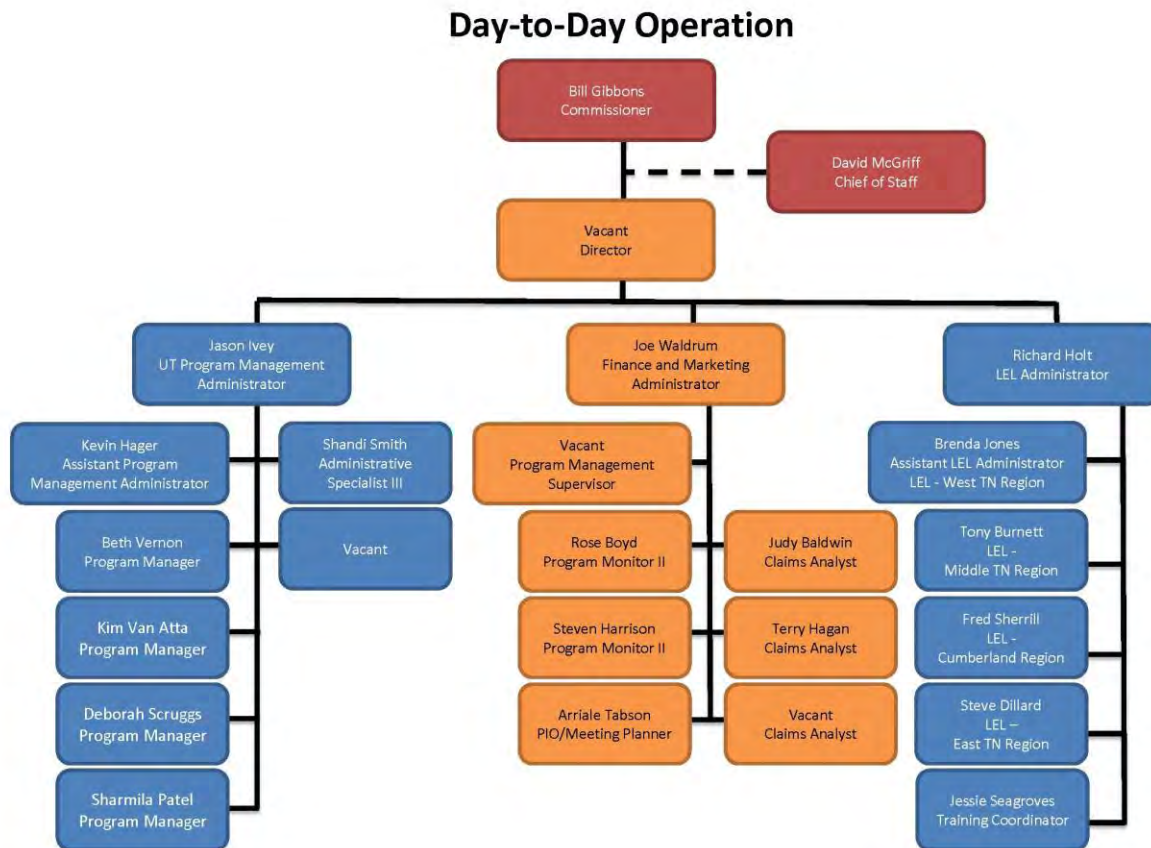
Day-to-Day Operation

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
The University of TN (LEL)	Statewide	$1,310,000.00
The University of TN (Program)	Statewide	$1,310,000.00
TN Department of Safety and Homeland Security	Statewide	$275,000.00

NOTE: These resources are estimated and are based on the 2015-2016 grant year funding. The THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY 2017 grant year. Approved grantees will be notified of any changes.
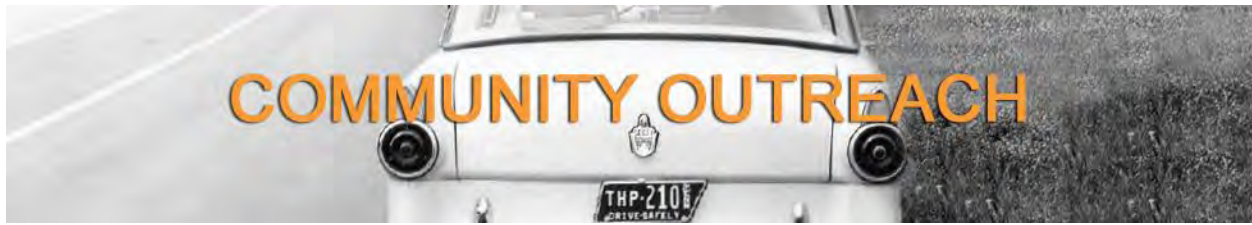
PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

In an era of diminishing federal resources and an increasing need for data-driven initiatives, governmental and non-governmental organizations need to address their traffic injury problems locally to an ever greater extent.

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

Community-level planning and activities permit a higher level of coordination and earned media than the traditional single-strategy approaches once favored in highway safety. When community teams begin to consider who needs to be involved in their highway safety activities, they are often surprised by the interest and skills non-traditional partners bring to the table.

Single-strategy approaches in mass media or law enforcement campaigns have been shown to be ineffective in attaining long-term behavior change. Market-savvy information should be integrated into multiple-strategy social marketing campaigns, generally developed at the community level, that not only get drivers' attention, but motivate them to change their behavior. While the Tennessee population is primarily white, census data shows that our population is becoming increasingly diverse, and "one size fits all" strategies, messages, and approaches are no longer effective. According to the US Census Bureau, the Hispanic or Latino population in Tennessee was almost 300,000 in 2015. Further, according to the University of Tennessee's Center for Business and Economic Research, one-in-eight new migrants to Tennessee is Hispanic. Consequently, we must learn from our partners in the human services how to achieve our safety goals while being culturally appropriate and sensitive to the differences between diverse populations in order to achieve the desired behavior changes.

TARGETS AND OBJECTIVES

Targets

To promote culturally diverse traffic safety activities for the growing Spanish-speaking population in Tennessee.

To offer a wide variety of services to help promote, market, and educate the state of the Tennessee about the Governor's Highway Safety Office's mission to reduce crashes, fatalities, and injuries.

Objectives

1. Fulfill 425 product orders through the tntrafficsafety.org website, phone orders, and ReduceTNCrashes in FFY 2017.

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

2. Increase public awareness to individuals, program providers, educators, law enforcement, and other safety advocates through the tntrafficsafety.org website by having more than 95,000 unique visitors to the website in FFY 2017.

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

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

   Performance Measure: Number of posts, number of likes and followers, and amount of user engagement.

STRATEGIES/ACTIVITIES

Community Outreach Activities—Diverse Communities

Problem

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

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

Strategies

To increase awareness among Tennessee Latinos of laws related to impaired driving as well as the risks and consequences of breaking those laws. We will reach out to Latinos in the following ways:

- Collaborate with local law enforcement to determine the issues and problems that they find within their communities with diversity issues and knowledge of Tennessee laws.
- Attend relevant events throughout the year (festivals, sporting events, the Mexican consulate etc.) to reach at least 25,000 Latinos in Middle Tennessee.
- Share information about Tennessee's impaired driving laws with the 6,000 Latinos and their families that are served at Casa Azafran annually.
- Share information about Tennessee's impaired laws with over 1700 Latino individuals on the e-mail distribution list through weekly newsletters as well as through the agency website and social media, including Facebook pages that reach over 13,000 Spanish-speaking users.
- Distribute literature to at least ten key distribution points (churches, restaurants, bars, and stores) each quarter.

Evaluation

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

Agency Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
Conexion Americas	Davidson	$100,000.00

Safe Communities Educational Resource—TN Traffic Safety Resource Service

Problem

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

Strategies

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

- Maintain current website infrastructure (tntrafficsafety.org) while building on the 18 THSO programs and creating additional content.
- Begin to use micro sites (distracted.tntrafficsafety.org) to create/implement full marketing campaigns to reach targeted demographics.
- Utilize social marketing (Facebook, Instagram and Twitter), e-mail marketing (myEmma), and video-based messages (YouTube) to communicate traffic safety initiatives to a wide audience while continuously increasing the reach of each medium.
- Maintain existing and create critical database warehouses that collect information for THSO law enforcement campaigns, public events and meetings, and all THSO training courses.
- Develop print materials to be dispersed through strategic partnerships (Tennessee Highway Patrol, Tennessee high schools, etc.) to enhance statewide education and awareness.
- Develop creative and adaptive outreach programs to strengthen the traffic safety presence in communities statewide.
- Continue to develop, enhance, and implement ReduceTNcrashes.org website infrastructure as the optimal communication platform to reach and engage the young driver segment, high school leaders, and community stakeholders.
- Develop innovative alcohol awareness programs and/or training programs using emerging technologies from the immersive visualization and virtual reality industry.
- Maintain and expand the "Teen Driver Alert Zones" app to engage teens, parents, schools, law enforcement, community leaders, and other stakeholders.

Evaluation

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

Agency Funded

Funded Agency	Areas of Operation	Estimated 2016-2017
Tennessee Technological University	Statewide	$459,316.95

OCCUPANT PROTECTION

PROBLEM IDENTIFICATION

Occupant protection refers to the use of seat belts and child safety seats in vehicles. The Centers for Disease Control (CDC) in Atlanta, Georgia, reports that motor vehicle crashes are a leading cause of death among those aged 1-54 in the US. More than 2.2 million adult drivers and passengers were treated in emergency departments as the result of being injured in motor vehicle crashes in 2012. In 2014, 59 percent of the passenger vehicle occupants in age groups 13 to 15 and 25 to 34 who were killed in traffic crashes were not using restraints – the highest percentage of all age groups (Traffic Safety Facts, April 2016). Adult seat belt use is the most effective way to save lives and reduce injuries in crashes. Yet millions of adults still do not wear their seat belts every time on every trip. When seat belt use is examined for the nation, not limited to fatal crash data, the use rate was 87percent in 2014 (Traffic Safety Facts, April 2016). Further, seat belts reduce serious crash-related injuries and deaths by approximately 50%. While airbags provide added protection, they are not a substitute for seat belts. Airbags plus seat belts provide the greatest protection for adults. The National Highway Traffic Safety Administration (NHTSA) has estimated that lap/shoulder seat 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. For light-truck occupants, seat belts reduce the risk of fatal injury by 60 percent and moderate-to-critical injury by 65 percent (NHTSA, 1984).

Figure 1: Restraint Usage – Tennessee Compared to the USA, 2010-2014
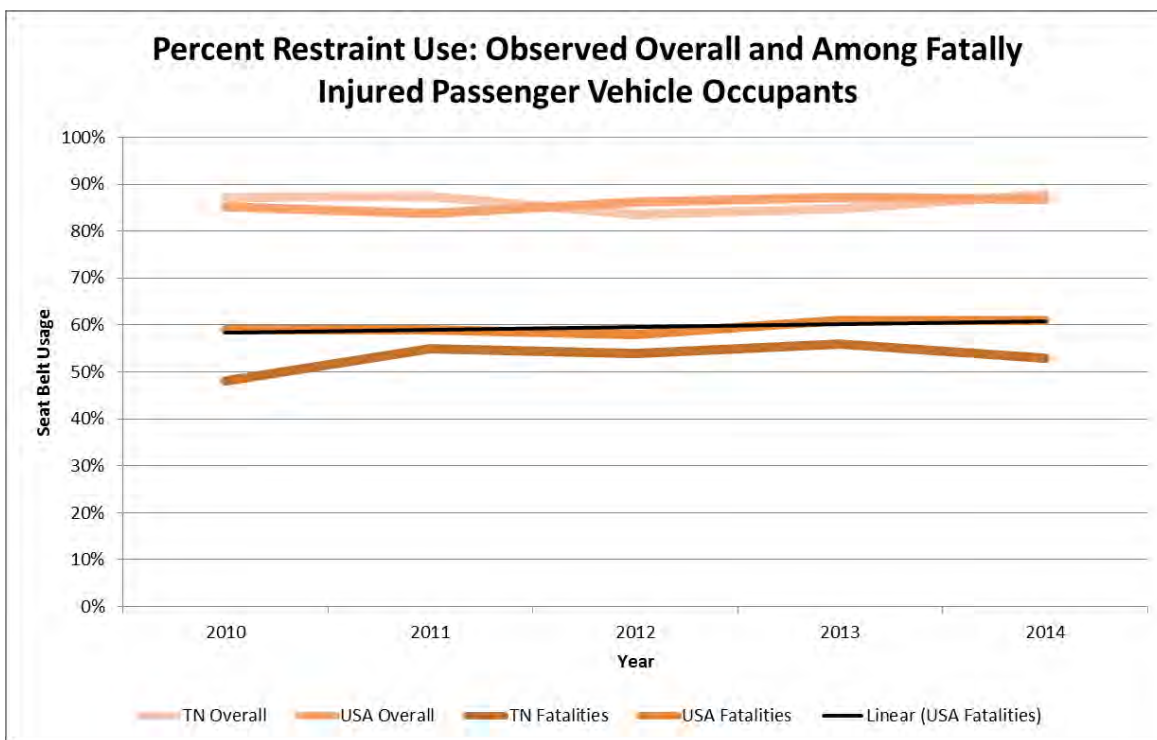
Percent Restraint Use: Observed Overall and Among Fatally Injured Passenger Vehicle Occupants

Source: NHTSA. State Traffic Safety Information. Online at http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2014/47_TN_2014.htm, accessed 22 May 2016.

Figure 1 depicts observed seat belt usage rates for Tennessee and the U.S. as well as fatalities that occurred as a result of individuals being unrestrained. Trends include the following:

1. The usage of seatbelts in the USA increased from 85% in 2010 to 87% in 2014;
2. The usage of seatbelts in Tennessee increased from 87% in 2010 to 88% in 2014 and;
3. Among fatally injured vehicle occupants, in 2014, 61% of U.S. occupants were not restrained, compared to 53% of Tennessee occupants who were not restrained.

Tennessee's challenge is to convince all passenger vehicle occupants to buckle up. The nationwide seat belt use rate was 87 percent in 2014 as measured by NHTSA's National Occupant Protection Use Survey (NOPUS). Seat belt use in Tennessee was slightly above the national average, coming in at 88%, which was a 3% increase over the year before. While these numbers are promising, the Tennessee Highway Safety Office (THSO) wants to see this number increased to 100%.

Since 2008, the Tennessee Highway Safety Office (THSO) has participated in NHTSA's "Click it or Ticket" (CIOT) safety campaign. In addition to CIOT, the Tennessee Highway Patrol and the THSO conducted safety enforcement campaigns entitled One Hundred Days of Summer Heat (OHDSH) and Seatbelts Are for Everyone (SAFE). The SAFE campaign is a six to seven-month long initiative that, for 2015, ran from January 1, 2015 through July 31, 2015. While the OHDSH effort targets speeding and impaired drivers, it does complement the CIOT program by providing high visibility traffic enforcement across the state. Figure 2 illustrates seat belt usage rates for regions in Tennessee. These regions include West, Middle, Cumberland, and East.

Occupant Protection

Over 90 agencies participated in the SAFE Campaign. The seat belt rates comparisons for pre-(blue) and post (purple) survey reveal significant increases in every region.

Figure 2: Comparison of Pre and Post Seatbelt Usage by Region in Tennessee
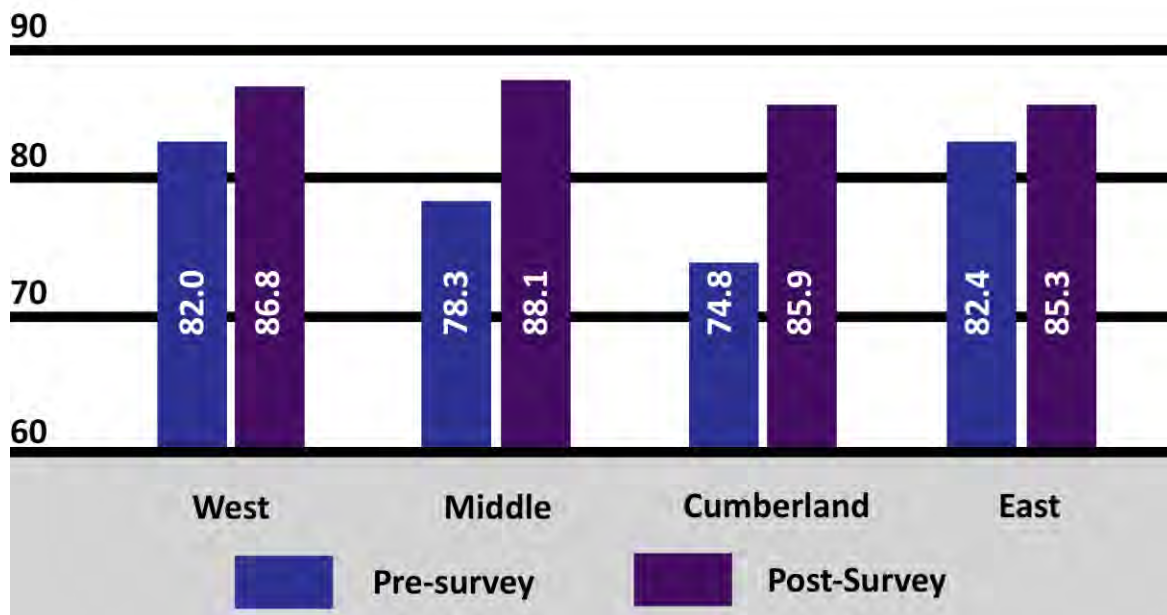
Figure 2 indicates that the seat belt usage rates in all four regions in Tennessee have increased in 2015. The results are as follows:

1. Western region – seat belt usage has increased from 82.0 percent to 86.8 percent, which is an   increase of 4.8 percent.
2. Middle region – seat belt usage has increased from 78.3 percent to 88.1 percent, which is an increase of 9.8 percent.
3. Cumberland region – seat belt usage has increased from 74.8 percent to 85.9 percent, which is an increase of 11.1 percent.
4. East region – seat belt usage has increased from 82.4 percent to 85.3 percent, which is a 2.9 percent increase.

Results from the third year that the Tennessee Highway Safety Office sponsored the SAFE Campaign yielded the following results:

- 2,470 child restraint violations,
- 33,563 seat belt citations, and
- 652 other seat belt enforcement activities.

Occupant Protection

Figure 3: Tennessee Seat Belt Usage Rates 2010-2014
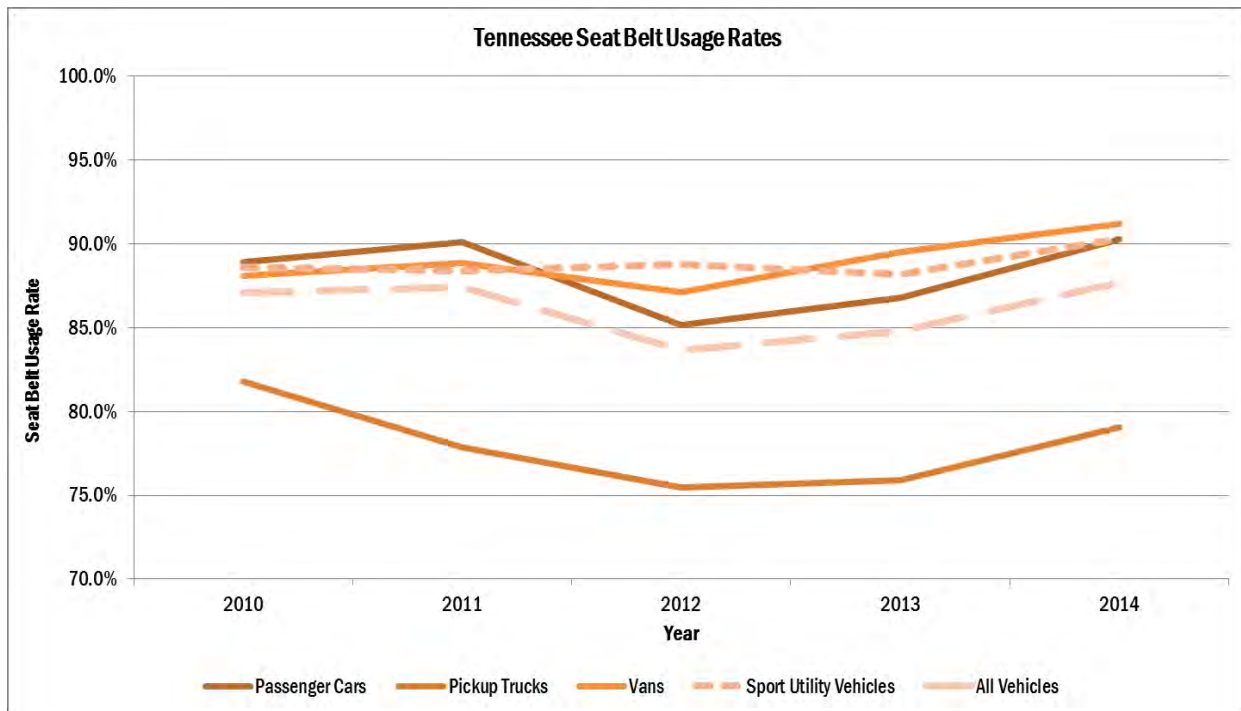
Source: Center for Transportation Research. Annual Surveys of Safety Belt and Motorcycle Helmet Usage.
Knoxville, TN: University of Tennessee, 2003 - 2014.

Figure 3 depicts Tennessee seat belt usage rates for passenger cars, pickup trucks, vans, sport utility vehicles, and all vehicles for years 2010-2014. The highest percent of usage was observed in the van category, which went from 88.1% in 2010 to 91.2% in 2014. The lowest percent of seat belt users was observed to be in the pickup truck occupant category, which illustrates a decrease from 81.8% in 2010 to 79.1% in 2014. However, the percentage rate of 79.1 is a 3.2% increase over 2013's rate of 75.9%. It also illustrates the population that may need to be targeted to reach the desired status of a high seat belt usage state of 90%. Seatbelt usage for pickup truck drivers remains consistently lower than other classes of vehicles. Tennessee has classified pickup drivers and their occupants as a high-risk population. Drivers on rural roadways are another high-risk population.

Child passenger safety is another important component of occupant protection. NHTSA's Countermeasures that Work, 8th edition, states, "NHTSA estimates that correctly used child restraints are even more effective than seat belts in reducing fatalities. Child restraints reduce fatalities by 71% for infants younger than 1 year old and by 54% for children 1 to 4 years old (NCSA, 1996). While we are proud to say that Tennessee's child passenger restraint laws requiring car seat or booster seat use for children ages 8 and under have resulted in more children being buckled up, more education is still required. A summary of findings from the final report from the Tennessee Child Passenger Safety Center grant year 2015 is provided below. Clearly, the TCPSC is providing a much needed service in the community as it pertains to children and proper restraint usage. The misuse rate is now at 82% currently, which is much

Occupant Protection

improved from when our efforts first started, and the misuse rate was at 95%. Our work is not finished, and we will be expanding our services to include both teens and older adult drivers.

The summary of 2014-2015 final report findings yielded the following results:

• Number of check-up events	319
• Number of new seat installations	731
• Number of unsafe seats	467
• Number of seats distributed	1,020
• Number of unrestrained children	237
• Number of seats checked	2,777
• Number of seats misused	2,291
• Number of seats used correctly	486
• Misuse rate for reporting year	82%

The misuse rate has remained high in Tennessee. In FY15, 319 Child Passenger Safety checkup events were held.

A total of 2,777 child safety seats were checked, and 2,291, or 82% were determined to be misused. This number is still too high.

NOTE: Only children under 4 years old are required per T.C.A. 55-9-603 to use a child safety seat. When you restrict the data to this subset of occupants, the variable exhibits highly random characteristics, because the number of fatalities under age four is extremely low, and of course, the number using the child restraint devices is even lower. The 3- and 5- year moving averages have remained near 50% since 2004, and the variance in the data is very high (Std. Error +/- 20%).

Figure 4: Percent of Fatalities by Restraint Use for Children in Tennessee
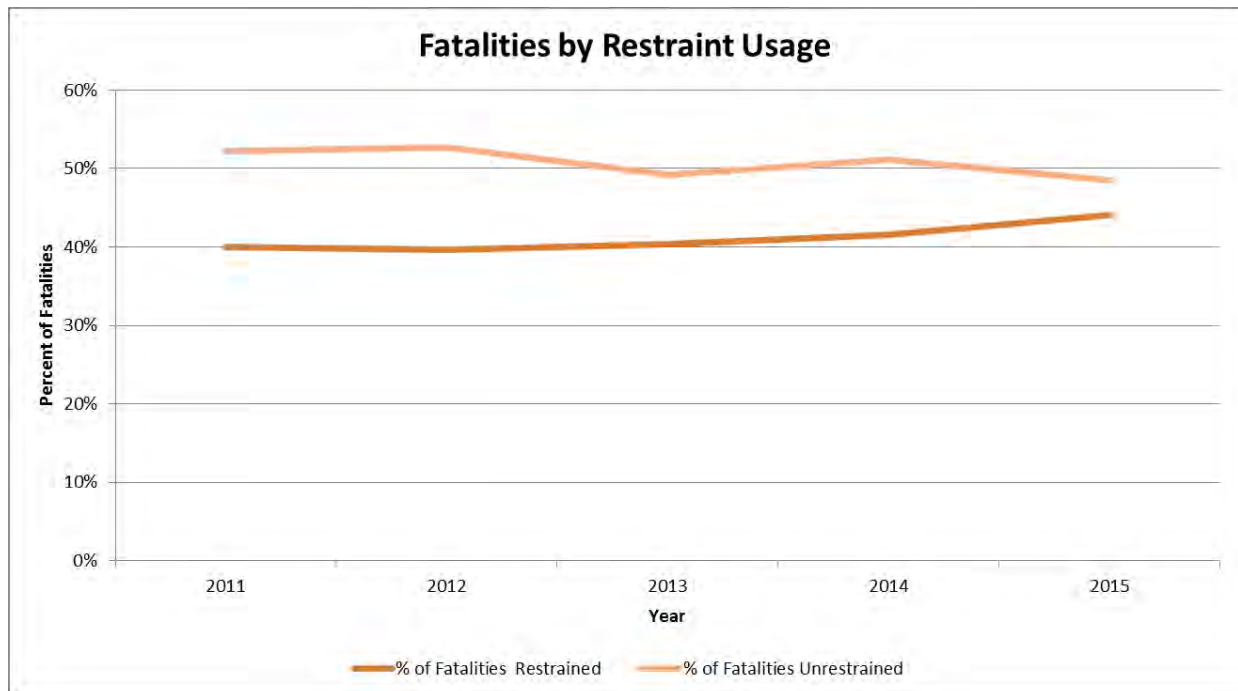
Source: NHTSA. State Traffic Safety Information. Online at http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2013/47_TN_2013.htm, accessed 13 May 2016

Figure 4 depicts the percent of fatalities by restraint use for children in Tennessee. Between the years 2011-2015, there was a decrease in the number of unrestrained fatalities from 373 to 338.

Motor vehicle deaths of children are tragic; most could be prevented through the correct use of child restraint devices.

In accordance with Section 405 (b), states that adopt and implement effective Occupant Protection programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or not properly restrained in motor vehicles will meet the criteria to be awarded grant funding.

TARGET AND PERFORMANCE MEASURES

Target

To improve occupant protection issues in the state of Tennessee to decrease traffic collisions, injuries, and fatalities.

Performance Measures:

Goal 1: To increase the observed seat belt usage rate by 2% from a 2015 baseline of 86.23% to 88.23% in 2017.

> Objective 1: Utilize enforcement strategies included in the BELTS THSO project to reduce the number of unrestrained drivers in regions that include the following eight (8) districts: Knoxville, Chattanooga, Nashville, Memphis, Fall Branch, Cookeville, Lawrenceburg, and Jackson.

> Objective 2: Participate and utilize the media "Click it or Ticket" campaign to encourage seat belt usage in Tennessee.

> Objective 3: Utilize enforcement strategies in support of the passage of recent Tennessee legislation that increased the cost of seat belt violations from $10.00 to $25.00 for first or any subsequent violation.

Goal 2: To reduce the rate of unbelted passenger occupant fatalities by 2% from a 2014 baseline of 53% (354) to 51% in 2017.

> Objective 1: Utilize enforcement strategies that include at a minimum one monthly safety belt checkpoint and one (1) statewide blitz event to reduce the number of unrestrained driver fatalities in the identified 8 regions.

> Objective 2: Participate and utilize the media "Click it or Ticket" campaign to encourage seat belt usage in Tennessee to reduce the number of unstrained drivers in Tennessee.

> Objective 3: Utilize dynamic message signs from the Department of Transportation at key locations across the state to encourage seat belt usage for the reduction of fatalities from motor vehicle crashes.

Goal 3: To reduce the state misuse percentage of incorrectly installed child passenger safety seats from a baseline of 82% in 2016 to 81% in 2017.

> Objective 1: Utilize educational strategies that include the following: 1) the recruitment and training of a minimum of 5% new Child Passenger Seat (CPS) technicians; 2) Conduct at a minimum a 2-4% increase in the number of CPS checkpoint events from 2016.

> Objective 2: Work with the State of Tennessee Occupant Protection Resource Center at Meharry and Tennessee Technological University to develop a research methodology to collect uniform, relevant, and timely data from regional districts pertaining to incorrectly installed seats from CPS events throughout Tennessee.

> Objective 3: Provide basic child passenger safety awareness training and/or resources to all law enforcement on the proper usage of child safety seats. Examples of training/and or resources include the following: roll call CPS awareness video, availability of "Tennessee Child Passenger Safety" App (which has great information that can be used at traffic stops), and basic CPS awareness workshops for cadets and officers who are not trained as CPSTs.

NOTE: Only children under 4 years old are required per T.C.A. 55-9-603 to use a child safety seat. When you restrict the data to this subset of occupants, the variable exhibits highly random characteristics, because the number of fatalities under age four is extremely low, and of course, the number using the CRD is even lower. The 3- and 5- year moving averages have remained near 50% since 2004 and the variance in the data is very high (Std. Error +/- 20%).

STRATEGIES FOR DECREASING DEATHS AND INJURIES

Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015, stresses the importance of this emphasis area and outlines countermeasures for occupant protection, such as primary seat belt enforcement, short-term high visibility belt enforcement in alignment with the "Click it or Ticket" model, nighttime enforcement, and targeted communication strategies. All of these are utilized by Tennessee.

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

Strategies Selected for FFY 2017

The THSO's mission is to develop, execute, and evaluate programs to reduce the number of fatalities, injuries, and related economic losses resulting from traffic crashes on Tennessee's roadways. The office works in tandem with the National Highway Safety Administration to

implement programs focusing on occupant protection, impaired driving, speed enforcement, truck and school bus safety, pedestrian and bicycle safety, and crash data collection and analysis.

The overarching goal of the State of Tennessee Occupant Protection Resource Center (STOPReC) is to reduce traffic deaths and injuries in the state of Tennessee.

To achieve this important goal, we will meet the following objectives:

Child Passenger Safety Objectives

1. Increase the use of child restraints in Tennessee.

2. Collect safety data on child safety seat usage on 100% of participants.

3. Certify 100 technicians and maintain/recertify currently certified technicians.

4. Maintain a coalition of 150 fitting stations throughout the state.

Teen Driver Education Objectives

1. Create positive messages and activities geared toward teens on seatbelt use and safe driving.

2. Partner with teen driver educational programs to conduct activities (e.g. Teen Driving Plan and Think Fast) that will engage teens and change teen driver behavior.

3. Work with law enforcement and school resource officers across the state to provide interventions in high-risk areas of increased injuries and fatalities.

4. Collect and analyze data on teen driver injuries and fatalities.

Older Driver Education Objectives

1. Conduct 12 safety training activities such as CarFit for older drivers.

2. Develop resources and educational materials that will assist in delivering the safety message.

3. Encourage and facilitate regular collaboration among agencies and organizations responsible for or impacted by older driver safety issues.

4. Collect and analyze data on older driver injuries and fatalities.

Training

The State of TN Occupant Protection Resource Center (STOPReC) will conduct at least one education program quarterly in Tennessee for a total of at least four trainings that will target children, teens, or older drivers:

Occupant Protection

1. 32-hour, Renewal, CPS workshop or CEU for Child Passenger Safety Technicians and/or Parent/Community Partner.

2. Teen Driver Presentation and/or activity.

3. Older Driver Car Fit activity and/or safety presentation.

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

Education

The STOPReC will conduct checkups during the Click It or Ticket Blitz and National CPS Week and distribute educational materials, including at Hands Across the Border events. The checkups will track the number of child safety seats checked, the number of child safety seats that were misused, the number of children who did not arrive with child safety seats, and the number of child safety seats that were replaced because they were deemed unsafe. In addition, seat belt usage will be observed and recorded for teen and older drivers.

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

Data collection

The checklist forms that have been created will be utilized to provide the STOPReC better information on the types of errors the public makes when installing child safety seats.

The STOPReC will conduct research projects to enhance programmatic initiatives and improve high-risk areas of increased injuries and fatalities. A formal report will be submitted annually that will reflect seat belt and child safety seat usage, reporting common mistakes, common practices, and behavior changes (if any) after interventions have been done.

STRATEGY: ENFORCEMENT

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

Occupant protection is a priority for law enforcement across the state. An example is the Tennessee Highway Patrol (THP), which ranks occupant protection enforcement as its second highest priority, second only to impaired driving enforcement. This priority designation has led to an over three-fold increase in the number of seat belt citations issued by THP troopers from 2010 to 2014 (30,000 to 102,750). During 2014, 90 percent of THP seat belt enforcement was undertaken when on regular duty.

In addition, for the last three years, THP has been committed to including child passenger safety basic awareness training for 100% of their cadets. The information that these cadets receive

during the training will help them tremendously out in the field when they encounter motorists with children. In addition, the training encourages many to seek further training in child passenger safety.

Enforcement Mobilizations

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

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

2. Intense publicity, both paid and earned, using messages that increase the perception of risk;

3. Pre/post observational surveys;

4. Pre-post knowledge/attitude/behavior surveys; and

5. Immediate reporting of enforcement and media activity.

Nighttime Seatbelt Usage

The University of Tennessee leads a Nighttime Seatbelt Usage Research project that aims to develop, implement, and evaluate a pilot program with varied intervention strategies. The focus is to increase the rate of seatbelt usage especially during nighttime hours through targeted enforcement, paid media campaigns and community outreach efforts.

The three-year long project is being conducted by the Center for Transportation Research at the University of Tennessee. It is sponsored by the Centers for Disease Control with additional support from the Tennessee Highway Safety Office. It is being conducted in partnership with law enforcement agencies in these areas, the Center for Applied Research and Evaluation (CARE) at UT, and with a broad array of partners from across the region that encompass community based organizations, organized clubs/groups/departments in schools, colleges, and universities.

The project focuses on five counties in east Tennessee (Blount, Knox, Loudon, Roane, and Sevier) with Rutherford County in middle Tennessee serving as a "control" county. In consultation with law enforcement agencies, six sites were identified in each county. Observations were made in April 2015 to document baseline seatbelt usage rates. Saturation patrols were then conducted over consecutive three-day periods by law enforcement agencies. Seatbelt usage observations were made on the first day of these patrols. Approximately two weeks after the saturation patrols, seatbelt usage observations were made once again. Similar efforts with varied intervention strategies (enforcement as well as outreach & education) will continue over the next two years.

Evaluation

Statewide, local, and subgroup observational and opinion surveys will be used to target enforcement and education activities and to identify motivators for non-use in high-risk populations. Surveys will be incorporated into the mobilizations. Additional information regarding the Tennessee Safety Belt Use Statewide Observational Survey is provided later in this section.

Communication Strategies

THSO makes extensive use of the Law Enforcement Liaison (LEL) Program. Each LEL has four to five network coordinators who are employed by law enforcement agencies within their region to assist with program administration and event coordination. The LELs and their network coordinators are well known by law enforcement agencies in their areas of responsibility, and they leverage these relationships to garner support for enforcement and public information activities.

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

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
Blount County Sheriff's Department	Blount	$10,000.00
Knoxville Police Department	Knox	$10,000.00
Loudon County Sheriff's Department	Roane	$10,000.00
Roane County Sheriff's Office	Loudon	$10,000.00
Sevier County Sheriff's Office	Sevier	$10,000.00
TN Department of Safety, District 1	Knox	$10,000.00
TN Department of Safety & Homeland Security	Statewide	$100,000.00

STRATEGY: CHILD PASSENGER SAFETY TRAINING AND COMMUNITY

Problem

Almost 82% of child safety seats are used incorrectly; which is 9% above the national average of 73%. This is because fitting a seat to a car and a child to a seat can be confusing and difficult. Difficulties arise because child restraints are not always compatible with the vehicle, recalls may have been made, the tendency to use "hand me down" seats, etc. According to the National Highway Traffic Safety Administration (NHTSA), car crashes are a leading killer of children 1 to 14 years old in the United States. The best way to protect them in the car is to put them in the right seat, at the right time, using the seat the right way. In addition, the National Survey of the Use of Booster Seats (2011) found that about 25 percent of children 4 to 7 years

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old were prematurely graduated to seat belts, and 10 percent were unrestrained. Using effective programs can reduce the number of deaths and injuries. Given the societal challenges of automobile deaths and injuries among children, there is an urgent need to increase awareness, interest, and action for a greater use of child safety seats.

According to Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth edition, in order to maximize child restraint enforcement efforts, certain activities should be part of the overall program. Tennessee was the first state in the country to pass a law requiring children traveling in motor vehicles to be restrained in child restraints appropriate for the child's age and size. The state added new requirements for 4- to 8-year-olds in 2005. Utilizing high-visibility, short-duration belt law enforcement programs is another recommended countermeasure. For instance, child restraint and booster seat use and enforcement are an important part of Tennessee's "Click it or Ticket" campaign. Another countermeasure is communications and outreach campaigns directed at booster-seat-age children. Tennessee's efforts are best described in the Ollie Otter Seat Belt and Booster Seat Education Campaign discussed later in this section.

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

Tennessee maintains an active network of child inspection stations and events that service the majority of the state's population and focus on underserved areas. A total of 104 fitting stations are currently located within 48 counties across the state. Fitting stations are staffed with at least one current nationally Certified Passenger Safety Technician whose hours are posted for the communities they serve. A list of fitting stations is provided later in this section.

Objectives

1. Provide a minimum of three child passenger safety (CPS) certification, renewal, and re-certification training classes each on an annual basis statewide.

2. Evaluate/modify and develop CPS public information and education materials.

3. Provide free technical assistance and staffing for a CPS toll free number.

4. Conduct on an average 150 statewide child safety seat check-up events.

5. Provide replacement child safety seats at child safety seat check-up events.

6. Maintain a database of CPS technicians/instructors.

7. Maintain a recall list of child seat restraints online.

8. Purchase car seats from state bid or comparable pricing.

9. Participate in NHTSA's CPS Week by conducting child safety seat check-up events, hosting community health fairs to include CPS education sessions, posting CPS messages on the digital messaging system (DMS) statewide, as well as partnering with local media outlets to promote CPS events throughout the State.

10. Recruit new CPS technicians by attending regional LEL network meetings, local coalition meetings, and communicating with training coordinators at local agencies.

11. Increase the number of certified child passenger safety training instructors from 29 to 41.

12. Maintain fitting stations by providing resources such as training, child seat restraints, educational materials, and additional technical assistance as required. Agencies are kept informed of statewide activities/updates by the Tennessee Traffic Resource Center (www.tntrafficsafety.org) as needed. CPS technicians from the CPS fitting stations are also invited to attend local LEL network meetings.

13. Increase the number of Ollie Otter presentations and events.

14. Increase the number of volunteers trained to present Ollie Otter program curriculum.

Education and Training for Adults

In an effort to provide adequate training and education to caregivers across the state, Tennessee has 104 fitting stations staffed with certified child passenger safety technicians available to assist upon request. The State of Tennessee Occupant Protection Resource Center, which is based at Meharry Medical College, implements certification training programs and resources to injury prevention customers and partnering agencies to ensure that education and training are provided to maintain the number of child passenger safety certified technicians and training instructors. National Child Passenger Safety Certification (CPSC) is offered to law enforcement officers at no charge. Training required for CPSC recertification is offered regionally throughout the year.

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

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

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

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

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

There are currently 29 certified child passenger safety training instructors who provide CPS training throughout the state. Instructors are recruited through individual agency contacts and by training coordinators and are teamed with mentors to assist in the Instructor Candidacy process to produce quality instructors. This year a new workshop was offered to the CPS Coalition, techs, and instructors. This workshop supported the CPS program with internal/strategic growth and also assisted with low recertification rate.

Below is a description of the new workshop:

> Workshop: Interested in Becoming a CPS Instructor or a Tech Proxy?
>
> Time Span: 2 Hours
>
> Description: The two-hour workshop will provide information to seasoned Technicians and/or Instructor Candidates on what steps are needed to become an instructor. The face to face interaction will assist many individuals who have questions in regards to the Safe Kids and THSO Instructor Candidate Process. The workshop will be offered once a year.

In East Tennessee, the Safe Journey program of the Hamilton County Sheriff's Office conducts weekly checkpoints at four locations within the county. These checkpoints are located in popular areas of Hamilton County (Chattanooga) and are promoted through media, websites, flyers, and posters. The checkpoint locations are also promoted through agencies and organizations serving families with children in the target age range, birth through age 9. Safe Journey's target audience includes low-income populations, minority groups, and rural underserved populations. Further, Safe Journey staff provides education and information to parents and caregivers in addition to providing child seat restraints when possible to those in need. This is one example of

how Tennessee reaches its diverse populations. The staff of Safe Journey was awarded the Blue Diamond Award from the STOPReC in September of 2014 in recognition of its accomplishments.

A sample of classes offered through September 2016 is provided below.

SAMPLE OF UPCOMING CPS CLASSES

Event Title	Event Start Date	Held At
24-Hour CPST Certification Course	6/14/2016 9:00	Clinton Fire Department
24-Hour CPST Certification Course	7/11/2016 9:00	Bristol Motor Speedway
24-Hour CPST Certification Course	8/24/2016 9:00	Pigeon Forge Police Department
32-Hour CPST Certification Course	6/14/2016 9:00	Hardeman County Sheriff's Office
32-Hour CPST Certification Course	6/28/2016 9:00	Mt. Juliet Police Department
6-Hour CEU Training for Current Techs	7/22/2016 9:00	MNPD South Precinct
6-Hour CEU Training for Current Techs	7/22/2016 9:00	Fayette County Sheriff's Office
6-Hour CEU Training for Current Techs	7/27/2016 9:00	Jackson Emergency Operation Center
6-Hour CEU Training for Current Techs	8/9/2016 9:00	McKinney Center
6-Hour CEU Training for Current Techs	9/27/2016 9:00	Bristol
8-Hour Child Passenger Safety Renewal Course	7/14/2016 9:00	Bristol Motor Speedway
8-Hour Child Passenger Safety Renewal Course	7/15/2016 9:00	UT Extension Center
8-Hour Child Passenger Safety Renewal Course	7/27/2016 9:00	Rhea County Welcome Center
8-Hour Child Passenger Safety Renewal Course	7/29/2016 9:00	Dickson EMA Building
8-Hour Child Passenger Safety Renewal Course	8/17/2016 9:00	Jackson Emergency Operation Center
Occupant Protection Track: Child Passenger Safety Pre-Conference	9/7/2016 8:00	Embassy Suites - Murfreesboro

Education and Training for Children

The Ollie Otter Seat Belt and Booster Seat Education Program, based at Tennessee Technological University iCube, is a comprehensive program that encourages a greater percentage of booster seat and seat belt utilization for children. Ollie Otter presentations and events focus on booster seat and seat belt safety. In addition to schools, the program includes participation in high visibility events that still involve one-on-one interaction and education with the target audience, such as community events, events at Music City Center, Safety City – Knoxville, various county fairs, car seat checkpoints, service learning training, and volunteer recruiting sessions. The program has multiple partners across the state, from the Tennessee Colleges of Applied Technology to local community members; partnerships and the opportunity to become an official Ollie Otter presenter through online training make it possible for the program to increase its capacity.

The Ollie Otter program presentation approach is an innovative way to present the booster seat and seat belt laws in an educational forum, resulting in increased seat belt and child restraint use among Tennesseans. The program directly impacts elementary school age children with the booster seat and seat belt safety education message. Further, parents, caregivers, teachers, administrators, community volunteers, and high school and college age volunteers are also impacted.

The Ollie Otter program reaches underserved populations such as low-income families who participate in the Head Start Program, which is designed to provide comprehensive early childhood education, health, nutrition and parent involvement. Students and families are provided educational materials and resources to promote physical health and personal responsibility by using booster seats and seat belts. The program is also offered within income-based summer education programs and camps and in rural communities with distance outreach and support resources.

Resources

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

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
Meharry Medical College	Statewide	$400,000.00
Hamilton County Sheriff's Office	Hamilton County	$125,000.00
Tennessee Technological University	Statewide	$159,618.22

NOTE: These resources are estimated and are based on the 2015-2016 grant year funding. The THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY 2017 grant year. Approved grantees will be notified of any changes.

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Self-Sufficiency

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

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

Each certified CPS technician (who targets parents/children) has the capability to teach workshops and each CPS tech receives, if he or she requests it, educational materials that can be used in the workshops.

Consequently, one CPS technician can make an impact on an entire organization and an entire community. The Center will continue to develop a critical mass of technicians who maintain their certification and become sources of reliable CPS and seat belt information within Tennessee for years to come.

For the Ollie the Otter program, the permanent nature of the Ollie materials—4'9" measuring posters, driveway banners, school signs, and classroom curriculum materials—will contribute to self-sufficiency. In addition, online training programs, autopilot web activity, and volunteer involvement promote continued implementation with little or no programmatic costs associated.

Evaluation

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

Through the STOPReC and its partners, child passenger safety fitting station sites have been established in over 95 different locations to distribute safety seats to underserved populations in Tennessee. A total of 104 fitting stations are currently located within 48 counties across the state. This accounts for over 81% of the state's population, including the top 15 most populated counties. A detailed listing is provided below.

Occupant Protection

TENNESSEE FITTING STATION DATABASE

	Agency	Address	City	Region	County	Population
1	Alcoa Police Department	2020 North Wright Road	Alcoa	East	Blount	123,010
2	Ashland City Fire Department	101 Court St.	Ashland City	East	Cheatham	39,105
3	Baptist Memorial Hospital For Women	6225 Humphreys Blvd	Memphis	West	Shelby	927,644
4	Bartlett Police Department	3730 Appling Road	Bartlett	West	Shelby	927,644
5	Bedford County Sheriff Department	103 Lane Parkway	Shelbyville	Middle	Bedford	45,058
6	Belle Meade Police Department	4705 Harding Road	Nashville	Middle	Davidson	626,681
7	Bells Police Department	12984 Highway 79	Bells	West	Crockett	14,586
8	Blount County Fire Department	2549 E Broadway Ave	Maryville	East	Blount	123,010
9	Blount Memorial Hospital	6225 Humphreys Blvd	Maryville	East	Blount	123,010
10	Bolivar Police Department	211 West Jackson Street	Bolivar	West	Hardeman	27,253
11	Bradley County Health Department	201 Dooley St SE	Cleveland	East	Bradley	98,963
12	Brentwood Fire And Rescue Department	5211 Maryland Way	Brentwood	East	Williamson	183,182
13	Bristol Police Department	801 Anderson Street	Bristol	East	Sullivan	156,823
14	Bristol Tennessee Fire Department	211 Bluff City Highway	Bristol	East	Sullivan	156,823
15	Brownsville Police Department	118 North Lafayette Street1	Brownsville	West	Haywood	18,787
16	Cannon County Fire & Rescue Squad	618 Lehman Street	Woodbury	Cumberland	Cannon	13,801
17	Chattanooga State Community College	4501Amnicola Highway	Chattanooga	Cumberland	Hamilton	336,463

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18	Chattanooga-Hamilton County Health Department	921 E 3rd St	Chattanooga	East	Hamilton	336,463
19	Children and Family Services, Inc.	412 Alston Avenue	Covington	West	Tipton	61,081
20	City of Gatlinburg - Fire Department	1230 East Parkway	Gatlinburg	East	Sevier	89,889
21	Clarksville Police Department	135 Commerce Street	Clarksville	Middle	Montgomery	172,331
22	Cleveland Police Department	100 Church Street	Cleveland	Cumberland	Bradley	98,963
23	Cocke County Sheriff Department	111 Court Avenue	Newport	East	Cocke	35,662
24	Collierville Police Department	156 North Rowlett Street	Collierville	West	Shelby	927,644
25	Columbia Fire Department	1000 S Garden St	Columbia	East	Maury	80,956
26	Columbia Police Department	707 N. Main St.	Columbia	Middle	Maury	80,956
27	Cookeville Police Department	10 E. Broad Street	Cookeville	Cumberland	Putnam	72,321
28	Cornersville Police Department	118 South Main Street	Cornersville	Middle	Marshall	30,617
29	Covington Police Department	133 East Pleasant	Covington	West	Tipton	61,081
30	Crockett County Sheriff Department	899 South Cavalier Drive	Alamo	West	Crockett	14,586
31	Crossville Fire Deptment	Columbia	Crossville	East	Cumberland	56,053
32	Cumberland County Health Department	1503 S Main St	Crossville	East	Cumberland	56,053
33	Cumberland County Sheriff Department	90 Justice Center Drive	Crossville	Cumberland	Cumberland	56,053
34	Davidson County Sheriff's Office	430 Third Avenue North	Nashville	Middle	Davidson	626,681
35	Decherd Police Department	201 S. Diagonal Street	Decherd	Cumberland	Franklin	41,052
36	Dickson County Sheriff Department	140 County Jail Road	Charlotte	Middle	Dickson	49,666
37	Dover Police Department	625 Donelson Parkway	Dover	Middle	Stewart	13,324

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38	Dresden Police Department	117 West Main Street Suite B	Dresden	West	Weakley	35,021
39	East Tennessee Childrens Hospital Of Knoxville	2018 Clinch Ave	Knoxville	East	Knox	432,226
40	Elizabethton Police Department	136 South Sycamore Street	Elizabethton	East	Carter	57,424
41	Estill Springs Police Department	308 South Main Street	Estill Springs	Cumberland	Franklin	41,052
42	Fayette County Sheriff Department	705 Justice Drive	Somerville	West	Fayette	38,413
43	Fire Department of Mt. Juliet	104 Belinda Parkway	Mt. Juliet	Middle	Wilson	113,993
44	Fort Campbell Police Department	Building 123 Forrest Road	Fort Campbell	Middle	Montgomery	172,331
45	Franklin Fire Department	907 Murfreesboro Rd	Franklin	East	Williamson	183,182
46	Franklin Police Department	900 Columbia Ave	Franklin	Middle	Williamson	183,182
47	Gadsden Police Department	229 High Street	Gadsden	West	Crockett	14,586
48	Gallatin Police Department	130 West Franklin Street	Gallatin	Middle	Sumner	160,645
49	Goodlettsville Police Department	105 South Main Street	Goodlettsville	Middle	Davidson	626,681
50	Grand Junction Police Department	150 North Tippah Street	Grand Junction	West	Hardeman	27,253
51	Hardeman County Sheriff Department	505 South Main Street Suite B	Bolivar	West	Hardeman	27,253
52	Hardin County Sheriff Department	525 Water Street	Savannah	West	Hardin	26,026
53	Harriman Police Department	130 Pansy Hill Road	Harriman	East	Roane	54,181
54	Hendersonville Police Department	3 Executive Park Drive	Hendersonville	Middle	Sumner	160,645
55	Huntingdon Police Department	12740 Lexington Street	Huntingdon	West	Carroll	28,522

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56	Huntland Police Department	100 Cumberland Blvd	Huntland	Cumberland	Franklin	41,052
57	Jackson Fire Department	234 Institute St	Jackson	West	Madison	98,294
58	Jackson-Madison County General Hospital	620 Skyline Dr	Jackson	West	Madison	98,294
59	Jamestown Police Department	222 South Main Street	Jamestown	Cumberland	Fentress	17,959
60	Jefferson City Police Department	100 City Center Drive	Jefferson City	East	Jefferson	51,407
61	Johnson City Fire Department	505 E Main St	Johnson City	East	Washington	122,979
62	Johnson City Police Department	601 East Main Street	Johnson City	East	Washington	122,979
63	Jonesborough Department Of Public Safety	123 Boone Street	Jonesborough	East	Washington	122,979
64	Kingsport Fire Department	130 Island St	Kingsport	East	Sullivan	156,823
65	Kingsport Life Saving Crew	1800 Crescent Dr	Kingsport	East	Sullivan	156,823
66	Kingsport Police Department	200 Shelby Street	Kingsport	East	Sullivan	156,823
67	Lake Tansi Department of Security & Law Enforcement	2849 Dunbar Road	Crossville	Cumberland	Cumberland	56,053
68	Lauderdale County Sheriff Department	675 Highway 51 South	Ripley	West	Lauderdale	27,815
69	Lavergne Police Department	5093 Murfreesboro Road	La Vergne	Middle	Rutherford	262,604
70	Le Bonheur Children's Hospital	50 N. Dunlap	Memphis	West	Shelby	927,644
71	Lebanon Police Department	406 Tennessee Boulevard	Lebanon	Middle	Wilson	113,993
72	Lenoir City Fire Department	200 E Depot St	Lenoir City	East	Loudon	48,556
73	Lewisburg Police Department	101 Water Street	Lewisburg	Middle	Marshall	30,617

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74	Lexington Police Department	88 First Street	Lexington	West	Henderson	27,769
75	Loudon City Fire Department	201 Alma Pl	Loudon	East	Loudon	48,556
76	Madison County Sheriff Department	546 East College St	Jackson	West	Madison	98,294
77	Manchester Police Department	200 West Fort Street	Manchester	Cumberland	Coffee	52,796
78	Martin Police Department	101 University Street	Martin	West	Weakley	35,021
79	Maryville Police Department	418 West Broadway Avenue	Maryville	East	Blount	123,010
80	McMinn County Sheriff Department	1319 S White St	Athens	Cumberland	McMinn	52,266
81	McMinnville Police Department	204 Red Road	McMinnville	Cumberland	Warren	39,839
82	Meharry Medical College	1005 Dr. D.B. Todd Jr Blvd.	Nashville	Middle	Davidson	626,681
83	Memphis Police Department	201 Poplar Avenue	Memphis	West	Shelby	927,644
84	Metro Juvenile Warrant Division	100 Woodland st	Nashville	Middle	Davidson	626,681
85	Metro Nashville Police Department	200 James Robertson Parkway	Nashville	Middle	Davidson	626,681
86	Monroe Carell Childrens Hospital At Vanderbilt	2200 Children's Way	Nashville	Middle	Davidson	626,681
87	Montgomery County Driver Safety	2 Millennium Plaza	Clarksville	Middle	Montgomery	172,331
88	Montgomery County Sheriff Department	120 Commerce Street	Clarksville	Middle	Montgomery	172,331
89	Moscow Police Department	14075 Hwy 57	Moscow	West	Fayette	38,413
90	Munford Police Department	79 College Street	Munford	West	Tipton	61,081
91	Murfreesboro Fire Department	220 NW Broad St	Murfreesboro	Middle	Rutherford	262,604
92	Murfreesboro Police Department	302 South Church Street	Murfreesboro	Middle	Rutherford	262,604

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93	Nashville Fire Department	2589 Whites Creek Pike	Nashville	Middle	Davidson	626,681
94	Newbern Police Department	121 East Main Street	Newbern	West	Dyer	38,335
95	Niswonger Children's Hospital	400 North State of Franklin Road	Johnson City	East	Washington	122,979
96	Oakland Police Department	170 Doss Circle	Oakland	West	Fayette	38,413
97	Pigeon Forge Police Department	3225 Rena Street	Pigeon Forge	East	Sevier	89,889
98	Piperton Police Department	3725 Hwy 196 Suite A	Piperton	West	Fayette	38,413
99	Polk Co Health Dept	2279 Parksville Rd	Benton	Cumberland	Polk	16,825
100	Putnam County Emergency Medical Services	700 County Services Dr	Cookeville	Cumberland	Putnam	72,321
101	Robertson County Sheriff Department	507 South Brown Street	Springfield	Middle	Robertson	66,283
102	Rutherford County Sheriff's Department	940 New Salem Hwy	Murfreesboro	Middle	Rutherford	262,604
103	Safe Journey	8395 Hickory Valley Rd	Chattanooga	Cumberland	Hamilton	336,463
104	SAFEDAWG	129 Bruce Ln	Rickman	Cumberland	Overton	22,083
105	Safety City Knoxville	165 S. Concord Street	Knoxville	East	Knox	432,226
106	Savannah Police Department	80 King Street	Savannah	West	Hardin	26,026
107	Sequatchie County Sheriff Department	351 Fredonia Road Suite A	Dunlap	Cumberland	Sequatchie	14,112
108	Shelby County Sheriff Department	11670 Memphis Arlington	Arlington	West	Shelby	927,644
109	Signal Mountain Fire Department	1111 Ridgeway Ave	Signal Mountain	East	Hamilton	336,463
110	Signal Mountain Police Department	1111 Ridgeway Avenue	Signal Mountain	Cumberland	Hamilton	336,463
111	Smyrna Police Department	400 Enon Springs Road	Smyrna	Middle	Rutherford	262,604

Occupant Protection

112	Somerville Police Department	117 West North Street	Somerville	West	Fayette	38,413
113	South Fulton Police Department	700 Milton Counce Drive	South Fulton	West	Obion	31,807
114	South Pittsburg Police Department	205 Elm Ave	South Pittsburg	Cumberland	Marion	28,237
115	Spring Hill Police Department	199 Town Center Parkway	Spring Hill	Middle	Maury	80,956
116	Sullivan County Sheriff Department	140 Blountville Bypass	Blountville	East	Sullivan	156,823
117	Sumner County Sheriff Department	117 W. Smith St.	Gallatin	Middle	Sumner	160,645
118	The Center for Family Development - Shelbyville	1304 Madison St.	Shelbyville	Middle	Bedford	45,058
119	THP - Tennessee Highway Patrol - District 4 Memphis	6348 Summer Ave	Memphis	West	Shelby	927,644
120	THP - Tennessee Highway Patrol - District 5 Fall Branch	184 Joe R. McCrary Rd.	Fall Branch	East	Washington	122,979
121	Tipton County Sheriff Department	1801 S. College St., Suite 106	Covington	West	Tipton	61,081
122	Tiptonville Police Department	205 Church St.	Tiptonville	West	Lake	7,832
123	Tullahoma Police Department	201 West Grundy Street	Tullahoma	Cumberland	Coffee	52,796
124	Union City Police Department	408 South Depot Street	Union City	West	Obion	31,807
125	UT Health Science Center	880 Madison Ave	Memphis	West	Shelby	927,644
126	Warren County Sheriff's Department	108 Security Circle	McMinnville	Cumberland	Warren	39,839
127	Wellmont Holston Valley Medical Center	130 West Ravine Rd.	Kingsport	East	Sullivan	156,823
128	White County Sheriff Department	111 Depot St. Suite 4St	Sparta	Cumberland	White	25,841
129	Humboldt Police Department	1421 Osborne St.	Humboldt	West	Gibson	49,683

130	Bradley County Sheriff's Office	2290 Blythe Ave.	Cleveland	Cumberland	Bradley	98,963
131	Grainger County Ambulance Authority	499 Liberty Hill	Rutledge	East	Grainger	22,657

Certified Instructors in Tennessee				
First Name	**Last Name**	**Company Name**	**City**	**Certification Number**
Robert	Berkley	Safe Kids Of The Greater Knox Area	Alcoa	I678955
Angela	Brown	Middle TN CPS Center/Meharry Medical College	Nashville	I565663
James	Brown	Soddy Daisy PD	Soddy Daisy	I0880
Becky	Campbell	Safe Journey- Hamilton County Sheriff's Office	Signal Mtn.	I573568
James	Cassidy	Rutherford County Sheriff'S Department	Murfeesboro	I563987
Rebecca	Cowan	Sevierville Police Dept.	Sevierville	I558536
Vicki	Dagnan	Knoxville Police Department	Knoxville	I576487
Kristi	Davis	BMH for Women	Collierville	I2172
Donald	Fanning	Murfreesboro Police Dept.	Murfreesboro	I2005
Demeatrise	Givens	Porter Leath	Memphis	T694408
Sarah	Haverstick	Evenflo	Mount Juliet	I654478
Susan	Helms	Le Bonheur Children's Hospital	Memphis	I0899
Tim	Hensley	Johnson City Police Dept.	Johnson City	I0927
Ruth	Horne	Consultants Safety System of America	Arlington	I1017
Omar	Jundi	Fayette County Sheriff Department	Somerville	I690613
Melinda	Klar	University of Tennessee Medical Center	Knoxville	I2022
Bethany	Krieg	Department of Children's Services	Cookeville	I619183
Lisa	Langford	Putnam County Emergency Medical Services	Cookeville	I597077
Kristi	Paling	Tennessee Department of Children's Services	Algood	I619368
Sharon	Patten	Safe Journey/Hamilton County Sheriff's Office	Chattanooga	I596369
Carl	Peas	Murfreesboro Fire & Rescue	Murfreesboro	I708459
David	Peters	Bristol TN Fire Dept.	Bristol	I678581
Deborah	Scruggs	Governor's Highway Safety Office	Nashville	I601235
Daniel	Seymour	Red Bank Police Dept.	Ooltewah	I1754
Raymond	Shew	Rutherford County Sheriff's Office	Murfreesboro	I639004
Christy	Smith	Hamilton County Sheriff's Office	Hixson	I621875

		Certified Technicians in Tennessee		
First Name	**Last Name**	**Company Name**	**City**	**Certification Number**
Dan	Aalberg	Red Bank PD	Red Bank	T047448
Kevin	Abercrombie	Lenoir City Fire Department	Lenoir City	T720057
Christopher	Adams	Dresden Police Department	Dresden	T734000
Daniel	Adams	City of Clinton Fire Department	Clinton	T698394
Nick	Adams	Brentwood Fire and Rescue	Brentwood	T699378
Beth	Adcock	Smithville Police Department	Smithville	T738844
Michael	Adcock	Franklin Police Department	Franklin	T663006
Trey	Adcock	Manchester Police Department	Manchester	T746217
John	Ailor	Blount County Sheriff's Office	Knoxville	T698390
Jana	Akagi	Oak Ridge School'S Preschool	Oak Ridge	T715632
Thomas	Akers	Sumner County Sheriff's Office	Galaltin	T736585
Cathy	Akin	Methodist LeBonheur Germantown Hospital	Somerville	T657630
Andrew	Albertson	Roane County Oes- Ems Division	Spring City	T738768
Chester	Aldridge	Memphis PD	Memphis	T737412
Jessica	Aletras	None	Pigeon Forge	T723049
Alan	Alexander	Milan police dept	Milan	T733892
Tammie	Alexander	Le Bonheur Children's Hospital	Memphis	T726833
Tommy	Alexander	Franklin Fire Department	Franklin	T685680
Ashley	Allen	Monroe Carell Jr Children's Hospital at Vanderbilt	Nashville	T749177
Michelle	Allen	DCS	Nashville	T746981
Anthony	Alley	Hawkins County Sheriff'S Office	Rogersville	T663655
Elisabeth	Allison	Morristown Fire Dept.	Morristown	T663654
Terica	Alston		Memphis	T726834
Paola	Alvarez		Memphis	T745401
Juan	Ambriz	Fire Department city Of Mount Juliet	Mount Juliet	T746362
John	Amos	Niota Police Department	Niota	T682585
Tamara	Andersen	Tillman Police Staion	Memphis	T746977
Rick	Anderson	Chattanooga State Police Department	Chattanooga	T727080
Susan	Andrews	Union City Police Dept	Union City	T038528
Carleena	Angwin	Chattanooga - Hamilton County Health Department	Chattanooga	T666136
Dana	Antonino	Tennessee Highway Patrol	MURFREESBORO	T677440
Pete	Arender	Tipton County Sheriff Office	Covington	T701314
Phillip	Armenta	Rutherford County Sheriff's Office	Murfreesboro	T723201
Becky	Arnold	Blount County Sheriff Department	Maryville	T730841
Conley	Arwood	Sevierville Fire Department	Sevierville	T717067
Debbie	Ary	Southwest TN Child Care Resource and Referal	Jackson	T746185

Occupant Protection

		Metro Nashville Police		
Christopher	Augustin	Department	Nashville	T721731
Christopher	Ayers	Murfreesboro Fire Department	Murfreesboro	T710770
Sharon	Bagnall	Tennessee Highway Patrol	Nashville	T747796
Alan	Bailey	TN Highway Patrol	Chattanooga	T697830
William	Bailey	Columbia Fire Department	Spring Hill	T727829
Darryl	Baker	Springhill Police Dept.	Spring hill	T646115
Jonathan	Baker	Blount County Sheriff Department	Maryville	T707820
Monica	Baker	Hamilton County Health Department	Chattanooga	T708316
James	Baldwin	Jefferson City Fire Department	Jefferson City	T717779
Katrina	Baldwin	Jefferson City Fire Department	Jefferson City	T717890
Tara	Bales	Harriman Police Department	Harriman	T731752
Jason	Ball	Department of Children's Services	Ooltewah	T697843
Byron	Banks	Tazewell-New Tazewell Fire Department	Tazewell	T716943
Angie	Barker	Huntingdon Police Department	Huntingdon	T676043
Justin	Barker	Savannah Police Department	Savannah	T747814
Deborah	Barnes	methodist olive branch hospital	arlington	T744208
Jason	Barnes	Brentwood Fire and Rescue	Brentwood	T712102
James	Bartolotta		Portland	T751452
John	Bates	Ruther County Sheriff's Office	Murfreesboro	T685681
Jamila	Batts		Memphis	T739948
Katrina	Bazzell-Morgan	Polk Co. Health Dept.	Benton	T65586
Beverley	Bearden	Tennessee Highway Patrol	Munford	T736400
Toby	Beaty		Knoxville	T744978
Phillip	Belisario	Greene County Constable	Chuckey	T727248
Ben	Belitz	Maryville Police Department	Maryville	T733735
Jessica	Belitz	Blount Memorial Foundation & Community Outreach	Maryville	T742230
Jerry	Bell	MNPD	Nashville	T733325
Loretta	Bell	City of Moscow Tennessee	Moscow	T733841
Rafael	Bello	Smyrna Police Department	Smyrna	T735287
James	Bennett	Spring hill police dept	Spring hill	T712763
Kurt	Bennett	Johnson City Fire Department	Johnson City	T728231
La-Tica	Bennett		Memphis	T739960
Michael	Betzold	Williamson Medical Center EMS	Franklin	T727824
Mary	Bibbs	Memphis Police Department	Memphis	T737153
Jamie	Bigelow	Murfreesboro Fire Dept	Murfreesboro	T639030
Irma	Bingham	METRO PUBLIC HEALTH DEPT	Nashville	T736422
Callie	Bird	Ollie Otter, Tennessee Tech University	Cookeville	T703840
Cody	Bishop	Cowan Police Department	Cowan	T724684
Jimmy	Bizzell	Covington Police Department	Covington	T725412
James	Blakeney	Clinton Fire Department	Clinton	T726413
Amy	Blanton	Oak Ridge Fire Department	Oak Ridge	T730854

Occupant Protection

Michael	Blanton	Tullahoma Police Department	Tullahoma	T724340
Abigail	Boeing	Pleasant View Volunteer Fire Department	Pleasant View	T707366
Jennifer	Bogle	Rutherford county sheriff office	Bell Buckle	T674909
Mike	Bogle	City of White House	White House	T733468
Danielle	Bojanzyk	Nissan North America, Inc	Franklin	T710019
Joshua	Bomer	Humboldt Police Department	Humboldt	T746973
Haley	Boone	Claylick Volunteer Fire Department	White Bluff	T733469
Don	Boshears	Tennessee Highway Patrol	Knoxville	T707362
Jeremy	Bow		Knoxville	T745541
Jeremy	Bowen	Savannah Police Department	Savannah	T734140
Phillip	Bowlby	Greeneville Fire Dept.	Greeneville	T665213
Denis	Bowles	Montgomery County Sheriffs Office	Clarksville	T749445
John	Brackins	Pigeon Forge Fire Department	Pigeon Forge	T705502
Joseph	Brackins	Sevierville Fire Department	Pigeon Forge	T724471
Jerry	Braddom	Karns Fire Department	Knoxville	T738766
Anthony	Braden	Clinton Fire Department	Clinton	T727827
Amanda	Bradley	Knoxville Police Dept.	Knoxville	T672178
Vivian	Bradley	East Tn Childrens Hospital	Knoxville	T740908
Robert	Bradshaw	Elizabethton Police Department	Elizabethton	T737867
Tim	Brandon	Tullahoma Police Department	Tullahoma	T683963
Kristie	Bratcher	Davidson County Sheriff's Office	Nashville	T721800
Julie	Brewer	Ollie Otter, TTU	Cookeville	T682586
Mark	Brewer	Murfreesboro Fire Department	Murfreesboro	T710827
Michelle	Brewer		Paris	T749974
Barry	Brickey	Kingsport Fire Dept.	Kingsport	T651988
Thomas	Briggs	Sumner County Sheriff's Office	Gallatin	T745122
Ronald	Bright	Metro Nashville Police Dept	Nashville	T708901
Sherry	Britton	Greeneville Fire Dept.	Bulls Gap	T679995
Joseph	Brock	McMinnville Fire Department	McMinnville	T750764
Vickie	Brooks	City Of Memphis Police Department	Memphis	T737407
Joe	Brookshire	Lenoir City Fire Department	Lenoir City	T720059
Adam	Brown	Murfreesboro Fire Department	Murfreesboro	T710764
Amanda	Brown	Tennessee Governor's Highway Safety Office	Nashville	T700704
Chris	Brown	Franklin Fire Department	Franklin	T733488
Jason	Brown	McMinnville Fire Department	McMinnviile	T750704
Jimmy	Brown	Montgomery County Sheriff's Offce	Clarksville	T660390
Kaley	Brown	Collierville Police Department	Collierville	T726835
Lisa	Brown	Memphis PD	Memphis	T737406
Randall	Brown	Cookeville Police Department	Cookeville	T040527
Robert	Brown	brownsville police dept	brownsville	T747914
Sandra	brown	Department of Children Services	Nashville	T746218

Shelley	Brown	Cumberland County Sheriff's Dept.	Crossville	T668259
Stacy	Brown	Methodist Germantown Hospital	Collierville	T657631
Timothy	Brown	Red Bank Police	Red Bank	T686051
Nathan	Browning	Milan Police Department	Milan	T734290
Carl	Bruce	Lafollette Police Department	Lafollette	T718693
William	Bruce	Tennessee Highway Patrol	Knoxville	T710519
Ray	Brumley	McMinnville Fire Department	McMinnville	T750800
Jessica	Brummett	Home	Westmoreland	T701498
Melissa	Bryan	Vanderbilt Hospital	Nashville	T699383
Mike	Bryan	Spring Hill Fire Department	Spring Hill	T733939
Joey	Bryant	Manchester Fire - Rescue	Manchester	T750793
Wes	Bryant	Franklin Fire Department	Franklin	T708904
Will	Bryant	Claylick Volunteer Fire Department	White Bluff	T733473
Rico	Bryson	City of Jackson Fire Department	Jackson	T727823
Gerald	Buchanan	TN Highway Patrol	Nashville	T650916
Jeff	Buckner	Chattanooga Police Department	Chattanooga	T743920
Michelle	Buford	Memphis Police Deaprtment	Brighton	T737309
Barry	Bunch	Blount County Sheriff's Office	Maryville	T698466
Donna	Burcham	Vanderbilt Children'S Hospital	Nashville	T735615
Timothy	Burger	Blount County Sherriff Department	Maryville	T707821
Brian	Burgess	Murfreesboro Fire Department	Murfreesboro	T710804
Jeffrey	Burns	Blount County Fire Protection District	Maryville	T733738
Lloyd	Burris	Madisonville Fire and Rescue	Madisonville	T731753
Gregory	Burt	Murfreesboro Fire Department	Murfreesboro	T710852
Jessica	Burton	Memphis Police Department	Memphis	T739949
Charles	Butler	Loudon County Sheriff's Office	Lenoir City	T720073
Sharon	Byers	Monroe County Health Department	Tellico Plains	T717533
Daniel	Byington	Church Hill Department of Public Safety	Church Hill	T727250
Derrick	Byrum	Fairview Police Dept.	Fairview	T699388
Jessica	Cameron	GCVRS	Knoxville	T751699
Alex	Campbell	Tennessee Highway Patrol	Nashville	T733844
Clarence	Campbell	Memphis Police Dept	memphis	T746910
Eric	Campbell	Mooretown Volunteer Fire Department	Woodbury	T727706
Jessica	Campbell	La Petite Academy	Knoxville	T735452
Robert	Canterbury	Murfreesboro Fire Department	Murfreesboro	T710855
Troy	Carlile		Knoxville	T745551
Jamie	Carmack	Athens police dept	Athens	T715620
Phillip	Carney	Sevierville Police Dept.	Sevierville	T663636
John	Carolan		Thompson's Station	T664674

Occupant Protection

Rusty	Carr	Tennessee Highway Patrol	Knoxville	T694051
Michael	Carrier	Bristol Tennessee Fire Dept	Bristol	T715030
Walter Kirk	Carrier	Elizabethton Police Department	Elizabethton	T727279
Dana	Carroll	TDOT	Chattanooga	T746642
Shannon	Carswell	Blount County Sheriff's Office	Maryville	T707822
Debbie	Carter	Knox County Sheriff's Office/ Attn: Special Servic	Knoxville	T3671
Dennis	Carter	Blount County Sheriff's Office	Maryville	T684577
kelly	carter	warren county sheriffs dept	mcminnville	T750710
Gregory	Catlett	Sevierville Fire Department	Sevierville	T705301
Tara	Chadwell	Niswonger Children's Hospital	Johnson City	T715117
Caroline	Chamberlain	Rural Metro	Knoxville	T717661
Lewis	Chapman	Shelby County Sheriff Department	Memphis	T727061
Katie	Chase		gray	T742348
Matthew	Chase	Bristol Fire Dept	Bristol	T715224
Tajuana	Cheathem	Memphis Police Department	Memphis	T705097
Christopher	Chilcote	Jackson Police Department	Jackson	T728215
Nancy	Childress	Baptist Memorial Hospital For Women	Lakeland	T722103
Robert	Christian	THP	Cookeville	T645115
Andy	Clark	Cocke County Sd	Newport	T740632
Douglas	Clark	Bristol Tennessee Fire Dept	Bristol	T715034
Jackie	Clark	Seymour Volunteer Fire Department	Knoxville	T730852
Nicholas	Clark	Shelby county sheriff's office	Arlington	T746969
Patrick	Clayton	Newbern police department	Newbern	T717213
Shelley	Clemons	Knoxville Police Dept	Knoxville	T042318
Casey	Cleveland	Chattanooga Police Department	Chattanooga	T743901
Noah	Click	Tennessee Highway Patrol District 5	Fall Branch	T715036
Cody	Cloud	Savannah Police Department	Savannah	T747752
John	Cobb	Columbia Fire Department	Columbia	T727820
Charles	Coe	Metro Nashville Police Department	Nashville	T750001
Amanda	Coffie	Mountain States Health Alliance	Johnson City	T715039
April	Colbert	Memphis Police Department	Memphis	T737286
Bobby	Cole	Pigeon Forge Fire Department	Pigeon Forge	T724003
James	Cole	Dickson Police Dept	Dickson	T685685
David	Coleman	Shelby county so	Arlington	T717249
Kevin	Coleman	Metro Nashville Police Department	Nashville	T680097
Eddie	Colwell	McMinnville Police Department	McMinnville	T738781
Bobby	Combs	Rhea County Sheriff Department	Dayton	T739974
Richard	Conley	Rural Metro Fire Dept	Knoxville	T740918
John	Conrad	Sevier County Sheriff'S Office	Sevierville	T738771

Occupant Protection

Alveraz	Constant	Murfreesboro Fire Rescue	Murfreesboro	T715595
Adam	Cook	McMinn County Sheriff's Department	Athens	T746641
John	Cooke	Shelbyville Police Department	Shelbyville	T729203
Cathy	Cooper	Baptist Hospital for Women and Children	Memphis	T037598
Douglas	Cooper	Franklin Fire Department	Franklin	T733474
Tommy	Cooper		Knoxville	T744980
Katherine	Cothern	Southwest TN Child Care Resource & Referral	Jackson	T68181
Robin	Counts		Kingsport	T742346
Keith	Covert	Metro Nashville Police Dept	Nashville	T733353
Carolyn	Crabtree	Sullivan County Sheriff's Office	Blountville	T666410
Matthew	Crabtree	Rockwood Fire Rescue	Rockwood	T731787
Kyle	Craig	Memphis PD	Memphis	T737408
Stewart	Craig	University of Tennessee Medical Center	Knoxville	T746092
Carolyn	Crane	TN Department of Children Services	Memphis	T750149
Tamarie	Crank	Sullivan County Sheriff's Office	Blountville	T666409
Justin	Crawford	City of Millersville	Millersville	T736485
Derrick	Cronk	Clarksville Police Department	Clarksville	T660041
Buddy	Crowell		Jackson	T739950
Craig	Cruise	Pigeon Forge Police Department	Pigeon Forge	T738770
Colin	Cumesty	Rural Metro Fire Department	Farragut	T724465
Lawrence	Cunningham	Rockwood Fire Rescue	Rockwood	T731793
Terry	Cunningham	Rutherford County EMS	Murfreesboro	T639757
Jacqueline	Curry	Healthy Start	Jackson	T727537
Billy	Cutshall	Tenn. Highway Patrol	Fall Branch	T648446
Valerie	Dangerfield	Metro Nashville Health Department	Nashville	T680107
Joseph	Dangler	Dunlap Police Department	Dunlap	T741412
Allison	Daniel	Lebanon Police Department	Lebanon	T724342
David	Darnell	Franklin Fire Dept	Franklin	T685687
Rebecca	Darnell	Indian Path Medical Center	Kingsport	T707359
Amy	Darrow	Vanderbilt Children's Hospital Rehab Services	Nashville	T665804
Adam	Daugherty	Oak Ridge Fire Department	Oak Ridge	T708658
Colin	Davidson	Tennesee Department of Transportation	Chattanooga	T746606
Donald	Davidson	Metro Nash Police Department	Nashville	T17341
Sonja	Davidson	Metro Junenile Warrants	Nashville	T634553
Barbara	Davis		Memphis	T739953
Chad	Davis	Murfreesboro Fire/Rescue	Murfreesboro	T715576
Malissa	Davis	Polk County Health Department	Delano	T65589
Deanna	Dawson	Cleveland Police Department	cleveland	T743780
Lynne	Dawson		Arlington	T739954
Jerry	Deal	White Bluff Fire Department	White Bluff	T733502

Occupant Protection

Dennis James	Deese	Elizabethton Police Department	Elizabethton	T727281
Kevin	Defeo	Murfreesboro Fire Rescue	Murfreesboro	T715571
Ashley	DeLoach	Ashley DeLoach	Jackson	T706935
Kimberly	Denson		Gainesboro	T751450
Jonathan	Denton	Tennessee Department of Transportation---TMC	Chattanooga	T746503
Jeffery	Derico	Clarksville police department	Clarksville	T717311
Matthew	Detlefsen	City of White House Fire Department	White House	T733475
Paul	Diawara	Murfreesboro Fire Department	Murfreesboro	T710801
James	Dillard	City of Memphis	Memphis	T737152
Matthew	Dillman	Fairfield Glade Fire Dept	Crossville	T733741
Tony	Dixon	Brentwood Fire Rescue	Brentwood	T699391
Ralph	Dobbins	Shelby county so	Arlington	T722924
Casey	Dockery	Tn. Dept. of Children's Services	Knoxvill	T746115
Joseph	Dockery	Maryville Fire Department	Maryville	T730833
Geneva	Dorris		Memphis	T739952
Jewell	Dorris	Jackson Fire Department	Jackson	T727821
Stephanie	Dorris	Open Door Pregnancy Center	Springfield	T724218
Kevin	Dotson	Dayton Police Department	Dayton	T739973
Houston	Douglas	Murfreesboro Fire/Rescue	Murfreesboro	T715573
Joseph	Dowdy		Knoxville	T744982
Ronald	Duffin	Covington Police Department	Covington	T725413
Kevin	Duncan	McMinnville Fire Department	McMinnviile	T750761
Scott	Duncan	Union City Police Dept	Union City	T038529
Shonda	Duncan	Oneida Police Department	Oneida	T710757
Nathan	Dungan	Metro Nashville PD	Nashville	T712107
Carll	Duryea ll	Tennessee Highway Patrol	Knoxville	T710843
Christopher	Dye	Tennessee High Patrol	lawerenceburg	T749995
Rebecca	Eagle	ETCH	Knoxville	T751695
Kermit	Easterling	Blount County Fire Protection District	Maryville	T733736
Steve	Ebb	Gatlinburg Fire Department	Gatlinburg	T698400
Randal	Ebbighausen	Naval Support Activity Mid-South Fire Department	Millington	T031645
James	Edwards	Sevierville Fire Department	Sevierville	T705299
Jennifer	Elks	Jennifer Elks	Ashland City	T733924
Jimmy	Elliott	Columbia Fire Department	Columbia	T733476
stephanie	Ellis	DCS	Memphis	T746968
Stephen	Ellison	Murfreesboro Fire Rescue	Murfreesboro	T715560
James	Elmore	Nashville Fire Department	Greenbrier	T736505
Shawn	Elmore	Open Door Pregnancy Center	Springfield	T724287
Jordan	Ensor	Elizabethton Police Department	Elizabethton	T737975
James	Estes	Murfreesboro Fire Department	Murfreesboro	T710841
Dustin	Evans	Dickson County Sheriff's Office	Charlotte	T747886
jason	evans	Spring City Police Department	Spring City	T749616
Eric	Ewton	City of Dayton Police Dept.	Dayton	T644300

Occupant Protection

Jeanine	Eyrich	Vanderbilt childrens hospital	Gallatin	T629102
Bethany	Farmer	Department of Children's Services	Kingsport	T703855
Camron	Farrell	Bedford County Sheriff'S Office	Shelbyville	T741338
Regina	Farrell	BLEDSOE County Sheriff Department	Pikeville	T749315
Christina	Faulkner	Tennessee Dept. of Safety	Lawrenceburg	T639296
Mary	Faxon		Clarksville	T741413
Jason	Felknor	Morristown Fire Dept.	Morristown	T703844
Christopher	Ferguson	Algood Police Department	Algood	T744984
Lauren	Fevrier	Blount County Sheriff Office	Maryville	T730848
Chris	Finch	Martin Police Department	Martin	T646930
Jeremy	Finley	Columbia Fire Department	Columbia	T733478
Toni	Fisher	Toni Fisher	Bon aqua	T735480
William	Fite	Murfreesboro Fire Department	Murfreesboro	T710840
Zachary	Fitzharrts	Seymour Volunteer Fire Department	Seymour	T730850
Mary	Flagg	Department of Children Services	Columbia	T745063
Jason	Fleming		Sevierville	T717093
Ryan	Fletcher	Campbell County Sheriff's Office	Jacksboro	T733737
Laura	Floyd	West Tennessee Healthcare	Jackson	T706917
Vicki	Floyd	Baptist Women's	Lakeland	T707978
Jerre	Fly	Metro Nashville Police Department	Nashville	T721784
John	Flynt	Murfreesboro Fire/ Rescue	Murfreesboro	T715574
Jacob	Follis	Murfreesboro Fire Rescue	Murfreesboro	T715572
Manuel	Fonseca	Nashville Fire Department	Nashville	T567216
DAWN	FORD	SULLIVAN COUNTY SHERIFF'S OFFICE	BLOUNTVILLE	T711680
Kimberly	Ford	Memphis Police Department	Memphis	T746917
Sean	Ford	KPD	Knoxville	T749041
Shannon	Ford-Cook	Safe Kids of the Greater Knox Area	Clinton	T674671
Larry	Foriest II	Nashville Fire Department	Nashville	T733981
AMANDA	FORREST	PARIS POLICE DEPARTMENT	PARIS	T682393
Eric	Fortner	Jefferson City Fire Department	Jefferson City	T717772
Jason	Fowler	Warren County Sheriff's Department	McMinnville	T750721
Pamela	Fox	Knox County Sheriff's Dept	Knoxville	T038362
Lesa	Frady	Spring City Police Department	Spring City	T722315
Sarah	Francis	Athens City Police Dept	Athens	T047420
Kevin	Frazier	Memphis Police Department	Memphis	T736444
Chason	Freeman	Jonesborough Fire Dept.	Jonesborough	T680004
Kaley	Furlow	Vanderbilt Children's Hospital	Nashville	T713701
Teresa	Fuson	Claiborne County Family Resource Center	Tazewell	T740265

Occupant Protection

Anna	Gaenslen	Kingston Police Department	Kingston	T740269
Jonathan	Gaither	Murfreesboro Fire Rescue	Murfreesboro	T715577
Michael	Gallik	Nissan	Franklin	T692228
Anthony	Garner	City of Loudon Fire Department	Loudon	T720064
Rick	Garrison	Tennessee Highway Patrol District 5	Fall Branch	T715086
Wendy	Garrison	Anderson County Sheriff Office	Clinton	T675144
Grant	Gasper		Cleveland	T742233
Bryan	George	Columbia Fire Department	Columbia	T712699
Jonathan	Gill	Franklin Fire Dept	Franklin	T685691
Chris	Gilmore	Cheatham County Sheriff Office	Ashland City	T717313
Alejandro	Giraldo	Bradley County Health Dept.	Cleveland	T708775
Jeremy	Giroux	Brentwood Fire & Rescue	Brentwood	T699394
Robert	Glynn		Knoxville	T744985
Rachel	Gober	Franklin Police Dept.	Franklin	T652921
James	Godwin	Coalfield Volunteer Fire Department	Coalfield	T736605
Lorrie	Goff	Johnson City Police Dept.	Johnson City	T695925
Dennis	Goins	Bradley County Sheriff's Office	Cleveland	T743703
Kerry	Golob	Sumner County Sheriff's Office	Gallatin	T674555
Amanda	Goodhard	Tennessee Department of Health - Southeast Region	Chattanooga	T732977
Shannon	Goosie		Knoxville	T749035
Doug	Gouger	Kimball Police Department	Jasper	T729205
Kendall	Grasty		Knoxville	T744987
Zachary	Graves	Gallatin Pd	Gallatin	T739371
Kerry	Green	Department children services	Dresde	T746978
Margree	Greer		Memphis	T739961
James	Gregory	Karns Volunteer Fire Dept	Knoxville	T717657
Trevor	Gribble	McMinnville Fire Department	McMinnville	T750910
Shanna	Grice	Montgomery County Sheriff's Office	Clarksville	T717314
Chesney	Griffin	Bristol Police Dept	Bristol	T715087
Peter	Griffioen	Pigeon Forge FD	Pigeon Forge	T717658
Andy	Griffith	Germantown Police Department	Germantown	T657078
Aaron	Grimes		kingsport	T742234
David	Grissom	Sparta Police Dept	Sparta	T739361
Brian	Gross	Blount County Sheriff's Office	Maryville	T717660
James	Grummons	Franklin Police Dept	Franklin	T672887
Amy	Gunter	Pigeon Forge Police Dept	Pigeon Forge	T738880
Dawna	Gutierrez	Lebanon Police Department	Lebanon	T725952
Cherryl	Gwinn	City of Memphis Police Department	Memphis	T746911
Kevin	Hager	Governor's Highway Safety Office	Nashville	T654488
Brian	Hailey	Collierville Police Department	Collierville	T727062

Occupant Protection

Samantha	Hale	Hendersonville Police Department	Hendersonville	T751279
Jennifer	Hales	Child and Family Tennessee	Powell	T707364
Steve	Hales	Oak Ridge Fire Department	Oak Ridge	T717102
Michelle	Hall	Shelby County Sheriff's Office	Arlington	T670241
Shelby	Hall		Lebanon	T738256
Michael	Hamilton	Winchester Police Department	Huntland	T749910
Randy	Hamilton	Athens police dept	Athens	T715622
Harry	Hampton	Clarksville Police Dept	Clarksville	T712110
Barbara	Hardin	Department of Children Services	Jackson	T745402
C. Todd	Hardin	Safety City Knoxville	Knoxville	T715623
Christopher	Hardin	Sumner County Sheriff	Gallatin	T736698
Debra	Hardy	Monroe Carrel, Jr. Hospital for Children at Vander	La Vergne	T733456
John	Harmon	Tennessee Highway Patrol	Chattanooga	T615171
Mendy	Harmon		Adamsville	T746196
Candise	Harrell	Baptist women's hospital	Memphis	T750124
Cody	Harrington	163rd MP Det	Clarksville	T733768
David	Harrington	Oak Ridge Fire Department	Oak Ridge	T740892
James	Harrington	Wilson County EMA	Gallatin	T733487
Jordan	Harris		Knoxville	T745554
Benjamin	Harrison	Tennessee Highway Patrol	Chattanooga	T677444
Cecil	Harvey	Tennessee Highway Patrol	Chattanooga	T652929
Richard	Hasley	Franklin Fire Department	Dickson	T685696
Mark	Hasty	Columbia Fire Department	Columbia	T727828
Mark	Hasty	Maryville Fire Dept.	Maryville	T678988
Holly	Hatcher	Alcoa Police Department	Alcoa	T6625
Dustin	Hatfield	Tennessee State Trooper	Knoxville	T707819
Stephany	Havens	DCS Parent Learning & Development	Nashville	T745311
Nicole	Hawker		Chattanooga	T742235
Jerrod	Hawkins	Brentwood Fire	Brentwood	T699396
Thomas	Heim	Holston Valley Medical Center	Kignsport	T737694
Phillip	Henderson	Tullahoma PD	Tullahoma	T695443
Earl	Henley	Johnson City Fire Dept.	Jonesborough	T656185
Charles	Hennessee	Cumberland County Sheriff's Department	Crossville	T733977
Cindy	Hensley	Tn Department Of Children'S Services	Johnson City	T740547
Renee	Hensley	Renee Hensley	Jonesborough	T720642
Edward	Henson		Bolivar	T665813
Edilberto	Hernandez	Metro Nashville Juvenile Court	Nashville	T660389
Kyle	Herren	THP	Cookeville	T750912
Robert	Hickerson	Manchester City Fire Department	Manchester	T750814
James	Hicks	Goodlettsville Fire Department	Goodlettsville	T724295
Laura	Hicks		Johnson City	T737712
Sandra	Hicks	Knoxville Police Dept.	Knoxville	T672171
Steven	Hicks	Bristol TN Fire Dept.	Bristol	T678574

Occupant Protection

Wayne	Hicks	Madisonville Fire Rescue	Madisonville	T731757
Blaine	Higgins	Ashland City Fire Dept	Ashland city	T712116
Abigail	Hill		Powell	T748830
Ashlee	Hill	Tennessee Highway Patrol	Kingsport	T737931
Natalie	Hilton	Jonesborough Police Dept.	Jonesborough	T640024
Konstance	Hines	LeBonheur Childrens Hospital	Bartlett	T676033
Sarah	Hiple	Nissan North America, Inc.	Franklin	T695518
Paul	Hirjak	Tennessee Department of Transportation	Chattanooga	T746404
Randle	Hoard	Shelby County Sheriff's Office	Arlington	T747911
Elizabeth	Hodges		Clarksville	T741414
David	Holscher	Hendersonville Police Department	Hendersonville	T724296
Brian	Holt	Cocke County Sheriff Department	Newport	T728022
Julia	Holt	Dickson Fire Dept	Dickson	T685700
Kimberly	Holtsclaw	Franklin woods community hospital	Roan mountain	T715130
Lisa	Holzapfel	Baptist	Franklin	T679211
Benjamin	Honeycutt	Murfreesboro Fire/Rescue	Murfreesboro	T715566
Michael	Hood	Blount County Sheriff Department	Maryville	T730839
William-Cory	Hopkins	Tennessee Highway Patrol	Memphis	T707477
Brock	Horner	Shelbyville Police Department	Shelbyville	T729208
Tiffany	Host	Bedford County Sheriff's Office	Shelbyville	T665807
Henry	Howard	Winchester Police Dept	Belvidere	T645126
Robert	Howard	Blount County Fire Department	Maryville	T740636
Doris	Howell	Belle Meade Police Dept.	Nashville	T585308
Tommy	Howell	Selmer Police Department	Selmer	T727519
Timothy	Hudgens	Lavergne PD	Lavergne	T708922
Alicia	Hudson	The Center for Family Development	Shelbyville	T738262
Kenny	Hudson	Fire Department of Mt. Juliet	Mt. Juliet	T724521
Bobby	Huffman	Dayton Police Department	Dayton	T739972
Derick	Hughes	Johnson City Fire Department	Johnson City	T728229
Jenifer	Hughes	Jenifer Hughes	Lawrenceburg	T730472
Jeremy	Humphrey	Columbia Police Department	Columbia	T712701
Shannon	Hunt	Smith county sheriffs dept.	Carthage	T735493
Terry	Hunt	Gordonsville police department	Gordonsville	T735497
Corey	Hurst		Knoxville	T745538
Nick	Hurt	Portland Police Department	Portland	T751323
Christopher	Huskey	Sevier County Sheriff's Office	Sevierville	T717537
Peggy	Iachetta	UT Medical Center - Regional Perinatal	Knoxville	T748650
Clyde	Ingle	Blount County Sherriff Department	Maryville	T707825
Michael	Insell	Murfreesboro Fire Department	Murfreesboro	T710838
Donna	Jackson	Department of Children's Services	Dresden	T746979

Occupant Protection

Dustin	Jackson	Cumberland County Sheriff's Department	Crossville	T733975
Dustin	Jackson		Kingsport	T742236
Joshua	Jackson	Murfreesboro Fire Department	Murfreesboro	T723203
allyson	janelli	Germantown Police Department	Germantown	T750259
Maggie	Japinoski	Lanier Parking	Knoxville	T749047
Chris	Jarnigan	Tennessee Highway Patrol	Knoxville	T707360
Christian	Jefferson		Germantown	T657080
Ferrin	Jefferson	MC Outreach & Learning Center	Memphis	T645285
Teresa	Jefferson	City Of Memphis Police Department	Memphis	T746976
Kelly	Jenkins	Collierville Police Dept	Collierville	T722908
Keith	Jerde	City of White House Fire Department	White House	T733479
F	Jernigan	Murfreesboro Fire Department	Murfreesboro	T710766
Darryl	Jett	Maury Regional Medical Center	Columbia	T708585
Adam	Johnson		Jonesborough	T742238
Ashley	Johnson	Murfreesboro Fire Rescue	Murfreesboro	T715575
Carla	Johnson	Indian Path Medical Center	Kingsport	T713575
Dustin	Johnson	Elizabethton Police Department	Elizabethton	T727287
Louis	Johnson	Charleston Police Department	Charleston	T740019
Robert	Johnson	Tennessee Highway Patrol	Cookeville	T739357
Samuel	Johnson	Nashville Police Department	Nashville	T678021
Steve	Johnson	Cocke County Sheriff Department	Newport	T728023
Matthew	Johnston	Oak Ridge Police Department	Oak Ridge	T733740
Kevin	Jolly	Meharry Medical College	Sparta	T735118
Brenda	Jones	Tenn. Governor Highway Safety Office GHSO	Memphis	T045954
Davida	Jones	State of Tennessee	Nashville	T746174
Ernest	Jones	Jefferson City Fire Department	Jefferson City	T717886
Jessica	Jones	The Center for Family Development	Clarksville	T733422
Joyce	Jones	Shelby County Sheriff's Office	Memphis	T750266
Kevin	Jones	Tennessee Highway Patrol	Knoxville	T730883
Samuel	Jones	Bristol's Promise	Bristol	T725167
Derek	Jordan	Shelby county so	Arlington	T722923
Will	Judkins	Smithville Police Dept	Smithville	T739359
Amy	Jundi	Munford Police Department	Munford	T734352
Jarrod	Justice	Chattanooga Police Department	Chattanooga	T729269
Judy	Keeton	Lanier Parking	Knoxville	T749044
Michael	Keith	Murfreesboro Fire Department	Murfreesboro	T710803
Raquel	Keithley	Niswonger Children's Hospital	Gray	T690646
Harvey	Kelley	Tennessee Highway Patrol	Culleoka	T677445
John	Kelly	Oak Ridge Police Dept.	Oak Ridge	T587438

Occupant Protection

Tribby	Kelly	Oak Ridge Schools Preschool	Oak Ridge	T715626
Joseph	Kendall	Greeneville Fire Dept.	Greeneville	T665227
Joshua	Kennedy	Oneida Police Department	Oneida	T710758
Heidi	Kessler	Vanderbilt Children's Hospital	Nashville	T699413
Scott	Key	Bristol TN Fire Dept.	Bristol	T678576
Brice	Kidwell	Clinton Fire Department	Clinton	T726616
otto	kiehl	MPD	Memphis	T746964
Jason	Kilby	Rockwood Fire Rescue	Rockwood	T731786
David	King	Coopertown Police Department	Springfield	T745444
Donnie	King	Bells Police Department	Bells	T660111
Scottie	King		Gallatin	T664123
Michael	Kinser	Greeneville Fire Dept.	Greeneville	T665231
Tracey	Knack	Ashland City Fire Department	Ashland City	T688110
Matthew	Knowlton	Sevierville Fire Department	Knoxville	T724467
Melissa	Kojundic	Department of Children Service	Rogersville	T746221
Sorayah	Kubba-Stepp	Self	Dayton	T696043
Tunishia	Kuykindall		Memphis	T739958
James	Kwoka	Germantown Police Department	Germantown	T749425
Jason	Lafollette	Pigeon Forge Fire Department	Pigeon Forge	T724004
Brian	Lamb		Nashville	T749979
Ryan	Lambert	Collierville Police Department	Collierville	T727064
Martin	Lambrecht	Nissan North America, Inc.	Franklin	T650922
Joseph	Land	Shelby County Sheriff's Office	Arlington	T747910
Carla	Landers	Shelby County Government/Shelby County Health Dept	Collierville	T739951
James	Lane	Loudon County Sheriff's Office	Lenoir City	T720071
Rhonda	Lane	Nashville Fire Department	Nashville	T733309
Dwight	Large	Pigeon Forge Fire Department	Pigeon Forge	T705503
Jonathan	Lasseter	Murfreesboro Fire Department	Murfreesboro	T723216
Andy	Latham	Pigeon Forge Fire Department	Pigeon Forge	T738774
Amber	Lawerence	Tipton County So	Covington	T717226
Maggie	Lawrence	Nashville Fire Department	Nashville	T733535
Kimberly	Lay	Anderson County Sheriff Dept	Clinton	T715627
Jessica	Ledesma	None	Millington	T736558
Joel	Ledford		Erwin	T742239
Billy	Lee	Soddy Daisy Police Department	Soddy Daisy	T694500
LaKendrick	Lee	Children & Family Services, Inc.	Covington	T665815
Rachel	Leffew	East Tennessee Children's Hospital	Knoxville	T717531
Timothy	Lennex	City of Loudon Fire Department	Loudon	T720063
Gregory	Lestarjette	Franklin Fire Department	Franklin	T708935
Vincent	Levy	Cookeville	Cookeville	T733326
Charles	Lewis	Blount Fire Department	Maryville	T740638

Occupant Protection

Dustin	Liddell	Murfreesboro Fire/Rescue	Lebanon	T715563
Joseph	Lindsay	Tennessee Highway Patrol	Knoxville	T698465
Charles	Linebarger	Spring City Police Dept.	Spring City	T740041
Nathan	Lockhart	Signal Mountain Fire Department	Signal Mtn.	T719703
Aaron	Loden	Rhea County Sheriff's Department	Dayton	T644318
Theodore	Loftis	Sumner County Sheriff's Office	Gallatin	T674561
Brian	Long	Cookeville Police Department	Cookeville	T736544
Justin	Long	Cookeville Police Dept	Cookeville	T717867
Keith	Long	Hawkins County Sheriffs Office	Rogersville	T737959
Trey	Long	Bristol Tennessee Fire Dept	Bristol	T715092
Leia	Loveday	Sevier County Sheriff's Office	Sevierville	T685837
Sammy	Loveday	City of Pigeon Forge Fire Department	Pigeon Forge	T694105
Allen	Lovett	Williamson Medical Center EMS	Franklin	T727825
Mary	Lovett	Spring Hill PD	Spring Hill	T646114
Mathew	Lovitt	City of Pigeon Forge Fire Department	Sevierville	T685832
Joshua	Lowder	Sumner County Sheriff's Office	Gallatin	T736418
Jason	Lowe	Johnson City Fire Dept.	Johnson City	T651995
Kenneth	Lower	Rockwood Fire Rescue	Rockwood	T731794
Jessie	Loy		Nashville	T665825
Ruth	Lucas	Cumb. Co. Health Dept	Crossville	T028233
Tom	Lucas	Sevierville Fire Department	Sevierville	T705043
Jonathan	Lugo	Bradley County Health Dept.	Cleveland	T708664
Maggie	Lundholm	Department of Children's Servises	Cookeville	T746197
Lauren	Lupien	Healthy Start/Healthier Beginnings	Jackson	T727538
Mike	Luttrell	Rockwood Fire Rescue	Rockwood	T731784
Brad	Lynn	Rutherford Co. Sheriffs Office	Murfreesboro	T710847
garrett	mack	Bartlett Police Department	Bartlett	T750257
Thomas	Mackey	Franklin fire dept	Franklin	T713254
Alex	Macpherson	Columbia Police Department	Columbia	T712711
Joseph	Madden		Estill Springs	T741415
Justin	Maddox		McMinnville	T750920
William	Maddox		Columbia	T746211
Michael	Maddron	Sevierville Police Department	Sevierville	T738765
Michael	Maggipinto	Germantown Police Department	Germantown	T657075
Kyle	Mahaney	Sumner County Sheriff's Office	Gallatin	T736583
Jeremy	Maiden	Pigeon Forge Fire Department	Pigeon Forge	T705506
Matthew	Maness	Hardeman sheriffs office	Bolivar	T734271
Aaron	Mann	Dickson County Sheriff'S Office	Charlotte	T738167
Connie	Manz		Elizabethton	T727291
Mark	Mara	McMinnville Police Department	McMinnville	T738814
Raleigh	Marlin	Murfreesboro Fire Department	Murfreesboro	T710834

Occupant Protection

Daniel	Marlow	Bradley County Sheriff's Office	Cleveland	T743701
Claire	Marr	Mountain States Health Alliance	Johnson City	T690651
Randy	Marrisett	Maury County Sheriff's Department	Columbia	T745382
Jeremy	Martin	Franklin Fire Department	Franklin	T733482
Kathy	Martin	Rockwood FireRescue	Rockwood	T731783
Randy	Martin	Tennessee Highway Patrol	Knoxville	T694050
Timothy	Martin	Rockwood Fire Rescue	Rockwood	T731782
William	Mashburn	Harriman City Fire Department	Harriman	T740274
Laura	Mathews	Tennessee Department of Children's Services	Memphis	T750163
Kendall	Mayfield	McMinnville Fire Department	McMinnville	T750698
Kimberly	Mayfield	Bradley County Health Dept.	Etowah	T708588
Nick	Maze	Maury County Sheriffs Dept.	Columbia	T745066
Donna	Mcbride	Erlanger children's hospital	Chattanooga	T746643
Brian	McCandless	Maury County Fire Department	Columbia	T725015
Lisa	McClain		Clarksville	T637139
Rachel	McClanahan	The Center for Family Development	Clarksville	T736423
Michael	McCleeary	Fire Department for the City of Mount Juliet	Mount Juliet	T746359
Jay	McClemens	None	Spring Hill	T040420
Derek	McCoy	Tipton County Sheriff's Office	Covington	T737409
Michael	McCoy	Cleveland Police Department	Cleveland	T743781
Dominique	McCraven	Memphis Police Department	Memphis	T736442
Bryan	McCrory		Fayetteville	T741417
Sam	McCroskey	Blount County Sheriff's Office	Maryville	T684580
Steve	Mccullough	Bradley county sheriff's office	Cleveland	T743896
Jessica	McDavid	Sullivan West Volunteer Fire Department	Kingsport	T733484
Ashley	McDonald	Murfreesboro Fire Department	Murfreesboro	T733517
Kenny	McFarland	Murfreesboro Fire/Rescue	Murfreesboro	T715565
Travis	McGhee	Spring City Police Dept.	Spring City	T708594
Tamara	McGhee-Ochoa	The Center for Family Development	Clarksvillet	T737318
Patrick	McGinley	Maryville Fire Dept.	Maryville	T678991
Kris	McGinnis	Baptist Memorial Hospital For Women	Memphis	T728236
Jonathan	McGraw	Collierville Police Department	Collierville	T726503
Kurtis	McKelvey	Portland Police Department	Portland	T664136
Ashley	McLellan		Memphis	T744927
Rita	McNabb	Cocke County School System	Newport	T717062
Hannah	McPeak	Mountain States Health Alliance	Johnson City	T737711
Cody	Meadows		Knoxville	T745549
Darrell	Meares	Bristol Tennessee Fire Dept	Bristol	T715095
Jade	Medders	Nashville Fire	Old Hickory	T733999
Jamie	Melton	Franklin Fire Dept	Franklin	T695445

Occupant Protection

Phillip	Mendez	Karns Volunteer Fire Department	Knoxville	T727822
Neal	Mennano	Brentwood Fire & Rescus	Brentwood	T699405
Charles	Meridieth	Sullivan West VFD	Kingsport	T733485
Errick	Merriweather	Jackson Fire Department	Jackson	T728027
Brandon	Metcalf	Kingsport Police Department	Kingsport	T737954
David	Metcalf	Franklin Fire Dept	Franklin	T685701
Thomas	Metcalf		Fayetteville	T741416
Richmond	Michael	Etowah city police department	Etowah	T743915
Jennifer	Michaels	Oakland Police Department	Oakland	T745038
Kjell	Michelsen		Erwin	T742240
Andrew	Miller	East Tn Children's Hospital	Knoxville	T745542
James	Miller	Franklin Fire Dept	Franklin	T685702
Jeff	Miller	Winchester Police Dept	Fayetteville	T645128
Nicole	Miller	Murfreesboro Fire Department	Murfreesboro	T710833
Rebecca	Miller	EastTennesse Children's Hospital	Knoxville	T743917
Thomas	Miller	Red Bank Police	Chattanooga	T686054
Joyce	Minter	Knoxville Police Dept.	Knoxville	T642456
Sarah	Minton		Johnson City	T742349
John	Mitchell	Maryville Police Department	Maryville	T649248
Phillip	Mitchell	McMinnville Fire Department	McMinnville	T750697
Rebekah	Mitchell	Lewisburg Police Department	Lewisburg	T663007
Rodney	Mitchell	Union City Police Dept.	Union City	T659454
Kenny	Mize	Madisonville Fire Rescue	Madisonville	T731756
Kenny	Moats	Maryville Police Department	Maryville	T733734
Johnny	Moncier	Atoka Police Department	Atoka	T734354
Katie	Montgomery	UT Medical Center	Knoxville	T746056
Paul	Montgomery	Dickson County Sheriff's Office	Charlotte	T708936
James	Moore	Maryville Fire Dept.	Maryville	T678994
Laura	Moore	Bradley County Health Department	Cleveland	T621873
Mark	Moore	Rhea County Sheriff's Office	Dayton	T665533
Kathy	Moorefield		Clarksville	T658345
Michelle	Morales	Department of Children's Services	Johnson City	T749532
Amanda	Morgan	Chattanooga Police Department	Chattanooga	T729351
Jonathan	Morgan	Jefferson City Fire Department	Jefferson City	T717889
Weston	Morgan	Sullivan West VFD	Kingsport	T733501
David	Moriarty		Newport	T737967
Edgar	Morris	Collierville Police Department	Collierville	T726836
Jeremy	Morris	Murfreesboro Fire/Rescue	Murfreesboro	T715567
Randi	Morris	Calspan	Seymour	T748678
Benjamin	Moyer	Madison County Sheriff Department	Jackson	T727521
Christine	Mullan	Knoxville Police Dept.	Knoxville	T642455
Timothy	Mullen	Columbia Police Department	Columbia	T712727
Justin	Mullins	Bristol Fire Dept	Bristol	T715223
Jamie	Murphy	Smyrna Police Department	Smyrna	T735475

Occupant Protection

Andrew	Murray	City Of Oak Ridge Fire Department	Oak Ridge	T716859
Brenda	Myers	TN Department of Children's Services	Blountville	T745467
Charles	Myers	Blount County Sheriff Department	Maryville	T707827
Ronald	Myers	CLARKSVILLE POLICE DEPARTMENT	CLARKSVILLE	T745897
Madison	Nash		Nashville	T717528
Bradley	Nave	Metropolitan Nashville Police Department	Nashville	T745510
Clarence	Neal	City of Memphis	Memphis	T746914
Jamie	Neal	GCVRS	Knoxville	T751701
Jimmy	Neal	Tenn Highway Patrol	Cookeville	T594709
Scott	Neal	GCVRS	Knoxville	T751697
Stefanie	Nelms	Sevierville Police Department	Sevierville	T738764
Chartell	Nelson	Memphis Police Dept	Memphis	T744531
Marla	Nelson	UTM Helathy Families West TN	Martin	T749131
Shauna	Nelson	East Tn Childrens Hospital	Knoxville	T740907
David	Newberry	Brentwood Fire and Rescue	Clarksville	T738263
Brian	Newell	Jefferson City Fire Department	Jefferson City	T717915
Shannah	Newman	Oak Ridge Police Dept.	Oak Ridge	T661878
Rachel	Nichols	McMinnville police department	Mcminnville	T746173
Zakk	Nichols	Sevierville Fire Department	Sevierville	T717089
Allen	Nicholson	Ashland city fire dept	Ashland city	T717320
Joshua	Nix	City of Cleveland Police Dept	Cleveland	T743918
Kent	Norris	Tennessee Highway Patrol	Cookeville	T619184
Scott	Norrod	McMinnville Fire Department	McMinnville	T750799
Amy	Norville	Murfreesboro Police Department	Murfreesboro	T653808
Mike	Oakley	Gatlinburg Fire Dept	Gatlinburg	T740920
James	Ocheltree	Decherd PD	Decherd	T738261
Scott	Odell	White County Sheriff Department	Sparta	T744989
Keshma	Odeny	Department of Children's Services	Chattanooga	T736682
Kenneth	Odhiambo	Memphis Police Department	Memphis	T746971
Robert	Odom	Murfreesboro Fire Rescue	Murfreesboro	T715559
Tim	Ogle	Blount County Fire Protection District	Maryville	T698373
Sam	Oldham	Rural Metro	Loudon	T727815
Cinzia	Olivanti	Le Bonheur Children's Hospital	Memphis	T722108
William	Oliver	Bradley County Sheriff's Office	Cleveland`	T743730
Jaboa	Ollie		Memphis	T739962
Daniel	Orange	Dept. of Children's Services	Clinton	T660324
Megan	Osborne	TN Tech University	Cookeville	T724012
Mike	Osman	Ashland City Fire Dept	Ashland city	T712124
Erica	Owens	Department of Childrens Services	Columbia	T745186

Occupant Protection

Michael	Owens	Campbell County Sheriff's Office	Jacksboro	T733739
Debbie	Pafford	Tennessee Highway Patrol	Knoxville	T707358
Katherine	Painter	Hawkins County Sheriffs Office	Rogersville	T737835
S.R.	Panaia	Germantown Police Department	Germantown	T657072
Cole	Parker	Jefferson City Fire Department	Jefferson City	T738762
Dusty	Parrish	Savannah Police Department	Savannah	T727522
Jonathan	Parsons	Murfreesboro Fire Department	Murfreesboro	T723198
Nilesh	Patel	Manchester Police Dept	Manchester	T746222
James	Patricio	Oakland Police Dept	Oakland	T717219
Chris	Patterson	Manchester Police Department	Manchester	T723622
Donna	Patty	Knoxville Police Department	Knoxville	T66168
John	Paul	Putnam County Sheriffs Dept	Cookeville	T734001
Rick	Pedigo	Fentress County SO	Jamestown	T715629
James	Pelfrey	Rockwood Fire Rescue	Rockwood	T731781
Jeff	Pender	Brentwood Fire and Rescue	Brentwood	T712127
Joseph	Pennington	Murfreesboro Fire Department	Murfreesboro	T710835
Robert	Peoples	Jefferson City Police Department	Jefferson City	T717776
Christofer	Pereda	Maryville Fire Department	Maryville	T730836
Jennifer	Perez	Memphis Police Department	Memphis	T746975
Jose	Periut	Franklin Fire Department	Franklin	T708932
Roger	Perkins IV	Jonesborough Fire Dept.	Blountville	T678580
Amanda	Perryman	Gatlinburg Fire Department	Gatlinburg	T698403
Theodore	Pertiller	Murfreesboro Fire Department	Murfreesboro	T710853
Bob	Peterson	Clarksville Police Department	Clarksville	T658413
Roddie	Petty		Franklin	T749969
Anna	Phillips	LeBonheur Children Hospital	Memphis	T707489
Jerry	Phillips	Blount County Fire Dept	Maryville	T740645
Jayce	Pickle		Franklin	T749975
Anthony	Pierce	Cheatham County Sheriff's Office	Ashland city	T733282
Kyle	Pierce	Sumner County Sheriff Office	Gallatin	T736635
Randal	Pierce	Lenoir City Police Department	Lenoir City	T720056
Earl	Pike	Bradley county sheriff office	Cleveland	T743903
Jason	Pike	Montgomery county so	Clarksville	T717322
Julia	Pitt	Murfreesboro Fire Department	Murfreesboro	T723213
Travis	Plotzer	Tennessee Highway Patrol-District 3	Nashville	T724312
Mari	Pollan	Baptist Memorial Hospital Womens	Memphis	T707900
Chassity	Pollard	Karns Volunteer Fire Department	Knoxville	T733486
Lynn	Pollard	Independence On Wheels	Columbia	T561048
Mark	Pollard	Chattanooga Police Department	Chattanooga	T729277
Chris	Porter	Dover Police Department	Dover	T632334
Brion	Posey	Chattanooga Police Department	Chattanooga	T743713

Occupant Protection

George	Poss	Williamson County Sheriff Department	Smyrna	T561066
Carolyn	Potter	Blount County Fire Dept.	Maryville	T740639
Charles	Powell	Murfreesboro Fire Department	Winchester	T710830
Joe	Powell	TN Tech	Cookeville	T723624
Anthony	Powers		Knoxville	T745540
Melodye	Powers	The Center for Family Development	Clarksville	T737314
Cindi	Prater	Jefferson City Police Department	Jefferson City	T717775
Stacie	Preece	Sumner County Sheriffs Office	Gallatin	T745046
Erik	Preske	Pigeon Forge Fire Department	Sevierville	T705500
Heather	Price	Baby+Company Nashville	Nashville	T746073
Jennifer	Price	UT Medical Group	Memphis	T717221
Jonathan	Prince	Cleveland Police Department	Cleveland	T743716
Tommy	Profitt	Carthage police dept	Carthage	T735500
David	Puckett	City of Gatlinburg Fire Department	Gatlinburg	T734013
Theresa	Puckett	Chunky Monkey Child Care	Lawrenceburg	T730473
Robert	Pugh	Rutherford County Sheriffs Office	Murfreesboro	T715594
Scottie	Purcell	Spring Hill Fire Department	Spring Hill	T712761
Timothy	Purdy	Nissan North America	Franklin	T749825
Kharyssa	Pye	Memphis Police Department	Memphis	T746909
Jesse	Quintana	Fire Dept. City of Mt. Juliet	Mt. Juliet	T723741
Eric	Rackard	City of Oak Ridge Fire Dept.	Oak Ridge	T672174
Gilbert	Ramirez		Nashville	T672893
Glen	Ramsey	Cookeville Police Department	Cookeville	T70721
Kelly	Rary	Niswonger Children's Hospital	Jonesborough	T690643
John	Ratcliff	Pigeon Forge Police Department	Pigeon Forge	T733743
Alethia	Rawn	Bedford Co Sheriff'S Office	Shelbyville	T741374
Ricky	Ray	Sevierville Fire Department	Sevierville	T705039
Jessica	Rayborn	Memphis Police Department	Memphis	T746912
Ronnie	Reagan	Maryville Police Department	Maryville	T733733
Sammy	Reaves	Greeneville Fire Dept.	Greeneville	T665238
Christopher	Reed	Bedford County Fire Department	Shelbyville	T733500
Demetric	Renix	Memphis police Dept.	Memphis	T746913
Kimberly	Reser		Nashville	T749968
Zachary	Rhoton	Manchester Fire and Rescue	Manchester	T750683
Christopher	Richardson	Tennessee Highway Patrol	Memphis	T686035
Terri	Richardson	Rutherford County Sheriff Office	Murfreesboro	T746213
Jeremy	Richter	SAFE DAWG	Livingston	T675659
Brandon	Riggs	Maryville Fire Department	Maryville	T730834
Andrew	Riley	Sevierville Fire Department	Sevierville	T717068
Andrew	Riley	Shelby County Sheriff's Office	Arlington	T747912
Emily	Riley	Monroe Carell Jr. Children's Hospital at Vanderbil	Hendersonville	T733930

Occupant Protection

Mary	Risner	Home	Pulaski	T729279
Carl	Ritchey	Chattanooga Police Dept.	East Ridge	T729280
Andrea	Ritzman	Crossville/Cumberland County Ema	Crossville	T738763
Ignacio	Rivera	Personal	Clarksville	T717325
Danielle	Roach	UTMC	Knoxville	T749049
Amber	Roaten	Paris Police Dept	Paris	T717334
Garrett	Robbins	Oak Ridge Police Department	Knoxville	T744993
John	Roberson	Metro Nashville Police	Nashville	T665799
Joseph	Roberts	Johnson City Police Dept	Johnson City	T599238
Dale	Robertson	Manchester Police Department	Manchester	T723632
Sheree	Robertson	Lavergne Police Department	La Vergne	T724348
Barbara	Robinson	Memphis Police Department	Williston	T737177
Brandon	Robinson	Franklin Fire Department	Franklin	T749998
Matthew	Robinson	Bartlett Police	Bartlett	T750256
Tedric	Robinson		Lavergne	T661879
Tim	Robinson	Rockwood Fire Rescue	Rockwood	T731780
Matthew	Roe	Rutherford County Sheriff's Office	Murfreesboro	T659151
Matthew	Roeger	Murfreesboro Fire/Rescue	Murfreesboro	T715561
Miranda	Rogers		Knoxville	T745544
Nancy	Roller	State of Tennessee department of children's servic	Knoxville	T746198
Jonathan	Roney	Memphis Police Department	Memphis	T746898
Carla	Rosales	Brownsville Police Department	Brownsville	T747913
GiGi	Rose	Monroe Carell Jr. Children's Hospital at Vanderbil	Nashville	T736480
Keith	Rouse	Morristown Fire Dept	Morristown	T65973
Jess	Ruehling	Tullahoma Police Department	Tullahoma	T724350
James	Russ	Chattanooga Police Dept	Chattanooga`	T746639
John	Russ	Brentwood Fire & Rescue	Brentwood	T699406
Richard	Russell	Ed Medical Inc	Goodlettsville	T750176
Derek	Rust	McMinnville Fire Department	McMinnviile	T750702
Jacob	Ryan	Robertson County SO	Springfield	T712128
Ranny	Saint	TDOT	Chattanooga	T746357
Jennifer	Samples	Cleveland Police Dept	Cleveland	T740040
Sara	Sanchez	Sevier County Sheriff's Office	Sevierville	T672175
Mario	Santos	Bradley County Sheriff's Office	Cleveland	T743882
Donna	Satterfield	City Of Oak Ridge Fire Department	Oak Ridge	T716858
Amanda	Schatz	Maury Regional Medical Center	Columbia	T712731
Nicole	Schlecht-Cooper		Lexington	T027666
Wayne	Schoenheit	Robertson County SO	Springfield	T712130
Anthony	Scott		Knoxville	T745543
Donald	Scott	Summer county sheriff's office	Gallatin	T736669
James	Scott	Cumberland County Sheriff's Office	Crossville	T736543
Jessica	Scott	Columbia Police Department	Columbia	T712732

Occupant Protection

Shawn	Scott	Cumberland County Sheriff's Office	Crossville	T736547
Andrew	Scruggs	Seymour Volunteer Fire Department	Seymour	T715014
Shawn	Seay	Tennessee Highway Patrol	Dover	T738060
Robert	Secott	Safe Dawg	Rickman	T695460
Donald	Seiber	Cumberland County Sheriff's Office	Crossville	T736545
Thomas	Seiter	Chattanooga Police	Chattanooga	T697851
Carl	Selph	Dover PD	Dover	T708938
James	Settles	Rockwood Fire Rescue	Rockwood	T731778
Brandon	Shackelford	Rutledge Police Department	Rutledge	T718663
Christopher	Shadowens	Franklin Fire Department	Franklin	T708937
Dustin	Shadowens	Ashland City Fire Dept	Ashland city	T712134
Kyle	Shank	Brentwood Fire And Rescue	Brentwood	T739360
Jeffrey	Sharp	Union County Sheriff's Department	Maynardville	T711038
Rick	Shepherd	Cookeville Police Department	Cookeville	T736567
Kevin	Sheppard	Harriman City Fire Department	Harriman	T740275
Donnie	Shipley	Claxton Volunteer Fire Department	Powell	T694498
Vicki	Shoopman		Knoxville	T746215
James	Short	Putnam County Sheriff's Department	Cookeville	T733289
Donnie	Shular	Sevierville Fire Department	Sevierville	T705297
Angie	Sills	Joyner Volunteer Fire Dept	Oliver Springs	T740922
Michael	Sills	Joyner Volunteer Fire Department	Oliver Springs	T736548
Ronnie	Simmons		Cookeville	T645122
David	Simms	Murfreesboro Fire Department	Murfreesboro	T710800
Michelle	Simpson	Putnam County Emergency Medical Services	Cookeville	T723634
Robert	Simpson	Bristol Tennessee Fire Dept	Bristol	T715119
Ron	Sisson	Shelby County Sheriff Department	Arlington	T717223
David	Sloan	Murfreesboro Fire Department	Murfreesboro	T710798
Mike	Smallen	Madisonville Fire Rescue	Madisonville	T731755
Sam	Smiley		Fayetteville	T741418
Brian	Smith	Smith county ems	Carthage	T735495
Bruce	Smith	Cowan Police Dept.	Cowan	T668289
Dean	Smith	Dayton Police Department	Dayton	T618537
John	Smith	Sumner County Sheriff's Office	Gallatin	T736638
Joseph	Smith	Putnam County Emergency Medical Services	Cookeville	T723635
Jospeh	Smith	City of Oak Ridge Fire Department	Oak Ridge	T695201
Katoria	Smith	Shelby County SO	Arlington	T727252
Katy	Smith	Pickett County Sheriff's Office	Byrdstown	T744407
Kenneth	Smith	Metro Nashville Juvenile Court	Nashville	T712359
Nora	Smith	Murfreesboro Fire Department	Murfreesboro	T710831

Occupant Protection

Ricky	Smith	Dover Police Department	Dover	T655191
Samuel	Smith	Morristown Fire Department	Morristown	T727826
Shannon	Smith	Cookeville City PD	Cookeville	T636244
Sherri	Smith	Na	Thompsons Station	T727905
Andy	Smithson	Murfreesboro Fire/Rescue	Bell Buckle	T715570
Frank	Sousoulas	Memphis police	Memphis	T746970
David	Spandau	Charleston Police Department	Charleston	T743846
Cotton	Sparkman	McMinnville City Fire Department	McMinnville	T729283
Lois	Spears		Big Stone Gap	T742347
Brandon	Speed	Blount County Fire Dept	Maryville	T740642
Jeremiah	Spivey	Murfreesboro Fire/Rescue	Lascassas	T715562
Bradley	Spoone	Jefferson City Fire Department	Jefferson City	T717888
Scott	Staggs	Tennessee Highway Patrol (Training Center)	Nashville	T658717
James	Stansbury	Sevierville Fire Department	Sevierville	T717066
Carey	Steel		Nashville	T654654
Michelle	Steidl	Metro Nashville Police	Madison	T634554
Brent	Stephens	Murfreesboro Fire Department	Murfreesboro	T723217
Kimberly	Stephens	Erlanger Children's Hospital	Chattanooga	T700705
Matthew	Stevenson	Metro Nashville Police Department	Nashville	T749999
Tammey	Stevison	Bradley County Health Dept	Cleveland	T743735
Robert	Steward	Savannah Police Department	Savannah	T734139
Shayla	Stewart	Germantown Police Department	Germantown	T694384
Jessica	Stidham	JCMC	Johnson City	T737768
Cameron	Stimson		Germantown	T737874
Jason	Stinnett	Blount County Fire Dept	Maryville	T740643
Robert	Stockburger	Hamilton County Sheriff's Office	Chattanooga	T746552
Kenneth	Stone	Jackson Pd	Jackson	T682392
Jonathan	Stout	Cumberland County Sheriff's Department	Crossville	T733912
Judy	Stout	Memphis Police Dept	Memphis	T746966
Casey	Stryker	Town Of Spring City	Spring City	T740039
Ray	Stubblefield	Tennessee Highway Patrol District 5	Fall Branch	T715127
Jessica	Stults	Jessica Stults	Nolensville	T733076
Tracy	Summar	Murfreesboro Fire Department	Murfreesboro	T710769
Lance	Sutton	Murfreesboro Fire Rescue	Murfreesboro	T715564
Jennifer	Szczerbiak	Clarksville Police Department	Clarksville	T745900
Steven	Talbott	Maryville Fire Department	Maryville	T730837
John	Tallent	Madisonville Fire and Rescue	Madisonville	T731754
Brian	Taylor	Kingsport police department	Kingsport	T737955
Calvin	Taylor	Memphis PD	Memphis	T737410
Elizabeth	Taylor	East Tn Childrens Hospital	Maynardville	T740910
Jennifer	Taylor	UT Medical Center	Knoxville	T731751

Occupant Protection

		Metro Public Health		
Lynne	Taylor	Department/HUGS	Nashville	T736424
Matthew	Taylor	Elizabethton Police Department	Elizabethton	T727292
Robert	Taylor	Metro Nashville Public Schools / Whites Creek HS	Whites Creek	T665797
Sharon	Taylor	Knox County Sheriff's Office	Knoxville	T694053
Richard	Teachout		Smithville	T746117
william	teal	Memphis PD	memphis	T746960
Candace	Teaster	Pigeon Forge Police Department	Pigeon Forge	T718958
Kevin	Terry	University of Tennessee Medical Center (Security)	Athens	T748456
Michey	Tesnear	Jonesborough Fire Dept.	Jonesborough	T665241
Edward	Tester	Tennessee Highway Patrol	Mountain City	T737849
Brian	Theriac	Metro Nashville Police Department	Nashville	T733280
Eric	Thomas	Memphis PD	Memphis	T737403
Leah	Thomas	Putnam County EMS	Cookeville	T701487
Vernon	Thomas	Tennessee Highway Patrol-District 5	Fall Branch	T727293
Virginia	Thomas	TN State Dept. of Children's Services	Nashville	T749800
Debbie	Thompson	Methodist Germantown	Arlington	T657076
Melinda	Thurmond	Memphis Police Dept	Memphis	T746175
Ginny	Tibbels	Germantown Police Department	Germantown	T657085
James	Tidwell	Estill Springs Police	Estill Springs	T697853
Francies	Toles	Shelby county so	Memphis	T722922
Deborah	Tong	Claiborne County Family Resource Center	Tazewell	T740266
Christopher	Torbett	Madisonville Fire Department	Madisonville	T730863
Rachel	Toy	Belle Meade PD	Nashville	T708941
Christopher	Travis	Dickson County SO	Charlotte	T708940
Coy	Tucker	Knoxville police department	Knoxville	T715633
Greg	Tucker	FRANKLIN FIRE	Franklin	T746210
Justin	Tucker	Fayette County Sheriff Department	Somerville	T690612
Sam	Tucker	Blount County Sherriff Department	Maryville	T707823
Debi	Tuggle	University of Tennessee Medical Center	Knoxville	T694087
Brittain	Turner	Sevierville Fire Department	Sevierville	T705505
Jared	Underwood	Joyner Volunteer Fire Dept	Oliver Springs	T740919
Purnima	Unni	Monroe Carell Jr.Children's Hospital at Vanderbilt	Nashville	T666907
Jason	Urban	Rutherford County Sheriff's Department	Murfreesboro	T674924
Joseph	Vanbommel	Warren County Sheriff'S Department	McMinnville	T738813

Occupant Protection

Cassandra	Vance		Dandridge	T739612
Jacob	Varnell	Cleveland Police Dept	Cleveland	T743763
Pat	Vasterling	DCS	Hixson	T746243
David	Vencill	Bristol Tennessee Fire Dept	Bristol	T715129
Rachel	Vester	Jackson Madison County Emergency Management Agency	Jackson	T727517
Mitchell	Wade	Lake City Police Department	Lake City	T718258
Steven	Waggoner	Clinton Fire Dept	Clinton	T740921
Erik	Wagner	Metro Police Department	Nashville	T749996
Josh	Waldo	Oak Ridge Fire Department	Oak Ridge	T695130
TIMOTHY	WALLER	SPRING CITY POLICE DEPARTMENT	SPRING CITY	T749612
Mitchell	Ward	Cumberland County Sheriff's Department	Crossville	T733824
Robert	Ward	Children's Hospital at Erlanger	Chattanooga	T732976
Marci	Ware	Knoxville Police Department	Knoxville	T642459
Mark	Warren	Rural Metro Fire Department	Seymour	T740282
William	Waters	Metro Nashville Police Department	Nashville	T678037
Robert	Watkins	Karns Fire Department	Knoxville	T717665
Tammy	Weatherford	Sumner County Sheriff's Office	Gallatin	T736512
Anthony	Webb	Bartlett Police Department	Bartlett	T750255
Chris	Webb	Kimball Police Department	Jasper	T729286
Jason	Webb	Franklin Fire Dept	Franklin	T685711
David	Weems	Greeneville Fire Dept.	Greeneville	T665245
Matt	Welcome	Murfreesboro Fire/Resuce	McMinnvile	T715568
KC	Well		Knoxville	T745539
Mike	Wells	Kingsport Life Saving Crew	Kingsport	T715219
Jaqueline	West	Lake City Police & Fire Department	Lake City	T718261
Stephen	Whaley	Sevierville Fire Department	Sevierville	T705042
RODNEY	WHILES	Tennessee Highway Patrol	Cookeville	T750681
Diana	Whitaker	Murfreesboro Fire & Rescue Department	Murfreesboro	T733518
Jeffrey	White	White Pine Police Department	White Pine	T653188
John	White		Portland	T751451
J Michael	Whitmer	Cocke County Sheriffs Dept	Newport	T737968
Cicely	Whitney	Memphis Police Department	Memphis	T746915
Barry	Whitten	Tennessee Highway Patrol	Jackson	T639283
Matt	Wildman	Signal Mountain Fire Department	Signal Mtn.	T719704
Christopher	Wilkerson	Hardeman County Sheriff Department	Hornsby	T674925
Edwin	Wilks	Tennessee Highway Patrol	Memphis	T733855
Berry	William		Erwin	T742231
Brandon	Williams	Morristown Fire Dept.	Morristown	T639992
Chuck	Williams		Ridgetop	T664140
Jay	Williams	Brentwood Fire and Rescue	Brentwood	T712155
Katherine	Williams	Brentwood Fire And Rescue	Chapmansboro	T712159

Occupant Protection

Lisa	Williams	Methodist	Lakeland	T657635
Matt	Williams	Blount County Fire Dept	Maryville	T740644
Michael	Williams	Sevierville Fire Department	Sevierville	T705040
Wayne	Williams	Moscow Police Department	Moscow	T727797
Gary	Williamson	City Of Oak Ridge Fire Department	Oak Ridge	T608193
Kenny	Willis	Johnson City Police Dept.	Johnson City	T656201
Joel	Willoughby	Maury County Sheriff Dept.	Columbia	T746212
Robert	Wills	Department of Safety / THP	Mountain City	T737875
Jesse	Wilson		Knoxville	T744995
Lee	Wilson	Pigeon Forge Fire Department	Sevierville	T738772
Randall	Wilson	Rural Metro Fire Department	Knoxville	T739176
Stephanie	Wilson	Knoxville Police Department	Knoxville	T748749
Ty	Wilson	White House Police Department	White House	T608305
Wesley	Wilson	Bartlett Police Department	Bartlett	T750258
Dickie	Wines	Jonesborough Police Dept.	Jonesborough	T19731
Kyle	Winnett	Murfreesboro Fire Department	Murfreesboro	T710832
Darryl	Winningham	Tennessee Highway Patrol	Byrdstown	T658718
Joshua	Womack	Putnam County EMS	Cookeville	T701131
Shandreah	Womack	Murfreesboro Fire Department	Murfreesboro	T710802
Jeffrey	Wood	Jackson Police Department	Jackson	T734189
Danny	Woodard	Nashville Fire Department	Nashville	T734015
Lacy	Word	TDOT	Chattanooga	T746356
Gene	Worsham	UT Medical Center	Knoxville	T746044
Eleanor	Worthy	Memphis Pd	Memphis	T739947
Austin	Wortman	Mcminnville PD	Mcminnville	T750798
Alicia	Wright	Department of Children's Services	Cookeville	T745842
Michele	Wright	Ollie Otter Booster Seat Program	Camden	T738188
Tony	Wrinkle	Gallatin Pd	Gallatin	T695456
Charles	Wyatt	TN Dept of Trans Transportation Mangagement Center	Chattanooga	T745350
Adam	Wyngaard	Brentwood Fire Rescue	Brentwood	T738221
le charra	yarbrough	MPD	memphis	T746963
Grant	Young	Bartlett Police Department	Memphis	T690609
Greg	Young	Cookeville Police Department	Cookeville	T70723
Lowell	Young	Germantown Police Dept	Germantown	T750260
Randall	Young	Maury Regional Medical Center	Columbia	T729288

Occupant Protection

Summary

The University of Tennessee (UT) Center for Transportation Research (CTR) collected safety belt and helmet use data in the spring and summer of 2015 in accordance with the current uniform criteria for state observational surveys of seat belt use. As has been the case over the past several survey years, CTR collected seatbelt usage information both before (April and May) and after (June) the annual Click-It-Or-Ticket campaign to assist the Tennessee Highway Safety Office (THSO) and the National Highway Traffic Safety Administration (NHTSA) in their ongoing assessment of the effectiveness of Tennessee's highway safety program.

Tennessee's current survey plan, approved by NHTSA on April 12, 2012, collects observation data at 190 sites across the state. CTR's staff also conducted quality control checks at a minimum of 5 percent of these sites. Seat belt and helmet use data were tabulated and analyzed following the survey periods using appropriate statistically-based procedures. CTR finalized and reported the final June survey result (86.23% usage) to THSO on July 1, 2015.

Introduction

Since 1986, the CTR has conducted a statewide survey once each year during which both safety belt and motorcycle helmet use data are gathered simultaneously. The sample design, data collection techniques, and estimation procedures for the surveys have been developed in accordance with National Highway Traffic Safety Administration's (NHTSA's) "Uniform Criteria for State Observational Survey of Seat Belt Use," published in the April 1, 2011, Federal Register (23 CRF Part 1340, pp. 18056-18059). Detailed information on the sample design (including site selection), survey conduct (including data collection), and statistical procedures for estimation can be found in the April 2012 report titled "Proposal for Tennessee Observational Surveys of Safety Belt and Motorcycle Helmet Use, Version 1.2" (included as Appendix A) and are summarized below.

The 2015 observational survey is the fourth consecutive survey effort to utilize a revised survey methodology approved by NHTSA in 2012. Under this design, the survey returns to the same observation sites in the same counties in consecutive years. This sample of observation sites will be used in a fifth and final year for the 2016 observational survey. To maintain Tennessee's compliance with previously-mentioned uniform survey criteria, the 190 observation sites will be resampled prior and approved by NHTSA prior to the 2017 observational survey.

Survey Relationship to other State and Federal Highway Safety Activities

During the grant year CTR also conducted nighttime seat belt observations in six Tennessee counties (Blount, Loudon, Knox, Roane, Rutherford, and Sevier) as part of a research project sponsored by the Centers for Disease Control and Prevention (CDC). The overall goal of the CDC project is to identify effective strategies to increase nighttime belt usage among teens and young adults through the evaluation of several strategies, including targeted law enforcement, community outreach, and paid media.

The CDC project's nighttime data collection efforts began in March 2015 and will continue at regular intervals until the project concludes in September 2017. Project-related enforcement activities began in April 2015, and media and outreach activities began in September 2015. The information resulting from this project will provide THSO and law enforcement agencies with valuable insight regarding traditional options to increase belt law compliance and reduce injuries and fatalities resulting from non-use.

- As a partner with UT, the Tennessee Highway Patrol (THP), and local law enforcement agencies, THSO has committed to support several initiatives associated with the CDC project. The first major initiative involved the purchase and delivery of four new seat belt convincers for use in outreach and education activities across the state. One convincer is based in each of the state's four law enforcement liaison (LEL) regions. UT hosts the East Region convincer and utilizes the device in many activities related to the CDC project. When not committed for use in these activities, the east convincer is available for use by other agencies.
- The second major initiative provided funds for the development and deployment of paid media related to the CDC project. This campaign targeted teens and young adults in the five-county project area through a combination of television, radio, billboard, and online messaging using the slogan "Buckle Up Tonight to See Tomorrow."

2015 Tennessee Seatbelt Survey Results

Each year, CTR conducts a "baseline" observational survey in March, April, and May and the "official" statewide observational survey in June. CTR's observers visit all 190 observation sites during each survey period. The initial baseline survey is intended to determine the state's average seat belt usage rate approximately 10 months after the previous year's official survey. The baseline rate also allows THSO to monitor changes in belt usage in this time period and to quantify the effect of the Tennessee's Click It or Ticket media and enforcement campaign in May (prior to the Memorial Day holiday). The state's survey of record is performed in June, with observations beginning exactly one week after Memorial Day (the conclusion of the Click It or Ticket campaign).

Spring Observations

In 2015, the baseline observations returned an average usage rate of 87.52%. This result was within 0.19% of the final 2014 average belt usage rate (87.71%) and would represent Tennessee's second-highest average usage rate. Results from this observational survey, conducted from March to May, are shown in Table 1.

Table 1: Summary of Spring 2015 Tennessee Safety Belt Use

County	No. of Sites	Passenger Cars	Vans	SUVs	Cars + Vans + SUVs	Pickup Trucks	All Vehicles
Davidson	15	94.41%	91.65%	92.41%	93.54%	77.85%	91.16%
Hamilton	15	88.50%	89.08%	88.07%	88.45%	67.57%	84.46%
Knox	15	95.02%	89.06%	94.69%	93.81%	74.63%	89.00%
Shelby	15	93.25%	87.08%	92.69%	92.28%	83.57%	90.96%
Blount	11	91.16%	91.54%	92.25%	91.43%	78.28%	88.53%
Dyer	11	88.83%	80.45%	93.60%	89.13%	66.36%	81.68%
Loudon	11	88.49%	91.70%	95.90%	91.67%	79.11%	88.02%
McMinn	11	92.63%	90.63%	93.67%	92.76%	72.05%	87.41%
Marion	11	51.00%	57.65%	86.83%	74.53%	65.16%	69.39%
Montgomery	11	95.35%	94.87%	93.39%	94.94%	90.22%	94.06%
Roane	11	95.13%	66.50%	96.03%	91.87%	85.19%	90.83%
Rutherford	11	89.98%	91.88%	91.33%	90.20%	73.55%	85.78%
Sevier	11	94.23%	91.22%	94.15%	94.27%	90.21%	93.44%
Tipton	10	91.36%	83.76%	92.23%	90.67%	74.54%	85.37%
Warren	10	81.11%	94.12%	89.73%	84.30%	65.40%	77.44%
Williamson	11	92.25%	94.80%	94.15%	93.39%	82.58%	91.19%
Statewide Totals	**190**	**89.88%**	**87.12%**	**92.62%**	**90.93%**	**77.19%**	**87.52%**

Within these results, only one vehicle type (sport utility vehicles) had an average seat belt usage rate of more than 90%. Six of the 16 counties included in the survey sample had average usage rates exceeding 90%. Only two counties (Marion and Warren) had average usage rates of less than 80%.

Agencies Funded

Funded Agency	Areas of Operation	Estimated 2016-2017
The University of Tennessee	Statewide	$195,162.51

NOTE: These resources are estimated and are based on the 2015-2016 grant year funding. The THSO does not guarantee funding levels; however, we have provided a best estimate.

Our resource estimates may change by the time the grant is authorized for FY2017 grant year. Approved grantees will be notified of any changes.

Self-Sufficiency

This is a highway safety program management responsibility, thereby guaranteeing self-sufficiency.

Evaluation

Evaluation data is compiled into a research report. This is used to provide interpretation and analysis of information into annual and semi-annual reports.

<div style="background-color: orange; text-align: center; font-weight: bold;">HIGH-RISK POPULATION PROGRAMS</div>

According to the 2015 observational seatbelt survey, the statewide usage rate for Tennessee was 86.23%. This is a decrease of 1.48% from 2014 (87.71 to 86.23). The final survey for 2016 has not been issued. The following tables identify three at-risk populations. This includes drivers on rural roadways, in particular, male drivers on rural roadways. Another at-risk population is drivers of pickup trucks. Finally, drivers on local roads are shown to have a lower seatbelt usage rate than drivers on interstates/freeways.

Table 1 shows a decrease in seatbelt usage in rural counties for both male and female drivers.

Urban Counties	Rural Counties
- Male: 84.5%	- Male: 81.2%
- Female: 92.5%	- Female: 89.2%
- All: 88.4%	- All: 84.8%

Table 2 shows seatbelt usage for pickup trucks is much lower than other vehicle types.

- All vehicles: 86.23%
- Cars: 87.81%
- Vans: 86.42%
- SUVs: 90.55%
- Pickup trucks: 78.29%

Table 3 shows seatbelt usage on collector and local roads are much lower than other types.

- Interstates/Freeways: 89.4%
- Other principal arterials: 88.5%
- Minor arterials: 89.0%
- Collectors: 82.9%
- Local roads: 82.2%

To address these at-risk populations, Tennessee implements a strong media and enforcement campaign to target occupant protection use. Three groups are targeted: male drivers, rural counties, and local roads. The media campaign includes radio and TV advertising during the NHTSA-sponsored Click-it or Ticket campaign along with Tennessee's 100 Days of Summer Heat campaign and Buckle up in your Truck. National media along with our locally produced media are used during each of these specified time frames. The THSO provides signage at local sporting and similar events to display the Click-it or Ticket message. The signage is strategically placed to reach our targeted demographic. The state of Tennessee also participates in a national demonstration project that includes combined messaging, which includes seatbelt use.

Occupant Protection

The Tennessee Highway Safety Office has established a High Visibility Enforcement program. This program involves over 200 law enforcement agencies across the state. Law enforcement participation is critical in reducing fatalities and injury crashes on Tennessee roads. In order to achieve measurable results, local law enforcement agencies must make a concerted effort to enforce state traffic laws, conduct/participate in sobriety checkpoints, schedule traffic saturation patrols, educate the public, and schedule other media activities that promote highway safety. High Visibility Enforcement (HVE) along with media campaigns such as "Booze It and Lose It," "Click It or Ticket," "100 Days of Summer Heat," various demonstration projects, and specialized NHTSA campaigns will help Tennessee reduce its number of fatalities and injury crashes.

Each agency commits to increase high visibility enforcement during specified times each quarter. The objectives include the following: increase safety belt use to 90.7% by 2017; maintain the Selective Traffic Enforcement Program (STEP) wave concept of enforcement; participate in national mobilization campaign periods, and increase DUI enforcement.

Occupant Protection

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

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

A "performance plan" such as the Highway Safety Plan requires good information for program and project selection and for measuring the effectiveness of programs and projects for which public funds have been distributed. This planning function is highly dependent upon the availability and use of quality data from the Tennessee Traffic Safety Information System. In 2009, the Traffic Records Assessment team reported that the Crash File contained an unacceptably high rate of errors. As Tennessee transitioned to electronic reporting, the quality, accuracy, and timeliness of traffic crash data drastically improved as all data now must pass validation rules prior to be accepted into the system.

The THSO requested a Traffic Records Assessment from NHTSA, which began in February 2014 and was completed in May 2014, thus meeting the deadline of July 1, 2014. With the assessment complete, its findings and recommendations continue to be under consideration. The state continues to strive to move forward with implementing many of the recommendations of the assessment as we improve and expand many aspects of traffic records systems in Tennessee, particularly in the areas of crash, vehicle, roadway, and citation systems. Some of these accomplishments are listed below:

- The Department of Revenue now issues vehicle registrations with barcodes so that VIN and registration data can be captured more accurately on crash reports and eCitations. In addition, in early 2016, the Department of Revenue began issuing vehicle drive-out tags with bar codes to assist law enforcement with quickly accessing information regarding newly purchased vehicles and will also be sending this data to the TBI for uploading into its TIES system. Previously, this data has not been readily available to law enforcement.
- Statistical crash data is now more readily available through the TITAN system through new dashboards, improved data querying capabilities, and statistical reports available online to law enforcement users. The eCrash software is now more streamlined for Property Damage Only>$400 and Property Damage Only<$400 crashes to save time and resources for investigating officers.
- In 2016, THP has expanded its eCitation program from the three-county pilot program started in 2014 to 29 counties as of May 2016. In addition, all 29 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. Now those human resources can be allocated to other duties increasing the efficiency of processing and adjudicating citations in Tennessee.

All of these advancements have come about as part of recommendations in the Traffic Records Assessment. Furthermore, Tennessee received much praise for its traffic records systems, particularly for crash and roadway and their advanced state compared with other agencies across the nation. Tennessee has 100% mandatory electronic eCrash reporting as of January 1, 2015. Tennessee is one of the few states to accomplish this and one of only several that has the requirement as part of state law. Further, we continue to add more state parks to the eCrash reporting process as more individual state parks begin to adopt the TITAN software.

Uses of Traffic Records

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

Behavior Change/Social Survey Data

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

TARGETS AND PERFORMANCE MEASURES

Targets

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

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

Promote the use of predictive analytics as a law enforcement tool to identify areas and times where law enforcement presence and visibility can have the greatest impact on traffic safety.

Performance Measures

1. Increase the use of electronic traffic citation collection through a coordinated multi-agency program and promote data-driven highway safety decision-making in Tennessee State, local organizations and other data users during FFY 2016.

   Measures:

   - Number of TN counties where the Tennessee Highway Patrol issues eCitations.
   - Percentage of THP citations issued electronically.

   Baselines:

   - During FFY 2014, state troopers in 3 counties were using TITAN eCitation, comprising 3.2% of all Tennessee counties.
   - Approximately 0.1% of THP citations were issued electronically in FFY 2014.

   Status:

   The Tennessee Highway Patrol is currently transitioning troopers to electronic citation reporting. In June 2014, troopers in three counties began issuing eCitations. The transition to eCitation requires the cooperation of the courts in each county to facilitate acceptance of electronic citations in the local jurisdiction. The courts must transition to accepting citations electronically into their local records management system and transmit court dispositions electronically back to the Dept. of Safety and Homeland Security for posting to a driver's record. During FFY 2016, state troopers in 29 counties were using TITAN eCitation, comprising 30.5% of all Tennessee counties. Approximately 5.1% of THP citations were issued electronically in FFY 2016. By the end of FFY 2016, the Department plans to have deployment of eCitation in over 70 counties, approximately 74% of statewide counties.

   Strategies:

   - Implement the TITAN eCitation software to THP statewide and have all state troopers issuing eCitations by December 31, 2017.
   - Provide training to all THP troopers in each county on issuance of eCitations.
   - Continue to develop and foster partnerships with court clerks in each respective county working together jointly on transition of THP to eCitation issuance.
   - Provide technical and operational support to all users of the TITAN eCitation software.

2. Maintain and sustain the TITAN eCrash reporting system and promote the use of accurate and reliable mapping tools for eCrash reporting and increase the percentage of records capturing latitude and longitude location coordinates for traffic crash reports submitted to TITAN, the statewide repository for crash records during FFY 2015.

Measures

- Percentage of eCrash reports submitted to TITAN by investigating officer with latitude and longitude coordinates captured (TITAN software users).
- Percentage of eCrash reports submitted to TITAN by investigating officer with latitude and longitude coordinates captured (3rd party vendor software users).
- Number of months where updated shape files are made available to TITAN users.

Baselines

- During FFY 2014, 89.1% of crash reports submitted by TITAN users included latitude and longitude coordinates.
- During FFY 2014, 39.1% of crash reports submitted by users of 3rd Party vendor software or paper reports included latitude and longitude coordinates.
- No TITAN users were utilizing updated shape files in FFY 2014. Maps from 2010 were still in use.

Status

As of January 1, 2015, paper crash reports are no longer accepted by the TN Dept. of Safety and Homeland Security, per Tennessee state law. All eCrash reports are submitted using TITAN software of 3rd party vendor software. While latitude and longitude coordinate data are not required for all crash reports, heavy emphasis is placed on the collection of this data with focus on accuracy and reliability. With mandatory eCrash reporting statewide, the collection of real-time location data is now a reality and allows both law enforcement and transportation/engineering officials to focus their resources on areas with the highest crash risk currently.

- During the first half of FFY 2016, 95.0% of crash reports submitted by TITAN users included latitude and longitude coordinates. This represents an increase from 89.1% in FFY 2014.
- During the first half of FFY 2016, 98.7% of crash reports submitted by users of 3rd Party vendor software or paper reports included latitude and longitude coordinates. This represents an increase from 39.1% during FFY 2014. The State has worked closely with its 3rd party vendors to emphasize the importance of collecting reliable coordinates during the initial phases of crash investigation and significant progress has been made on this front.
- TITAN users were able to access updated shape files in FFY 2016. As of May, two updates had been made available to all TITAN users for download in FFY 2016.

Strategies

- Updates to shape files will be made available to TITAN users on a quarterly basis.
- Proper use of mapping tools will continue to be incorporated as part of all TITAN training provided to law enforcement officers.
- We will coordinate with law enforcement agencies utilizing 3rd party vendor software for eCrash reporting software to improve the reliability, accuracy, and frequency of crash reports submitted with latitude and longitude coordinates.
- Agency by agency reports will be distributed, informing agencies of their % of reports being submitted with and without location coordinates. Reports by investigating officer will be made available upon request.
- Consideration will be given to make the capture of latitude and longitude coordinate data mandatory for fatal, injury, FMCSA reportable, and other crashes once updated shape files are available to users. If updated shape files released quarterly continue to improve in accuracy and reliability, it is anticipated that this strategy will be implemented in late 2016.

3. Implement the new electronic Court Disposition Records (CDR) system into TITAN. This will allow any disposition required to be posted to a driving record, including those involving a CDL offense, to be received and transmitted electronically. It is the Department's goal to improve the timeliness of reporting of commercial vehicle driver convictions.

Performance Measures:

- Number of court clerks utilizing the eCDR system in TITAN.
- Percentage of dispositions received electronically for posting on a driving record.

Baselines:

The eCDR component of TITAN is in place, but has not been activated. As of FFY 2015, no (0) court clerks were utilizing the CDR system, and 0% of dispositions were being received electronically.

Status:

No progress has been made on implementation of the eCDR system due to changes in project scope and procurement and contract delays. We anticipate development to begin on the last phase of the eCDR project in late summer 2016 with implementation by the end of the year. The state's goal is to have approximately 50 court clerks utilizing the eCDR system in TITAN and to receive 25% of dispositions electronically by the end of FFY 2017. Ultimately, the state intends to receive all dispositions via submission of electronic file from the court clerks. Clerks, however, will be able to utilize a data entry form via the TITAN online portal where the disposition data can be manually entered into

the TITAN eCDR system. This would also help reduce paper submissions and would be considered an electronic submission for our purposes.

Strategies:

- Implement the new CDR system during the next FFY and begin facilitation of transitioning court clerks from the old system to the new TITAN reporting system.
- Identify and partner with court clerks still submitting paper dispositions to the department and help facilitate their adoption of an electronic reporting process for their dispositions.
- Provide training and instruction to court clerks regarding the transition to the new system and how errors are to be handled.
- Continue to strengthen and build relationships with court clerks and judges to help facilitate a healthy transition to eCitation and electronic reporting of court dispositions in the State of Tennessee.

4. The Department of Safety and Homeland Security will continue providing statistical analysis services and maintain and expand its traffic safety predictive analytics program. This program consists of building predictive models and interactive GIS tools for use in allocation of traffic safety and traffic enforcement resources in areas with the highest risk based on various traffic related factors such as fatal crashes, serious injury crashes, impaired driving events, and commercial motor vehicle crashes.

Performance Measures:

- Number of predictive models "retrained" based on availability of new, more recent modeling data.
- Number of law enforcement users with access to predictive analytics web-based GIS resource allocation tools.

Baselines:

Currently, models are in place to predict risk for fatal and serious injury crashes, impaired driving events, and commercial motor vehicle crashes. Three models were implemented and will need to be retrained. Currently, only the Tennessee Highway Patrol, which consists of approximately 900 law enforcement officials, has access to the predictive analytics tools.

Status:

The state's goal is to sustain the current program and to expand access and usability to local law enforcement officers, who currently do not have access to these resource allocation tools. We are currently in the process of "retraining" one predictive model and continue to review and analyze other predictive models in use to ensure they remain viable. We anticipate in late 2016 moving the existing intranet based GIS applications to the Internet and hosting them under the TITAN web portal, where access is restricted to

law enforcement users. This will allow us to broaden the availability of these valuable resource allocation tools to all law enforcement across Tennessee.

Strategies

- Continue to update the models and GIS tools on a weekly and quarterly basis, respectively.
- Research alternative methods for dissemination of predictive modeling results, including cloud-based GIS solutions where tools are made available online with the ability to restrict access to law enforcement.

- Continue to research and seek additional human resources and funding to strengthen, sustain, and expand the program.

STRATEGIES/ ACTIVITIES

STRATEGY—PROGRAM MANAGEMENT

Problem

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

Objectives

1. Assist in the development of the Highway Safety Plan based upon the timelines established by the THSO.

2. Develop and perform analyses of programs and projects.

3. Develop more accessible and user-friendly reports.

Evaluation

This project will be administratively assessed.

STRATEGY—STRATEGIC PLAN OVERSIGHT

Problem

Funding is needed to assist with data linkages and electronic traffic records submissions. Additionally, the Traffic Records Coordinating Committee (TRCC) must address deficiencies in the Traffic Records System.

Objectives

1. Improve timeliness and quality of crash reports through technology.

2. Improve oversight of crash data linkages and elements to meet federal standards.

3. Increase integration of fatality locations data with crash data to improve the engineering of road improvement plans through the enhancement and expansion of the Map-It program.

4. Integrate justice data.

5. Maintain a statewide Injury Surveillance System.

6. Continue making traffic safety data available to all applicable parties.

7. Conduct quarterly "Traffic Records Coordinating Committee" meetings to ensure programs stay on task.

Self-sufficiency

This is a multi-year grant.

Evaluation

NHTSA regional office's evaluation occurs during the renewal of 405c funds application.

STRATEGY – DATA IMPROVEMENTS- AUTOMATED CRASH REPORTING SYSTEM (DOS)

Problem

Tennessee's State Traffic Records Coordinating Committee gave top priority to automating the crash data system, improving location data collection and the use of new technology for efficient and accurate data collection.

Automated crash and citation data collection, including automated location information will improve the usefulness of these reports to many end users.

Objectives

1. Continue implementation of the Tennessee crash and citation reporting systems and support automation of related law enforcement officer reports to Tennessee law enforcement agencies.

2. Improve automated crash location by enhancing and expanding the Map-It program.

3. Maintain a coordinated statewide TITAN project by continuing to work with local agencies to adopt electronic crash and citation reporting.

4. Provide statistical analysis of traffic records data.

5. Develop tools to provide access to descriptive statistics.

6. Increase the quality of information gathered for traffic offenses, crashes, and citations. Modify the TITAN collection reports to adhere to the current standard data sets approved by THP administration.

7. Continue to provide updates and upgrades to the TITAN platform utilized by law enforcement agencies statewide.

Activities

Provide POST-certified training for law enforcement agencies to ensure that the Tennessee Department of Safety and Homeland Security (TDOSHS) receives electronic crash reports in a timely manner from local law enforcement. Assist in standardizing reports and data collection. Quarterly TITAN eCrash training is now provided for Basic Police Training cadets at the Tennessee Law Enforcement Training Academy (TLETA). This ensures new police officers are properly trained in crash reporting and utilizing the TITAN eCrash reporting software prior to starting their jobs and field training. Provide 24/7 technical support for TITAN users. Deploy electronic traffic safety data collection software. Provide quarterly status reports results to THSO. Continue to maintain the TITAN system, which allows ease of use for agencies for electronic crash reporting.

Self-sufficiency

Maintain relationships with local law enforcement partners and foster communication with other local, state, and federal government agencies with focus on traffic safety.

Evaluation

Document the timeliness and accuracy of submitted crash data for all agencies reporting to TITAN. Improve reporting of location and mapping data. Continue providing training to law enforcement as well as technical and operational support to TITAN users.

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
TN Department of Health	Statewide	$69,473.12
TN Department of Health	Statewide	$88,284.00
TN Department of Safety & Homeland Security	Statewide	$1,535,000.00
TN Supreme Court	Statewide	$91,000.00

PROBLEM IDENTIFICATION

Magnitude and Severity of the Impaired Driving Problem

Based on NHTSA's Traffic Safety Facts Sheet on Impaired Driving, which uses 2014 data, all 50 States, the District of Columbia, and Puerto Rico have by law set a threshold making it illegal to drive with a BAC of .08 g/dL or higher. In 2014, there were 9,967 people killed in alcohol-impaired driving crashes, an average of 1 alcohol-impaired driving fatality every 53 minutes. This is a reduction of 109 fatalities from 2013.

These alcohol impaired-driving fatalities accounted for 31 percent of all motor vehicle traffic fatalities in the United States in 2014. Tennessee continues to trend slightly lower than the national average at 27.7 percent for 2014. Of the 9,967 people who died in alcohol-impaired-driving crashes in 2014, there were 6,391 drivers (64%) with BACs of .08 g/dL or higher. The remaining fatalities consisted of 2,752 motor vehicle occupants (28%) and 824 non occupants (8%).

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

TARGET AND PERFORMANCE MEASURES

Target

To decrease the number of impaired driving fatalities, injuries, and crashes.

Performance Measures

1. **Core Performance Measure –** To maintain the number of impaired driving fatalities from a 2014 baseline of 267 to 267 in 2017 (based on a 5-year Linear Regression Trend Analysis).

2. To decrease the number of alcohol impaired driving crashes from the 2015 baseline of 6,518 down to 6,305, a reduction of 213 or 3 percent (based on a 5-year Linear Regression Trend Analysis).

3. To expand judges and prosecutor training to 200 in 2017.

Performance Measure 1: To maintain the number of impaired driving fatalities from a 2014 baseline of 267 to 267 in 2017 (Based on a 5-year Linear Regression Trend Analysis).

Tennessee Alcohol Impaired Driving Fatalities

	2011	**2012**	**2013**	**2014**	**2015**
Fatalities	259	286	282	267	254

Source:

2011-2014 Data: NHTSA. State Traffic Safety Information. Online at http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2014/47_TN_2014.htm, accessed 07 Jun 2016.
2015 Data: TN Dept. of Safety and Homeland Security, TITAN Division, 07 Jun 2016. (FARS SharePoint Service)

Performance Measure 2: To decrease the number of alcohol impaired driving crashes from the 2015 baseline of 6,518 down to 6,305, a reduction of 215 or 3 percent (Based on a 5-year Linear Regression Trend Analysis).
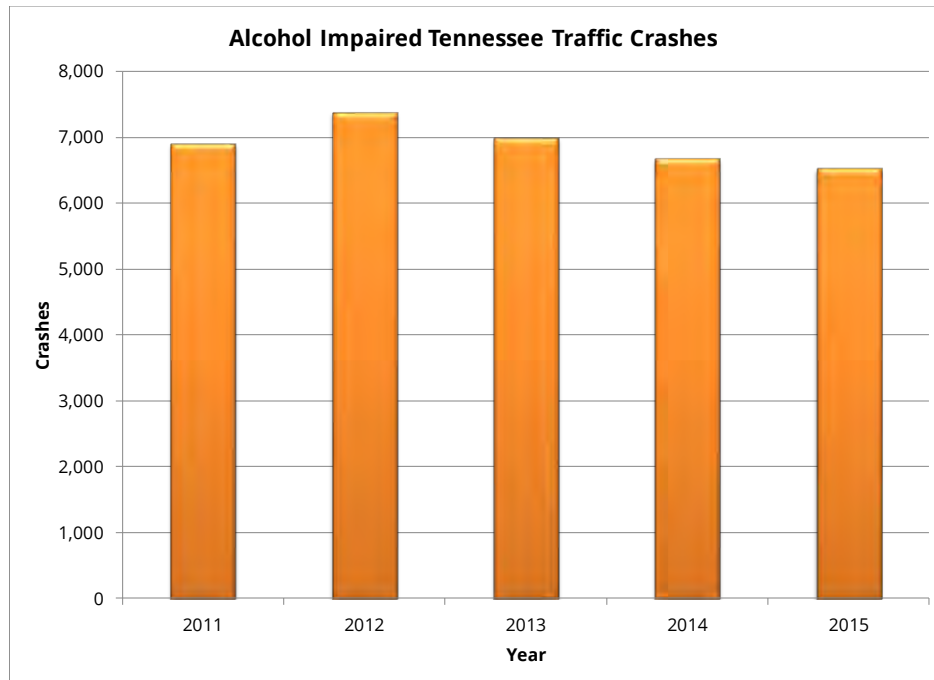
Alcohol Impaired Tennessee Traffic Crashes

	2011	**2012**	**2013**	**2014**	**2015**
Crashes	6,893	7,370	6,985	6,663	6,518

Source: TN Dept. of Safety and Homeland Security, TITAN Division, 07 Jun 2016. (TITAN)

Performance Measure 3: To expand judges and prosecutor training to 200 in 2017.

STRATEGIES FOR DECREASING IMPAIRED DRIVING FATALITIES & INJURIES

Strategies Selected for 2017

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

NHTSA's publication, <u>Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition</u>, 2015, highlights the significance of this emphasis area, outlines several strategies to reduce impaired driving, and discusses appropriate countermeasures to bring about alcohol and drug-impaired driving reductions. The four basic strategies identified to reduce impaired driving are deterrence, prevention, communications, outreach, and alcohol treatment. Tennessee's plan includes all four strategies.

The Impaired Driving Strategic Plan has been approved and finalized by the Impaired Driving Strategic Task Force. The plan, along with its supporting documentation, has been included in the appendices of the Tennessee Highway Safety Plan.

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

Program Management

Program management strategies include the following:

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

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

Enforcement

Enforcement is a strategy within Section 3 of Highway Safety Program Guideline No. 8, Criminal Justice System. All alcohol grants for law enforcement activity require that participating officers be trained in Standardized Field Sobriety Training (SFST) and that participating agencies coordinate their traffic patrols with other local safety activities and with state and national mobilizations or waves of enforcement.

Saturation patrols are law enforcement efforts that combine a high level of sustained enforcement with intense enforcement mobilizations around the Memorial Day weekend (typically May is one of Tennessee's deadliest months for traffic fatalities), the July 4 weekend, Labor Day (September), and December holiday periods. Mobilizations are high-profile law enforcement programs combined with paid and earned media, and they are evaluated in terms of public awareness and public changes in behavior.

These saturation patrols will consist of 5 actions: 1) sustained enforcement of monthly DUI operations by agencies serving at least 50 percent of the state's population; 2) intense publicity, paid and earned; 3) pre/post knowledge/attitude/behavior surveys; and 4) monthly reporting of enforcement and media activity. Tennessee will organize a December holiday alcohol enforcement mobilization and a mid-summer traffic law enforcement mobilization concentrating

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

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

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

Traffic Records—DUI Tracker System

The first web-based DUI Offender Tracking System (Tracker) was a model that collected information on variables based on NHTSA standards and data requirements. The system, developed by the University of Memphis, had been in operation since 2003 and was populated with arrest and prosecution information resulting from the activities of THSO-funded special DUI prosecutors in 23 judicial districts throughout the state. A new system was designed with the Tennessee Department of Safety in 2012 that merged the University of Memphis DUI Tracker data. To date, the DUI tracking system contains over 105,982 arrest records. This aligns with with Section 1 of Highway Safety Program Guideline No. 8, Program Management and Strategic Planning, and with Section 4, Program Evaluation and Data.

Training of Law Enforcement Officers

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

incidents as well as crashes that result in serious injuries and fatalities. This program is offered statewide. Specific objectives regarding these programs are included in the training section of the Highway Safety Plan.

Training of the Prosecutorial and Judicial Community

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

Highway-safety funded positions in the District Attorneys General Conference perform legal research and write articles, provide information and consultation about impaired driving issues and policies to judges, prosecutors, defense attorneys, legislators, and educators, as well as organize the annual state impaired driving conference. Under the National Highway Safety Administration's (NHTSA) model, the position of a Judicial Outreach Liaison (JOL) was created to perform outreach for the judiciary of Tennessee, much like the two Tennessee Traffic Safety Resource Prosecutors do for the prosecution community. The JOL was hired in 2015 and begins the third year in 2017.

SPECIFIC STRATEGIES

NOTE: Under all sections listed as "Agencies Funded," these resources are estimated and are based on the 2015-2016 grant year funding. The THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the 2016-2017 grant year. Approved grantees will be notified of any changes.

1. Specialized DUI Prosecution

Problem

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

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

Objectives

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

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

Objectives:

1. Enter data into the DUI Tracking system (TITAN) and retrieve data from the system to determine how cases are being handled within the local jurisdiction

2. Identify, prioritize, and monitor multiple offender cases for trial docketing and seek to improve advocacy and litigation results. The office will have a written policy for Criminal Court to resolve such cases or set a trial date for the case within 120 days of defense counsel's appointment or retention.

3. Prosecute DUI offenders – (listed in order of priority)

    a.   Prosecution for cases involving death or serious bodily injury

    b.   Emphasis on prosecuting criminal/circuit cases for multiple and felony DUI offenders but not excluding general sessions' court

    c.   If time permits, prosecuting first offense DUI offenders in criminal court and all DUI offenders in general sessions' court

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

Objectives:

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

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

Activities

The aforementioned objectives can be accomplished by conducting the activities listed below as demonstrated in Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015.

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

Resources

A minimum of one DUI Prosecutor and one DUI Coordinator would be needed. (Additional positions must have justification shown through strong data and will only be taken into account based on the level of federal funding provided to the Tennessee Highway Safety Office.) Each grant will contain an adequate amount of travel dollars to cover business, equipment, and training opportunities.

Self-sufficiency

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

Evaluation

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

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

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

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
Tennessee District Attorney General, 01st Judicial District	Washington	$157,745.48
Tennessee District Attorney General, 02nd Judicial District	Sullivan	$153,145.50
Tennessee District Attorney General, 04th Judicial District	Sevier	$164,745.63
Tennessee District Attorney General, 05th Judicial District	Blount	$142,194.39
Tennessee District Attorney General, 06th Judicial District	Knox	$280,701.60
Tennessee District Attorney General, 07th Judicial District	Anderson	$213,442.59
Tennessee District Attorney General, 08th Judicial District	Scott	$132,379.09
Tennessee District Attorney General, 09th Judicial District	Loudon	$164,889.64
Tennessee District Attorney General, 10th Judicial District	Bradley	$136,452.51
Tennessee District Attorney General, 11th Judicial District	Hamilton	$162,969.04
Tennessee District Attorney General, 13th Judicial District	Putnam	$146,814.53
Tennessee District Attorney General, 14th Judicial District	Coffee	$167,165.21
Tennessee District Attorney General, 15th Judicial District	Trousdale	$168,649.83
Tennessee District Attorney General, 16th Judicial District	Rutherford	$155,630.76
Tennessee District Attorney General, 17th Judicial District	Lincoln	$182,758.50
Tennessee District Attorney General, 19th Judicial District	Montgomery	$200,733.66
Tennessee District Attorney General, 20th Judicial District	Davidson	$376,822.92

Tennessee District Attorney General, 21st Judicial District	Williamson	$161,932.61
Tennessee District Attorney General, 22nd Judicial District	Lawrence	$188,548.13
Tennessee District Attorney General, 23rd Judicial District	Dickson	$165,677.04
Tennessee District Attorney General, 24th Judicial District	Carroll	$221,761.42
Tennessee District Attorney General, 25th Judicial District	Lauderdale	$192,510.34
Tennessee District Attorney General, 26th Judicial District	Madison	$201,474.72
Tennessee District Attorney General, 30th Judicial District	Shelby	$296,106.86
Tennessee District Attorney General, 31st Judicial District	Warren	$216,176.98

2. Assisting Toxicology Backlog at the Tennessee Bureau of Investigation

Problem

The Tennessee Bureau of Investigation Crime Lab is experiencing a backlog of casework as a result of the high number of driving under the influence, motor vehicle accident, and vehicular homicide cases. The Toxicology section receives on average 21,000 cases per year for blood alcohol analysis. The vast majority, at least 90% of these cases, is directly attributed to highway safety. Due to the growth of the personnel of Toxicology section and the continued large caseload, it is necessary that they request an additional Headspace GC/MS to be placed at the Nashville and Knoxville crime labs. This will allow the instruments to be in place to improve turnaround time in the blood alcohol testing of the casework. The improvement would also carry over to an improvement in the turnaround time on the cases that require additional drug screen testing. This instrument would be used approximately 90% for driving-related cases and 10% for non-driving cases.

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

Objectives

- Continued training and education for all scientists in the breath alcohol and toxicology sections of the TBI labs will keep the scientists up to date on new technologies and new defense issues.
- New instrumentation: Headspace GC/MS for the Nashville toxicology section will allow scientists the ability process blood alcohol samples more quickly from drivers in DUI cases.

Activities

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

- Request bids on Headspace Gas Chromatograph/Mass Spectrometer.

- Order instrument
- Install instrument
- Scientists attend training meetings and conferences

Self-sufficiency

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

Evaluation

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

Agency Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
Tennessee Bureau of Investigation	Davidson	$200,000.00

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

Problem

Disseminating and sharing information are formidable tasks, especially with statute changes, new case law, and ever changing technology. Providing correct information to judges, prosecutors, law enforcement, defense attorneys, legislators, and educators is an ongoing challenge, as demonstrated by the following issues:

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

Objectives

- Keep prosecutors, judges, police chiefs, sheriffs, and legislators informed of new appellate decisions, defenses, trends, and technological developments.
- Increase advocacy skills of prosecutors through training.

- Support the training of law enforcement in testimonial training and through cooperation with the Standardized Field Sobriety Testing and Drug Recognition Expert state coordinators.
- Provide information to citizens, legislators, and entities to permit them to be well informed when they propose new laws.
- Encourage use of the DUI Tracker to keep prosecutors informed of their disposition information.

Activities

The following are proven methods from <u>Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices</u>, Eighth Edition, 2015.

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

Resources

A critical resource is the Legal Resource Center on Impaired Driving, which requires continued funding support for two Traffic Safety Resource Prosecutor positions plus administrative support for the District Attorney Generals Conference for information sharing and dissemination to the legal community by means of telephone consultations. Other responsibilities include organizing annual conference; researching and writing articles for legal publications; and

coordinating statewide training sessions. DA Judicial District Offices, THSO personnel, and consultants shall provide training on a scheduled basis.

Self-sufficiency

State administered through grant support

Evaluation

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

- Provide technical assistance.
- Publish a quarterly newsletter with distribution to all District Attorneys, Judges, Sheriffs, Police Chiefs and members of the Highway Patrol to include approximately 1,400 persons.
- Train District Attorneys, law enforcement officers, and other advocates for traffic safety.
- Train at least 50 court and law enforcement personnel on Standardized Field Sobriety Testing and DUI recognition.

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
Tennessee District Attorneys General Conference	Davidson	$663,499.65
The University of TN	Statewide	$95,000.00

4. Enforcement: Alcohol Saturation Patrols / Roadside Sobriety Checkpoints Problem

Tennessee counties and municipalities that are overrepresented in alcohol-related crashes and that have at least 60 percent of the state's alcohol-related crashes and 85 percent of the state's population must participate in at least one alcohol mobilization as well as sustained enforcement efforts over the year. These enforcement efforts must be tied to both strong enforcement and a strong message that creates an awareness of increased risk of arrest to the traveling public.

Overtime must be for active enforcement only. Funding is based upon established processes for project selection and development, which is outlined in the section, "Highway Safety Plan Process," and through the use of a ranking and allocation tool that ensures counties (enforcement agencies) are funded in a comparable basis considering the extent of weighted fatal, injury and PDO crashes, alcohol-related crashes, 15-24 aged driver crashes, 65+ aged crashes, speeding crashes, motorcycle crashes, population, and vehicle miles of travel (VMT) in each county. Comparable basis refers to normalizing the county numbers relative to that of the county with the highest value.

Objectives

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

Activities

Proven methods from Countermeasures that Work are instrumental in successful enforcement. Organize and schedule Alcohol Selective Traffic Enforcement in community saturation patrols or roadside sobriety checkpoints during FY17. Officers involved in enforcement should attend SFST training if they have not done so (needs to be done within first 3 months of the grant year). Train officers in NHTSA DUI Detection Check list.

Resources

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

Self-sufficiency

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

Evaluation

- Evaluation items include pre/post surveys, monthly activity reports (including non-crash related DUI arrest and citation data), final enforcement activity reports, and a final administrative evaluation report. The aforementioned items provide both outcome and process evaluation.
- TN Department of Safety's Data Analysis Unit will perform overall program evaluation.
- Work with prosecution and make the public aware of arrests resulting from the effort (with the media notices being approved by the THSO prior to release). Provide electronic crash reporting or demonstrate reporting system being implemented and approved by the Tennessee Department of Safety and Homeland Security.

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
Bedford County Sheriff's Department	Bedford	$15,000.00
Benton Police Department	Polk	$13,899.72

Blount County Sheriff's Department	Blount	$45,000.00
Bolivar Police Department	Hardeman	$15,000.00
Bradley County Sheriff's Department	Bradley	$35,000.00
Bristol Police Department	Sullivan	$25,000.00
Brownsville Police Department	Haywood	$25,000.00
Campbell County Sheriff's Department	Campbell	$25,000.00
Cannon County Sheriff's Department	Cannon	$10,000.00
Chattanooga Police Department	Hamilton	$75,000.00
Cheatham County Sheriff's Department	Cheatham	$22,000.00
Clarksville Police Department	Montgomery	$65,000.00
Cocke County Sheriff's Department	Cocke	$25,000.00
Collierville Police Department	Shelby	$20,000.00
Cookeville Police Department	Putnam	$25,000.00
Crossville Police Department	Cumberland	$15,000.00
Cumberland County Sheriff's Department	Cumberland	$35,000.00
Decatur County Sheriff's Office	Decatur	$10,000.00
Dickson County Sheriff's Office	Dickson	$25,000.00
Dresden Police Department	Weakley	$15,000.00
Etowah Police Department	McMinn	$12,000.00
Fairview Police Department	Williamson	$15,000.00
Fayette County Sheriff's Office	Fayette	$15,000.00
Fentress County Sheriff's Department	Fentress	$10,000.00
Franklin County Sheriff's Department	Franklin	$10,000.00
Franklin Police Department	Williamson	$25,000.00
Gallatin Police Department	Sumner	$19,875.00
Giles County Sheriff's Department	Giles	$15,000.00
Grainger County Sheriff's Department	Grainger	$10,000.00
Greene County Sheriff's Department	Greene	$19,720.00
Grundy County Sheriff's Department	Grundy	$15,000.00
Hamilton County Sheriff's Office	Hamilton	$76,000.00
Hardin County Sheriff's Department	Hardin	$18,000.00
Hawkins County Sheriff's Department	Hawkins	$35,000.00
Humphreys County Sheriff's Office	Humphreys	$15,000.00
Jackson County Sheriff's Department	Jackson	$10,000.00
Jackson Police Department	Madison	$30,000.00
Jasper Police Department	Marion	$10,334.56
Johnson City Police Department	Washington	$19,971.40
Knoxville Police Department	Knox	$75,000.00
Lauderdale County Sheriff's Department	Lauderdale	$13,000.00
LaVergne Police Department	Rutherford	$15,000.00
Lebanon Police Department	Wilson	$10,104.24

Lexington Police Department	Henderson	$15,000.00
Lincoln County Sheriff's Department	Lincoln	$24,624.00
Madison County Sheriff's Department	Madison	$35,000.00
Manchester Police Department	Coffee	$16,882.50
Maryville Police Department	Blount	$30,000.00
Maury County Sheriff's Department	Maury	$29,939.00
McMinn County Sheriff's Department	McMinn	$25,000.00
McMinnville Police Department	Warren	$13,000.00
Meigs County Sheriff's Department	Meigs	$13,000.00
Memphis Police Department	Shelby	$300,000.00
Metro Moore County Sheriffs Department	Moore	$10,000.00
Metropolitan Nashville Police Department	Davidson	$400,000.00
Milan Police Department	Gibson	$10,000.00
Monterey Police Department	Putnam	$10,000.00
Morristown Police Department	Hamblen	$15,000.00
Newbern Police Department	Dyer	$15,000.00
Overton County Sheriff's Department	Overton	$15,000.00
Pulaski Police Department	Giles	$10,000.00
Rhea County Sheriff's Department	Rhea	$15,000.00
Rutherford County Sheriff's Office	Rutherford	$70,000.00
Rutledge Police Department	Grainger	$10,000.00
Saint Joseph Police Department	Lawrence	$9,152.00
Sequatchie County Sheriff's Department	Sequatchie	$12,000.00
Shelby County Sheriff's Office	Shelby	$200,000.00
Smithville Police Department	DeKalb	$10,000.00
Smyrna Police Department	Rutherford	$15,000.00
Soddy-Daisy Police Department	Hamilton	$15,000.00
Springfield Police Department	Robertson	$15,000.00
Sullivan County Sheriff's Department	Sullivan	$50,000.00
Sumner County Sheriff's Department	Sumner	$31,598.84
Tennessee Alcoholic Beverage Commission	Davidson	$80,000.00
Tipton County Sheriff's Department	Tipton	$25,000.00
Union City Police Department	Obion	$15,000.00
Union County Sheriff's Department	Union	$15,047.97
University of Memphis, Police Services	Shelby	$20,000.00
Warren County Sheriff's Department	Warren	$20,000.00
Washington County Sheriff's Department	Washington	$35,000.00
Wayne County Sheriff's Department	Wayne	$10,000.00
White County Sheriff's Department	White	$20,000.00
White House Police Department	Sumner	$19,999.72
White Pine Police Department	Jefferson	$10,000.00

| Williamson County Sheriff's Department | Williamson | $40,000.00 |
| Wilson County Sheriff's Department | Wilson | $16,082.34 |

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

According to the National Highway Traffic Safety Administration, Tennesseans share the roads with more than 54,000 drivers who have been convicted of three or more DUIs. In 2015, there were 6,518 alcohol impaired crashes in Tennessee, a decrease from 2014 of 6,663. In 2014, 254 people lost their lives in Tennessee crashes involving an alcohol-impaired driver.

Traditional methods of dealing with impaired driving offenders have not been successful in lowering crash rates or reducing the incidence of impaired driving. DUI offenders are incarcerated for mandatory sentences, and their driver's licenses are suspended. Further, they are ordered to perform community service, and they must attend substance abuse education classes. Repeat DUI offenders are ordered to attend more intensive treatment programs. For instance, DUI Courts more adequately address specific issues presented by the alcohol-impaired driver. This is based on proven methods in Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015.

In the past, court systems punished the DUI offender by placing him/her in jail for a mandated period of time, took away the offender's driver's license, requiring litter pick up along the streets, participation in an alcohol and drug education class, and, if being arrested again for another DUI, participation in residential treatment for 21 to 28 days. Although this might deter some people, multiple offenders need treatment. Research indicates that long-term treatment combined with judicial supervision is working to reduce recidivism with multiple offenders. DUI Court programs provide such treatment.

The DUI Court is based on the Drug Court model, which has been used successfully in the court system throughout the United States for the past 20 years. Using the ten guiding principles and adhering to them should produce a program that will successfully rehabilitate a multiple DUI offender and reduce the recidivism rate for multiple DUI offenses, thereby ensuring less victims and a safer community.

The Tennessee Highway Safety Office worked in partnership with five DUI/Drug Courts in FY16. These have provided intensive assistance to several of the state's ninety-five counties, with some being in existence for four to five years.

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
23rd Judicial District Drug Court	Dickson	$60,000.00
Metropolitan Government of Nashville & Davidson County	Davidson	$59,639.83
Sumner County Drug Court	Sumner	$59,999.98
Williamson County Juvenile Court	Williamson	$60,000.00

6. Court Partnership Project Alcohol Countermeasures

Problem

According to the Tennessee Bureau of Investigations report, DUI arrests are on the rise. In 2013, there were 28,905 arrests for drunk or drugged driving. This number rose to 29,544 in 2014. The high arrest rates raise questions and concerns of recidivism and minimum sentencing guidelines being met. Previous court monitoring performed by MADD has and is still tracking any data trends for each county. Collecting and analyzing this data allows MADD to provide the THSO with the most up to date information on identifying problem areas during adjudication process.

The 2016-2017 MADD Tennessee Court Monitoring Program will focus on areas of the state with high alcohol-related crash rates as well as counties that are not currently receiving THSO funding for DUI prosecutors and coordinators. MADD believes that addressing these counties will provide quantitative as well as qualitative data not currently being reported to the THSO— Jefferson, Monroe, Morgan, Sumner, Robertson, Lincoln, Hickman, Obion, Haywood, and McNairy.

As a non-profit organization, MADD relies heavily on volunteers to help in providing programs to our community. With the Court Monitoring Program, volunteers observe, track, and report on court activities related to impaired driving cases. Ideally, they follow cases from arrest through disposition, recording the proportion of cases that are dismissed or reduced down to lesser offenses, the rate of convictions, the sanctions imposed, and whether the sanctions are carried out. Studies of court monitoring programs indicate that monitored cases produced higher conviction rates and stiffer sentences than unmonitored cases, and the volunteer court monitors are key to draw attention to the system's shortcomings.

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

Objective

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

Court partners perform several functions:

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

Activities

Analyze court data to develop educational information for judges, prosecutors, law enforcement, probation officers, and the public as a proven method in <u>Countermeasures that Work</u>.

Resources

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

Self-sufficiency

One hundred percent first year and develop additional matching funds through donations; seek additional funding after results with local government institutions.

Evaluation

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

Program Evaluation and Data

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

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
Mothers Against Drunk Driving	Statewide	$110,635.60

DISTRACTED DRIVING

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

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

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

According to NHTSA Traffic Safety Facts, the number of people killed nationally in distraction-affected crashes decreased by 4.6% from 3,331 in 2011 to 3,179 in 2014. However, during the same time period, injuries involving distracted drivers increased from 387,000 in 2011 to 431,000 in 2014, which was an increase of 11%.   Nationally, since 2012, ten percent of all drivers 15-19 years old involved in fatal crashes were reported as distracted at the time of the crashes.

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

Laws and Enforcement

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

1) GDL requirements for beginning drivers (primary law)
   - No driver possessing a learner permit or intermediate driver license shall operate a motor vehicle in motion on any highway while using a handheld cellular telephone, cellular car telephone, or other mobile telephone.

2) Messaging laws for all drivers (primary law)

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

Tennessee officials in 2015 recorded 51 deaths and 22,964 crashes caused by distracted driving. The table below illustrates both the fatalities and crashes attributed to distracted driving behaviors during the years of 2011 – 2015.
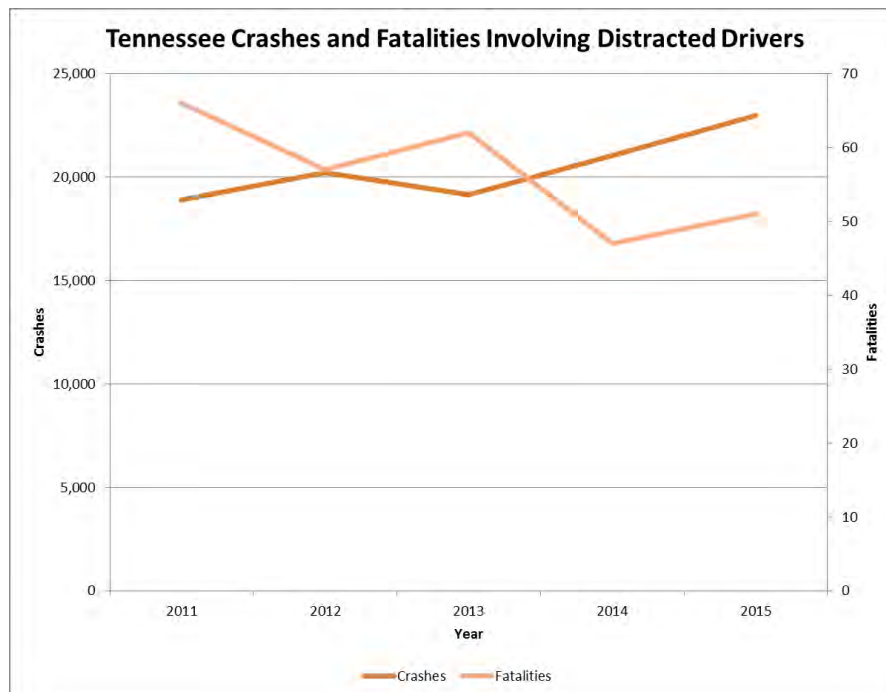
Sources Crashes: TN Dept. of Safety and Homeland Security, TITAN Division, 17 May 2016. (TITAN); Fatalities: TN Dept. of Safety and Homeland Security, TITAN Division, 17 May 2016. (FARS SharePoint Service)

During the years 2011-2015, there was a reduction of fatalities from distracted driving behaviors of 15 deaths or -23%; however, between the years of 2014 and 2015, there was an increase of 9%. Also, during the same years, there was an increase in distracted driving crashes by 23% from 18,886 in 2011 to 22,964 in 2015. According to the Tennessee Department of Safety and Homeland Security's TITAN Division, traffic crashes related to the following distractions while driving have inceased:

- Crashes resulting from GPS distraction have increased from 27 in 2011 to 160 in 2015, which is a 493% increase;
- Crashes resulting from texting, PDA, and use of Blackberrys have increased from 112 in 2011 to 326 in 2015, an increase of 191%;
- Crashes where a cell phone was indicated as the cause increased by 57% from 1,042 in 2011 to 1,634 in 2015; and
- Crashes resulting from inattentive eating, reading, talking, etc. have increased from 12,582 in 2011 to 13,301 in 2015, an increase of 6%.

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

Distracted driving is also included in the Tennessee Department of Safety and Homeland Security's Cooperative Driver Testing Program (CDTP) Knowledge Test. An example of a test question related to distracted driving is the following:

Texting while driving is prohibited. Violations can result in a fine not to exceed _____ Dollars and court costs not to exceed _____Dollars.

A. $70 fine/$30 court costs

B. $50 fine/$10 court costs

C. $500 fine/$100 court costs

Communications and Outreach in Tennessee for Distracted Driving

The Tennessee Highway Safety Office (THSO) actively promotes its *Thumbs Down to Texting and Driving* campaign. Partner agencies are encouraged to participate in the campaign during the month of April, which is recognized nationally as Distracted Driving Awareness Month. As part of the program, both radio and digital media are used to increase awareness and provide information at the local community level about the dangers of texting and driving. Partners are encouraged to contact the Tennessee Highway Safety Office to obtain a media toolkit and

information about the initiative. An informational website, www.thumbsdowntn.com, was created to share statistics and information with the general public as it pertains to texting and driving. This website also houses several media resources – radio spots, digital banner advertisements, and a template press release – to assist agencies in educating their communities.

The #ThumbsDownTN hashtag was created in 2015 to begin a grassroots effort of peer-to-peer influence. In 2016, THSO partners and the public were asked once again to demonstrate their disapproval of texting while driving by posting thumbs down selfies using the hashtag. This social media campaign engaged over a million users on Twitter, Facebook, and Instagram combined. Some examples of these selfies from this year appear below and include the THSO Staff, the Mt. Juliet Police Department, Colonel Tracy Trott of the Tennessee Highway Patrol, country singer Trace Adkins, and Sullivan County Sheriff's Office.

Employer partners were targeted to sign pledges to ban texting while driving. Coca Cola Bottling Company Consolidated, the Tennessee Department of Transportation, the Tennessee Department of Safety and Homeland Security, and other departments within state government participated. Additional pledge signings took place at high school events across the state. Over one thousand Tennesseans pledged to end distracted driving. THSO will maintain this campaign in FY 17 with new web content, new pledge signing events, and additional media outreach.

TARGET AND PERFORMANCE MEASURES

Target

To decrease the number of fatalities, injuries, and crashes caused by distracted driving.

Performance Measures

1. Reduce the number of distracted driving crashes by 5% from 22,964 in 2015 to 21,816 by the end of 2017.

Utilize education and enforcement strategies to reduce the number of driving crashes resulting from distracted driving on Tennessee roads during 2016-2017.

- Utilize education and enforcement strategies to reduce the number of driving crash fatalities resulting from distracted driving on Tennessee roads during 2016-2017.
- Utilize data collection and analysis methods to identify high risk populations for targeted distracted driving initiatives

2. Reduce the number of distracted driving fatalities by 10% from 51 in 2015 to 46 by the end of 2017.

Utilize education and enforcement strategies to reduce the number of fatalities resulting from distracted driving on Tennessee roads during 2016-2017.

- Utilize communication and digital media outreach strategies to reduce the number of driving crash fatalities resulting from distracted driving on Tennessee roads during 2016-2017.
- Utilize data collection and analysis methods to identify high-risk populations for targeted distracted driving initiatives.

3.   Identify high-risk counties and populations for implementation of initiatives to target high-risk populations.

- Utilize education and enforcement strategies to reduce the number of fatalities resulting from distracted driving on Tennessee roads during FFY 2016-2017.
- Utilize communication and digital media outreach strategies to reduce the number of driving crash fatalities resulting from distracted driving on Tennessee roads during FFY 2016-2017.
- Utilize data collection and analysis methods to identify high-risk populations for targeted distracted driving initiatives.

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
Brownsville Police Department	Haywood	$15,000.00
Hendersonville Police Department	Sumner	$20,000.00

MOTORCYCLE SAFETY

PROBLEM IDENTIFICATION

Motorcycle safety continues to be an important area for concern in Tennessee. Based on the State Traffic Safety Information (STSI), 121 people died in 2014 as the result of a motorcycle crash. This is a reduction from the previous year. Nonetheless, the state's mission is to reduce the human and economic toll of motorcycle-related crashes, injuries, and deaths on Tennessee's transportation system by implementing proven strategies to reduce motorcycle-related fatalities and serious injuries and promoting education, rider training, and involvement from motorcycle groups.

Data Findings: Magnitude and Severity of the Motorcycle Crash Problem

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

Tennessee Motorcycle Involved Crashes

Crash Type	2011	2012	2013	2014	2015
Fatal	115	139	138	120	120
Injury	2,417	2,538	2,136	2,015	2,085
Fatal & Injury Total	2,532	2,677	2,274	2,135	2,205
PDO	733	769	670	687	750
Total	3,265	3,446	2,944	2,822	2,955

Source: NHTSA. State Traffic Safety Information. Online at http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2014/47_TN_2014.htm, accessed 15 Jun 2016.
2015 Fatal Data: TN Dept. of Safety and Homeland Security, TITAN Division, 15 Jun 2016. (FARS SharePoint Service)
Injury & PDO Data: TN Dept. of Safety and Homeland Security, TITAN Division, 15 Jun 2016. (TITAN)
Note: PDO = Property Damage Only

Tennessee Motorcyclist Fatalities by Age

Age	2011	2012	2013	2014	2015
Under 21 Years Old	7	10	6	4	7
21 to 44 Years Old	54	66	72	57	56
45 and Older	54	63	59	60	60
Total	115	139	137	121	123

Source: NHTSA. FARS Encyolpedia: Query FARS Data. Online at http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/SelectYear.aspx, accessed 15 Jun 2016.
2015 Data: TN Dept. of Safety and Homeland Security, TITAN Division, 15 Jun 2016. (TITAN)

Helmet Use

Tennessee law requires motorcyclists to wear a helmet. Despite the law, some fatalities still occur where the operator or passenger was not wearing a helmet. The following graph illustrates motorcycle fatalities based on helmet use:
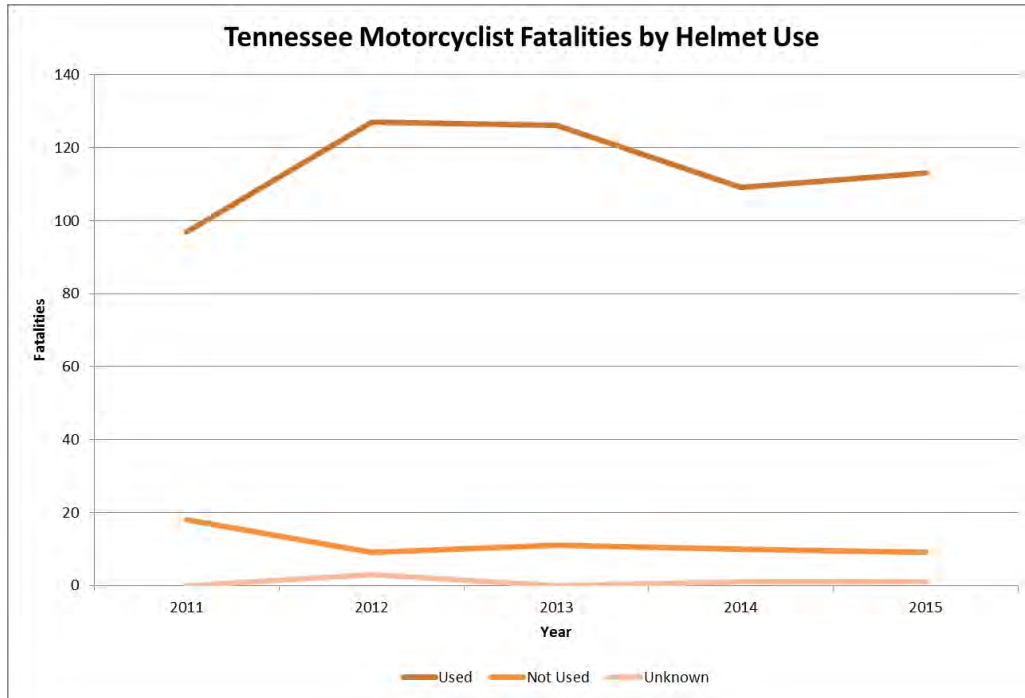
Source: NHTSA. State Traffic Safety Information. Online at http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2014/47_TN_2014.htm, accessed 20 May 2016.

Alcohol Use

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

Tennessee Crashes Involving an Alcohol Impaired* Motorcycle Driver

	2011	2012	2013	2014	2015
Fatal	23	30	24	26	38
Injury	123	139	115	119	106
Property Damage Only	14	12	10	13	13
Total	**160**	**181**	**149**	**158**	**157**

* The driver's BAC ≥ 0.08 g/dL or the investigating officer indicated alcohol use as a contributing factor for the driver.
Source: TN Dept. of Safety and Homeland Security, TITAN Division, 15 Jun 2016. (TITAN)

Target

To reduce the human and economic toll of motorcycle-related crashes, injuries, and deaths on Tennessee's transportation system.

Performance Measures

1. **Core Performance Measure**—Decrease the number of motorcycle fatalities from a 2010-2014 average baseline of 130 to 126 in 2017. (Based on a 5 Year Alternative Baseline Analysis)

Five Year Alternative Baseline Analysis					
Baseline Period		**Comparison Year**		**% Change**	
2005 - 2009 Avg.	137	**2012**	139	1.2%	
2006 - 2010 Avg.	139	**2013**	138	-0.7%	
2007 - 2011 Avg.	134	**2014**	120	-10.3%	
Current Mutli-Year Base		**Target Year**	**Estimate**	**Avg % Change**	
2010 - 2014 Avg.	130	**2017**	126	-3.3%	

2. **Core Performance Measure**—Reduce the number of unhelmeted motorcycle fatalities from a 2014 baseline of 10 to 8 in 2016. (Based on a 5 Year Linear Regression Analysis)

Unhelmeted Motorcyclist Fatalities: 5 Year Linear Trend

$y = -0.8x + 14.4$
$R^2 = 0.128$
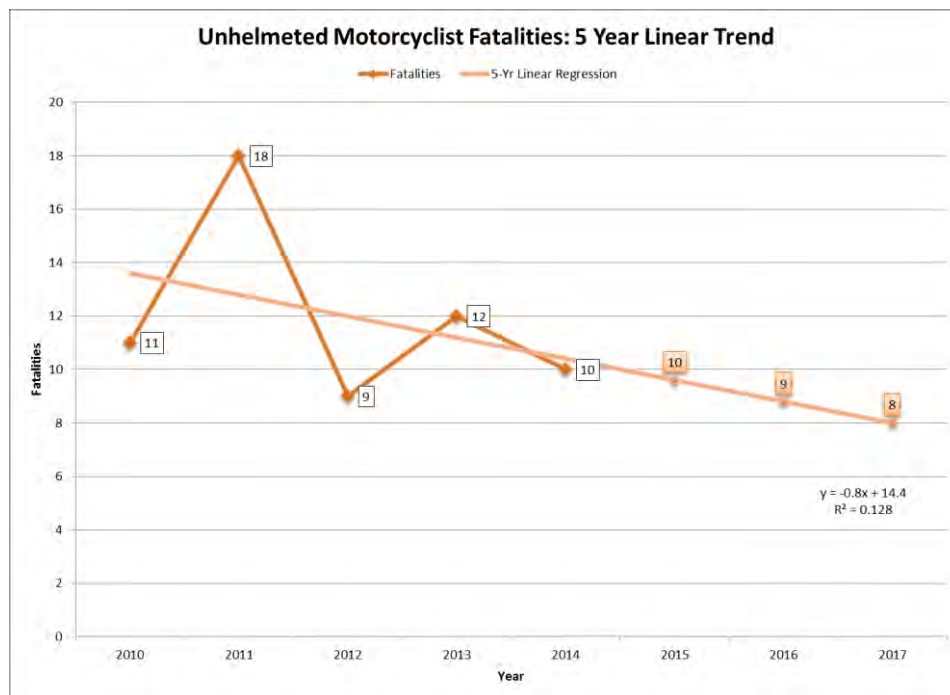
3. Reduce the number of motorcycle crashes by 10% from a 2015 baseline of 2,955 to 2,659 in 2017.

Motorcycle safety was also an area identified in <u>Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices</u>, Eighth ddition. Tennessee has utilized countermeasures listed in the <u>Countermeasures</u> guide, and they are further detailed in the state's Motorcyle Safety Strategic Plan, which supports the "Drive toward Zero" campaign and aims to "Ride toward Zero."

To date, Tennessee has completed the NHTSA Motorcycle Safety Program Assessment, a process that was the foundation for developing a comprehensive motorcycle safety program. Once this process was complete, the state received a technical assessment recommendations report. In August 2014, three motorcycle round table meetings were held, one in each grand division of the state, to gather stakeholders and utilize their input and recommendations. In December 2014, Tennessee developed a Motorcycle Safety Coalition of thirteen key players in motorcycle safety. The Motorcycle Safety Strategic Plan was finalized in March 2015. In FY16, Tennessee shall utilize the established Motorcycle Safety Coalition and create an action plan to target key result areas in the Motorcycle Safety Strategic Plan. This requires identifying key players for the action plan, prioritizing motorcycle safety issues within the state, strategizing and implementing a plan, and organizing a partnership team to address the issues. Tennessee will create the action plan with assistance from Cambridge Systematics and delegate responsibility to the coalition to address key result areas, with plans for implementation in 2017.

Programs Funded

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

Agencies funded to combat this problem provide law enforcement visibility, services, and enhanced enforcement efforts directed at voluntary compliance for the area. This includes strategies included the <u>Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices</u>, Eighth Edition, for enforcement of non-compliant helmets, impaired riders, proper motorcycle licensing, and excessive speed.

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
Blount County Sheriff's Department	Blount	$91,101.40
TN Department of Safety District 1	Knox	$71,116.80

To: Governor's Highway Safety Office
From: Tennessee Motorcycle Rider Education Program
Date: June 24, 2016
Subject: Course Curriculum

The courses taught by the Tennessee Motorcycle Rider Education Program are the standard Motorcycle Safety Foundation courses taught across the country. The Basic Rider Course (BRC) is conducted over a two day period and has five hours of classroom instruction with approximately ten hours of actual range time. The Experienced Rider Course (ERC) suite is completed in approximately six hours and also includes both classroom and range time. Both courses offer license testing waiver clauses for successful completion; both the written and riding tests at the licensing station are waived. The Quality Assurance program conducted and managed by this office ensures that the guidelines for courses are complied with. The Motorcycle Rider Education Program is now conducting classes using the BRC revised statewide. All Rider Coaches were certified in the new course by conducting classroom training sessions and holding twelve (12) transition Rider Coach range preps statewide. All ranges are repainted and all current coaches are certified in the new curriculum.

John Milliken, State Coordinator

To: Governor's Highway Safety Office
From: Tennessee Motorcycle Rider Education Program
Date: June 24, 2016
Subject: Rider Coach Qualifications

All Rider Coaches working in the Tennessee Motorcycle Education Program enter the process by submitting an application to the state office along with a background check from their local sheriff or police department. If the information is acceptable they are then entered into a Rider Coach Prep class conducted by this program and our Rider Coach Trainers four times each year. These sessions are held in all regions of the state. The classes are conducted over a three weekend time frame and utilize the standard Motorcycle Safety Foundation curriculum. Successful completion allows the student to teach at one of the twenty-eight training sites across the state. The student is required to keep their certification up to date by recertifying with the MSF every two years, and copies of the recertification are forwarded to this office by MSF. The rules for all classes of Rider Coach and training sites are included.

John Milliken, State Coordinator

| Complete List of Counties in the State | Motorcycle Registration Data by County | | Training Site Information by County | | Training was offered in the county during the month(s) selected: | | | | | | | | | | | |
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17
Anderson		2,828		N												
Bedford		1,375		N												
Benton		693		N												
Bledsoe		380		N												
Blount	5,359		Y		X	X	X	X	X	X	X	X	X	X	X	X
Bradley		3,301		N												
Campbell		1,013		N												
Cannon		318		N												
Carroll		716		N												
Carter		1,994		N												
Cheatham		1,684		N												
Chester		473		N												
Claiborne		841		N												
Clay		242		N												
Cocke		1,268		N												
Coffee	1,828		Y		X	X	X	X	X	X	X	X	X	X	X	X
Crockett		256		N												
Cumberland	2,071		Y		X	X	X	X	X	X	X	X	X	X	X	X
Davidson	10,180		Y		X	X	X	X	X	X	X	X	X	X	X	X
Decatur		331		N												
DeKalb		536		N												
Dickson		1,370		N												
Dyer	866		Y		X	X	X	X	X	X	X	X	X	X	X	X
Fayette		1,128		N												
Fentress		476		N												
Franklin		1,435		N												
Gibson		1,227		N												
Giles		959		N												
Grainger		965		N												
Greene		2,175		N												
Grundy		349		N												
Hamblen	1,856		Y		X	X	X	X	X	X	X	X	X	X	X	X
Hamilton	8,768		Y		X	X	X	X	X	X	X	X	X	X	X	X
Hancock		155		N												
Hardeman		412		N												
Hardin		686		N												
Hawkins		1,945		N												
Haywood		242		N												
Henderson		781		N												
Henry	1,158		Y		X	X	X	X	X	X	X	X	X	X	X	X
Hickman		691		N												
Houston		265		N												
Humphreys		647		N												
Jackson		378		N												
Jefferson		1,805		N												
Johnson		559		N												
Knox	9,496		Y		X	X	X	X	X	X	X	X	X	X	X	X
Lake		98		N												
Lauderdale		460		N												
Lawrence		946		N												
Lewis		388		N												
Lincoln		726		N												

Complete List of Counties in the State	Motorcycle Registration Data by County		Training Site Information by County		Training was offered in the county during the month(s) selected:											
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17
Loudon		1,951		N												
Macon		584		N												
Madison	1,936		Y		X	X	X	X	X	X	X	X	X	X	X	X
Marion		1,124		N												
Marshall		762		N												
Maury	2,654		Y		X	X	X	X	X	X	X	X	X	X	X	X
McMinn	1,907		Y		X	X	X	X	X	X	X	X	X	X	X	X
McNairy		744		N												
Meigs		497		N												
Monroe		1,610		N												
Montgomery	7,717		Y		X	X	X	X	X	X	X	X	X	X	X	X
Moore		205		N												
Morgan		538		N												
Obion	813		Y		X	X	X	X	X	X	X	X	X	X	X	X
Overton		651		N												
Perry		268		N												
Pickett		195		N												
Polk		664		N												
Putnam	2,310		Y		X	X	X	X	X	X	X	X	X	X	X	X
Rhea		1,055		N												
Roane		1,705		N												
Robertson		1,870		N												
Rutherford	6,838		Y		X	X	X	X	X	X	X	X	X	X	X	X
Scott		375		N												
Sequatchie		637		N												
Sevier		3,775		N												
Shelby	10,342		Y		X	X	X	X	X	X	X	X	X	X	X	X
Smith		498		N												
Stewart		593		N												
Sullivan	5,860		Y		X	X	X	X	X	X	X	X	X	X	X	X
Sumner	5,450		Y		X	X	X	X	X	X	X	X	X	X	X	X
Tipton		1,709		N												
Trousdale		242		N												
Unicoi		680		N												
Union		548		N												
Van Buren		207		N												
Warren		999		N												
Washington		4,457		N												
Wayne		363		N												
Weakley		807		N												
White		781		N												
Williamson	4,997		Y		X	X	X	X	X	X	X	X	X	X	X	X
Wilson	3,911		Y		X	X	X	X	X	X	X	X	X	X	X	X
TOTALS	96,317 (With)	70,611 (Without)	21 (With)	74 (Without)												

POLICE TRAFFIC SERVICES

PROGRAM DESCRIPTION

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

Major Police Traffic Services includes the following:

1. The enforcement of traffic laws;

2. Training in traffic enforcement skills;

3. Crash and injury prevention activities such as leadership and outreach in communities to encourage safety belt and child safety seat use, use of helmets, and use of protective gear; and

4. Support for community-based efforts to address impaired driving, occupant protection, speed violations, distracted driving, aggressive drivers, and other unsafe driving behaviors.

TARGET AND PERFORMANCE MEASURES

Target

To decrease the number of fatalities, injuries, and crashes on Tennessee roads.

Performance Measure and Strategies

1. **Core Performance Measure —** To decrease the number of fatalities related to speeding from a 3-year alternative baseline average (2012-2014) of 219 to 209 by December 31, 2017.

   Strategy 1: Provide funds for needed overtime and/or supplies and equipment.

   Strategy 2: Promote traffic enforcement training for patrol officers.

   Strategy 3: Encourage the involvement of community-based organizations in program planning and in its implementation activities.

MAGNITUDE AND SEVERITY OF DRIVER BEHAVIOR CAUSED FATALITIES AND CRASHES

Aggressive Driving

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

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

- Disregard of traffic signs and signals,
- Following too closely or tailgating,
- Erratic and improper passing,
- Improperly signaling lane changes,
- Disobeying red lights and flashing lights,
- Reckless, careless, or inattentive driving, and
- Driving with a suspended license.

The following tables show fatalities caused by speed and distracted driving.

Tennessee Speeding Related Fatalities

	2010	2011	2012	2013	2014
Total Fatalities	1,032	937	1,015	995	962
Speeding Related Fatalities	229	215	197	239	220

Source: NHTSA. State Traffic Safety Information. Online at http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2014/47_TN_2014.htm, accessed 15 Jun 2016.
Note: 2015 data not yet available from NHTSA

Tennessee Crashes and Fatalities Involving Distracted Drivers

	2011	2012	2013	2014	2015
Crashes	18,886	20,215	19,158	21,054	22,964
Fatalities	66	57	62	47	51

Sources
Crashes: TN Dept. of Safety and Homeland Security, TITAN Division, 15 Jun 2016. (TITAN)
Fatalities: TN Dept. of Safety and Homeland Security, TITAN Division, 15 Jun 2016. (FARS SharePoint Service)

ACTION PLANS FOR REDUCING FATAL CRASHES AND INJURIES

Overview

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

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

Objectives

Targeted traffic law enforcement has been shown to be effective. Consequently, specialized enforcement projects such as speed enforcement waves, aggressive driving patrols, impaired driving saturations, and the like may contribute to the public's awareness of specific types of unsafe driver behaviors at the same time that the presence of traffic patrols serves as a general deterrent to the wide variety of undesirable behaviors that are not being targeted.

Activities

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

Funding will be based on the following criteria:

1. County ranking in overall crash rates provided by the TN Department of Safety,

2. Population served by the agency and agency size,

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

4. GHSO funding availability.

Grants will be awarded in the following areas:

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

Additional information about each of these areas follows this section.

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
Alcoa Police Department	Blount	$15,160.00
Anderson County Sheriff's Department	Anderson	$22,000.00
Bartlett Police Department	Shelby	$20,000.00
Collegedale Police Department	Hamilton	$15,000.00
Dickson Police Department	Dickson	$15,000.00
East Ridge Police Department	Hamilton	$15,001.64
Gatlinburg Police Department	Sevier	$15,000.00
Greenbrier Police Department	Robertson	$10,000.00
Jefferson City Police Department	Jefferson	$25,000.00
Kingsport Police Department	Sullivan	$20,800.00
Knox County Sheriff's Office	Knox	$73,192.82
Montgomery County Sheriff's Department	Montgomery	$60,000.00
Murfreesboro Police Department	Rutherford	$70,000.00
Nolensville Police Department	Williamson	$16,510.00
Oak Ridge Police Department	Anderson	$20,000.00
Red Bank Police Department	Hamilton	$15,000.00
Ripley Police Department	Lauderdale	$10,000.00
Roane County Sheriff's Office	Roane	$25,000.00
Robertson County Sheriff's Department	Robertson	$25,000.00
Sevier County Sheriff's Office	Sevier	$30,000.00
Sevierville Police Department	Sevier	$25,000.00
Shelbyville Police Department	Bedford	$15,000.00
Signal Mountain Police Department	Hamilton	$15,000.00
South Pittsburg Police Department	Marion	$15,000.00
Spring Hill Police Department	Maury	$15,000.00
Tullahoma Police Department	Coffee	$15,000.00
Waynesboro Police Department	Wayne	$10,000.00

The LEL program provides short and long-term planning and management practices from the Police Traffic Services program in Tennessee. The program provides coordination of traffic law enforcement activities throughout the state. It also provides coordination with traffic law enforcement activities funded from other federal, state, and local resources.

Objectives

Administer the Police Traffic Services program, including project development and implementation, training development, and coordination of special projects. This program promotes law enforcement technology, resources, and tools; participation in conferences; conducts training; and is involved with various highway safety subcommittees. Additionally, responsibilities include promoting traffic enforcement strategies and related best practice policies with state and local law enforcement to strengthen the THSO's mission and make the roadways safer.

Activities

- Develop networks in four regions of state.
- Coordinate law enforcement agencies to participate in various THSO-sponsored programs.
- Coordinate the district law enforcement agencies and communicate the Strategic Highway Safety Plan.
- Submit reports to THSO and NHTSA.
- Develop and implement the TN Law Enforcement Challenge.
- Schedule and arrange for instructors and materials to implement training for traffic officers in Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Education (ARIDE), Drug Recognition Expert (DRE), and mobile camera use.
- Manage and administer alcohol and other drug safety program activities including analysis, grant applications, contract management, and fiscal management of federal and state funded programs and projects.
- Serve as a liaison to other state agencies, associations, and organizations on alcohol related highway safety issues.
- Coordinate the state's Drug Evaluation and Classification Program (DECP.)

Evaluation

Submit quarterly reports of LEL efforts describing the who, what, where, and when of efforts made and subsequent results of the efforts.

OVERVIEW

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

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

By bolstering, strengthening, and encouraging the Law Enforcement Networks currently in place, the Network program will significantly encourage and strengthen response to the THSO's highway safety programs. Network meetings serve as an important tool in training area law enforcement officials to implement the safety programs. In addition, the increased cooperation and communication among neighboring communities benefit the counties, the networks, and the state.

TARGET AND PERFORMANCE MEASURES

Target

To strengthen highway safety partnerships and encourage participation in enforcement campaigns to decrease the number of crashes, injuries, and fatalities on Tennessee's roads.

Performance Measures

1. In FY17, Network Coordinators will work with the regional LEL to strengthen partnerships in their respective area Networks to ensure efficient and effective THSO Law Enforcement Liaison Officers (LELs) support systems that will result in saving lives. This goal supports education and the relationship between creating awareness about campaigns and the role they play in the reduction of motor vehicle crashes related to impaired driving and occupant protection.

   Objectives:

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

2. In FY17, each Network Coordinator will work for 100% participation of all grant-funded agencies in all enforcement campaigns. Further, Network Coordinators will encourage other law enforcement agencies within the Network to participate in enforcement campaigns. Increased participation in campaigns will reduce the number of deaths and crashes related to impaired driving and/or lack of proper occupant restraints.

   Objectives:

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

Activities

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

1. Provide assistance to the regional LEL as required.

2. Participate in the national/state campaigns as directed by the THSO.

3. Solicit network agencies to participate in national campaigns.

4. Conduct monthly/quarterly Network meetings.

5. Participate in THSO-sponsored press events.

6. Participate in THSO training events; to be available as an Instructor if qualified.

7. Personally contact each chief of police and sheriff or representative in the local area Network in order to explain the THSO campaigns and solicit agency participation.

8. Serve as data collectors for law enforcement statistics for each THSO campaign.

9. Attend THSO meetings as directed.

10. Attend at least one regional LEL meeting during the grant period.

11. Other duties as may be assigned by the THSO/LEL.

Evaluation

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

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

The success of the Network programs and of the individual local area Network Coordinators will be measured by the following:

- The number of agencies participating in monthly network meetings,
- The number of law enforcement agencies participating in planned enforcement initiatives,
- The participation level of the agencies in the Network in national campaigns,
- The number of law enforcement officers within the Network receiving training, and
- The number of agencies implementing TITAN to download crash results electronically.

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
Belle Meade Police Department	Davidson	$20,000.00
Benton Police Department	Polk	$20,000.00
Blount County Sheriff's Department	Blount	$20,000.00
Brownsville Police Department	Haywood	$20,000.00
Centerville Police Department	Hickman	$20,000.00
Cocke County Sheriff's Department	Cocke	$20,000.00
Cookeville Police Department	Putnam	$20,000.00
Dover Police Department	Stewart	$20,000.00
Greene County Sheriff's Department	Greene	$20,000.00
Kimball Police Department	Marion	$20,000.00
Lewisburg Police Department	Marshall	$20,000.00
Lexington Police Department	Henderson	$20,000.00
Madison County Sheriff's Department	Madison	$20,000.00
Memphis Police Department	Shelby	$20,000.00
Metro Moore County Sheriffs Department	Moore	$20,000.00
Rhea County Sheriff's Department	Rhea	$20,000.00
Roane County Sheriff's Office	Roane	$20,000.00
Shelby County Sheriff's Office	Shelby	$20,000.00
Soddy-Daisy Police Department	Hamilton	$20,000.00
Unicoi County Sheriff's Department	Unicoi	$20,000.00
Union City Police Department	Obion	$20,000.00

OVERVIEW

High Visibility Enforcement (HVE) combines law enforcement, visibility elements, and a publicity strategy to educate the public and promote voluntary compliance with the law. Checkpoints, saturation patrols, roving patrols, and other HVE strategies enable these efforts to be successful. Measured outcomes are increased publicity and written warnings to the public.

The HVE concept is a departure from traditional law enforcement traffic enforcement tactics. HVE incorporates enforcement strategies, such as enhanced patrols using visibility elements (e.g. electronic message boards, road signs, command posts, mobile sobriety checkpoint operations, etc.) designed to make enforcement efforts obvious to the public. It is supported by a coordinated communication strategy and publicity. HVE may also be enhanced through multi-jurisdictional efforts and partnerships between people and organizations dedicated to the traffic safety of their community.

This is a one-year award program of $5,000. Agencies that receive a programmatic grant typically are ineligible to receive the HVE grant.

EVIDENCED – BASED TRAFFIC SAFETY ENFORCEMENT

High visibility enforcement should be conducted in locations that are chosen based on data. Enforcement should be in areas that are easily visible to the motoring public and indicate a specific enforcement need due to crashes or crashes and crime. Using geo-mapping to identify "hot spots" – areas of high incidence of crimes and crashes - helps target locations where law enforcement can play two roles: deter criminal activity and reduce crashes.

Choosing a location that is a high-volume traffic area will assist with the visibility of enforcement efforts. People will see officers enforcing the traffic laws. This helps create general deterrence and voluntary compliance of laws.

Enforcement activities can include, but are not limited to the following:

Saturation Patrols: Increased officers conducting enforcement in a targeted area to gain voluntary compliance of traffic laws and create general deterrence to prevent traffic violations. Note: increased enforcement must be visible to the motoring public; they need to see officers making traffic stops.

DUI Checkpoints: One purpose of a sobriety checkpoint is to increase the perceived risk of detection and arrest for individuals who might otherwise decide to engage in unsafe driving behavior. This is a checkpoint's general deterrence effect. The fact that all, or a proportion of, vehicles are stopped reduces the impaired driver's confidence that he/she can avoid detection by concealing or compensating for alcohol or drug impairment.

Wave Enforcement: Includes increased enforcement of a specific traffic violation in a targeted location for a short period of time that occurs periodically. Wave enforcements should coordinate with specialized NHTSA campaigns such as Booze it and Lose it and Drive Sober or Get Pulled Over.

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

According to Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015, publicized saturation patrol programs and sobriety checkpoints are effective in reducing alcohol-related fatal crashes and deterring drunk driving (Chapter 1, 2.2).

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

Evaluation

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

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
Adamsville Police Department	McNairy	$5,000.00
Alamo Police Department	Crockett	$3,000.00
Alexandria Police Department	DeKalb	$5,000.00
Algood Police Department	Putnam	$5,000.00
Ardmore Police Department	Giles	$5,000.00
Ashland City Police Department	Cheatham	$5,000.00
Atoka Police Department	Tipton	$5,000.00
Austin Peay State University Police Department	Montgomery	$5,000.00

Baileyton Police Department	Greene	$5,000.00
Baneberry Police Department	Jefferson	$5,000.00
Baxter Police Department	Putnam	$5,000.00
Bean Station Police Department	Grainger	$5,000.00
Bell Buckle Police Department	Bedford	$3,000.00
Bells Police Department	Crockett	$3,000.00
Benton County Sheriff's Department	Benton	$5,000.00
Big Sandy Police Department	Benton	$5,000.00
Blaine Police Department	Grainger	$3,000.00
Bledsoe County Sheriff's Department	Bledsoe	$5,000.00
Bluff City Police Department	Sullivan	$5,000.00
Bradford Police Department	Gibson	$2,500.00
Brighton Police Department	Tipton	$2,500.00
Bruceton Police Department	Carroll	$3,000.00
Burns Police Department	Dickson	$3,000.00
Calhoun Police Department	McMinn	$3,000.00
Camden Police Department	Benton	$5,000.00
Carroll County Sheriff's Department	Carroll	$5,000.00
Carter County Sheriff's Department	Carter	$5,000.00
Carthage Police Department	Smith	$5,000.00
Caryville Police Department	Campbell	$5,000.00
Celina Police Department	Clay	$5,000.00
Chapel Hill Police Department	Marshall	$5,000.00
Charleston Police Department	Bradley	$5,000.00
Church Hill Public Safety	Hawkins	$5,000.00
City of Paris Police Department	Henry	$5,000.00
Clarksburg Police Department	Carroll	$3,000.00
Clay County Sheriff's Department	Clay	$5,000.00
Cleveland Police Department	Bradley	$5,000.00
Clinton Police Department	Anderson	$5,000.00
Collinwood Police Department	Wayne	$3,000.00
Columbia Police Department	Maury	$5,000.00
Coopertown Police Department	Robertson	$3,000.00
Covington Police Department	Tipton	$5,000.00
Cowan Police Department	Franklin	$3,000.00
Crockett County Sheriff's Department	Crockett	$5,000.00
Cross Plains Police Department	Robertson	$3,000.00
Crump Police Department	Hardin	$3,000.00
Cumberland City Police Department	Stewart	$5,000.00
Dandridge Police Department	Jefferson	$5,000.00
Dayton Police Department	Rhea	$5,000.00
Decatur Police Department	Meigs	$3,000.00
Decaturville Police Department	Decatur	$3,000.00

Decherd Police Department	Franklin	$3,000.00
Dunlap Police Department	Sequatchie	$3,000.00
Dyer Police Department	Gibson	$2,500.00
Eagleville Police Department	Rutherford	$5,000.00
Elizabethton Police Department	Carter	$5,000.00
Elkton Police Department	Giles	$2,500.00
Englewood Police Department	McMinn	$3,000.00
Erin Police Department	Houston	$5,000.00
Estill Springs Police Department	Franklin	$3,000.00
Ethridge Police Department	Lawrence	$5,000.00
ETSU, Department of Public Safety	Washington	$5,000.00
Franklin County Sheriff's Department	Franklin	$3,000.00
Friendship Police Department	Crockett	$3,000.00
Gadsden Police Department	Crockett	$3,000.00
Gallaway Police Department	Fayette	$3,000.00
Germantown Police Department	Shelby	$5,000.00
Gibson County Sheriff's Department	Gibson	$5,000.00
Gibson Police Department	Gibson	$2,500.00
Gleason Police Department	Weakley	$3,000.00
Goodlettsville Police Department	Davidson	$5,000.00
Gordonsville Police Department	Smith	$5,000.00
Grand Junction Police Department	Hardeman	$2,500.00
Graysville Police Department	Rhea	$3,000.00
Greeneville Police Department	Greene	$5,000.00
Greenfield Police Department	Weakley	$3,000.00
Halls Police Department	Lauderdale	$5,000.00
Hardeman County Sheriff's Department	Hardeman	$5,000.00
Harriman Police Department	Roane	$5,000.00
Haywood County Sheriff's Department	Haywood	$5,000.00
Henderson County Sheriff's Department	Henderson	$5,000.00
Henderson Police Department	Chester	$5,000.00
Henning Police Department	Lauderdale	$3,000.00
Henry County Sheriff's Department	Henry	$5,000.00
Henry Police Department	Henry	$5,000.00
Hickman County Sheriff's Department	Hickman	$5,000.00
Hohenwald Police Department	Lewis	$5,000.00
Hollow Rock Police Department	Carroll	$3,000.00
Houston County Sheriff's Department	Houston	$5,000.00
Humboldt Police Department	Gibson	$5,000.00
Huntingdon Police Department	Carroll	$5,000.00
Huntland Police Department	Franklin	$3,000.00
Jacksboro Police Department	Campbell	$5,000.00
Jamestown Police Department	Fentress	$5,000.00

High Visibility Enforcement

Jellico Police Department	Campbell	$5,000.00
Jonesborough Police Department	Washington	$5,000.00
Kenton Police Department	Obion	$3,000.00
Kingston Police Department	Roane	$5,000.00
Kingston Springs Police Department	Cheatham	$3,000.00
Lafayette Police Department	Macon	$5,000.00
LaFollette Police Department	Campbell	$5,000.00
Lake County Sheriff's Office	Lake	$5,000.00
Lawrence County Sheriff's Department	Lawrence	$5,000.00
Lawrenceburg Police Department	Lawrence	$5,000.00
Lincoln Memorial University	Claiborne	$5,000.00
Livingston Police Department	Overton	$5,000.00
Lookout Mtn. Police Department	Hamilton	$5,000.00
Loretto Police Department	Lawrence	$5,000.00
Loudon County Sheriff's Department	Loudon	$5,000.00
Loudon Police Department	Loudon	$5,000.00
Lynnville Police Department	Giles	$2,500.00
Macon County Sheriff's Department	Macon	$5,000.00
Marion County Sheriff's Department	Marion	$5,000.00
Marshall County Sheriff's Office	Marshall	$5,000.00
Mason Police Department	Tipton	$2,500.00
Maury City Police Department	Crockett	$3,000.00
Maynardville Police Department	Union	$5,000.00
McKenzie Police Department	Carroll	$5,000.00
McNairy County Sheriff's Department	McNairy	$5,000.00
Medina Police Department	Gibson	$5,000.00
Middleton Police Department	Hardeman	$2,500.00
Millersville Police Department	Sumner	$5,000.00
Millington Police Department	Shelby	$5,000.00
Minor Hill Police Department	Giles	$2,500.00
Monroe County Sheriff's Department	Monroe	$5,000.00
Monteagle Police Department	Grundy	$3,000.00
Morgan County Sheriff Department	Morgan	$5,000.00
Moscow Police Department	Fayette	$5,000.00
Motlow State Public Safety Department	Moore	$2,500.00
Mount Pleasant Police Department	Maury	$5,000.00
Mountain City Police Department	Johnson	$5,000.00
Mt. Juliet Police Department	Wilson	$5,000.00
Munford Police Department	Tipton	$2,500.00
New Johnsonville Police Department	Humphreys	$5,000.00
New Market Police Department	Jefferson	$5,000.00
New Tazewell Police Department	Claiborne	$5,000.00
Newport Police Department	Cocke	$5,000.00

High Visibility Enforcement

Niota Police Department	McMinn	$3,000.00
Norris Police Department	Anderson	$3,000.00
Oakland Police Department	Fayette	$5,000.00
Obion County Sheriff's Office	Obion	$3,000.00
Obion Police Department	Obion	$3,000.00
Oliver Springs Police Department	Roane	$5,000.00
Oneida Police Department	Scott	$5,000.00
Parrottsville Police Department	Cocke	$5,000.00
Parsons Police Department	Decatur	$3,000.00
Perry County Sheriff's Office	Perry	$5,000.00
Petersburg Police Department	Marshall	$5,000.00
Pickett County Sheriff's Office	Pickett	$5,000.00
Pigeon Forge Police Department	Sevier	$5,000.00
Pikeville Police Department	Bledsoe	$5,000.00
Piperton Police Department	Fayette	$3,000.00
Pittman Center Police Department	Sevier	$5,000.00
Pleasant View Police Department	Cheatham	$3,000.00
Polk County Sheriff's Department	Polk	$5,000.00
Portland Police Department	Sumner	$5,000.00
Powells Crossroads Police Department	Marion	$3,000.00
Puryear Police Department	Henry	$5,000.00
Putnam County Sheriff's Department	Putnam	$5,000.00
Red Boiling Springs Police Department	Macon	$5,000.00
Ridgetop Police Department	Robertson	$3,000.00
Rockwood Police Department	Roane	$5,000.00
Rocky Top Police Department	Anderson	$5,000.00
Rossville Police Department	Fayette	$5,000.00
Rutherford Police Department	Gibson	$2,500.00
Saltillo Police Department	Hardin	$3,000.00
Savannah Police Department	Hardin	$5,000.00
Scott County Sheriff's Department	Scott	$5,000.00
Scotts Hill Police Department	Henderson	$5,000.00
Selmer Police Department	McNairy	$5,000.00
Sharon Police Department	Weakley	$3,000.00
Smith County Sheriff's Office	Smith	$5,000.00
Somerville Police Department	Fayette	$5,000.00
South Carthage Police Department	Smith	$5,000.00
South Fulton Police Department	Obion	$3,000.00
Sparta Police Department	White	$5,000.00
Spencer Police Department	Van Buren	$5,000.00
Spring City Police Department	Rhea	$3,000.00
Stewart County Sheriff's Office	Stewart	$5,000.00
Surgoinsville Police Department	Hawkins	$5,000.00

High Visibility Enforcement

SW TN Community College PD	Shelby	$5,000.00
Sweetwater Police Department	Monroe	$5,000.00
Tazewell Police Department	Claiborne	$5,000.00
Tellico Plains Police Department	Monroe	$5,000.00
Tennessee Tech University Police Department	Putnam	$5,000.00
The University of Tennessee at Martin	Weakley	$3,000.00
Tiptonville Police Department	Lake	$3,000.00
Toone Police Department	Hardeman	$2,500.00
Townsend Police Department	Blount	$5,000.00
Tracy City Police Department	Grundy	$3,000.00
Trenton Police Department	Gibson	$2,500.00
Trezevant Police Department	Carroll	$3,000.00
Trousdale County Sheriff's Department	Trousdale	$5,000.00
Troy Police Department	Obion	$3,000.00
Tusculum Police Department	Greene	$5,000.00
University of Memphis - Lambuth	Madison	$5,000.00
University of Tennessee Police Department	Knox	$5,232.50
Van Buren County Sheriff's Department	Van Buren	$5,000.00
Volunteer State Community College Campus Police	Sumner	$5,000.00
Vonore Police Department	Monroe	$5,000.00
Wartburg Police Department	Morgan	$5,000.00
Wartrace Police Department	Bedford	$3,000.00
Watertown Police Department	Wilson	$5,000.00
Waverly Police Department	Humphreys	$5,000.00
Weakley County Sheriff's Department	Weakley	$5,000.00
Westmoreland Police Department	Sumner	$5,000.00
White Bluff Police Department	Dickson	$5,000.00
Whiteville Police Department	Hardeman	$5,000.00
Whitwell Police Department	Marion	$5,000.00
Winchester Police Department	Franklin	$3,000.00
Winfield Police Department	Scott	$5,000.00
Woodbury Police Department	Cannon	$5,000.00

PROBLEM IDENTIFICATION

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

National Performance Measures

Goals and specific performance measures for EMS related to quality traffic safety records are currently under development by the National Highway Traffic Safety Administration (NHTSA) with partners that include Health Resources and Services Administration (HRSA), Emergency Medical Services for Children Program (EMSC), the Centers for Disease Control and Prevention (CDC), and the Federal Emergency Management Agency (FEMA). Performance attributes include timeliness, accuracy, completeness, uniformity, integration, and accessibility across six core State traffic record data systems comprised of crash, vehicle, driver, roadway, citation/adjudication, and emergency medical services/injury surveillance. Additionally, Guideline 11: Emergency Medical Services requires that each state, in cooperation with its political subdivisions, ensures that persons incurring traffic injuries or trauma receive prompt emergency care under the range of emergency conditions encountered. Recommendations, at a minimum, for an EMS program should include components that address the following:

- Regulation and policy;
- Resource management;
- Human resources and training;
- Transportation;
- Facilities;
- Communications;
- Trauma Systems;
- Public information and education;
- Medical direction; and
- Evaluation.

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

Categories for performance measures include the following:

1. Human Resources (HR) related to training, safety, and credentialing

2. Clinical Care and Outcome (CC)

3. Response

TARGET AND STRATEGIES

Target

To improve motor vehicle crash survivability and injury outcomes by improving the availability, timeliness, and quality of emergency medical response during the "Golden Hour" and by improving local community coordination of emergency medical services and public safety.

Strategies

1. Provide first responder extrication and scene training in rural communities to reduce overall response times.

2. Maintain certification and training for existing and new first responders.

3. Work with partners at regional trauma centers to provide free first responder training to EMS and volunteer fire department personnel.

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

- Provide training and equipment to first responders in high motor vehicle crash risk locations within rural counties;
- Provide skills development for dealing with crash scenes and crash-related injuries and skills development for crash injury prevention activities;
- Train emergency medical personnel via distance learning to reach more people who do not have the time or resources for long-distance travel; and
- Provide extrication training and equipment for fire/EMS personnel.

Activities

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

1. First responder training for EMS, fire, and law enforcement;

2. Extrication equipment purchase and training; and

3. Purchase of supplies for enhanced highway safety for crash scenes.

Evaluation

Evaluation will be measured in multiple ways. First, agencies, if applicable, will track their number of responses and/or use of supplies and equipment at wreck scenes. It is our desire to see a measureable reduction of response time following the training and certification of new first responders. Second, documentation should be presented showing a comparison in the number of crashes and fatalities within the community. This data will be compared to the previous year's FARS data. Finally, the quality and effectiveness of all training efforts will be captured. This will be measured by both the evaluation of training as well as the number of students passing the final exam and receiving state certification.

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
Baxter Fire Department	Putnam	$9,468.00
Cannon County Rescue Squad, Inc.	Cannon	$9,975.00
Jackson Madison County EMA	Madison	$9,900.00
Pleasant View Volunteer Fire Department	Cheatham	$10,000.00
TN Emergency Medical Services for Children	Davidson	$9,640.00

OVERVIEW

Tennessee offers extensive formalized training on traffic safety issues for law enforcement officers statewide. Training is essential to support traffic enforcement. This effort is supported through the Tennessee Highway Safety Training Center, which builds on and coordinates training resources offered by the Tennessee Law Enforcement Training Officers Association. The center provides standardized, statewide traffic training that offers quality content and methods; content specific to the laws of Tennessee is emphasized. The center interacts with law enforcement networks that provide live updates on trends within their respective areas and training needs that require immediate attention. This coordinated effort will improve law enforcement's overall response to highway safety, thus protecting lives and preventing future harm. The training is coordinated and monitored by the THSO Statewide Training Coordinator. The Statewide Training Coordinator ensures quality assurance and Peace Officers Standards of Training (POST) certification for all classes.

Mission

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

TARGET AND PERFORMANCE MEASURES

Target

To increase the total number of students receiving highway safety related training 10%, from baseline 2014 with 4,288 trained to 4,716 trained in 2017.

The total number trained represents training from the Tennessee Highway Safety Training Center, the Tennessee Highway Safety Office Law Enforcement Liaisons, Traffic Records, Tennessee Child Passenger Safety Center, and prosecutor training conducted by the Tennessee Traffic Safety Resource Prosecutors.

Performance Measures

Accomplishing the aforementioned target includes the following performance measures:

1. Train 350 traffic enforcement officers and 50 academy cadets in Standardized Field Sobriety Testing (SFST) by December 2017;

2. Train 180 traffic enforcement officers in Advanced Roadside Impaired Driving Enforcement (ARIDE) by December 2017; and

3. Train 30 Drug Recognition Experts (DRE) by December 2017.

An important element of the training program is the interest in impaired driving training. Officers have used Standardized Sobriety Field Test (SFST) since 1981 to detect impaired drivers. Officers who received this training found it to be very beneficial in conducting their assigned DWI-related duties. We have also incorporated Advanced Roadside Impaired Driving Enforcement (ARIDE) in recent years. This class bridges the gap from drunk driving to driving impaired from drugs. Once an officer has completed an ARIDE course, he/she is then eligible to attend the Drug Recognition Training (DRE). The DRE training is the highest level of impaired driving training that is offered. Once an individual has completed DRE training, he/she is considered an expert in the detection of impairment. NHTSA's publication, Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015, mentions the effectiveness of DRE training as a countermeasure against alcohol-impaired and drugged driving.

These courses provide the necessary tools for the detection, apprehension, and successful prosecution of impaired drivers. The more stakeholders educated in impaired driving countermeasures, the larger the number of impaired drivers who will be removed from the roads, thereby decreasing the number of impaired driving crashes, injuries, and fatalities.

Data and Evaluation

The Tennessee Highway Safety Training Center utilizes student testing along with course evaluations to guide future activities and to assist with governing resources. Quarterly reporting is utilized to evaluate the effectiveness of services provided. These routine compilations of data given to the Statewide Training Coordinator are used to assess the program. The data aids the decision-making process of identifying training to support priority traffic safety areas. Further, crash data is also utilized from the Tennessee Integrated Traffic Analysis Network (TITAN) in order to make sure that training is strategically placed in areas of need.

STRATEGIES

1. Utilize evaluations that will come from two sources: student evaluations from each course conducted (including anticipation of resulting behavior changes) and the final training report. Quality control practices will be addressed by frequent curricula assessments, instructor feedback/meetings, and student course evaluations.

2. Explore national level curriculum as it relates to highway safety and implement best practices to Tennessee protocol.

3. Promote training through the tntrafficsafety.org website, The Tennessee Association of Chiefs of Police, Sheriff's Association, Tennessee Law Enforcement Training Officers Association, and law enforcement network meetings.

Activities

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

- RADAR/LIDAR Instructor
- Strategies and Tactics of Patrol Stops (STOPS) Instructor
- STOPS Instructor Re-Certification
- At-Scene Traffic Crash Investigation
- Advanced Traffic Crash Investigation
- Traffic Crash Investigation Involving Pedestrians
- Traffic Crash Scene Photography
- Motorcycle Safety and Enforcement
- Motorcycle Crash Investigations
- Traffic Crash Reconstruction
- Tennessee Crash Reconstruction Update
- Law Enforcement Instructor Development
- Leadership and Management of a Traffic Safety program

Additional training courses are offered through other sources, such as child passenger safety, traffic records training, and traffic safety resource prosecutors.

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
Columbia State Community College	Statewide	$400,000.00
TN Department of Safety & Homeland Security	Statewide	$32,160.00

Motor vehicle crashes continue to be the leading cause of death for teenagers in the United States. In 2013, approximately 1,691 drivers between the ages of 15-20 were killed, and another estimated 177,000 were injured in motor vehicle crashes (FARS data). In comparison with adult drivers, young drivers are also substantially over-involved in crashes. In 2013, drivers between the ages of 15 to 20 made up 5.8% of licensed drivers in the United States, yet they represented 9% of drivers in fatal crashes, and 13% of drivers in all crashes (NHTSA, 2013). According to the Insurance Institute for Highway Safety, "teen drivers have crash rates three times those of drivers 20 and older per mile driven."

Risk Factors for Crash Involvement and Injury

According to NHTSA's publications that include Countermeasures that Work and Saving Teenage Lives, young drivers have high crash risks for three reasons. These include inexperience, adolescent risk-taking and immaturity, and greater risk exposure. Alone, each of these characteristics can make young drivers at risk for crashes. Together, they make young drivers especially at-risk. Each characteristic as well as at-risk circumstances is outlined in detail below.

Inexperience

Novice drivers focus much of their attention on the mechanics of driving. Since safety considerations are often secondary, they do not recognize potential risky situations, nor do they react appropriately and control their vehicles (Countermeasures that Work, 2015). Technical ability, good judgment, and experience are all needed to properly make the many continuous decisions, large and small, that add up to safe driving. By making it easy to get a driver's license by handing teenagers the car keys without requiring an extended period of supervised practice-driving time, we are setting them up for the risk of making a fatal mistake (NHTSA: Saving Teenage Lives).

Risk-taking and Immaturity

Young drivers are often immature and are not able or willing to think ahead about harmful consequences of risky behaviors and/or actions. According to the research efforts of Dahl, Keating, and Steinberg in 2007 and 2008, on adolescent development, key areas of the brain involved in judgements and decision making are not fully developed until the mid-20s (Countermeasures that Work, 2015).

Areas of Risk

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

1. Nighttime driving,

2. Drinking and driving,

3. Passenger interactions,

4. Belt use, and

5. Cell phone use.

According to the Insurance Institute for Highway Safety, in 2014, 60 percent of deaths among passenger vehicle occupants ages 16-19 were drivers. Further, 56 percent of the deaths of teenage passengers in passenger vehicles occurred in vehicles driven by another teenager. Among deaths of passengers of all ages, 14 percent occurred when a teenager was driving.

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

Distraction and Teen Crashes

Distraction occurs when drivers divert their attention from the driving task to focus on some other activity. This applies to drivers of all ages, but is especially true for younger drivers. Ten percent of all drivers 15 to 19 years old involved in fatal crashes were reported as distracted at the time of the crashes. This age group has the largest proportion of drivers who were distracted at the time of the crashes.

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

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

Distractions Outside the Vehicle
- Crash scene
- Road construction
- People, places, or things of interest

Tennessee Young Drivers

The table below illustrates the reduction of both the number and percent of drivers between the ages of 15-19 involved in fatal crashes in Tennessee between the years 2011-2014.

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

	2011	2012	2013	2014	2015	Change
Drivers Between Ages 15 & 19 in Fatal & Injury Crashes	9,104	9,020	8,238	8,188	8,996	-1.2%
Percentage of Drivers in Fatal & Injury Crashes Between Ages 15 & 19	10.9%	10.6%	10.1%	10.1%	10.1%	-7.1%
Licensed Drivers Between Ages 15 & 19	263,214	262,171	261,493	258,049	259,504	-1.4%
Percentage of Licensed Drivers Between Ages 15 & 19	5.9%	5.8%	5.7%	5.6%	5.6%	-4.7%
Representation of Drivers Between Ages 15 & 19	1.86	1.82	1.76	1.79	1.81	-2.4%

Representation is percent of drivers fatal and injury crashes divided by percent of licensed drivers.
Source:TN Dept. of Safety and Homeland Security, TITAN Division, 31 May 2016. (TITAN)

Countermeasures That Work

According to NHTSA, the countermeasures that improve young-driver safety are Graduated Driver Licensing (GDL), driver education, parents, and traffic law enforcement. Of these, the most effective is the GDL followed by enforcement of GDL and zero-tolerance laws, parental teaching and managing their young drivers, and, lastly, driver education. Tennessee has had the GDL since July 2001. The Tennessee GDL is outlined below, and is from the THSO's website, www.tntrafficsafety.org.

About the GDL Program

Tennessee's Graduated Driver License (GDL) program is a multi-tiered program designed to ease young novice drivers into full driving privileges as they become more mature and develop their driving skills. By requiring more supervised practice, Tennessee hopes to save lives and prevent tragic injuries. Tennessee's GDL program, started in 2001, places certain restrictions on teens under the age of 18 who have learner permits and driver licenses. The program requires parent/legal guardian involvement and emphasizes the importance of a good driving record.

The Graduated Driver License Law provides for three phases of licensing for teens under 18 years of age:

- Learner Permit
- Intermediate Restricted License
- Intermediate Unrestricted License

Teen Traffic Safety

Target

To decrease the number of fatalities, injuries, and crashes for 15 to 20-year old drivers.

Performance Measures

1. **Core Performance Measure -** Decrease drivers age 20 or younger involved in fatal crashes 16.52 percent from the 2014 calendar base year of 121 to 101 by December 31, 2017. (5-year linear regression)

2. To decrease the number of 15 to 19-year old drivers and passengers seriously injured in all traffic crashes by 10% to 420 by the end of 2017.

3. **To increase the number of youth aged 15 to 17 year old drivers licensed through the Graduated Driver's licensing process (GDL).**

SUPPORT DATA

Performance Measure 1: Decrease drivers age 20 or younger involved in fatal crashes 16.52 percent from the 2014 calendar base year of 121 to 101 by December 31, 2017. (5-year linear regression)
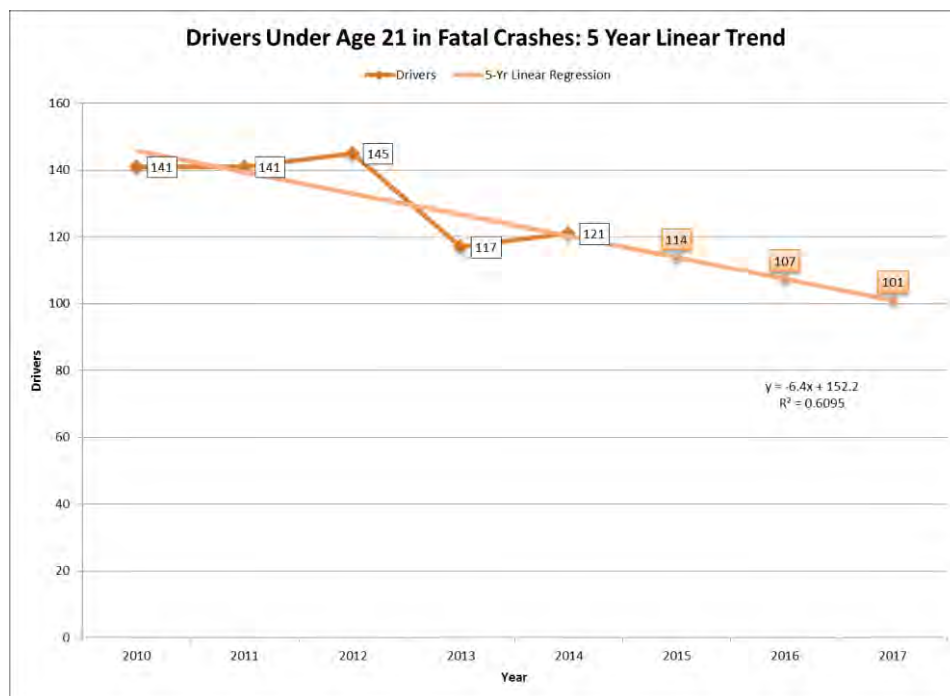
Performance Measure 2: To decrease the number of 15 to 19-year old drivers and passengers seriously injured in all traffic crashes by 10% from a 2014 baseline of 466 seriously injured to 420 seriously injured by the end of 2017.
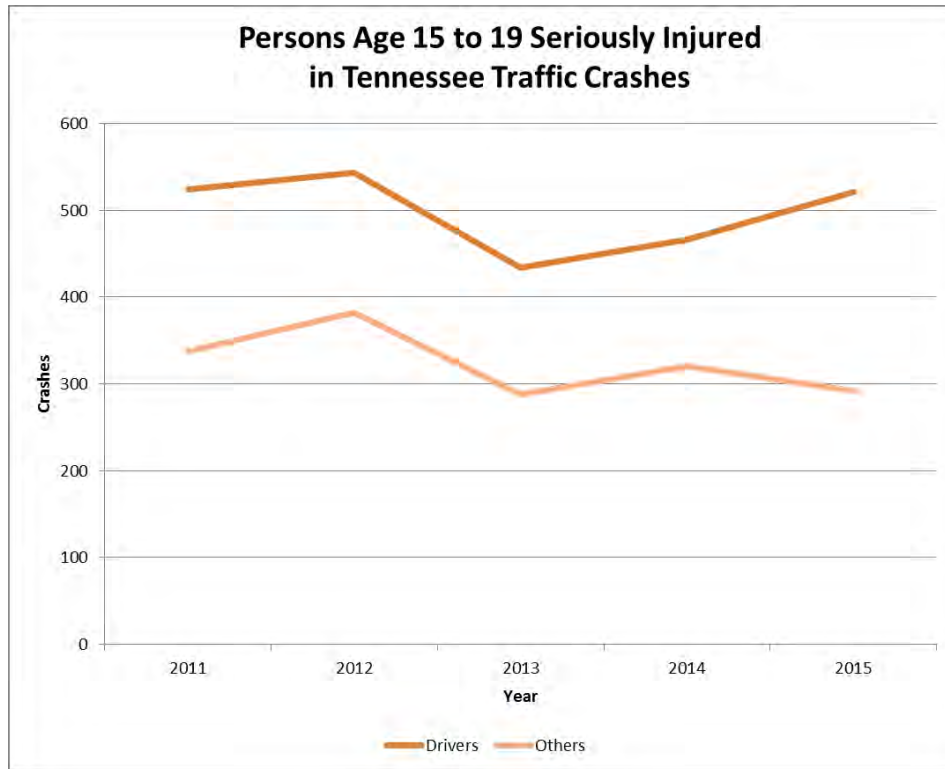
Persons Age 15 to 19 Seriously Injured in Tennessee Traffic Crashes

	2011	2012	2013	2014	2015
Drivers	524	543	434	466	521
Others	337	382	288	320	292

Source: TN Dept. of Safety and Homeland Security, TITAN Division, 15 Jun 2016. (TITAN)

Performance Measure 3: To increase the number of youth aged 15 to 17 year old drivers licensed through the Graduated Driver's licensing process (GDL).

Objective

While no specific funds have been earmarked for Graduated Driver's Licensing (GDL), the THSO works to increase educational awareness of GDL and its requirements amongst youth drivers and their parents.

Teen Traffic Safety

The following table indicates that 503 more Tennessee teens between the age of 14 and 17 were licensed in 2015 than 2014.
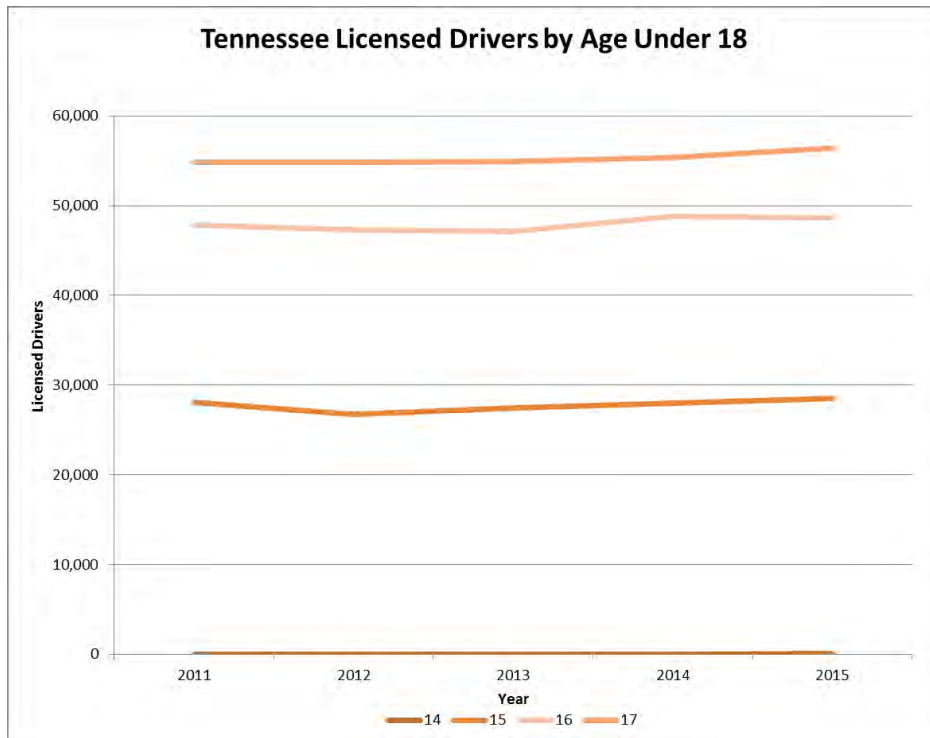
Tennessee Licensed Drivers by Age Under 18

Age	2011	2012	2013	2014	2015
14	10	7	11	11	22
15	28,106	26,766	27,432	27,958	28,544
16	47,868	47,266	47,107	48,803	48,596
17	54,855	54,858	54,936	55,354	56,467
Total	**130,839**	**128,897**	**129,486**	**132,126**	**133,629**

Source: TN Dept. of Safety and Homeland Security, IT Division, Year-End CountyStat Reports, 15 Jun 2016. (TITAN)

STRATEGIES FOR DECREASING TEEN FATALITIES & INJURIES

Tennessee has elected to implement a teen traffic safety program to improve traffic safety for teen drivers in accordance with 23 U.S.C. 402(m).

The efforts described in the plan will include peer-to-peer education and prevention strategies the state will use in schools and communities that are designed to:

- Increase seat belt use,

- Reduce underage drinking,
- Reduce other behaviors by teen drivers that lead to injuries and fatalities, and
- Increase knowledge of GDL laws and requirements.

Strategies—Collaborative Partnerships

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

Strategies—Technology

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

Photos from the Teen Driver Alert Zones application
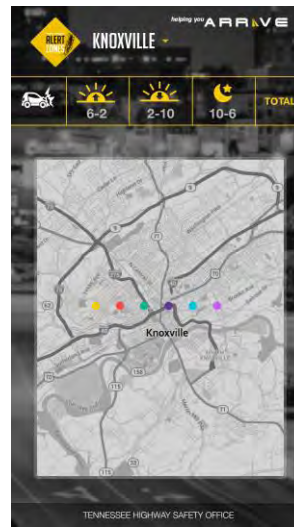
SPECIFIC STRATEGIES AND ACTIVITIES

1. Youth Safety-Comprehensive Alcohol Risk reDuction (CARD)

Problem

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

Objectives

The following objectives have been identified:

- To enforce DUI, illegal sales of alcohol to minors, and traffic laws in targeted areas.
- Decrease the drinking driver crash rate for drivers ages 15 to 20.
- Decrease the number of 15-20 year old drivers and passengers killed and injured in motor vehicle crashes.
- Target the illegal sales of alcohol to minors to deter underage drinking.

Strategies

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

Teen Traffic Safety

Funded Agencies

Funded Agencies	Areas of Operation	Estimated 2016-2017
Martin Police Department	Weakley	$35,000.00
Memphis Police Department	Shelby	$109,434.00

2. Elementary and Secondary Schools

Problem

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

Objectives

The following objectives have been identified:

- Provide funding to provide educational opportunities to students in an innovative and creative format. Educational materials must include curriculum and other equipment that will encourage seat belt use.

- Educate parents, students, and others of Tennessee laws related to seat belt and child restraint use and the lifesaving benefits of child passenger safety.
- In a classroom setting, address specific areas of need, such as driving while impaired on alcohol or illegal drugs, distracted driving, and other crash-causing factors.
- Provide activities and presentations to high school students on safe driving practices and prevention.
- Spread awareness of the Tennessee Social Host Liability Law focusing on sober driving.
- Implement programming that addresses the issues of teen traffic safety that put Tennessee teens most at risk. These include alcohol and drug impaired driving, distracted driving, seat belt use, and safely sharing the road with large trucks and commercial vehicles.

Activities

- Increase education and awareness of safe driver behaviors by collaborating with schools and local partners including law enforcement.
- Build public awareness of bad driver consequences through the use of enforcement, media, and other means of public information.
- Utilize driving simulators and instructional materials at community events.

Teen Traffic Safety

- Present teen driver education and awareness around large trucks to driver education classes.
- Work with the TSSAA to compile PA announcements to be read prior to all games, at half-time of all games and at the conclusion of all games. This information will be sent to all member schools.

Self-sufficiency

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

Evaluation

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

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

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
1N3	Hamilton	$30,000.00
ASAP of Anderson County	Anderson	$26,367.28
Blount Memorial Foundation and Community Outreach	Blount	$33,099.90
TjohnE Productions, Inc.	Kent	$98,000.00
Cheatham County Schools	Cheatham	$15,000.00
Cookeville Police Department	Putnam	$25,000.00
JACOA	Madison	$7,500.00
Lincoln County Sheriff's Department	Lincoln	$7,500.00
Rutherford County Sheriff's Office	Rutherford	$25,580.96
SADD	Barnstable	$130,000.00
Stewart County Schools	Stewart	$15,000.00
Sumner Teen Center	Sumner	$15,000.00
Tennessee Secondary School Athletic Association	Davidson	$60,000.00
Tennessee Trucking Foundation	Davidson	$50,000.00

3. Underage Drinking Prevention

Problem

According to the Office of Juvenile Justice and Delinquency Prevention, alcohol use by persons under age 21 is a major persistent health problem. Alcohol is the most commonly used and abused drug among youth in the United States, more than tobacco and illicit drugs. Although drinking by persons under the age of 21 is illegal, people aged 12-20 years drink 11% of all alcohol consumed in the United States. More than 90% of this alcohol is consumed in the form of binge drinking.

A strong relationship appears to exist between alcohol use among youth and many social, emotiona,l and behavioral problems such as using illegal drugs, fighting, stealing, driving under the influence of alcohol and/or other drugs, skipping school, feeling depressed, and deliberately trying to hurt or kill themselves. In addition to the problems that occur during adolescence, early initiation of alcohol consumption is related to alcohol-related problems later in life. One study found that people who begin drinking before the age of 14 are four times more likely to develop alcohol dependence during their lifetime than are people who begin drinking at age 21.

Objectives

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

1. To provide area schools with the Power of Youth program materials and speakers

2. To provide a minimum of 20 high schools with a keynote Speaker, promoting MADD's Mission of underage drinking prevention.

3. To provide 20 parent workshops to implement MADD's community-based parent program.

4. To provide trainings for 12 MADD volunteers and community partners to spread the reach throughout neighboring communities and the state.

5. To provide 600 parent handbooks distributed to parents to equip parents to talk with their teens about alcohol.

6. To provide 1000 program collateral materials distributed that provide free quick tips to parents and adults in schools, health fairs, and other venues throughout the state.

7. To provide 7,000 students across 20 schools with the Power of Youth handbook in conjunction with MADD keynote speakers.

8. To participate in Red Ribbon Week activities across the State of Tennessee.

Teen Traffic Safety

Activities

Provide educational awareness, which will focus on the following:

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

Evaluation

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

Agency Funded

Funded Agency	Areas of Operation	Estimated 2016-2017
Mothers Against Drunk Driving	Statewide	$99,766.80

DRINKING & DRIVING:
NOT A GOOD LOOK FOR PROM NIGHT!

#NATIONALPROMDAY
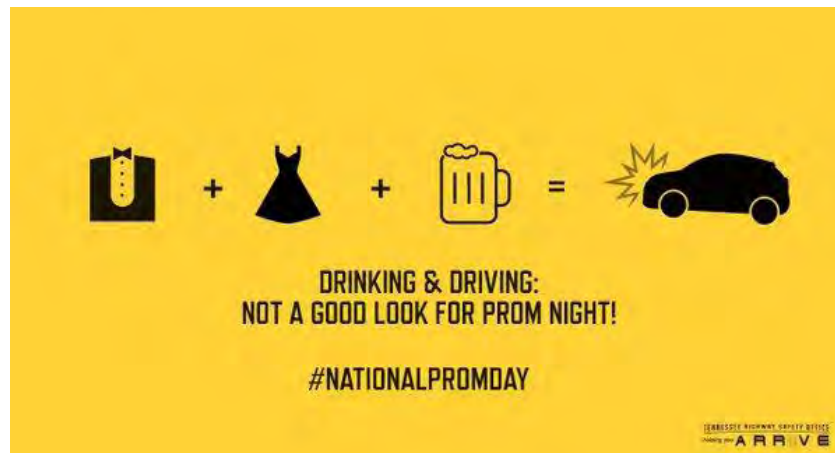
PROBLEM IDENTIFICATION

The National Highway Safety Traffic Administration (NHSTA) reports in <u>Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices</u>, 8th Edition, 2015, that by 2030 the proportion of licensed drivers in the United States age 65 and over is expected to rise to at least 20%. Trends from 1982 to 2013 indicate that the proportion of licensed drivers 65 and over rose from 11.2% to 17.3%, while the proportion of these older drivers in fatal crashes rose more rapidly, from 7.0% to 17%.

According to the Centers for Disease Control and Prevention (CDC) in Atlanta, there were almost 36 million licensed drivers ages 65 and older in the United States in 2012—"Driving helps older adults stay mobile and independent. But the risk of being injured or killed in a motor vehicle crash increases as you age. An average of 586 older adults are injured every day in crashes." Other facts about senior drivers can be found at the CDC website, www.cdc.gov, and they include the following:

- Per mile traveled, fatal crash rates increase noticeably starting at ages 70-74 and are highest among drivers age 85 and older. This is largely due to increased susceptibility to injury and medical complications among older drivers rather than an increased tendency to get into crashes.
- Age-related declines in vision and cognitive functioning (ability to reason and remember) as well as physical changes may affect some older adults' driving abilities.
- Across all age groups, males had substantially higher death rates than females.

The CDC reports some good news, however, about senior driver behaviors while driving: 1) they collectively have a high incidence of seat belt usage; 2) they drive when conditions are the safest; and 3) they have the lowest incidence of impaired driving (CDC website). A 2008 survey of adults ages 65 or older explored reasons why older adults limit, or self-restrict, their driving during certain conditions (e.g., at night or in bad weather) and reasons why some older adults stop driving altogether. Of the 479 people surveyed, 406 respondents were current drivers, and 73 reported that they no longer drive. Of the current drivers, about 57% of men and 81% of women reported that they avoided driving under certain conditions. Respondents most commonly limited their driving at night and in bad weather. One-third of older men and two-thirds of older women stated that they avoided driving under each of these conditions.

Age should not be a determinant of driving performance. However, as drivers age, their physical and mental abilities, driving behaviors, and crash risks all change. Many features of the current system of roads, traffic signals and controls, laws, licensing practices, and vehicles

were not designed to accommodate older drivers. But, many older Americans are still increasingly dependent on driving to maintain their mobility, independence, and health. The challenge for Tennessee is to seek a balance to ensure mobility for older drivers and safety for all road users.

National Data – Motor Vehicle, Traffic Deaths

2008-2010, United States
Age-adjusted Death Rates per 100,000 Population
Motor Vehicle, Traffic, Unintentional, All Races, All Ethnicities, Both Sexes, Ages 65 thru 85+ Years
Annualized Age-adjusted Rate for United States: 15.24

| | 8.61-13.49 | | 13.50-16.43 | | 16.44-19.60 | | 19.61-25.19 |
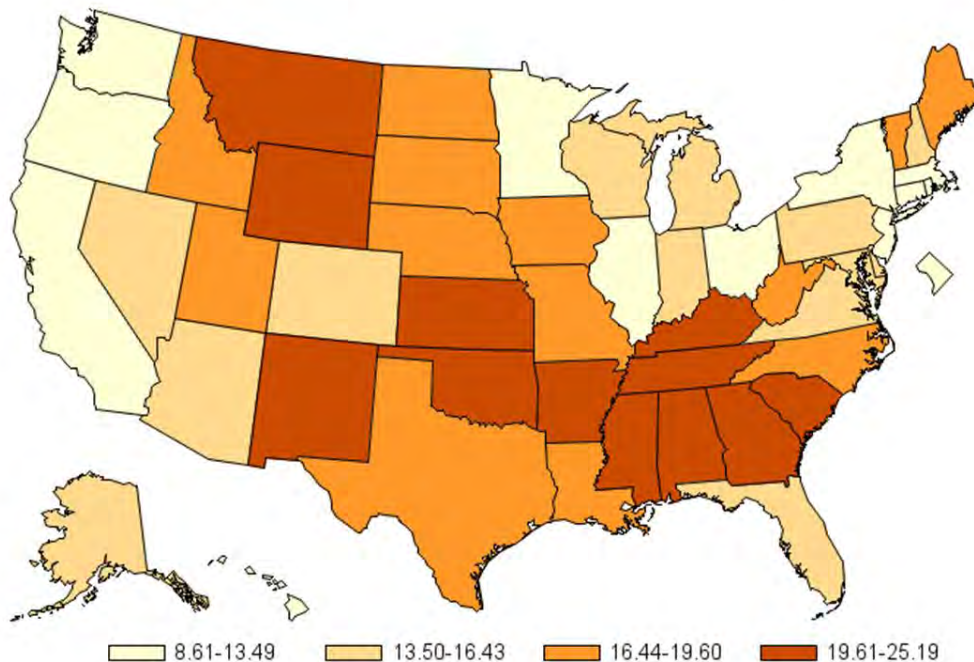
Reports for All Ages include those of unknown age.
* Rates based on 20 or fewer deaths may be unstable. States with these rates are cross-hatched in the map (see legend above). Such rates have an asterisk.
The standard population for age-adjustment represents the year 2000, all races, both sexes.

Produced by: the Statistics, Programming & Economics Branch, National Center for Injury Prevention & Control, CDC
Data Sources: NCHS National Vital Statistics System for numbers of deaths; US Census Bureau for population estimates.

According to the CDC WISQUARS Fatal Injury Map for years 2008-2010, Tennessee had the 6th highest age-adjusted death rate of 21.52 per 100,000 population, in the United States for senior drivers, ages 65 and over. States that had higher rates were Mississippi at 25.19, Arkansas at 23.99, Kentucky at 23.25, Oklahoma at 22.80, and Georgia at 22.74. This is compared to the annualized age-adjusted rate for the United States, which was 15.24.

Tennessee Data about Senior Drivers

Table 2 illustrates observed data trends for the years 2011-2015 for age groups that include the following: Under 21, Aged 21-64, and Aged 65 and older. Increased fatalities were noted for

both the 21-64 and 65 and older age groups of 3% and 19%. During the same time period, there were decreases in the number of fatalities for drivers under the age of 21, which suggests that without focused motor vehicle safety initiatives to support the reduction of fatalities and serious injury, the rise of fatalities will continue for the high risk population that includes individuals aged 65 and older.

Table 2: Drivers in Fatal Crashes by Age, 2011-2015
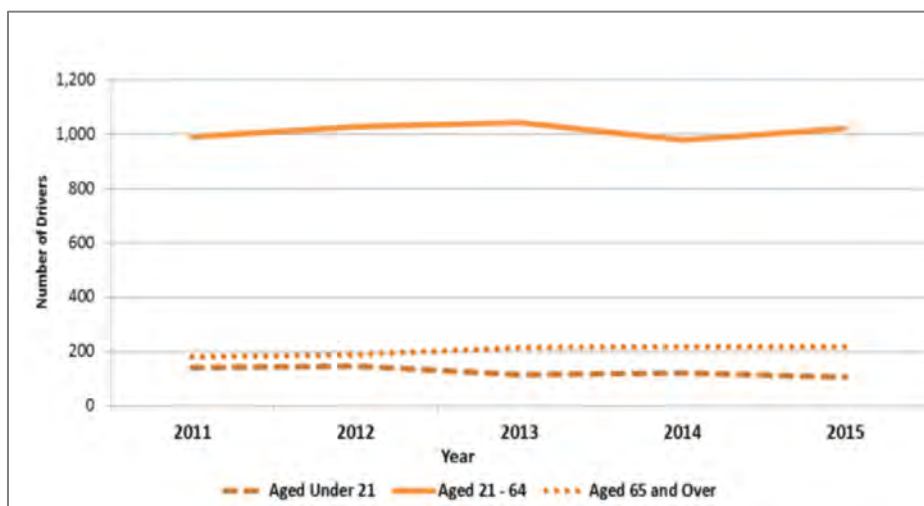
2011-2014 Data: NHTSA. State Traffic Safety Information. Online at http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2014/47_TN_2014.htm, accessed 10 May 2016. Aged 65 and Over and 2015 Data: TN Dept. of Safety and Homeland Security, TITAN Division, 10 May 2016. (TITAN)"

Table 3 illustrates the increase in drivers, ages 65 and over between the years of 2011 and 2015. The largest increase of drivers, 21%, is noted for drivers ages 65 to 74. The age group 75 and older also had an increase of drivers, from 353,115 in 2015 compared to 307,792 in 2011, which was a +15% increase.

Table 3: Tennessee Licensed Drivers by Age, 65 and over

Tennessee Licensed Drivers by Age 65 and Over
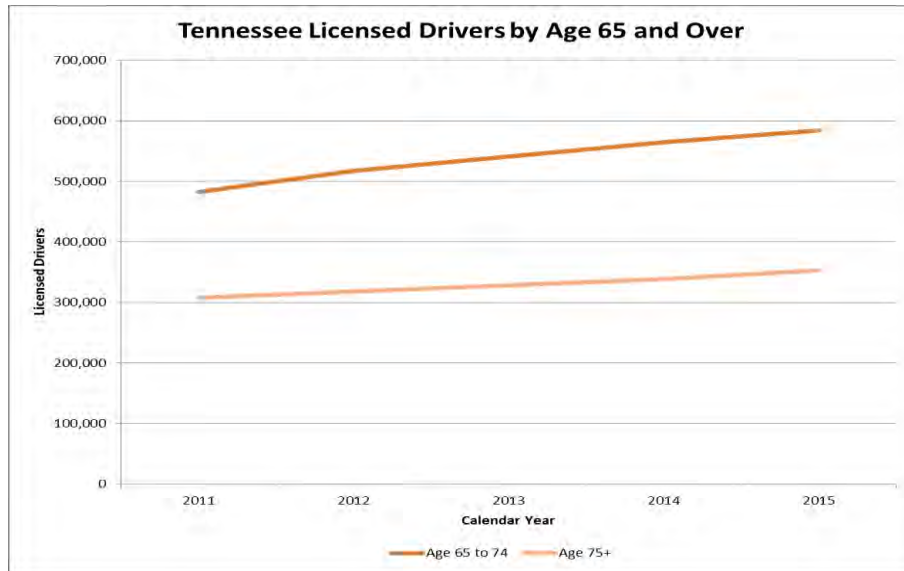
Source: TN Dept. of Safety and Homeland Security, IT Division, Year-End County State Reports, 24 May 2016. (TITAN)

Tables 4 and 5 on the following pages depict the number of Tennessee senior adults involved in fatal and serious injury crashes for the years 2011-2015. Different age groups are highlighted and include 65-74, 75+, and the total for both groups, 65 and over.

Table 4: Older Drivers involved in Tennessee Fatal Crashes, 2011-2015

Older Drivers in Tennessee Fatal Crashes
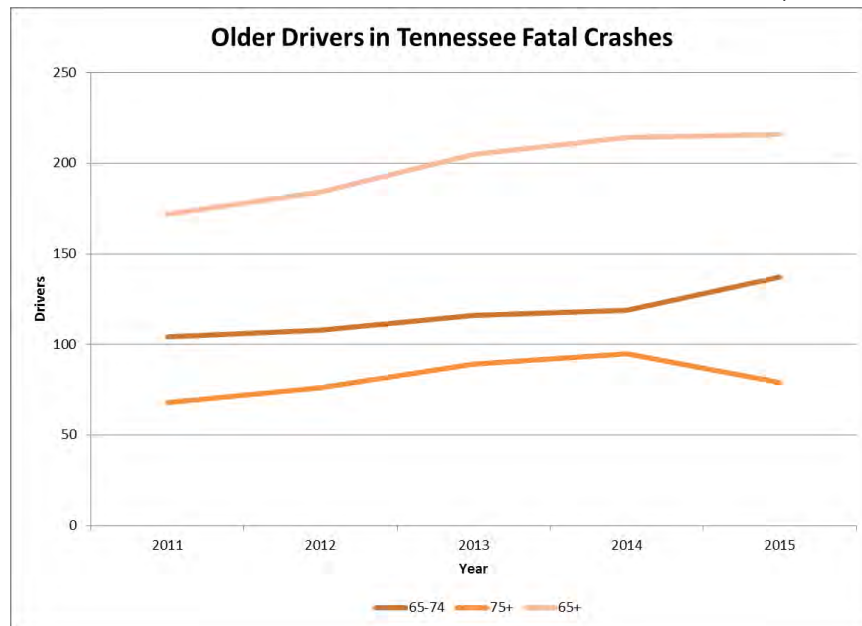
"Sources: TN Dept. of Safety and Homeland Security, TITAN Division, 24 May 2016. (TITAN)TN Dept. of Safety and Homeland Security, TITAN Division, 24 May 2016. (FARS SharePoint Service)"

Table 4 illustrates that there were increases in the amounts of fatalities for senior drivers, ages 65 and over.

- For the age group 65-74, the increase from 2011 to 2015 was a +32%.
- For the age group 75 and over, the increase was +16%.

Table 5: Older Drivers Involved in Serious Crashes in Tennessee, 2011-2015
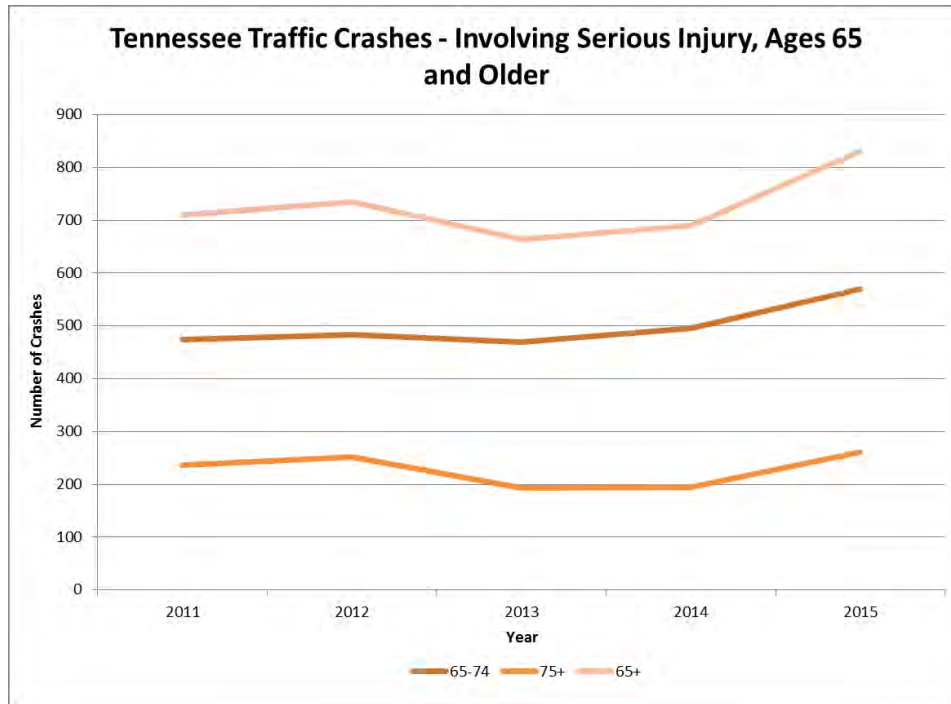
Source: TN Dept. of Safety and Homeland Security, TITAN Division, 13 May 2016. (TITAN)

Table 5 illustrates that the number of senior adults, ages 65 and over, injured seriously in a motor vehicle crash increased between the years 2011 -2015.

- For the age group 65 -74, the increase from 2011 to 2015 was +20%.
- For the age group 75 and over, the increase was +11%.

Countermeasures that Work: Communication and Outreach

A recommended countermeasure to improve older driver safety is communications and outreach. Formal courses specifically for older drivers are offered by organizations that include AAA and AARP. The THSO has a long-standing relationship with AAA Knoxville, and the THSO has two AAA Driver Improvement instructors on staff. Additionally, Tennessee has been implementing the CarFit: Helping Mature Drivers Find Their Safest Fit program since 2010. The THSO has a CarFit trainer and event coordinator as well as 2 technicians on staff.

CarFit is a program created by collaborative partners that include AAA, AARP, and the American Occupational Therapy Association, Inc. (AOTA). This educational program offers older adults the opportunity to check how well their personal cars "fit" them. The program provides information and materials on community-specific resources that could enhance older adults' safety as drivers and/or increase their mobility in the community. As part of the education, each of the participants has an opportunity to work with an occupational therapist to determine whether adaptive devices would support and improve the driving experience for senior drivers. Some examples with photos are included; they include a key extender,

leveraging devices, swivel seat cushions, hand controls, panoramic mirrors, convex mirrors, pedal extenders, and leg lift straps.

| Key Extender | Leveraging devices | Swivel seat cushion | Hand controls |
| Panoramic Mirrors | Convex Mirrors | Pedal Extenders | Leg lift strap |

CarFit is currently being implemented in Tennessee throughout the four regions. The most recent expansion efforts occurred in the western part of the state beginning in April 2016.

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

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

Drive Smart; Live Well is an educational program that was originally designed for use by Tennessee law enforcement officers and driver licensing supervisors; however, the program will be undergoing some updates to allow expansion into senior centers. It was created by the Tennessee Coalition for the Safety of Senior Drivers and funded by Easter Seals Inc. (National Center on Senior Transportation).

Transportation safety resources have been developed for distribution to Department of Motor Vehicle locations and physician offices: 1) Rack Display Card: Senior Driver Safety Tips for distribution to 42 DMV locations throughout Tennessee and 2) Talking Points documents.

TARGETS AND OBJECTIVES

Target 1: Program Management & Evaluation

Manage and evaluate aging road user safety, access, and mobility activities to maximize the effectiveness of programs and resources

Objectives

1. Promote active participation and multidisciplinary involvement of agencies and organizations responsible for or impacted by aging road user safety, access, and mobility.
2. Identify, address, and evaluate the effectiveness of programs and initiatives that improve aging road user safety, access, and mobility.
3. Monitor and evaluate the performance measures and effectiveness of the Aging Road User Strategic Safety Plan.
4. Increase opportunities to identify and share potential funding resources.

Target 2: Data Collection & Analysis

Obtain and provide the best available data to assist with decisions to improve aging road user safety, access, and mobility.

Objectives

1. Increase consistency in data collection and reporting to enhance and support the Aging Road User Strategic Safety Plan.
2. Plan research methodology to ensure the collection of useful and meaningful data for the current year program.
3. Collect quality data from assessments associated with efforts for the purposes of research and evaluation.

Target 3: Outreach & Education

Provide information and resources regarding aging road user safety, access, and mobility.

Objectives

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

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

3. Increase the use of resources, information, and services available through the THSO's website, Aging Driver Safety page.

Target 4: Prevention & Early Recognition

Promote the value of prevention strategies and early recognition of at-risk drivers to aging road users and stakeholders.

Objectives

1. Increase early detection of aging at-risk drivers through improved strategies for identification.

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

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

Target 5: Assessment, Remediation & Rehabilitation

Enhance aging road user safety and mobility through assessment, remediation, and rehabilitation by increasing access of low-income aging road users to assessment, remediation, and rehabilitation resources.

Target 6: Licensing & Enforcement

Promote safe driving and mobility for aging road users through licensing and enforcement by increasing the knowledge of law enforcement and licensing personnel on the recognition, assessment, and reporting of aging at-risk drivers.

Objective

1. Increase the knowledge of law enforcement and licensing personnel on the recognition, assessment, and reporting of aging at-risk drivers.

Target 7: Advocacy & Policy

Inform public officials about the importance of and need to support national, state, regional, and local policy and program initiatives which promote and sustain aging road user safety, access, and mobility.

Objectives

1. Increase communication (data) opportunities to inform elected officials about the importance of safety, access, and mobility for aging road users.

2. Promote incorporation of goals, objectives, and strategies in the Aging Road User Strategic Safety Plan into national, state, regional, and local plans.

Target 8: Transitioning from Driving

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

Target 9: Aging in Place

Promote and encourage strategies that support and enhance aging in place that ensures independence necessary for enjoying a fulfilling life.

Objectives

1. Educate stakeholders about the benefits of aging in place.

2. Provide information about aging in place on the Aging Road User website.

Target 10: Other Road Users

Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists and other non-motorized vehicles) by increasing awareness of the safety, access, and mobility needs of aging vulnerable road users among stakeholders.

TENNESSEE'S SENIOR DRIVER INITIATIVES

Tennessee Coalition for Aging Driver Safety

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

In October 2014, to further their effort to keep up with the growth trends, the THSO along with 65 individuals statewide met for the Senior Driver Summit in Murfreesboro, Tennessee. Since many of these agencies, organizations, and group have responsibilities and interests in aging road users, they joined together to form the Tennessee Coalition for Aging Safety. Activities of the current membership are focused on efforts to ensure that seniors continue to drive safely. Initiatives that include CarFit, AAA, and AARP are recommended for drivers to improve driving skills, but more is needed to target those seniors that may no longer be able to drive safely. To identify these at-risk seniors, strategies were identified to ensure that referrals could be made to the Medical Advisory Board for Tennessee for senior adults that required testing before driving could continue. The coalition addressed barriers to the necessary evaluation of these seniors by a licensed occupational therapist (OT), who is also certified as a Certified Driving Rehabilitation Specialist (CDRS). Additionally, as part of the research project, data would be collected and analyzed to identify trends, best practices, evidence of effectiveness, planning to assist seniors to age in place, and find alternative modes of transportation should senior drivers discontinue driving.

Data

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

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

Objectives

1. Complete comprehensive assessment and collection of data related to senior drivers in 17 rural counties in TN (to include primary, secondary, and tertiary prevention efforts)

   - Primary: Complete assessments
   - Secondary: Provide rehabilitation for improvement or restoration of skills (minor – CarFit, AAA, AARP classes, adaptive devices)
   - Tertiary: Work with partners (new and current) to assist drivers by making recommendations for alternatives to driving

2. Identify the relationship that exists between evidence-based clinical screening tools to ascertain driving ability in older adults, vision, cognitive, and motor sensory functions.

3. Work with collaborative partners to provide education/training to support improvement of the following:

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

4. Develop strategies to identify methodology for referrals of at-risk drivers for driver assessments (cognitive, vision and driving evaluation with a CRDS), remediation to support the improvement of driving skills, training/education, or termination of driving. Collect, analyze, and report data to support recommendations related to screening, evaluation, transportation alternatives, and outcomes.

5. Evaluate findings to identify best practices, increase efficiency, reduce costs, and support senior adult transitioning to alternative transportation options.

6. Investigate opportunities to increase community involvement for seniors who are looking to terminate driving but still desire to age in place, stay active, and participate in their communities.

The grant from the Tennessee Highway Safety Office provides the following:

1. Assessments of 50 senior drivers from 17 West Tennessee counties: Benton, Carroll, Chester, Crockett, Decatur, Dyer, Gibson, Hardeman, Hardin, Haywood, Henderson, Henry, Lauderdale, McNairy, Madison, Obion, Weakley.   Jackson-Madison Medical Center and Rehab facilities include 2 occupational therapists with CDRS credentials.

2. A principal investigator for efforts related to collection, analysis of data and production of tables, reports depicting results, lessons learned, and identification of potential practice factors to ensure best practice. To ensure the collection of data from participants for the purposes of research, IRB approval was sought from Belmont University.

Data Collection

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

Evaluation

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

WHO	WHAT
Jackson Madison OT	• Use of adaptive devices – manufacture, training, and instruction on usage • Number of assessed participants recommended to driving improvement classes (referrals from physicians, DMV, law enforcement, and family • Number of assessed participants who undergo additional training with an OT therapist for the development of improved skills for driving • Number of participants who undergo a road test • Number of participants whose license is revoked • Number of assessed drivers with pedal application errors

	• Participant evaluations of services
Survey: Principal Investigator Dr. Debra Gibbs	• Survey development, data collection, analysis, and reporting to NHTSA (inclusion of all data collected as part of the effort); Evaluation of collection devices; Lessons learned.
Senior Centers, Area Agencies on Aging and Disability, or Recreational Facility	• Number of training classes for initiatives CarFit and Drive Smart; Live Well • Number of seniors who use transportation options provided by the AAAD • Number of senior drivers who decide to quit driving

Agency Funded

Funded Agency	Areas of Operation	Estimated 2016-2017
Jackson-Madison County General Hospital	Madison	$40,000.00

NOTE: These resources are estimated and are based on the 2015-2016 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY 2017 grant year. Approved grantees will be notified of any changes or necessary revisions.

PROBLEM IDENTIFICATION

In 2014, there were 4,884 pedestrians killed and an estimated 65,000 injured in traffic crashes in the United States (NHTSA Traffic Safety Facts). Tennessee is also impacted; every year, Tennessee sees crashes and fatalities involving our pedestrians. The term pedestrians refer to anyone on foot, walking, jogging, hiking, sitting, or lying down who is involved in motor vehicle traffic crashes. Pedestrians are considered vulnerable road users; in 2014, Tennessee had 86 pedestrian fatalities, which accounted for 8.9% of the state's fatalities, which translated into a fatality rate of 1. 31, which is lower than the national rate of 1.53.

Fatalities involving cyclists are also a cause for concern. In 2014, Tennessee had 5 pedalcyclist fatalities, which was a decrease from 8 the previous year. Tennessee state law considers bicycles to be vehicles when operated on the roadway and requires bicyclists to obey the same traffic rules as motorists.

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

TARGET AND PERFORMANCE MEASURES

Target

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

Core Performance Measures

1. To reduce the number of pedestrian fatalities from a 2014 baseline of 86 to 79 in 2017. (Based on a 5 Year Linear Regression Trend Analysis)

2. To maintain the number of bicycle fatalities of a 2014 baseline of 5 to 5 in 2017, despite all of the trend analyses showing otherwise.

1. **Performance Measure:** To reduce the number of pedestrian fatalities from a 2014 baseline of 86 to 79 in 2017. (Based on a 5 Year Linear Regression Trend Analysis)

Tennessee Pedestrian Fatalities: 5 Year Linear Trend

$y = -0.2x + 80.6$
$R^2 = 0.0016$
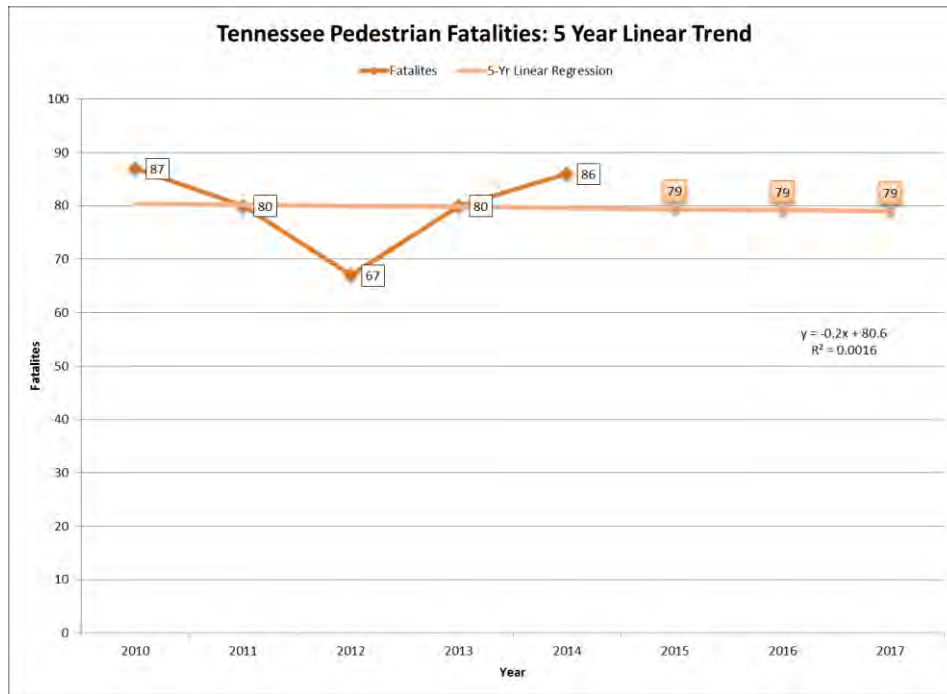
Injuries are also an important consideration. During 2011-2015, 5,855 pedestrians in Tennessee were injured as seen in the following graph.

Pedestrians Involved in Tennessee Traffic Crashes 2011 - 2015
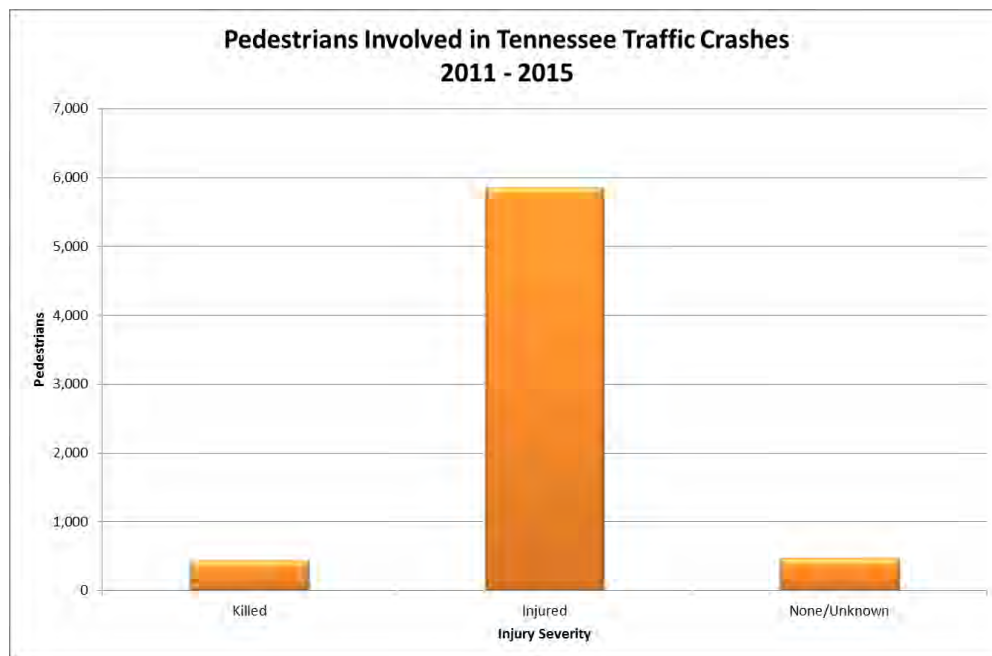
Performance Measure: To maintain the number of bicyclist fatalities from a 2014 baseline of 5 to 5 in 2017. The THSO reviewed 4 and 5-year linear regression trends and 3 and 5-year alternative baseline analyses. All trends show an increase in fatalities. However, the THSO believes it is possible to maintain bicycle fatalities to five.
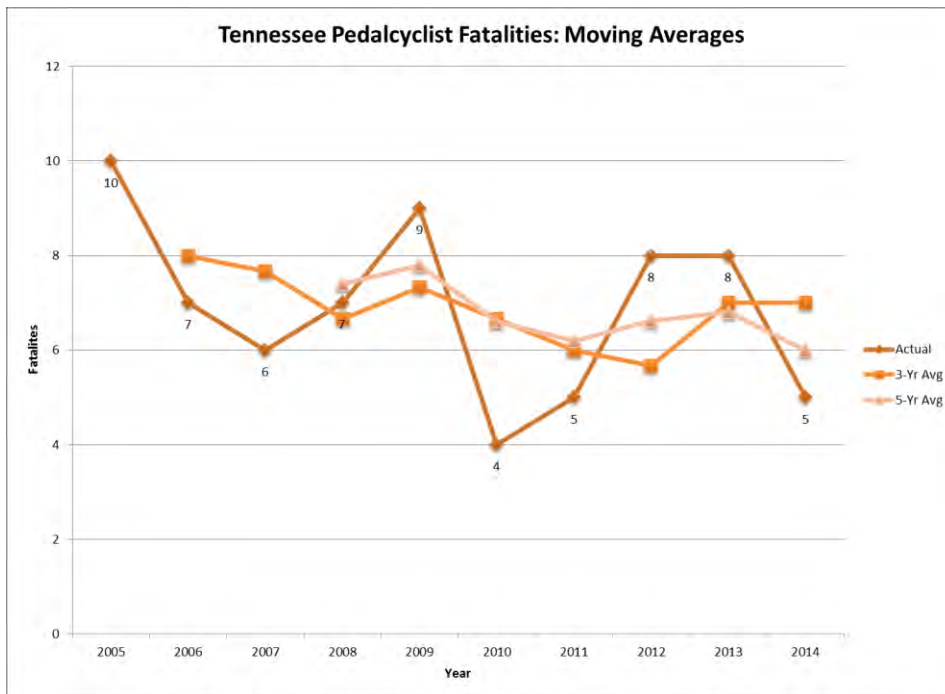
The following graph shows injury severity for pedalcyclists involved in crashes during 2011-2015.
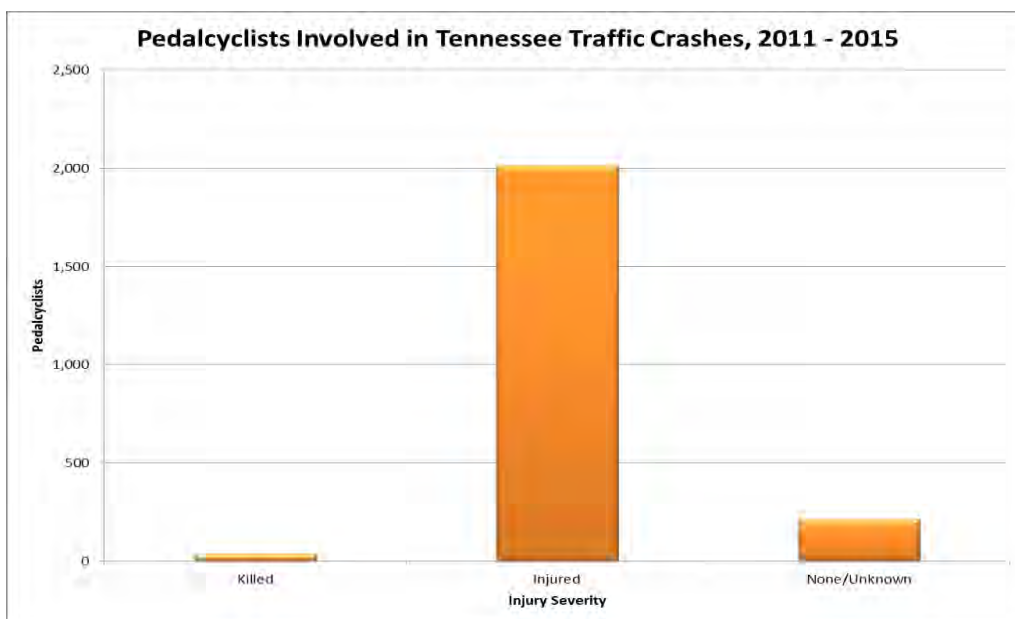
SOURCE: TN Dept. of Safety and Homeland Security, TITAN Division, 16 May 2016. (TITAN)

STRATEGIES FOR DECREASING BICYCLE/PEDESTRIAN FATALITIES AND INJURIES

Strategies Selected for 2017

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

1. To provide funds to agencies for the purpose of increasing pedestrian education, bicycle safety education, and enforcement. Education can include promoting bicycle helmet use. Enforcement includes more aggressive enforcement of pedestrian traffic laws, particularly near schools, greenways, and other locations with larger numbers of vulnerable road users.

2. Enhance driver awareness of bicyclists and pedestrians on the roads through communication efforts on social media as well at the THSO's website, tntrafficsafety.org, which has a page dedicated to bicycle and pedestrian safety resources.

3. Enhance bicyclist/pedestrian safety expertise among state and local law enforcement and other traffic safety advocates by offering a bicycle/pedestrian session at the annual Lifesavers conference

4. Offer the Traffic Crash Investigations involving Bicycle and Pedestrians course to law enforcement.

5. Continue to conduct road safety audits to identify potential safety issues. The Tennessee Department of Transportation's Bicycle and Pedestrian Coordinator attends or reviews road safety audits and makes recommendations to improve bicycle and pedestrian safety when warranted.

6. Continue the Safe Routes to School program, which is operated through the Tennessee Department of Transportation. A member of the THSO is a member of the review team.

NHTSA's publication, Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015, highlights the significance of this emphasis area, outlines several strategies to reduce pedestrian fatalities, and discusses appropriate countermeasures to bring about reductions. Two strategies identified to reduce pedestrian fatalities are targeted enforcement and communications and outreach. Three countermeasures to reduce bicycle injuries and fatalities are bicycle education for children, Safe Routes to School, and enforcement strategies. The aforementioned strategies are included in Tennessee's planned programs for FFY 2017.

Activities

In 2014, the City of Knoxville had 4 pedestrian fatalities and 84 pedestrian injuries on City of Knoxville roads. The fatalities, injuries, and property information over a three-year period has remained relatively similar, at 95, 98, and 95 in years 2012, 2013, and 2014 respectively. It is the hope that targeting the areas where accidents are occurring will result in a decrease in the number of pedestrians struck and killed in Knoxville.

Reviewing previous data to determine the main roadways and intersections within the city limits where pedestrian accidents were occurring helps determine where crashes are likely to occur. Top pedestrian collisions are analyzed, with the reports breaking the crashes down by intersections with multiple incidents by time of day, day of week, crash type, and weather conditions. By targeting the areas where accidents are occurring and conducting enforcement in those areas, the city hopes to see a decrease in the number of pedestrians struck and killed/injured. Further, officers of the Knoxville Police Department will provide pedestrian safety information to the community during officer enforcement and community events.

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

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

While children ages 10-14 are the primary focus of this initiative, along with their parents and caregivers, younger children can also benefit from learning safe bicycle and pedestrian practices. Adult drivers, local law enforcement agencies, and bicyclists of all ages will also be taught bicycle and pedestrian safety. Special focus will be given to low-income populations, minority groups, and rural undeserved populations in the Mid-Cumberland region of Tennessee. The Bicycle and Pedestrian Safety Education program will partner with health departments in selected rural counties of the Mid-Cumberland region, maintaining regular educational classes, bicycle rodeos, and safety events to reach families in these underserved counties with safe bicycle and pedestrian training where needed.

Self-sufficiency

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

Evaluation

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

Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2016-2017
Collegedale Police Department	Mid Cumberland Region	$38,989.00
Knoxville Police Department	Knox	$9,903.80

INTEGRATED COMMUNICATIONS PLAN – EARNED AND PAID MEDIA

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

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

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

TARGET AND OBJECTIVES

Target

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

Objectives

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

Evaluation

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

Tasks

- Develop, plan, and implement the campaigns corresponding to the 2017 NHTSA Communications Calendar utilizing various media outlets in conjunction with statewide law enforcement activities.
- Identify media outlets that can be utilized throughout the grant year, such as sports venues and special events, where the target demographic will be in attendance.
- Conduct attitudinal and perception assessments for select campaign periods utilizing the UTCTR.

Funds

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

MEDIA SERVICES & PARTNERSHIPS

Contracted Media Services

The THSO engaged in a 5-year contractual agreement with Tuerff-Davis Enviromedia, Inc. (Enviromedia) based in Austin, Texas, via Request for Qualifications (RFQ) in December of 2015 to provide media, marketing, and advertising services. The services feature design, production, purchasing, and administrative reconciliation services to assist the state in its efforts to inform and educate the public on traffic safety issues. The primary services encompass the purchasing of radio spots, television (network and cable) time, social media accounts, and online advertising space to dispense various THSO traffic safety-related messages.

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

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

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

- Labor Day Campaign – Booze It and Lose It

Media Partnership Contracts

The Tennessee Highway Safety Office will participate in a number of sports-related media partnerships including the following:

Professional Athletic Teams

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

Collegiate Athletic Teams

- The University of Tennessee (football and men's & women's basketball)
- Vanderbilt University (football, men's & women's basketball, and baseball)
- The University of Memphis (football and men's basketball)
- Middle Tennessee State University (football along with men's and women's basketball)

The THSO will partner with private entities across the state to deliver its messages at venues such as the Southern Heritage Classic (a football game between two historically black colleges), the Music City Bowl, and the Liberty Bowl; the 8 minor league baseball teams in Tennessee; the 15 motorsports venues in Tennessee; 357 high school teams' sports promotions statewide; and 19 Department of Motor Vehicles offices statewide. Additionally, the THSO anticipates it will identify added public events that attract the target demographic group during FY 2017. The THSO will work with Tuerff-Davis Enviromedia, Inc. to identify events that will lend itself to promoting through experiential marketing (XM).

Throughout FY 2017, the Booze It and Lose It tag will be utilized at high school events through the Tennessee Secondary School Athletic Association (TSSAA). Here, partnership occurs where both male and female athletic teams across the state compete. These include high school softball, football, basketball, baseball, wrestling, track and soccer championships. These events collectively attract a large number of students in addition to parents, grandparents, and other interested tourists throughout the state.

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

PRIMARY CAMPAIGN MESSAGES

Booze It and Lose It

The Booze It and Lose It message will be utilized with enforcement activities during the Holiday, 100 Days of Summer Heat, and Labor Day campaign periods and will target "risk takers" (men

18-29) and "blue collars" (men 25-34) demographic groups. The campaigns will include radio spots, television (network and cable) time, social media accounts, and online advertising space. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

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

The FY 2017 plan includes a diversity strategy to influence the driving behavior of the Hispanic community through various partnerships to engage in a DUI education and outreach services. The THSO will engage in educational campaigns for Manejar Borracho and one-on-one interaction with the Hispanic community as funds allow. An example is the graphic below that is shared in the La Campana Spanish language newspaper. Further, there are also promotional media efforts utilizing radio spots and print advertisements.

Click It or Ticket

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

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

Motorcycle Safety

The Motorcycle Awareness campaign will utilize the Share the Road behavioral message through specific campaign periods and will target drivers of other vehicles. The specific age category is adults 18 to 54 years old. The campaign will include the most effective methods to reach the target audience to include, but not be limited to radio spots, television (network and cable) time, social media accounts, pump top advertisements, and online advertising space. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

- The measure for each media market purchased for radio will be a minimum of 150-200 GRP's per week.
- These GRP's levels will deliver the sufficient reach to the target audience of all viewers and listeners ages 18-54.
- The frequency will be such that the target audience will see or hear the message a minimum of 3 times per campaign period.

Media Evaluations

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

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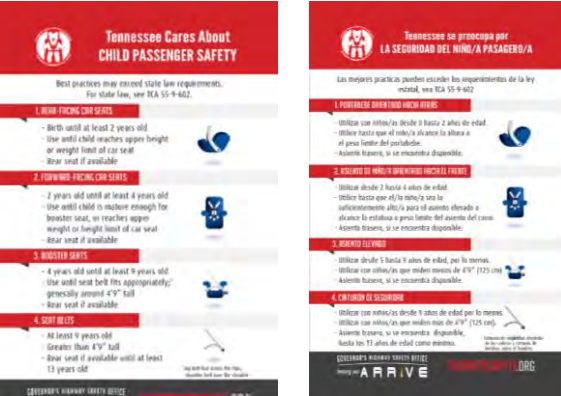
Agency Funded

Funded Agency	Areas of Operation	Estimated 2016-2017
The University of Tennessee	Statewide	$125,062.74

<div align="center">

EARNED MEDIA

</div>

New Educational Print & Signage

In addition to maintaining current print collateral, new print pieces were developed and printed for:

Motorcycle Safety	
Child Passenger Safety (English and Spanish)	

Bicycle and Pedestrian Safety	
DUI Awareness (in process)	

Social Media

The THSO has developed a social media presence on Facebook, Twitter, Instagram, and YouTube. All tools drive awareness, encourage safe driving habits, and allow two-way communication with the public.

Facebook (www.facebook.com/tnhso)

- **Likes:** 4,924 as of June 22, 2016

Twitter (www.twitter.com/tnhso)

- **Followers:** 1,127 as of June 22, 2016

Instagram (www.instagram.com/tnhso)

- **Followers:** 264 as of June 22, 2016

YouTube (www.youtube.com/tnghso)

- **Views:** 18,981 as of June 22, 2016

State of Tennessee

2017-2020 IMPAIRED DRIVING TASK FORCE STRATEGIC PLAN

TENNESSEE HIGHWAY SAFETY OFFICE
helping you ARR▲VE

TN Department of
Safety &
Homeland Security

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*Plan approved by the Impaired Driving Task Force on June 22, 2016

INTRODUCTION

a. Tennessee Demographics

The state of Tennessee is centrally located in the Southeast and is bordered by the states of North Carolina, Virginia, Kentucky, Georgia, Alabama, Mississippi, Missouri, and Arkansas. Sharing a border with eight (8) states gives Tennessee the distinction of having more neighboring states than any other state in the nation. Of the 50 states, Tennessee ranks 36th in total area and 19th in the number of persons per square mile. Tennessee encompasses 42, 146 square miles of mountains, rolling hills, and plains. Tennessee is also located on the nation's inland waterway system and enjoys the benefits of more than 1,062 miles of navigable waterways.

Tennessee's road system stretches 95,523 miles, enough to easily circle the world more than three times. Of that figure, 13,884 miles are on the state-maintained highway system, representing 15 percent of the total highway miles within our state and carrying 72 percent of the traffic. Included in the state highway system are 1,104 miles of interstate highways. Although the interstate system makes up just over one percent of the total highway mileage, it carries one quarter of all the traffic in Tennessee.

Tennessee's bicycle pedestrian system includes 4,500 highway miles with 4-foot shoulders to accommodate bicycles and 103 miles of state routes with designated bike lanes. Further, the state boasts 270 miles of greenways, sidewalks, and trails.

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

Tennessee Demographic Data

	2011	2012	2013	2014	2015
Population	6,398,389	6,455,177	6,497,269	6,549,352	6,600,299
Registered Vehicles	6,813,957	6,738,943	6,896,339	6,990,683	7,179,899
Licensed Drivers	4,559,507	4,597,271	4,640,609	4,697,047	4,689,858
Miles of State & Federal Roadways	13,877	13,884	13,898	13,897	13,884
Miles of Interstate	1,104	1,104	1,104	1,104	1,104
Total Crashes	168,369	172,991	173,510	176,297	197,092
Number of Non-Injury Crashes	120,469	124,201	126,978	130,348	147,422
Number of Injury Crashes	47,033	47,862	45,621	45,057	48,786
Number of Fatal Crashes	867	928	911	892	884

b. Impaired Driving Technical Assessment

The mission of the National Highway Traffic Safety Administration (NHTSA) is to reduce deaths, injuries, and economic and property losses resulting from motor vehicle crashes. In its ongoing pursuit to reduce alcohol-related traffic crashes and resulting fatalities and injuries, NHTSA offers a program assessment process that allows a state to use highway safety funds to support an evaluation of existing and proposed alcohol and other drug – impaired driving control efforts within a state.

NHTSA staff facilitates the process by assembling a Technical Assistance Team, a team of experts composed of individuals who have demonstrated competence in impaired driving program development and evaluation, to review all components of a given highway safety or EMS program, note the program's strengths and accomplishments, and identify where improvements can be made. Examples of program expertise among team members include criminal justice, enforcement, engineering, evaluation, prevention, program management, traffic records, and substance abuse prevention, treatment, and rehabilitation.

A Technical Assistance Team will examine a state's specific highway safety program based on the —Uniform Guidelines for State Highway Safety Programs,‖ which are required by Congress and periodically updated through a public rulemaking process. Each highway safety program area is assessed using criteria based on uniform guidelines, augmented by current best practices. Program assessments are provided for emergency medical services, occupant protection, impaired driving, traffic records, motorcycle safety, and police traffic services.

The, then, Tennessee Governor's Highway Safety Office (TN GHSO) requested the National Highway Traffic Safety Administration's (NHTSA) assistance in assessing Tennessee's alcohol and drug-impaired driving countermeasures program. NHTSA agreed to facilitate this assessment and met with the TN GHSO to define key issues of concern to the state.

The Tennessee Impaired Driving Program Assessment was conducted at the Hilton Nashville Downtown, Nashville, Tennessee, September 12 - 17, 2010. Arrangements were made for program experts to deliver briefings and provide support materials to the team on a wide range of topics.

The following section includes recommendations from the 2010 assessment and Tennessee's progress in those areas.

Impaired Driving

PRIORITY RECOMMENDATIONS FROM TECHNICAL ASSESSMENT

NOTE: On April 1, 2016, by Executive Order, the Governor's Highway Safety Office (GHSO) was renamed the Tennessee Highway Safety Office (THSO) and placed within the Tennessee Department of Safety and Homeland Security.

A. (1-A) Development of Impaired Driving Task Force and Governor's Public Safety Subcabinet

Impaired Driving Task Force

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

It consisted, at a minimum, of representatives from the 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. This task force is still in existence today and meets on a quarterly basis.

Governor's Public Safety Subcabinet

Governor Bill Haslam's top goal is to make Tennessee the No. 1 state in the Southeast for high quality jobs. To attract new businesses, and retain existing ones, Tennessee must be a safe place to work, live, and raise a family. Shortly after taking office, Governor Haslam created the Public Safety Subcabinet – a working group of commissioners and directors of various state departments and agencies that have a role in public safety.

Impaired Driving

In 2011, the Subcabinet began implementation of a multi-year action plan with measurable steps to target three areas of greatest concern: drug addiction and

trafficking; violent crime; and repeat offenders. Since then, significant progress has been made, some of which directly impact impaired driving.

Legislative Accomplishments in Implementing the Action Plan:

a. Effective monitoring of pseudoephedrine sales— enacted 2011

b. Mandatory incarceration for repeat domestic violence offenders—enacted 2012

c. Tougher sentences for gun possession by those with prior violent felony convictions— enacted 2012

d. Prescription Safety Act setting up a real-time database for prescribing and dispensing prescription narcotics—enacted 2012

e. Tougher sentences for gang related crimes—enacted 2012 and 2013

f. New limits on access to pseudoephedrine products—enacted 2014

g. The Recidivism Reduction Act to reduce repeat DUI offenders— enacted 2014

h. The Community Safety Act authorizing the creation of geographic safety zones to combat gang activity—enacted 2014

i. The Public Safety Act of 2016, now PC 906, which revises various criminal provisions regarding domestic violence, grading and sentencing of theft, and sentencing and release eligibility requirements. This Act also institutes a system of "graduated sanctions" to impose for violations of the conditions of community supervision.

b. (1-D) Significant Legislation since 2010 and Progress on Ignition Interlocks since 2010

<u>2010</u>

Ignition Interlock law

- First passage of a mandatory ignition interlock law for multiple offenders.

DUI Bond Conditions

- Gave courts the ability to add ignition interlock, transdermal monitoring, drug testing, and treatment as a bond condition.

Impaired Driving

Implied Consent Hearings at General Sessions Court

- Moved these hearings into a method close to Automatic License Revocation (ALR), without the cost of ALR.

Amend DUI law to Add Substances that Impair

- Expanded the description of DUI to add substances to catch inhalants and lab created synthetic drugs.

Lidar/Radar Training Requirement

- Required officers to add training in the use of speed detection equipment.

2011

Mandatory Testing of Multiple Offenders

- All multiple offenders, drivers with child passenger, vehicular homicide, and assault must be tested. Requirement on officers.

Due Care Law

- New violation for failure to maintain due care.

2012

Improved Immunity Law for those who take Blood Samples

- Law proposed by Hospital Association after numerous meetings with TSRP's.

DUI by Controlled Substance Analogues

- Expanded DUI definition to clarify that impairment by analogue is the same as other impairment. No requirement to prove analogue type

DUI Search Warrants

- Permitted courts to issue search warrants in DUI cases for first time in decades.

Child Endangerment Enhancement

- Added jail time and fine to DUI with child.

2013

DUI law Rewritten/Reorganized

Impaired Driving

- Removed irrelevant sections. Reorganized to permit users a good chance to find what is needed.

Ignition Interlock Revision

- Added 1st DUI offenders with a .08 or alcohol with any drugs to required ignition interlock provisions

2014

Electronic Search Warrants

- First time electronic search warrants have been permitted. Effort started when the Traffic Safety Resource Prosecutor (TSRP) calls the day after the Missouri v. McNeely ruling, presentation to Supreme Court Rules Committee, passage of Rule and passage of law which included matching language of Rule.

Sentencing to Encourage Use of Treatment for 2nd and 3rd Offenders

- Less jail time for those who opt into the Treatment Sentencing option.

Transdermal Device Monitoring of Probationers

- Added Transdermal monitoring to other methods.

2015

Minimum mandatory incarceration add to homicide/assault

- Corrected error that permitted 100% probation for these crimes.

2016

DUI 6th offense sentence

- Changed DUI 6th offense to Class C felony.

Ignition Interlock Compliance Based Removal

- Added compliance based removal to Ignition Interlock law.

Evading Arrest Enhanced Sentence

- Mandatory 30 or 60 day for class E or D felony sentence depending on danger involved.

DUI Reporting Requirements

- Impaired Driving Requires a sheriff to send fingerprints and biographical information to the Tennessee Bureau of Investigation (TBI) and National Crime Information

Center (NCIC) within 7 days of arrests and clerks to send conviction information within 7 days of conviction.

Database Verification for Bond Hearing

- After an arrest but prior to a determination of bail, the arresting officer or the officer's agency shall exercise due diligence by using NCIC and available criminal justice databases to determine the existence of prior arrests and convictions for

    o vehicular assault,
    o aggravated vehicular assault,
    o vehicular homicide,
    o aggravated vehicular homicide, or
    o driving under the influence.

DUI Monitoring

- Authorizes a court to order a person convicted of driving under the influence (DUI) of drugs or alcohol to be subject to monitoring using a transdermal monitoring device, electronic monitoring with random alcohol or drug testing, global positioning monitoring, or any other monitoring device necessary to ensure compliance with the conditions of probation; adds language stating any person required to wear a transdermal monitoring device shall have the device inspected every 30 days by the agency or entity responsible for the supervision of such person; and stating further that failure to do so constitutes a violation of probation.

C. (2-C-3) Tennessee's progress to develop a student survey that measures risk and protective factors

Supporting Teen Leaders: Validation of the "I Drive Smart" Survey

There have been no standardized instruments to measure change in teen driving behavior relevant to teen leaders. This I Drive Smart study serves the Tennessee Department of Safety and Homeland Security, Tennessee Highway Safety Office (THSO) and their network of teen leaders to empirically test and refine the I Drive Smart survey developed by partners and grounded in the Theory of Planned Behavior (TPB). The I Drive Smart survey is designed to be administered by teen leaders to their peers and produce data relevant for use in improving planning as well as tracking changes occurring from their work. The survey measures attitudes, perceptions of social norms (peer, family, and law enforcement), perceptions of behavior control, and both driving and passenger behavior intentions. The I Drive Smart web survey was administered by a group of teen leaders to 175 of their peers. Findings were used to inform local planning and in this quasi-confirmatory study aimed at optimizing the survey. An exploratory factor analysis revealed a four-factor model aligned with TPB that explained 61.618% of

variation. Item reliability analysis demonstrated high internal consistency for the behavior intention scale with a Cronbach's alpha of .884. An ordinary least squares regression test found the predictive validity of the identified components to be strong, explaining 64.5% of variation in the model and identifying perceptions of behavior control as the best predictor of behavior intentions, followed by family and peer norms. The behavior control component retained so much variation that the optimized survey assesses both volitional and non-volitional control concepts.

Further, teen leaders were able to successfully administer the survey and found the data helpful in supporting their planning. This study demonstrates that teen leaders are capable of directing evaluation activities and that the refined version of the I Drive Smart survey has appropriate psychometric properties for teen leaders in highway safety to use. Standard procedures for using the survey are discussed along with recommendations for analysis that includes triangulation with other local data points.

D. (3-B) DRE Training and Certification

Description

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

To receive certification as a DRE, three phases of training must be completed:

- Drug Recognition Expert Pre-School (16 hours)
- Drug Recognition Expert DRE School (56 hours)
- Drug Recognition Expert Field Certification (approximately 40-60 hours)

The following summarizes each phase:

Phase 1 & 2 - Academic

These phases are typically conducted over nine days (72 hours). It includes courses in physiology, vital signs, standardized field sobriety testing (SFST), and extensive information on each of the seven categories of the drugs of abuse. The training includes three written examinations, an SFST proficiency examination, and five written quizzes. Students must achieve a minimum of 80% on the three examinations and must demonstrate proficiency in administering SFSTs in order to progress to the certification phase.

Phase 3 - Field Certification

After successfully completing the academic portion, the students must complete the third certification phase. It is the student's responsibility to complete the certification requirements within six months following the DRE school. These requirements include: conducting a minimum of 12 drug influence evaluations while under supervision of a DRE instructor; identifying subjects under the influence of four of the seven drug categories; and attaining a 75% toxicological confirmation rate. In addition, the student must maintain a progress log, a rolling log, and submit a written curriculum vitae. Finally, the student must pass a comprehensive final knowledge examination and obtain the written endorsement of two certified DRE instructors.

DRE certification is valid for two years. In order to maintain certification, DREs must conduct a minimum of four evaluations every two years, submit an updated rolling log, an updated curriculum vitae, and attend eight-hours of approved re-certification training.

Criteria

To be considered for DRE training, the applicant must meet the following criteria:

- Must have a minimum of two years of law enforcement service;
- Must be off probation with your agency;
- Must be working in patrol with your agency;
- Must be ARIDE or ARIDE PLUS* trained and proficient in their use;
- Must have a reasonable background and experience level of making DUI arrests;
- Must have an endorsement/recommendation from your local prosecutor;
- Must have an endorsement/recommendation from two DREs;
- Must submit a minimum of two actual DUI arrest reports for review; and
- Must submit current curriculum vitae.

DRE Student and Class Numbers

2010 – 21 students, 1 class

2011 – 18 students, 1 class

2012 – 15 students, 1 class

Since October 2012, there have been 5 DRE schools. There is one scheduled for July 2016. 101 officers have gone to Phase 1 and 2 of the DRE program. Currently, there are 115 DREs in Tennessee.

E. 3-C Communication Plan to support High Visibility Enforcement

Booze It and Lose It

The Booze It and Lose It message is utilized with enforcement activities during the Holiday, 100 Days of Summer Heat, and Labor Day campaign periods and targets "risk takers" (men 18-29) and "blue collars" (men 25-34) demographic groups. The campaigns

include radio spots, television (network and cable) time, social media accounts, and online advertising space. The measures for advertising outreach are within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

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

The FY 2017 plan includes a diversity strategy to influence the driving behavior of the Hispanic community. Through various partnerships to engage in a DUI education and outreach services. The THSO will engage in educational campaigns for Manejar Borracho and one-on-one interaction with the Hispanic community as funds allow. There are also promotional media efforts utilizing radio spots and print advertisements.

F. (3-E) Development of DUI Tracker

DUI Tracker is a state-wide, web-based application for the entry, modification, and tracking of information related to individuals arrested in Tennessee for the offense of DUI. The system collects data on DUI offenders from the time of arrest, all the way through adjudication and sentencing. It allows stakeholders to produce statistical reports and gauge the effectiveness of DUI laws, conviction rates, recidivism, and after care programs. Data is used by DUI prosecutors, state government agencies, and is often provided to the state legislature when DUI legislation is being considered. Data from DUI cases is entered into the system by DUI Coordinators funded by the GHSO at 23 of 31 judicial districts across Tennessee. The newer version of the system was designed, significantly streamlined, and incorporated into the TDOSHS TITAN web portal in 2012. Currently, over 104,000 cases have been entered into the system.

G. (5-A-2) Screenings, Interventions, and Referrals in Trauma Centers

Several trauma centers and comprehensive regional pediatric centers utilize SIBRT (Screening, Brief Intervention, Referral, and Treatment) programs for both adults and adolescents in an attempt to identify those patients that may be at risk for alcohol abuse.

Screening tools such as CAGE, CRAFFT, and consumption questions are utilized as part of a patient's clinical assessment to inquire about their use of alcohol. A positive numerical screening triggers some form of brief intervention. These interventions can include in-depth interviews, discussion of risky behaviors, social work consultation,

referral to a treatment center, providing educational resources, and a listing of community resources for follow-up.

The goal is to encourage positive lifestyle choices as they relate to alcohol consumption.

CAGE and CRAFFT Questionnaire Descriptions:

CAGE Questionnaire:

1. Have you felt the need to **Cut** down on your drinking?

2. Do you feel **Annoyed** by people complaining about your drinking?

3. Do you ever feel **Guilty** about your drinking?

4. Do you ever drink an **Eye-opener** in the morning to relieve shakes?

CRAFFT Questionnaire:

C—Have you ever ridden in a CAR driven by someone (including yourself) who was "high" or had been using alcohol or drugs?

R—Do you ever use alcohol or drugs to RELAX, feel better about yourself, or fit in?

A –Do you ever use alcohol/drugs while you are by yourself, ALONE?

F—Do you ever FORGET things you did while using alcohol or drugs?

F—Do your family or FRIENDS ever tell you that you should cut down on your drinking or drug use?

T—Have you gotten into TROUBLE while you were using alcohol or drugs?

H. (5-B) Work in Prisons to Ensure DUI Offenders are Receiving Treatment

All offenders have their substance abuse severity level assessed and scored upon intake. Correctional counselors perform a Texas Christian University Score (TCUD), and the results determine if an inmate is a candidate for treatment programs. If an inmate scores a 0, he/she is not recommended for any substance use disorder treatment programs. If an inmate scores a 2 or below, he/she is recommended for group therapy. If the offender scores a 3 or above, he/she is recommended for inpatient treatment. Clinicians can also use their judgment when assessing inmates and can recommend programming based on DUI charges that indicate a substance use disorder.

Impaired Driving

I. (5-C) DUI offenders receiving Treatment while on Probation/Parole

If an offender receives a DUI while on parole, an automatic parole violation warrant is issued, and he/she is returned to the institution or jail of release. Parole orders can mandate Substance abuse assessment and treatment as needed. Further a no driving mandate can be placed upon the offender.

Probationers may be court-ordered to attend the Victim Impact Panel class through MADD (Mothers Against Drunk Driving); it is a one-time class that is approximately two hours long. An officer or the court may also refer the offender to take the Victim Impact class.

The offender is sometimes placed on a SCRAM unit (blood alcohol unit), or an ignition interlock device may be within the vehicle. Drug and alcohol assessments are also ordered. The officer may require the offender to complete Pro-Social Life Skills based upon the charges and the offender's history of offense. It is possible that the Narcotics Anonymous program may be required, but this is the lesser of the requirements due to the validity of attendance and compliance with mandate.

J. (6-B) Improvements in Data Systems

The data gathering process is an ever-evolving mechanism that can always be improved. Regarding data collected by the AOC, the lingering problem was always the lack of data from general sessions court cases. General sessions courts are not courts of record, and, without a specific data intake system, it is nearly impossible to collect and track data on general sessions cases.

In 2001, after the Tennessee Comptroller of the Treasury's Office of Research and Education Accountability issued a report entitled "The Need for Standardized Caseload Data in Tennessee Courts," the legislature realized this was an issue and passed legislation that became T.C.A. 16-1-117(a)(1-3), directing the general sessions courts to begin submitting and the AOC to begin collecting caseload data on July 1, 2003. Unfortunately, money was not allocated to the AOC to enable this process, despite the fact that the AOC requested appropriations every year from 2003-2009 for the establishment of the data system.

In 2014, the AOC took aggressive measures to show the need for additional funding, creating a General Sessions Data Repository Plan and contracting with the National Center for State Courts to develop a detailed project proposal, which was delivered in March of 2015. The AOC again requested appropriations in the 2016 budget with the backing of several other state agencies and legislators, presenting all of the plans to the Governor's office for consideration. Fortunately, Governor Haslam recognized the need for such a data repository and granted the requested recurring appropriation to the AOC for the General Sessions Data Repository development and implementation. The repository is in the building stages, but when it is ready to go live (hopefully in 2018), the AOC will be able to gather and provide data from general sessions cases,

which should fill a large void for a number of case statistics (including the large number of DUI cases that go through general sessions courts).

Secondly, every issue arising within the AOC seems to have some tie to the desire for Tennessee to have a unified court system. Although 34 states have a unified ("unified" used in terms of centralized administration and state-financed) court system, the thought of a unified court system is easier said than done in Tennessee. All general sessions courts in the state are locally funded. Any change to the current Tennessee judiciary would require significant changes to statutes, not to mention possible revisions to the state Constitution. The unified court system debate has been discussed for decades. If various state entities and legislators become adamant about it, change will require a separate dedicated discussion and plan to do so.

Impaired Driving

A. Following Best Practices as established by Countermeasures that Work and Highway Safety Program Guideline No.8

The Impaired Driving Task Force's Strategic Plan is directly aligned with the strategies in NHTSA's Highway Safety Program Guideline No. 8. Also, it includes countermeasures that are listed in Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, 8th edition.

Further, common performance measures are identical with the state's Highway Safety Plan (HSP). The data used was provided by the Tennessee Department of Safety's Research and Planning division, which is the same source that is utilized by the THSO for the creation of the HSP.

B. Law Enforcement Liaisons

Historical Perspective

When the Law Enforcement Liaison (LEL) program began in 1998, the main focus of the program was occupant protection. Within a year of the inception of the program, an impaired driving emphasis was brought to the forefront. Initially, all LELs and Network Coordinators were trained in Standardized Field Sobriety Testing (SFST) and as SFST instructors. Early statewide assessment of training programs found that SFST was not being trained to agency officers in a standardized and systematic format. Some agencies were not training officers on the entire content of the National Highway Traffic Safety Administration (NHTSA) program, in particular, Horizontal Gaze Nystagmus (HGN). This was due to, at the time, most Tennessee courts not allowing officers to testify concerning the result of HGN. Also during this time, until 2002, there was not an active SFST State Coordinator with duties to ensure current SFST instructors had the latest updates to the curriculum. Further, there was no list of state SFST instructors or any control of what curriculum version was being used or whether the entire curriculum was being presented to officers. All of the above is prior to Advanced Roadside Impairment Training Education (ARIDE) becoming available and prior to Tennessee being involved in the Drug Evaluation and Classification Program (DRE) .

Moving Forward

With the above discussed analysis the, Director of the Governor's Highway Safety Office appointed an LEL as the State SFST Coordinator. Immediately, a relationship was established with the NHTSA Region 4 Impaired Driving Coordinator, and a plan was developed to improve the training within Tennessee relating to impaired driving education among law enforcement officers. Utilizing the trained network coordinators, a

call for instructors was made in all LEL regions and a meeting set to update all those instructors and establish a contact list of those instructors. It was also determined that no academy within the state was instructing recruits in the complete 24 hour curriculum; some were teaching 4 to 6 hours of impaired driving training and none involved wet labs (Live Alcohol Workshop) as dictated within the curriculum. The SFST State Coordinator reached out to all the major academies to add the 24-hour SFST course to the recruit curriculum; this was accomplished, and qualified up-to-date instructors were able to assist in the delivery of the curriculum.

During this time, the Governor's Highway Safety Office was so involved in training within highway safety that it was decided to add a Training Coordinator position within the LEL Program. The training coordinator organized and established venues for training and ensured all highway safety training met the Police Officers Standards and Training (POST) requirements for officers to receive credit for in-service requirements. All training was offered free of charge to the agencies.

In 2005, Tennessee had its first DRE class in Nashville with the assistance of the International Association of Chiefs of Police (IACP) who along with NHTSA credentialed the officers receiving the training. The then SFST State Coordinator was a trained and certified DRE and worked with NHTSA and IACP to perform the pilot project in Tennessee. Upon the graduation of the first class in June 2005, the State of Tennessee became a multiple test state and further opened the door for the DRE program to prosper in Tennessee. In 2006, Tennessee began to establish its own instructor base and move the program from pilot stage to sustained status.

Today's LEL Program

To date, the 24-hour SFST program is presented to new recruits in all POST-approved academies, taught by THSO personnel or those with an established relationship with THSO as part of the training cadre of THSO. The SFST State Coordinator, Steve Dillard, oversees all such training and reviews all course schedules to ensure consistent compliance with standards. THSO has offered at least 12 SFST courses across the state each calendar year since 2007.

The DRE program has competed 14 classes and is scheduled to begin Class 15 in July 2016. These classes have varied in size from 12 to 28 students per class; ideally, 15 – 18 students is optimal. Today, we have 115 active DREs; the turnover rate is high due to the quality of officers getting into the program are usually, promoted. However, they continue to be stewards of the program within law enforcement.

DRE Training

Pre-requisites to participate in Tennessee include the following:

A. Must have completed to SFST Program and demonstrated proficiency in administering the SFST test battery.

B. Completed a Live ARIDE program and be recommended by the ARIDE Coordinator for DRE, on-in ARIDE is not accepted in Tennessee meeting this pre-requisite.

C. The student's department must have a use of DRE department policy in place prior to acceptance.

D. Have the recommendation of the DUI Prosecutor within his/her region.

Components of the DRE course consist of the following:

A. 24 hours Pre-School

B. 56 hours for the main DRE academic course

C. 40 hours for the field certification process

D. 6-hour final knowledge assessment test

Re-certification occurs every 2 years through an additional 8 hours of continuing education.

C. Data sources and Records

DUI Tracker

DUI Tracker is a statewide, web-based application for the entry, modification, and tracking of information related to individuals arrested in Tennessee for the offense of DUI. The system collects data on DUI offenders from the time of arrest, all the way through adjudication and sentencing. It allows stakeholders to produce statistical reports, and gauge the effectiveness of DUI laws, conviction rates, recidivism, and after care programs. Data is used by DUI prosecutors, state government agencies, and is often provided to the State Legislature when DUI legislation is being considered. Data from DUI cases is entered into the system by DUI Coordinators funded by the GHSO at 23 of 31 judicial districts across Tennessee. The newer version of the system was designed, significantly streamlined, and incorporated into the TDOSHS TITAN web portal in 2012.

Tennessee Integrated Traffic Analysis Network (TITAN)

TITAN serves as Tennessee's statewide traffic records management system involving the collection, storage, and dissemination of traffic records. Data collected by the TITAN system is used by numerous traffic safety professionals and law enforcement agencies to prepare enforcement plans and to incorporate into data-driven enforcement programs. In addition, data from TITAN drives the goals and objectives within the annual Highway Safety Plan and Impaired Driving Strategic Plan. Impaired driving crash data and DUI arrest data captured within the TITAN system is also used in THP's Predictive Analytics program, which provides THP field supervisors with statistical forecasts where impaired

driving incidents are most likely to occur. This information is then applied to allocation of personnel, saturation patrols, routine traffic patrol, and DUI enforcement efforts. Data captured by the TITAN system is also utilized by grantees to justify applications for enforcement grants.

Tennessee Traffic Records Coordinating Committee (TRCC)

The TRCC is composed of members responsible for the oversight and coordination of the state's traffic records system. This includes individuals from state agencies including Safety, Transportation, and Health, as well as local law enforcement, FHWA, FMCSA, court clerks, and others.   The TRCC enables meaningful communication among stakeholders and facilitates integration between traffic records systems. Also, the TRCC develops an annual traffic records strategic plan and establishes goals and performance measures for the state's traffic records systems, which focus on enhancements to data quality, consistency, timeliness, completeness, and accuracy. The TRCC also helps to identify and monitor traffic records improvement projects across disciplines. These functions ensure that data needs related to impaired driving are reviewed regularly.

Driver's Licensing Division (TDOSHS)

The Motor Vehicle Record (MVR), which is through the Driver's Licensing Division, maintains a record of any DUI or other impaired driving conviction. It records, among other things, any traffic violations that result in points against a driver's license.

Tennessee Bureau of Investigation (TBI)

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

Administrative Office of the Courts (AOC)

The 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 TCA Code and Class, type of hearing, and the presiding judge.

*The AOC does not have case information from General Sessions courts at the moment, but, due to the Governor appropriating recurring funds to the AOC for the creation and maintenance of the General Sessions Data Repository, they will be collecting such data in the future, approximately 2018. The Repository is currently in the building stages.

D. Impaired Driving Task Force

As discussed in a previous section (II. Priority Recommendations from Technical Assessment, a. 1-A Development of Impaired Driving Task force and Governor's Public Safety Subcabinet), this Task Force was mandated by the MAP-21 authorization. The Governor's Highway Safety Office (GHSO), created an Impaired Driving Task Force beginning May 1, 2013. Its purpose was to develop, recommend best practices, and approve a statewide Impaired Driving Strategic Plan.

It consisted, at a minimum, of representatives from the 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. The Task Force now boasts a membership of 22 with additional representation from the Administrative Office of the Courts and law enforcement representatives from our largest urban areas.

E. Communication Program

The communication program is a robust plan in which campaigns will include radio spots, television (network and cable) time, social media accounts, and online advertising space. This is described in greater detail in section *V. II. Communication Program.*

Impaired Driving

PREVENTION

A. Community-Based Programs

i. Reduce TN Crashes

Technology can also be utilized to inform and educate a larger audience beyond the schools; it is critical to engage the community as well. Unique to Tennessee is the ReduceTNcrashes.org website. This is an ideal communication platform to reach and engage the young driver segment, high school leaders, and community stakeholders. The staff involved with ReduceTNcrashes.org pursues school participants to increase statewide activity and involvement. Further, they implement on-site training sessions with high school traffic safety organizations to improve familiarity with statewide traffic safety programs and website functions.

ii. Students Against Destructive Decisions (SADD)

Prevention is an important aspect of Tennessee's impaired driving strategic plan. Preventing impaired driving requires a multi-faceted approach that includes community-based programs, transportation alternatives, and law enforcement targeted toward prevention.

Community-based programs are targeted primarily to youth. One of the most well-known organizations in community prevention efforts is SADD, Students Against Destructive Decisions, which has over sixty chapters in high schools and middle schools across Tennessee. These chapters serve as a positive support network for teens who wish to change the way their friends act behind the wheel, as well as other issues that teens face in their daily lives. According to the National Institute on Alcohol Abuse and Alcoholism, schools are an important setting for prevention and intervention efforts. Through active engagement with the students, young people are provided with practical tools that can be used when faced with the decision to use alcohol or other drugs. Further, SADD encourages parent and teen interventions that encourage discussion between teens and parents about driving expectations.

In Tennessee, SADD implemented the "Is it Worth the Risk?" program in FY16, which calls upon SADD chapters to host parent/teen evening events where the consequences of impaired driving are presented and discussed in a dramatic presentation. Teens discuss and reenact the various choices they lead to an impaired driving crash—the decision to consume alcohol and the choice to get inside the vehicle. The SADD students present the consequences in a legal form discussing the penalties for being pulled over and charged with a DUI (Driving Under the Influence). Teens discuss the consequences for parents of hosting and/or providing alcohol to minors. The event includes a retrospective survey that asks participants to measure their changes in knowledge, risk perception, and understanding of the laws.

Another way that younger drivers can be educated in Tennessee is through the "Teen Driver Alert Zones" app, which was designed to engage teens, parents, schools, law enforcement, and community leaders. "Teen Driver Alert Zones" is still in development and uses crash data to create heat maps of the "most dangerous" intersections in their towns. The idea is that it will promote communication between the parents and new teen drivers to have a discussion why certain intersections can be hazardous to new drivers.

Collaboration is essential for the success of community-based programs. Several organizations also come together through the Tennessee Teen Safe Driving Coalition, founded with the National Safety Council to bring together youth and adult leaders to develop and steward resources to support teen drivers.

iii. 21st District Drug Court

The 21st District Drug Court is a two-year alternative sentencing program within the 21st Judicial District that covers Hickman, Williamson, Perry and Lewis counties. The Drug Court model uses a non-adversarial, therapeutic approach to crimes rooted in addiction. At least one third of the present 53 participants reside in the rural counties of Hickman, Lewis, and Perry when they enter the drug court. The program requires that they maintain residence in Williamson County for treatment purposes, so they are afforded the opportunity to reside in housing leased by the drug court. This provides them with stable living environment where they can use public transportation and other means of transportation to treatment classes, court, and employment. Most do not have a valid driver's license, and one of the goals of the drug court is to encourage participants to obtain their driver's license and to give the community safe, sober drivers on the streets and highways.

Drug Court tests first-year participants at a minimum of three times per week for drugs and alcohol. Many of these tests are specific to alcohol and are confirmed by Aegis Lab. A breathalyzer is also used at every test. Participants are also required to attend weekly treatment groups as specified by the treatment coordinator and 3 AA/NA or other self-help meetings per week. Drug Court continues to emphasize relapse prevention, especially as it is relates to alcohol use and high risk choices. Participants are required to maintain employment and to appear weekly before the drug court judge who monitors their progress in the program. They also are required to observe a curfew.

Drug Court also partners with State Probation and Parole and the Franklin Police Department in making unannounced home checks to ensure compliance within the program. Participants are frequently checked for alcohol during the home checks. A grant provided by the Tennessee Highway Safety Office provides funds for drug tests, confirmations, and housing provided to participants.

iv. Recovery Courts

Throughout the state of Tennessee, there are 53 operational Recovery Courts funded by the Tennessee Department of Mental Health and Substance Abuse Services. The

Recovery Courts types include Adult Drug, Juvenile Drug, Mental Health, and Veterans Treatment Courts; many of the courts serve DUI offenders as well. Recovery Courts serve both felony and misdemeanor offenders although majority of the courts serve felon offenders. The data collected since 2013 indicates the Adult Drug and Veteran Treatment Recovery Courts have admitted over 3,000 participants who have substance abuse, mental health, or co-occurring disorders in an effort to assist them toward recovery.

v. Community Anti-Drug Coalition of Rutherford County (CADCOR)

Coalitions have deep connections to their local community and serve as catalysts to reduce local substance use and abuse rates. The Community Anti-Drug Coalition of Rutherford County conducts several programs in the Rutherford County area, which is in Middle Tennessee.

- Provide four community booths to distribute information for underage binge drinking awareness education.
- Install billboards at two locations (on Highway 41 and WS Murfreesboro Rd S/O Stones River Road FN).
- Conduct presentations on underage binge drinking in Rutherford County schools - work with area youths to implement peer-to-peer training counseling.
- Conduct a media campaign with Comcast (78,363 units aired per month) running from February through June, sharing an educational underage drinking message for teens and parents for prom and graduation.
- Share public service announcements at stores that serve alcohol.
- Work in partnership with the Rutherford County Sheriff's Department to provide window clings at stores and/or restaurants that serve alcohol.
- Continue the partnership with Daniel McKee of the "Daniel McKee Alternative School" to implement alcohol education.

vi. COUNT IT! DROP IT! LOCK IT!

The Coffee County Anti-Drug Coalition, serving Coffee County, TN, has put into action a comprehensive plan to tackle the problem of prescription drug abuse by putting information out to parents of youth and providing them with the information and materials they need. This campaign has been labeled COUNT IT! DROP IT! LOCK IT! (CLD it!). This campaign focuses on proper medication monitoring, storage and disposal. Pharmacists and health care providers also play a critical role in the effort by implementing policy and practice changes such as discussing medication safety with all clients and distributing free lock boxes and disposal guides. Many other counties and states are now using CLD it!.

The tenants of CLD it! are as follows:

    a. Lock up your medications and store them in a place others would not think
         Impaired Driving
       to look.

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b. Count your pills every two weeks. This will prevent theft and ensure that medications are taken properly.

c. Drop off unused/expired medications for proper disposal at your participating law enforcement departments.

vii. Allies for Substance Abuse Prevention in Anderson County (ASAP)

Allies for Substance Abuse Prevention (ASAP) works to bring together all sectors of the community to effectively implement environmental strategies to prevent and reduce underage alcohol use and other substance abuse. ASAP consists of volunteers from across all sectors of the community with a wide-range of support.

They have several programs and initiatives to support the coalition's mission:

- "Be A Parent, Not A Peer" campaign

  The "Be A Parent, Not A Peer" campaign focuses on raising awareness of Tennessee's Social Host Liability Law to decrease the rate of teens who drive under the influence and resulting accidents. Since many underage youth obtain alcohol from their parents and other adults the BAP campaign is aimed at informing this population of the legal and social implications of providing alcohol to underage youth.

  Promotion for the BAP campaign includes media campaigns focused on social media, newspaper advertising and other locations where parents can be reached, awareness nights at high school football and basketball games many parents attend, information sessions at county health and safety fairs and other community events, partnering with Roane State Community College to increase awareness among parents and near peers, and encouraging parents to sign the pledge to "Be A Parent, Not A Peer" and also give out information to refer to later.

- Booze It and Lose It promotion

  Booze It and Lose It is promoted to Anderson County and surrounding county residents through the Demolition Derby/Tractor Pull at the Anderson County Fair. Social media is utilized to promote information on the consequences of impaired driving through trivia and also PSAs during the event.

- Sober Prom Campaign

  Youth coalition members from area high schools develop and promote a sober prom campaign also with Booze It and Lose It. For example, this year, the slogan "Make it a night to remember…not a night you will never forget" was chosen. Theiraired Thevin Clinton Police Department partnered with ASAP to stage a photo shoot to produce cards, posters, and ads. This year's image is shown below. Ads are placed in local newspapers and promoted on social media. Posters are

hung at the high school, and cards are distributed to students through a partnership with local florist and tuxedo rental shops. Students are also encouraged to sign sober prom pledge cards also shown below. These activities are aimed to decrease incidents of alcohol and drug use and ultimately reduce accidents due to driving under the influence.

In addition to the above initiatives, if THSO funding continues into the next fiscal year, the following program is also planned:

- Perception of Harm

Promoting a change in perception of the harms of driving under the influence by providing high school students at local high schools with the opportunity to hear from speaker Blake McMeans whose life was altered profoundly by a drunk driving accident. Other means to change the perception of harm and behaviors will include promotion of parent-teen driving agreements. The agreements will address multiple safe driving aspects including impairment, seatbelt use, distracted driving and other common teen driving mistakes.

viii. Mothers Against Drunk Driving (MADD)

The mission of Mothers Against Drunk & Drugged Driving is to "end drunk driving, help fight drugged driving, support the victims of these violent crimes and prevent underage drinking." They work toward the fulfillment of this mission through various programs and community partnerships.

Their premier, valued programs encompass education, awareness, and training, with specific emphasis on Underage Drinking Prevention, victim support, and adult programs. Specifically, programs engage both parents and youth with our nationally recognized Power of Parents and Power of Youth.

- Power of Parents

"Talking with Kids and Teens About Alcohol" is a supplemental overview guide of both the middle school and high school parent handbooks. This resource helps parents substantially reduce the chance that their child will drink before the age of 21. Power of Parents is a joint effort between MADD and Dr. Robert Turrisi of Pennsylvania State University. This in-depth handbook provides evidence-based tools as a resource for parents of middle and high school students, to assist them in communicating with their teens about alcohol and preventing underage drinking.

- Power of Youth

Power of You(th) is MADD's underage drinking prevention initiative. Its goal is to help Power of You(th) teens take a stand against underage drinking and show
Impaired Driving
them how they can set an example for their peers. Through this evidence-based program, youth are taught the dangers of underage drinking could lead to legal

troubles, alcoholism, dangerous behaviors, bad grades, injury or death. Students are asked to take a stand and participate in Red Ribbon Week, use social media to positively influence others, and encourage their friends to stay alcohol free until they are 21.

- Court Monitoring

Court monitoring plays an important role in the MADD's work to eliminate impaired driving. Our goals are to reduce repeat offenses as well as foster transparency and accountability among the criminal justice system by:

   o Promoting public interest in the judicial system and awareness in the outcomes of criminal cases
   o Compiling information on how DUI/DWI cases are handled
   o Creating relevant reports and publicizing the findings

MADD's court monitoring program focuses on impaired driving cases that are adjudicated in the criminal courts and is seen as a beneficial tool for law enforcement, prosecution, and judges.

- Tie One On For Safety (TOOFS)

Some of the most dangerous days of the year on our nation's roadways are between Thanksgiving and New Year's Day. That is why every holiday season MADD asks citizens to display a MADD red ribbon in a visible location to remind others to always designate a non-drinking driver. Started in 1986, Tie One On For Safety® is MADD's longest running and most visible public awareness project. The name comes from the phrase "tie one on," which is slang for drinking alcohol. But at MADD, the phrase is used to remind everyone that drinking and driving don't mix.

- Memorial Sobriety Checkpoints

The primary goal of a sobriety checkpoint is not to arrest people, but rather to deter people from committing DUI. Sobriety checkpoints help stop drunk drivers who would likely remain under the radar. The publicity from checkpoints reminds people who drink that drinking and driving don't mix. MADD works alongside Law Enforcement across the state of TN to turn each sobriety checkpoint into a Memorial Sobriety Checkpoint to put a "face" on drunk driving. Victims of impaired driving, both injured and killed, are displayed at the checkpoint. Additionally, a brochure explaining the benefits of sobriety checkpoint is given to each driver as he/she passes through.

- Victim Impact Panels

Victim Impact Panels are a court mandated awareness program presented to
Impaired Driving
offenders who have been arrested for driving under the influence of alcohol or any drugs. The program is presented in a non-confrontational manner, where

victims of DUI crimes share their own personal stories of how impaired drivers forever changed their lives. The panel offers a unique perspective to attendees who are often overlooked or simply cannot grasp the message the courts and other DUI offender programs attempt to convey.

- Victim Services

   Bereavement is difficult to come to terms with; however, sudden, violent or traumatic death can be particularly hard to accept. The grief reactions from a sudden loss by the death of a loved one due to an impaired driver can be intense, complicated, and long lasting. MADD supports these victims 24 hours a day, 7 days a week at no charge. The MADD TN Victim Services department is staffed by one full-time employee and supported by 10 volunteer victim advocates. MADD Victim Advocates - assist, support, and provide the victims with crisis intervention counseling in person, in writing, and/or by telephone; advocates will accompany the family to court, serve as a liaison between the prosecutor's office and the victim's family, help family apply for TN crime victims compensation funding, provide referrals for grief counseling and civil attorney and any other service within our scope that is requested by the family. The overall goal is to help the victims and survivors identify and develop healthy coping skills in order to remain stable and secure in the aftermath of the traumatic, life changing acts committed against them or their loved one(s).

MADD has developed several partnerships, which include, but are not limited to the following:

- Pitner Driving School
- Drive 4 Life
- Metro Drug Commission
- MAPC (Memphis Area Prevention Coalition)
- Sumner County Anti-Drug Coalition
- Tennessee Teen Safe Driving Coalition
- TN Teen Institute
- Madison Community Coalition
- Williamson Community Coalition Council
- Blake McMeans Foundation
- TN Schools Resource Officers Association
- TN Wildlife Resource Agency BUI Unit
- TN Titans
- Nashville Predators
- Fort Campbell Military Base
- Riverview Prison
- TN Voices for Victims
- TATU (Teens Against Alcohol Tobacco Use)
- TN District Attorney's Conference

- Statewide TN secondary schools

B. Tennessee Alcoholic Beverage Commission (TABC)

Law enforcement is an important component of Tennessee's prevention efforts. Studies have shown that enhanced enforcement programs are effective in reducing retail sales of alcohol to minors. The Tennessee Alcoholic Beverage Commission (TABC) is the sole agency in Tennessee whose legal responsibility it is to enforce all state statutes and 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 was created in 1963 to assume the law enforcement responsibilities of alcohol laws, rules, and regulations.

Combating underage drinking in Tennessee remains a continuous effort for law enforcement officials. However, compliance checks have been shown to reduce the number of traffic crashes, a major cause of death among young people (University of Minnesota, Alcohol Epidemiology Program). Also, effective and consistent compliance checks reduce crime and other alcohol related incidents such as fights, vandalism, sex-related crimes, and violence involving teens. In October 2014, the Tennessee Alcoholic Beverage Commission (TABC) developed the Underage Sales Tennessee's Operational Plan with funding from the Tennessee Highway Safety Office. The program is targeted at servers licensed by the Alcoholic Beverage Commission who serve alcohol to persons under the age of 21 and to the establishments that employ these individuals. In FFY15 and FFY16, TABC compliance data shows that with funding supplied through the TSHO, the TABC was able to decrease the non-compliance by conducting more minor compliance checks for sales to minors by 20%.

C. Programs offered by the State for Employees: State policy on use of State Vehicles, EAP, and Treatment

A. Employee Assistance Program (EAP)

The Employee Assistance Program (EAP) for the State of Tennessee is a 3rd party contractor named Magellan. While they do not have a program specific to impaired driving, they do have a substance abuse program. This program is completely confidential, and nothing is documented. It allows a counselor to meet with an individual for up to five sessions that are paid 100% by the state. Access to these counselors is available 365 days a year, 7 days a week, 24 hours a day. Depending on the circumstances, the five sessions may not be the level of care needed, and EAP will immediately transfer the individual to a higher level, i.e. hospital or outpatient treatment program.

B. Treatment

BlueCross BlueShield of Tennessee and Cigna Health Care are the two health insurance options for state government employees.

BlueCross BlueShield of Tennessee advised if an individual was in a wreck of any sort, no matter the reasons for the wreck (i.e. impairment by drugs, alcohol, drowsiness, etc.) that the claims would be classified as emergency services. They stated that rehabilitation for substance abuse was deemed behavioral health care and a third party provided that coverage. This third party is Magellan.

Cigna Health Care would not describe the services provided for Tennessee Employees without an account number. They indicated that the vehicle insurance would pay first if the result of impaired driving was classified as an accident.

C. State Policy

According to the Department of General Services Policy Number Two, "an employee who is convicted of driving under the influence of alcohol or drugs while using a State owned/leased/rented motor vehicle will be subject to disciplinary action up to and including dismissal." This policy was last revised on February 11, 2014.

According to the Department of Human Resources Policy Number 12-056, "Any state employee who is convicted of driving under the influence in violation of Tenn. Code Ann. § 55-10-401, or of any offense for which driving under the influence is an element, while driving a state, personal, or rental vehicle on official state business, is subject to discipline, up to and including dismissal." This policy has an effective date of October 3, 2012.

CRIMINAL JUSTICE SYSTEM

A. DUI Offenses in Tennessee (Laws and Penalties)

There are several laws in Tennessee Code Annotated that address DUI offenses. These can be found from TCA Volume 55, Chapter 10. The most significant are TCA 55-10-401 to 409 as they deal with the day-to-day aspects of arrest through conviction. TCA 55-10-410 to 423 deal with sentencing, licensing, treatment, and ignition interlock.

B. Combined Messaging Enforcement for Tennessee (COMET)

The COMET program operated in 2011-2012 and included three (3) LEL regions: West TN, Middle TN and Cumberland Regions, 6 Tennessee Highway Patrol districts, and a total of 59 counties within Tennessee. Reporting and participation of enforcement activity was reported on-line by participating agencies in specific enforcement activities as defined.

Law enforcement agencies employed a Combined Message Press Event in major media areas prior to each wave. These press events were organized by the local LELs utilizing the THSO and TDOT information personnel within the parameters of the combined message efforts.

Participating law enforcement agencies utilized several enforcement efforts to gain participation in this project, specifically through routine patrol, saturation patrols, and sobriety checkpoints. They were encouraged to utilize the educational component of earned media and educational opportunities through banners and other visual media methods.

The actual enforcement events occurred during specified dates and times within the parameters of the project. Activity was recorded on a website to provide researchers the most effective and productive method of enforcement from the above activities.

An incentive package was developed by the LEL staff. Incentives included partially equipped police package vehicle for each of the participating regions: West, Middle and Cumberland. Part of the incentive package included continued participation in National Mobilizations.

Time Table of Events

- o Obtaining Participation Commitments – September 2011 and on-going
- o BAC Data Collection Baseline Checkpoints – October 13 – 31, 2011
- o BAC Data Collection after Waves:
  - December 1 -3, 2011
  - May 31 – June 3, 2012
  - September 6 -8, 2012

* Dates could have changed due to weather conditions during scheduled times.

C. High Visibility Enforcement Efforts

High Visibility Enforcement (HVE) combines law enforcement, visibility elements, and a publicity strategy to educate the public and promote voluntary compliance with the law. Checkpoints, saturation patrols, roving patrols, and other HVE strategies enable these efforts to be successful. Measured outcomes are increased publicity and written warnings to the public.

The HVE concept is a departure from traditional law enforcement traffic enforcement tactics. HVE incorporates enforcement strategies, such as enhanced patrols using visibility elements (e.g. electronic message boards, road signs, command posts, mobile sobriety checkpoint operations, etc.) designed to make enforcement efforts obvious to the public. It is supported by a coordinated communication strategy and publicity. HVE may also be enhanced through multi-jurisdictional efforts and partnerships between people and organizations dedicated to the traffic safety of their community.

The table below shows the number of checkpoints conducted across the state during two of campaigns that focus upon impaired driving.

Number of Checkpoints
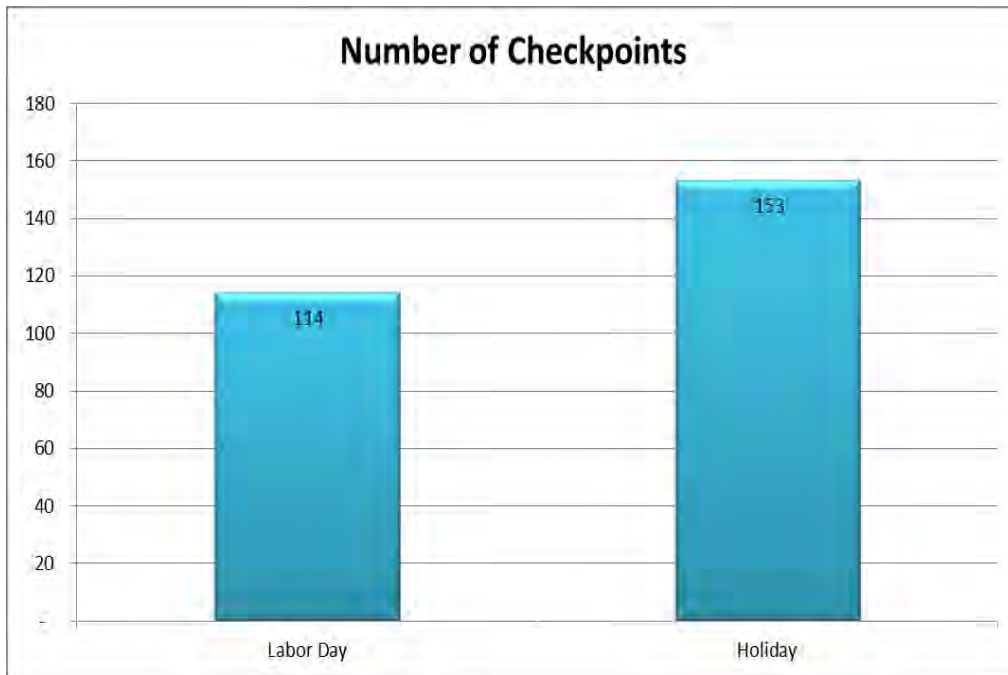
The following table shows the number of vehicles detained during the two campaigns.

Vehicles at Checkpoints
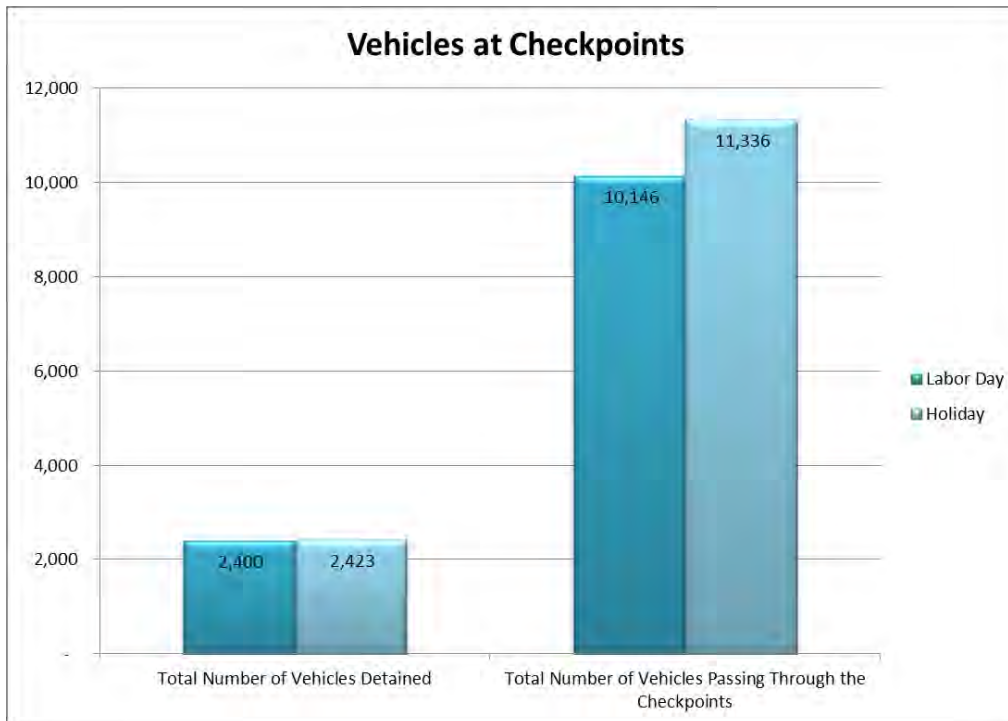
Campaign data also shows the number and types of arrests that occurred during the campaign period.

2015 Campaign Arrests

D. Sobriety Checkpoints

Saturation patrols involve and increased number of officers conducting enforcement in a targeted area to gain voluntary compliance of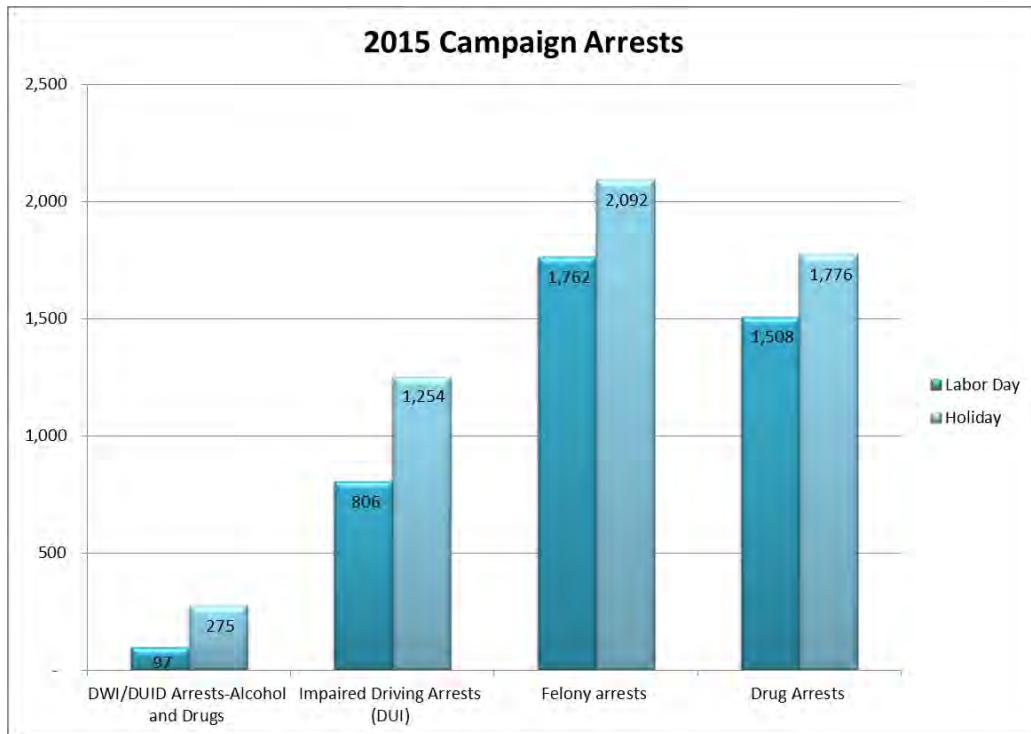 traffic laws and create general deterrence to prevent traffic violations. The majority of saturation patrols funded through the Tennessee Highway Safety Office are targeted toward alcohol impaired driving.

One purpose of a sobriety checkpoint is to increase the perceived risk of detection and arrest for individuals who might otherwise decide to engage in unsafe driving behavior. This is a checkpoint's general deterrence effect. The fact that all, or a proportion of, vehicles are stopped reduces the impaired driver's confidence that he/she can avoid detection by concealing or compensating for alcohol or drug impairment.

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

E. Prosecution

DUI Prosecutor

The project for specialized prosecution of impaired drivers began in 2002 with the funding of 4 districts and has grown by 2015 to 25 of the 30 total districts. This places 32 DUI Prosecutors and 25 DUI Coordinators in the state to focus solely on impaired driving.

The primary goals and objectives of the DUI Prosecutor are as follows:

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

   Objectives:

   1. Enter data into the DUI Tracking system (TITAN) and retrieve data from the system to determine how cases are being handled within the local jurisdiction

   2. Identify, prioritize, and monitor multiple offender cases for trial docketing and seek to improve advocacy and litigation results. The office will have a written policy for Criminal Court to resolve such cases or set a trial date for the case within 120 days of defense counsel's appointment or retention.

   3. Prosecute DUI offenders – (listed in order of priority)

      a. Prosecution for cases involving death or serious bodily injury

      b. Emphasis on prosecuting criminal/circuit cases for multiple and felony DUI offenders but not excluding general sessions' court

      c. If time permits, prosecuting first offense DUI offenders in criminal court and all DUI offenders in general sessions' court

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

Objectives:

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

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

A. THSO Communication Plan

Booze It and Lose It

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

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

The FY 2017 plan includes a diversity strategy to influence the driving behavior of the Hispanic community. Through various partnerships to engage in a DUI education and outreach services. The THSO will engage in educational campaigns for Manejar Borracho and one-on-one interaction with the Hispanic community as funds allow. There are also promotional media efforts utilizing radio spots and print advertisements.

New Educational Print & Signage

In addition to maintaining current print materials to address impaired driving, new print pieces were developed to encourage DUI awareness:
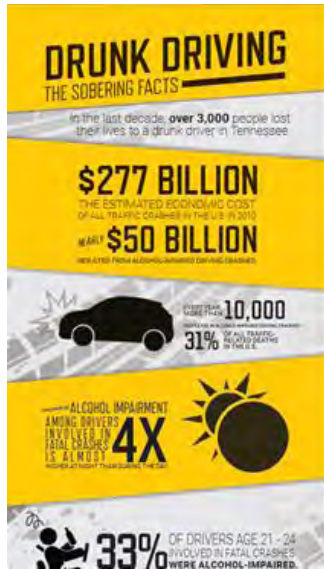
Social Media

The THSO has developed a social media presence on Facebook, Twitter, Instagram, and YouTube. All tools drive awareness, encourage safe driving habits, and allow two-way communication with the public. Impaired driving is regularly addressed on all platforms throughout the year.

Facebook (www.facebook.com/tnhso)

Likes: 4,924 as of June 22, 2016

Twitter (www.twitter.com/tnhso)

Followers: 1,227 as of June 22, 2016
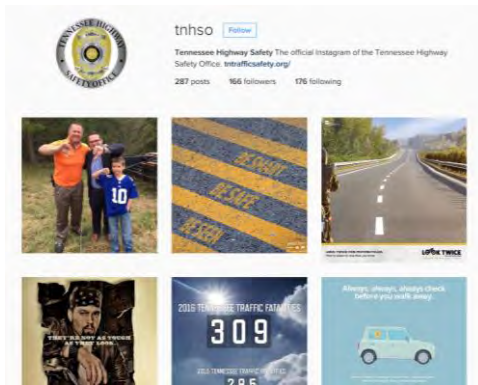
Instagram (www.instagram.com/tnhso)

Followers: 264 as of June 22, 2016
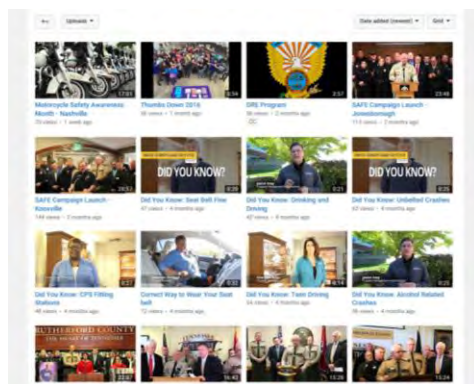
YouTube (www.youtube.com/tnghso)

Views: 18,981 as of June 22, 2016

B. Tennessee Highway Patrol Communication Plan

Early estimations show that over 38,300 people died on America's roads in 2015, making last year one of the worst for roadway fatalities in the past decade. It's a disturbing trend, especially considering all the safety features in modern cars. But the statistics aren't universally grim.

The Tennessee Highway Patrol is cracking down on drunk driving, enforcing seat belt laws, and employing cognitive analytics to help predict where accidents are most likely to occur. The IBM CRASH system incorporates historical crash data and external systems data, like weather forecasts and special event schedules, to create a real-time probability heat map that suggests where incidents will likely occur. According to Col. Tracy Trott, the system has helped reduce Tennessee roadway fatalities to levels not seen since 1963 and it's changing the way troopers work. The Tennessee Highway Patrol's culture has shifted, says Trott, from "patrol and respond" to "anticipation and prevention."

The Tennessee Highway Patrol (THP) is the first state police agency in the country to apply cognitive analytics modeling to help improve roadway safety and reduce traffic accidents and fatalities. Approximately 840 troopers patrol a vast and diverse terrain from the state's mountainous east to the flatlands of Middle Tennessee. In the past five years, they have helped to dramatically reduce fatalities.
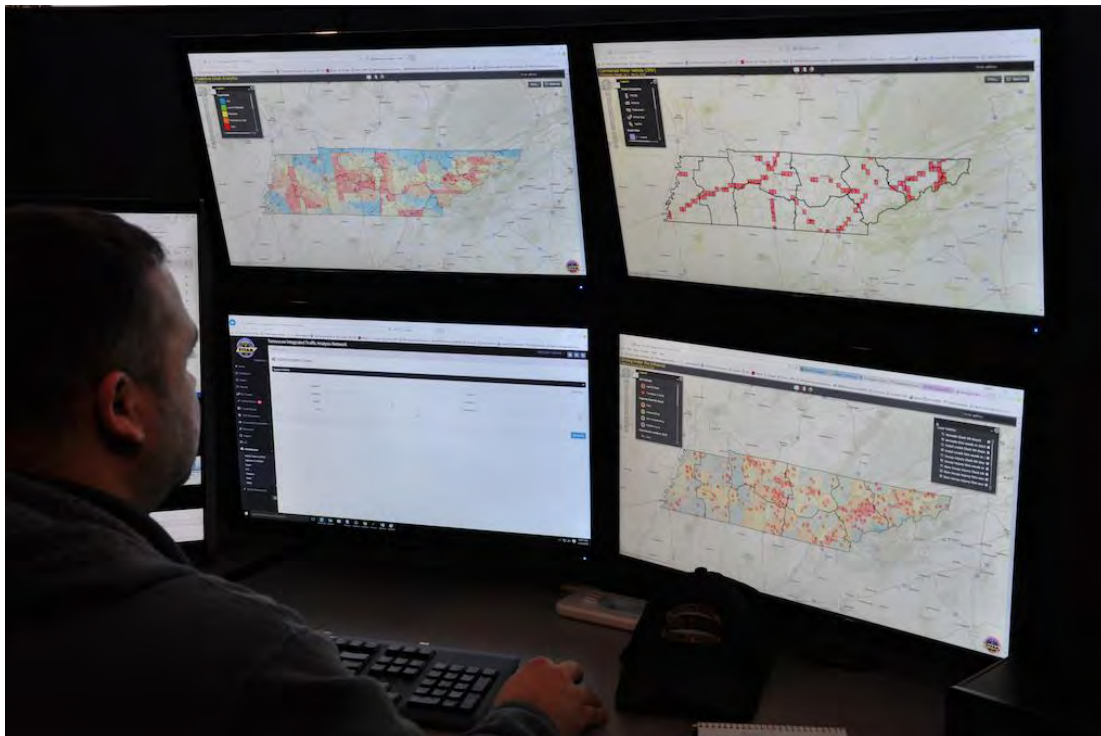
The TITAN (Tennessee Integrated Traffic Analysis Network) Business Unit is responsible for collecting, storing, and analyzing roadway safety data. The unit's statistical research personnel build predictive models, using their cognitive system, indicating where traffic crashes and other

potential trouble spots are most likely to occur across the state. The models identify areas of concern by time of day, day of week, and geography so that the THP can optimize resources and better deploy troopers to the right locations at the right time. The goal is simple: maximize impact on traffic safety and create safer roadways for Tennessee.

Patrol cars are equipped with a mobile data terminal, a dashboard that provides troopers visibility into the probability incidents that could be used to help predict the probability of a serious crash or fatality accidents. Using the cognitive system helps the THP plan special enforcement activities based upon the "hot spots" that show up within a particular region.

c. Template Press Releases

TDOT Contact: B.J. Doughty
615.741.7736 (o)
615.714.8556 (m)
BJ.Doughty@tn.gov

TDOS Contact: Jennifer Donnals
615.251.5131 (o)
615.509.3154 (m)
Jennifer.Donnals@tn.gov

FOR IMMEDIATE RELEASE
January 30, 2015

Partners Join Statewide to Remind Tennesseans to Avoid Destructive Decisions This Super Bowl Weekend

Tennessee – Super Bowl weekend is an exciting time for people to come together and celebrate. As those celebrations take place, partners across the state are reminding Tennesseans to plan ahead and designate sober drivers. The Tennessee Department of Transportation, the Governor's Highway Safety Office, the Franklin Police Department and the Tennessee Highway Patrol joined the Tennessee Titans today to share a unified message: *Fans Don't Let Fans Drive Drunk* this Super Bowl Sunday.

Among those speaking at the press event included Stephen and Kimberly Schlapman, whose brother Allen was killed by a drunk driver in 2012. "He was a daddy, husband, son, brother, and Uncle Allen to our daughter, Daisy," said Kimberly Schlapman. "His death was a tragic and shocking blow to our family. We take some comfort in our hope that the remains of the motorcycle he was riding will show others how easy it is for a drunk driver to kill an innocent person, and it is our prayer that people who see it will make the personal commitment to never drive after drinking."

The Schlapman family donated the motorcycle Allen was riding when he was killed to the Students Against Destructive Decisions (SADD) program and the Governor's Highway Safety Office. SADD is a peer-to-peer education, prevention, and activism organization dedicated to preventing destructive decisions, particularly underage drinking and risky and impaired driving. Julie Strike, SADD State Coordinator, will be taking the motorcycle and educational trailer to events across the state.

"We were honored when the Schlapman family reached out to SADD and our office to help share Allen's story," said Governor's Highway Safety Office Director Kendell Poole. "We've been working on this project for the last few months, and Super Bowl weekend seemed like the perfect time to kick it off. We know there is an increase in impaired driving around events like this, so we want to make an effort to stop it before it starts."

The Franklin Police Department will hold a memorial checkpoint for Allen tonight. "Keeping our streets safe from impaired drivers is a responsibility that we take very seriously," said Franklin Police Chief Deborah Faulkner. "We regularly conduct DUI checkpoints and saturation patrols to deter, detect, and arrest DUI offenders. Allen Schlapman lost his life to a drunk driver on Franklin Road in 2012. He was someone's brother, someone's husband, someone's father, and someone's friend. Our January 30th checkpoint is dedicated to his memory, and to everyone he loved."

"All of the partners represented here today have one thing in common: a commitment to end drunk driving," said Tennessee Department of Transportation Commissioner John Schroer. "Engineering, education and enforcement are all key components of achieving that goal. Stories like Allen's are a

www.tennessee.gov

continual reminder that there is still work left to be done. Have fun this weekend, but don't let your celebration turn into a nightmare for someone else."

Don MacLachlan, Tennessee Titans Executive Vice President of Administration & Facilities, attended the event to remind all sports fans that *Fans Don't Let Fans Drive Drunk*. The Tennessee Titans are part of the NFL Designated Driver program which allows fans to sign up as designated drivers for friends and family. "This year, we had 6,497 fans make the commitment to be responsible and help loved ones get home safe. We are proud of these individuals for their leadership and we hope that everyone follows their example this weekend."

According to the Department of Safety and Homeland Security, there were seventy-six alcohol-involved crashes during last year's Super Bowl weekend that resulted in one fatality.

"Even one fatality is too many," said Tennessee Highway Patrol Major James Hutcherson. "The Tennessee Highway Patrol is committed to the *Drive to Zero* campaign. We had seventy-six people make the decision to get behind the wheel last year after they'd been drinking. That is unacceptable. We're hopeful that through our enforcement, including sobriety and seat belt checkpoints and roving patrols, motorists will think twice before drinking and driving."

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MEDIA ALERT
GOVERNOR'S HIGHWAY SAFETY OFFICE ANNOUNCES
INCREASED ENFORCEMENT DURING HOLIDAY CAMPAIGN

Murfreesboro, Tenn. – Kendell Poole, Director of the Tennessee Governor's Highway Safety Office, will join members of the Tennessee Highway Patrol along with neighboring law enforcement agencies in Middle Tennessee to announce the upcoming Booze It and Lose It holiday enforcement campaign. The event will take place Friday, December 18th at 10:00 a.m. at the Rutherford County Chamber of Commerce.

They will be joined by Tanya Read, who lost her son, Nicolas Townsend, to a drunk driver earlier this year. Nicolas was a passenger in a vehicle traveling through Portland when it was hit by a driver under the influence. The crash took place the night prior to his high school graduation ceremony.

Law enforcement agencies across Tennessee will be out in full force beginning Friday through Sunday, January 3rd actively searching for impaired drivers in the hopes of preventing further tragedies like the one experienced by the Read family. The Governor's Highway Safety Office reminds everyone to plan ahead for a sober ride home *before* taking part in holiday celebrations this season.

WHO: Director Kendell Poole, Governor's Highway Safety Office
Tony Burnett, Law Enforcement Liaison, Governor's Highway Safety Office
Tanya Read, mother of victim Nicolas Townsend
Sergeant John Grinder, Tennessee Highway Patrol

WHAT: Middle Tennessee Booze It and Lose It Kickoff Event

WHEN: Friday, December 18, 2015
10:00 a.m. CST

WHERE: Rutherford County Chamber of Commerce
3050 Medical Center Parkway
Murfreesboro, TN 37129

For more information about the Governor's Highway Safety Office, visit www.tntrafficsafety.org.

###

FOR IMMEDIATE RELEASE
[DATE]

[AGENCY CONTACT INFORMATION]

[AGENCY NAME] INCREASES DUI ENFORCEMENT OVER THE HOLIDAY SEASON

[City, State] – [Agency Name] is partnering with the Tennessee Governor's Highway Safety Office to enhance DUI enforcement from December 18 to January 3, surrounding the holiday season. The statewide Booze It and Lose It campaign is part of a national mobilization to prevent drunk driving.

During the first nine months of this year, Tennessee experienced 4,740 known alcohol-related crashes. That equates to an average of 17 people each day making the decision to get behind the wheel after they have been drinking.

[Insert specific information on what your agency will be doing to combat impaired driving].

"We can't stand to see this tragic loss of life again and again," said [Agency Representative]. "The hardest part of the job is making that house call and telling a family that their loved one is gone because someone chose to drink and drive. That's why, leading up to the holidays, we will show zero tolerance for drunk drivers on the road. Please find a safe and sober ride home."

Increased state and national messaging about the dangers of driving drunk, coupled with checkpoints and increased officers on the road, aim to drastically reduce the toll of drunk driving.

"Anyone can tell you that it is unsafe to drink and drive. However, this behavior continues to plague our state," said Governor's Highway Safety Office Director Kendell Poole. "If you are having cocktails at a holiday party, if you are enjoying a drink with relatives, if you are sharing a beer with friends – regardless of the situation, please plan ahead for a sober ride home. It is the best gift you can give yourself and everyone else."

A single DUI conviction can cost an individual $5,000 or more in addition to jail time. Offenders could also be required to attend drug and alcohol treatment or to install an ignition interlock device in their vehicle.

For more information on traffic safety, visit www.tntrafficsafety.org.

FOR IMMEDIATE RELEASE
[DATE]

[CONTACT INFORMATION]

**[AGENCY NAME] INCREASES DUI ENFORCEMENT
DURING STATEWIDE BOOZE IT AND LOSE IT MOBILIZATION**

[City, State] – [Agency Name] is partnering with the Tennessee Governor's Highway Safety Office to step up DUI enforcement from August 19 to September 7, surrounding the Labor Day holiday. The statewide Booze It and Lose It campaign is part of a national mobilization to prevent drunk driving.

Tennessee experienced 6,645 known alcohol-related crashes in 2014. That equates to an average of 18 people each day making the decision to get behind the wheel after they have been drinking.

"Too many people think their actions don't affect anybody else," said [Agency Representative]. "They know it's illegal. They know it's wrong. But they do it anyway – they make decisions as if those statistics just can't happen to them," [he/she] added.

Increased state and national messaging about the dangers of driving drunk, coupled with checkpoints and increased officers on the road, aim to drastically reduce the toll of drunk driving.

"Anyone can tell you that it is unsafe to drink and drive. However, we still lose hundreds of Tennesseans each year due to this behavior," said Governor's Highway Safety Office Director Kendell Poole. "Our law enforcement partners will be out in full force looking for drivers under the influence of alcohol, and they will arrest you."

A single DUI conviction can cost an individual $5,000 or more in addition to jail time. Offenders could also be required to attend drug and alcohol treatment or to install an ignition interlock device in their vehicle.

For more information on traffic safety, visit www.tntrafficsafety.org.

TRAINING

A. Standard Field Sobriety Testing (SFST)–Law Enforcement

The SFST training helps officers become more skillful at detection and description, make more DUI arrests, and obtain more convictions. Participants will understand the deterrence effects of DUI enforcement; have a better understanding of the legal environment relevant to DUI enforcement; and use of the three standardized field sobriety tests (SFST). It is recommended that officers who have not received any IACP/NHTSA approved SFST training or updates within the last three years re-attend.

Since 2013, there have been 64 training courses. 1093 officers have been trained in the DUI and SFST course from NHTSA. Five SFST Instructor refresher courses were given in 2013 with the updated NHTSA material. 143 SFST instructors attended the update.

Nine SFST Instructor classes were offered in the past three years, with four offered in 2013, four in 2015, and one in 2016. 149 officers have been trained to instruct the DUI and SFST course.

In 2013 and 2014, 9 classes Sobriety Checkpoints in Tennessee class was offered with 123 attendees.

B. Advanced Roadside Impaired Driving Enforcement (ARIDE)—Law Enforcement

57 ARIDE courses have been offered since 2012, and 991 officers were trained.

An SFST Course certificate is required for entry into the ARIDE course. The ARIDE course is designed primarily for law enforcement officers that meet the IACP/NHTSA National Standardized Field Sobriety Testing Standards, including a proficiency test, and who have successfully completed an IACP/NHTSA approved SFST (Basic) training course. The officer must be able to administer and interpret the horizontal gaze Nystagmus (HGN) test for alcohol-impaired subjects. The officer's level of skill in the SFST's should exceed a good grasp of the contents; they must be proficient in the administration and evaluation of the battery of tests involved with the SFST and will demonstrate their knowledge through proficiency testing. Any student deemed not proficient will not be allowed to continue the course. Further, successful completion of the ARIDE course is a prerequisite for those officers interested in applying for the Drug Recognition Expert program.

This course trains law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol, or combination of both, in order to reduce the number of impaired driving incidents as well as crashes which result in serious injuries and fatalities.

This course educates other criminal justice professionals (prosecutors, toxicologists and judges) to understand the signs of impairment related to drugs, alcohol, or a combination of both to enable them to work with law enforcement in order to reduce the number of impaired driving incidents as well as crashes which result in serious injuries and fatalities.

The officer must be able to administer and interpret the horizontal gaze nystagmus (HGN) test for alcohol-impaired suspects. The student should be fully conversant with the procedural "mechanics" of HGN with the three clues of HGN and with the interpretation of those clues for assessing alcohol impairment. A major focus of this module is on the examination of a drug impaired suspect's eyes. The procedures for those eye examinations derive largely from HGN procedures.

Students must be a P.O.S.T. certified and current commissioned law enforcement officer with at least one year of experience and be in a full time paid capacity and/or prosecutors responsible for the detection, arrest, and prosecution of DWI drivers. Officers and Prosecutors selected to attend this training should be aware of the hazards caused by impaired drivers, motivated to arrest and prosecute impaired drivers, and their duty assignments will enable them to spend the time required to process DWI offenders.

Students applying to or scheduled to attend should be familiar with the extent of the drug impaired driving problem, must have successfully completed the basic Standardized Field Sobriety Testing course, and attended a recent SFST Refresher or Update course.

C. Drug Recognition Expert (DRE) – Law Enforcement

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

To receive certification as a DRE, three phases of training must be completed:

- Drug Recognition Expert Pre-School (16 hours)
- Drug Recognition Expert DRE School (56 hours)
- Drug Recognition Expert Field Certification (approximately 40-60 hours)

The program consists of three phases:

Phase 1 & 2 - Academic

These phases are typically conducted over nine days (72 hours). It includes courses in physiology, vital signs, standardized field sobriety testing (SFST), and extensive information on each of the seven categories of the drugs of abuse. The training includes

three written examinations, an SFST proficiency examination, and five written quizzes. Students must achieve a minimum of 80% on the three examinations and must demonstrate proficiency in administering SFSTs in order to progress to the certification phase.

Phase 3 - Field Certification

After successfully completing the academic portion, the students must complete the third certification phase. It is the student's responsibility to complete the certification requirements within six months following the DRE school. These requirements include: conducting a minimum of 12 drug influence evaluations while under supervision of a DRE instructor; identifying subjects under the influence of four of the seven drug categories; and attaining a 75% toxicological confirmation rate. In addition, the student must maintain a progress log, a rolling log, and submit a written curriculum vitae. Finally, the student must pass a comprehensive final knowledge examination and obtain the written endorsement of two certified DRE instructors.

DRE certification is valid for two years. In order to maintain certification, DREs must conduct a minimum of four evaluations every two years, submit an updated rolling log, an updated curriculum vitae, and attend eight-hours of approved re-certification training.

Criteria

To be considered for DRE training, the applicant must meet the following criteria:

- Must have a minimum of two years of law enforcement service;
- Must be off probation with your agency;
- Must be working in patrol with your agency;
- Must be ARIDE or ARIDE PLUS* trained and proficient in their use;
- Must have a reasonable background and experience level of making DUI arrests;
- Must have an endorsement/recommendation from your local prosecutor;
- Must have an endorsement/recommendation from two DREs;
- Must submit a minimum of two actual DUI arrest reports for review; and
- Must submit current curriculum vitae.

Since October 2012, there have been 5 DRE schools with a sixth scheduled for July 2016. 101 officers have participated in Phases 1 and 2 of the DRE program.

D. Prosecutor Training (Including Legal Updates for Law Enforcement)

A primary responsibility of one of the Tennessee Traffic Safety Resource Prosecutors is to develop and execute relevant and adequate training to Tennessee's prosecutors. Below are the annual training goals and objectives:

Goal 1 – To provide training for prosecutors concerning traffic safety related cases

- Objective—Increase knowledge and advocacy skills of prosecutors by providing training to 150 prosecutors during the grant year.

Goal 2—To provide technical assistance to prosecutors including resource materials to increase the effectiveness of prosecutors in traffic safety cases

- Objective 1 –Keep 1500 prosecutors including 400 prosecutors, 150 judges, 800 officers, and 1350 persons in other groups involved in traffic safety informed through the use of publications and social media.

- Objective 2 – Stay informed of new developments to deliver information to the State's prosecutors.

Goal 3—To provide training for law enforcement for legal updates concerning traffic safety related cases and to enhance testimony skills

- Objective—Provide training to 1200 law enforcement officers to enhance their understanding of law, procedure and testimony.

Goal 4 – To provide technical assistance including resource materials to law enforcement to increase the effectiveness of cases being prosecuted

- Objective—Provide technical assistance to 100 prosecutors.

Goal 5 - To provide training or technical assistance to entities affecting traffic safety

- Objective—Keep 1500 prosecutors including 400 prosecutors, 150 judges, 800 officers, and 1350 persons in other groups involved in traffic safety informed through the use of publications and social media.

E. Judges Training

The Administrative Office of the Courts provides trial court judicial training three times a year (March, June, and October) and General Sessions' Judge training semi-annually (February and September). Judicial Commissioner training, which is primarily focused on the bail/bond side of DUI offenses, is in April, July, and October.

A Judicial Outreach Liaison is funded through the Tennessee Highway Safety Office to perform the following functions:

1. Consult on a regular basis with National Judicial Fellows and, if applicable, Regional JOL regarding the promotion of outreach efforts and opportunities as it applies to impaired driving and other traffic safety issues.

2. Provide assistance to the Tennessee Highway Safety Office with program planning and strategies regarding outreach to judges and the courts.

3. Participate at the request of the State in training and large group meetings, conferences, workshops, and media events focusing on impaired driving and other traffic safety issues that involve court involvement. This activity includes consulting assistance in the development of such events upon request.

4. Work with the Tennessee Highway Safety Office to address roadblocks that hamper effective outreach to the courts and find alternative methods to address these issues and concerns.

5. Work with Law Enforcement Liaisons (LELs) and Traffic Safety Resource Prosecutors (TSRPs) to help identify and assist in efforts to promote, strategize and help formulate new ideas involving the criminal justice system as it pertains to impaired driving and other traffic safety issues.

6. Continue to develop a network of contacts with judges, judicial educators and State Drug Court Coordinators and various professional organizations to provide educational materials and information and to help support educational efforts in traffic safety, particularly as they apply to impaired driving.

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

A. Programs offered through Department of Mental Health and Substance Abuse

Adult Outpatient

The adult outpatient program consists of one-on-one or group treatment that is provided for a minimum of 50 minutes, usually once a week or twice a month. Outpatient sessions may include family therapy sessions. If performed in a group setting, the group size must be a minimum of 6 clients and no more than 12 clients. The duration is a minimum of 50 minutes for an individual session and 90 minutes for a group session.

Adult Intensive Outpatient

Adult intensive treatment refers to group treatment that is more intensive and is provided 9 to 19 hours per week, with sessions on three to four days per week. Education about addiction and counseling for issues about recovery is provided. Clients are introduced to the 12-step recovery program and are encouraged to work steps of the program. Family members are encouraged to participate in treatment.

Group size must be a minimum of six clients and no more than twelve clients. All clients are expected to attend 12-step meetings and to have random drug screens while they are in treatment.

Adult Partial Hospitalization

Adult partial hospitalization refers to group treatment that is intensive and is provided 20 or more hours per week on an outpatient basis, with a minimum of four hours of treatment per day. Group size must be a minimum of 6 clients and no more than 12 clients.

Adult Residential Treatment

Adult residential treatment consists of intensive group treatment that is provided in a residential treatment facility. Clients participate in group sessions and other treatment activities throughout the day. The client's family members are encouraged to participate in treatment. Clients must have five counseling contacts and attend five lectures/seminars a week.

Adult Halfway House

In an adult halfway house, group and individual treatment is provided in a therapeutic, licensed living environment, which includes the expectation that the client will seek and maintain employment or job training in the community, participate in a minimum of one counseling contact and one educational lecture per week, work the 12-step program with

a sponsor, and regularly attend 12-step meetings. Clients must also agree to participate in random drug screens. Halfway houses are either all male or all female.

Adult Social Detox

Adult social detox refers to a residential level of care for those in withdrawal but who do not require medical monitoring during their detoxification. Social detox is only appropriate for clients who are withdrawing from substances that do not pose a threat to physical safety during the withdrawal process.

Adult Medically Monitored Detox

Adult medically monitored detox is a residential level of care for those who need medical monitoring and attention during withdrawal from substances. Medical detox is only appropriate for clients who are withdrawing from substances that pose a threat to their physical safety during the withdrawal process.

Adult Medically Monitored Crisis Detox

Adult medically monitored crisis detox is a residential level of care for those who need medical monitoring and attention during withdrawal from substances and who are experiencing a crisis due to their substance abuse. Medical detox is only appropriate for clients who are withdrawing from substances that pose a threat to their physical safety during the withdrawal process.

Adult Medically Managed Detox

This is a hospital based detox for those clients who need close medical monitoring and attention during withdrawal from substances that pose a threat to their physical safety. Clients are referred to a substance abuse treatment center after they have completed detox.

Women's Intensive Outpatient: Intensive outpatient groups that provide at a minimum three hours a day and at least three days a week, not to exceed 19 hours.

Pregnant Women's Intensive Outpatient

The pregnant women's intensive outpatient programs are intensive outpatient groups that are for pregnant women or those who have recently delivered a baby. This service provides at least three hours of treatment, for at least three days a week, and clients receive support related to recovery during pregnancy.

Pregnant Women's Resident Treatment

These are extended residential programs that provide treatment and support for pregnant women who are striving to maintain sobriety during their pregnancy to protect the health and well being of their child. The program also provides support for the mother's other minor age children and support for the mother and child/children after she delivers.

Recovery Support Services

Recovery support services refer to services provided to people in recovery to promote individual, program, and system-level approaches that foster health and resilience; increase permanent housing, employment and other necessary supports; and reduce barriers to social inclusion.

B. Programs offered through Department of Correction

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 medical, psychological, and social assessment and address issues such as addiction severity, criminal thinking errors, and dysfunctional relationships.
- All programs have treatment staff that monitor individual inmates progress, assure that treatment goals are met, and provide re-entry services.
- All participants must complete three treatment phrases, which include orientation, primary treatment, and strengthening positive changes. As offenders move through the treatment phases they receive incremental responsibilities and incentives.

Outpatient Group Therapy (160-180 hours)

- The full-time group therapy program is up to six hours per day (4-5 days per week; 6 weeks total).
- The part-time group therapy program has evening classes; this is a 6-9 month program.
- Individual and group counseling are provided.
- Programming includes the following: Cognitive Behavioral Therapy, Criminal Thinking Error Awareness, Relapse Prevention Skills Building, Victims Impact, Re-entry Planning, and Anger Management.

Intensive Residential Treatment Program (9-12 months)

- All program participants dwell in the same living unit that is separated from the general population.

- TDOC Intensive residential treatment is provided in a Modified Therapeutic Community (MTC) Program. This is an evidence based therapeutic model that uses community as method to facilitate individual change.
- MTCs are highly structured environments governed by a series of rules that inmates must follow and must also bring rule violations to other program participant's awareness.
- The modified therapeutic community resembles a small town with its own government and activities for self-maintenance.
- Under staff guidance, participants have assigned jobs on different crews, which oversee the community.
- MTC crews include the education crew, the service crew, and the recreation crew. Crew responsibilities provide program participants with the opportunity to interact within the community in a pro-social way
- Individual and group counseling address the following topics: Cognitive Restructuring, Criminal and Rational Thinking Error Awareness, Substance Use Treatment Education, Relapse Prevention Skills Building, Victims Impact, Re-entry Planning, and Anger Management and Conflict Resolution.

Aftercare

Aftercare meets weekly for program graduates to attend on an as needed basis. After care programs are strictly voluntary.

Overall Program Numbers

An average of 1195 inmates are per month placed in programming (statewide), which translates to14,337 annually. There is a 75% completion rate statewide (10,752 annually completed for all combined programs)

C. Ignition Interlock

HB 1843 was signed by Governor Bill Haslam on April 27, 2016, and will become effective July 1, 2016. This legislation rewrites the original all-offender interlock bill that was passed in 2013 and establishes requirements for the removal of an ignition interlock devices and revises other provisions.

In 2013, the TN All Offender Ignition Interlock Law was passed. As written, the bill requires a judge to order an ignition interlock for all DUI offenders (including 1st time offenders) if he or she applied for a restricted license. Inevitably, the flaw in the law was that individuals were not applying for the restricted licenses, thus forgoing driving for a year or continuing to drive on a revoked license (MADD statistics state that 50-75% of convicted DUI offenders continue to drive on a revoked license). On average 5,000 individuals receive ignition interlock devices yearly out of the roughly 26,000 individuals arrested for DUI each year in Tennessee. The new legislation will certainly flip those numbers.

In short, the new legislation will affect those drivers who are arrested and convicted of a DUI after July 1, 2016, to have a mandatory ignition interlock on their car for 365 days with the last 120 days violation free before they would be eligible for reinstatement of an unrestricted license.

The table on the next page provides a look at ignition interlock use across the United States.

IGNITION INTERLOCKS STOP DRUNK DRIVING

	Type of first-time offender ignition interlock device (IID) law	Effective date of current IID law	.08 BAC starts stopped via interlock	Drinking and driving occurrences stopped by an interlock
Alabama	All	7/1/14	719	3,797
Alaska	All	1/1/09	9,617	117,430
Arizona	All	9/1/07	59,782	563,515
Arkansas	All	4/1/09	40,521	306,066
California	4-county pilot	7/1/10	124,455	1,024,279
Colorado	All	1/1/09	92,503	816,497
Connecticut	All	1/1/12	21,518	157,713
Delaware	All	1/1/15	721	4,710
District of Columbia	Optional	4/1/13	25	165
Florida	.15 BAC	10/1/08	49,744	662,208
Georgia	No	5/1/99	15,250	108,860
Hawaii	All	1/1/11	6,445	62,336
Idaho	No	10/1/00	4,638	31,028
Illinois	All	1/1/09	96,456	707,485
Indiana	Discretionary	1/1/15	1,290	7,939
Iowa	.10 BAC	7/1/95	127,633	595,473
Kansas	All	7/1/11	58,497	410,491
Kentucky	.15 BAC	6/25/15	371	2,029
Louisiana	All	7/1/07	60,970	379,814
Maine	All	12/1/13	5,185	36,901
Maryland	.15 BAC	10/1/11	18,491	140,305
Massachusetts	No	1/1/06	37,983	243,665
Michigan	.17 BAC	10/1/10	86,393	451,594
Minnesota	.16 BAC	7/1/11	58,350	325,875
Mississippi	All	10/1/14	2,835	18,289
Missouri	All	3/1/14	28,174	148,395
Montana	Discretionary	5/1/09	4,512	30,060
Nebraska	All	1/1/09	22,178	181,913
Nevada	.18 BAC	7/1/05	6,099	37,476
New Hampshire	All	7/1/07	8,850	55,661
New Jersey	.15 BAC	1/1/10	39,676	186,869
New Mexico	All	6/1/05	62,231	461,774
New York	All	8/1/10	84,233	433,437
North Carolina	.15 BAC	12/1/07	14,007	129,704
North Dakota	Discretionary		0	0
Ohio	Discretionary	9/1/08	16,641	108,103
Oklahoma	.15 BAC	11/1/11	27,785	239,430
Oregon	All	1/1/08	38,522	240,871
Pennsylvania	No	10/1/03	78,210	462,998
Rhode Island	.15 BAC	1/1/15	1,296	7,787
South Carolina	.15 BAC	10/1/14	1,015	8,345
South Dakota	.17 Optional	7/1/11	1,487	8,605
Tennessee	All	7/1/13	26,613	160,771
Texas	All	9/1/15	18,594	120,567
Utah	All	7/1/09	8,066	57,013
Vermont	Optional	7/1/11	6,270	32,945
Virginia	All	7/1/12	10,067	102,577
Washington	All	1/1/09	103,913	795,695
West Virginia	All	6/1/08	15,046	157,843
Wisconsin	.15 BAC	7/1/10	156,860	1,272,442
Wyoming	.15 BAC	7/1/09	15,772	97,993
			= 1,776,509	= 12,717,738

Impaired Driving Goals and Objectives: Three-Year Plan

A. Problem Identification
Magnitude and Severity of the Impaired Driving Problem

Based on NHTSA's Traffic Safety Facts Sheet on Impaired Driving which uses 2014 data, all 50 States, the District of Columbia, and Puerto Rico have by law set a threshold making it illegal to drive with a BAC of .08 g/dL or higher. In 2014, there were 9,967 people killed in alcohol-impaired driving crashes, an average of 1 alcohol-impaired driving fatality every 53 minutes. This is a reduction of 109 fatalities from 2013.

These alcohol impaired-driving fatalities accounted for 31 percent of all motor vehicle traffic fatalities in the United States in 2014. Tennessee continues to trend slightly lower than the national average at 27.7 percent for 2014.Of the 9,967 people who died in alcohol-impaired-driving crashes in 2014, there were 6,391 drivers (64%) with BACs of .08 g/dL or higher. The remaining fatalities consisted of 2,752 motor vehicle occupants (28%) and 824 non occupants (8%).

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

B. Target and Performance Measures

Target

To decrease the number of impaired driving fatalities, injuries, and crashes.

Performance Measures

1. **Core Performance Measure –** To maintain the number of impaired driving fatalities from a 2014 baseline of 267 to 267 in 2017 (based on a 5-year Linear Regression Trend Analysis).

2. To decrease the number of alcohol impaired driving crashes from the 2015 baseline of 6,518 down to 6,305, a reduction of 213 or 3 percent (based on a 5-year Linear Regression Trend Analysis).

3. To expand judges and prosecutor training to 200 in 2017.

C. Support Data

Performance Measure 1: To maintain the number of impaired driving fatalities from a 2014 baseline of 267 to 267 in 2017 (Based on a 5-year Linear Regression Trend Analysis).

Alcohol Impaired Driving Fatalities: 5 Year Linear Trend

Legend: Fatalities — 5-Yr Linear Regression

Data points:
- 2010: 288
- 2011: 259
- 2012: 286
- 2013: 282
- 2014: 267
- 2015: 271
- 2016: 269
- 2017: 267

$y = -1.9x + 282.1$
$R^2 = 0.0556$

Y-axis: Fatalities (240 to 295)
X-axis: Year
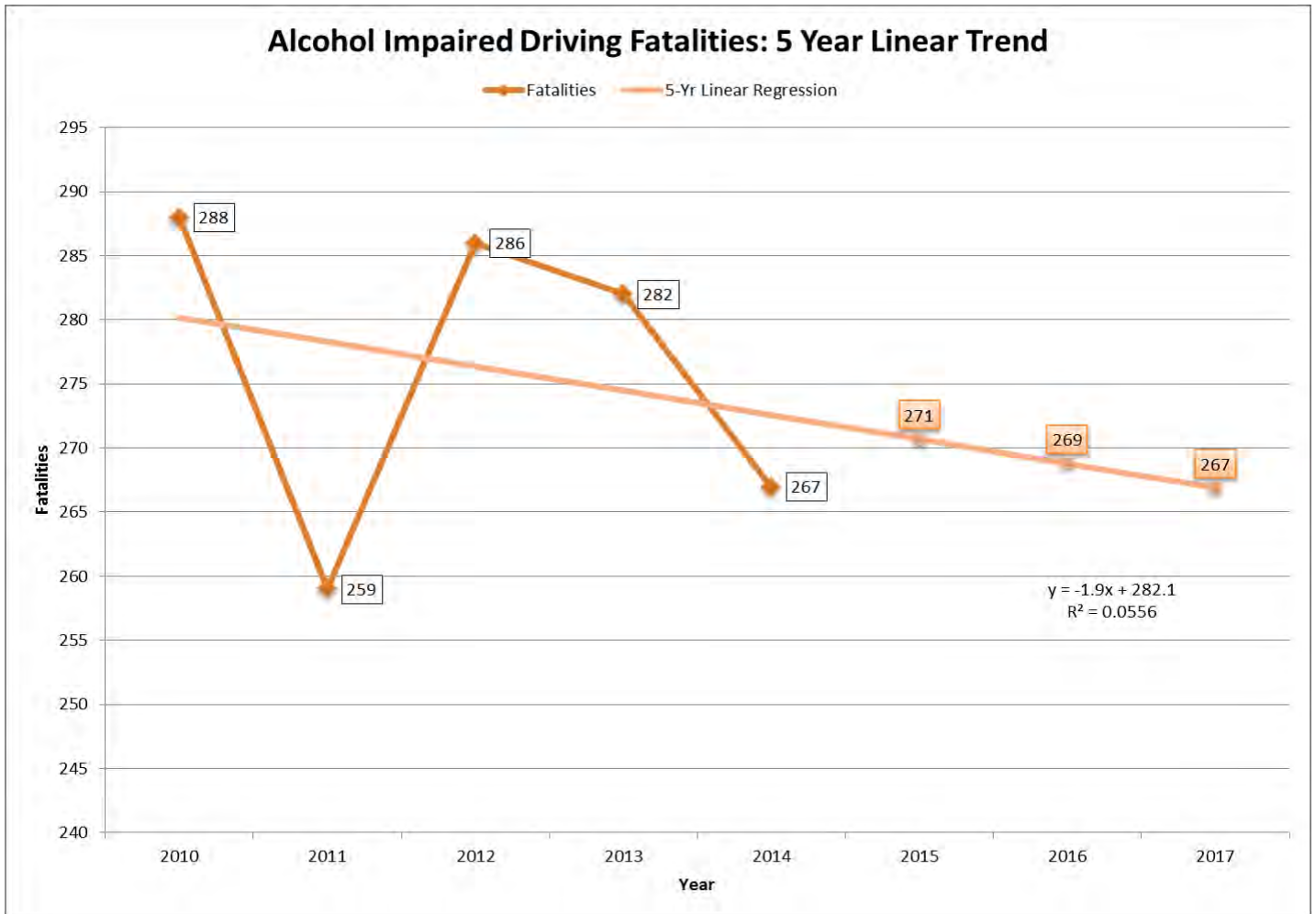
Tennessee Alcohol Impaired Driving Fatalities

	2011	2012	2013	2014	2015
Fatalities	259	286	282	267	254

Source:

2011-2014 Data: NHTSA. State Traffic Safety Information. Online at http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2014/47_TN_2014.htm, accessed 31 May 2016.

2015 Data: TN Dept. of Safety and Homeland Security, TITAN Division, 31 May 2016. (FARS SharePoint Service)

Performance Measure 2: To decrease the number of alcohol impaired driving crashes from the 2015 baseline of 6,518 down to 6,305, a reduction of 215 or 3 percent (Based on a 5-year Linear Regression Trend Analysis).

Alcohol Impaired Tennessee Traffic Crashes
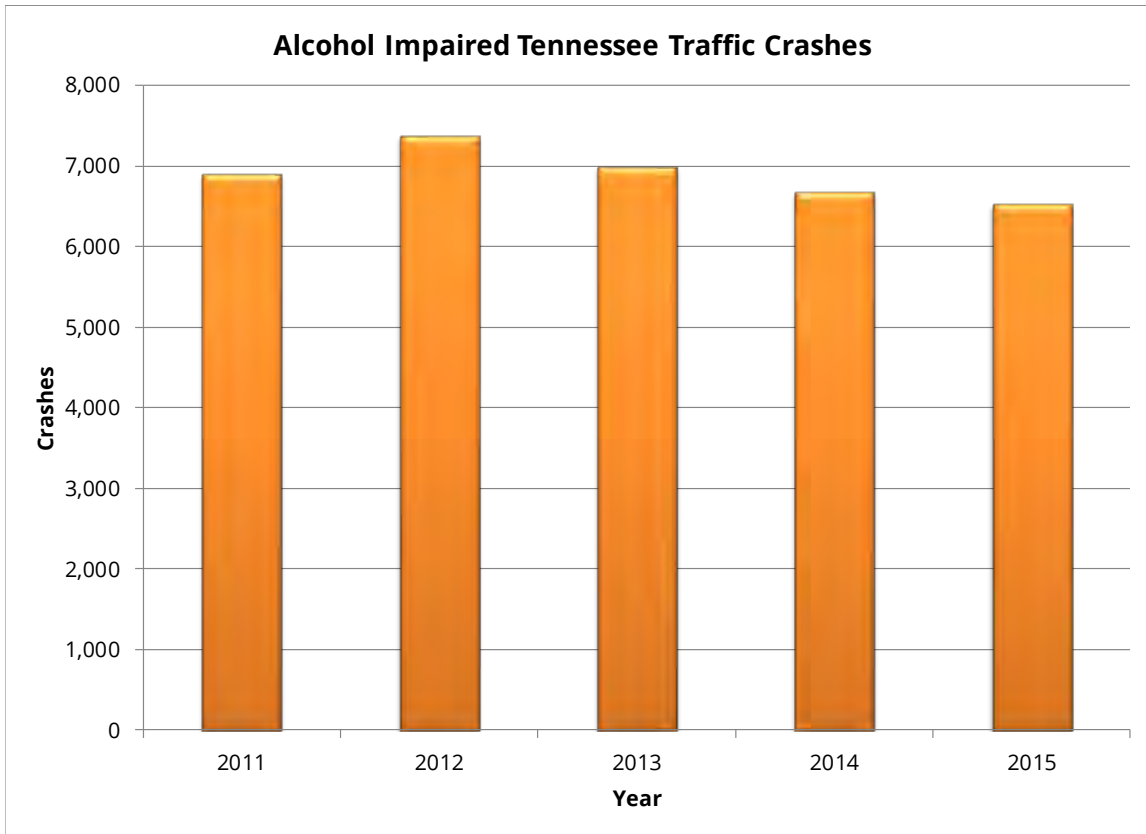
Performance Measure 3: To expand judges and prosecutor training to 200 in 2017.

D. Strategies for Decreasing Impaired Driving Fatalities and Injuries

Strategies Selected for 2017

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

NHTSA's publication, <u>Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition</u>, 2015, highlights the significance of this emphasis area, outlines several strategies to reduce impaired driving, and discusses appropriate countermeasures to bring about alcohol and drug-impaired driving reductions. The four basic strategies identified to reduce impaired driving are deterrence, prevention, communications, outreach, and alcohol treatment. Tennessee's plan includes all four strategies.

The Impaired Driving Strategic Plan has been approved and finalized by the Impaired Driving Strategic Task Force. This plan, along with its supporting documentation, has been included in the appendices of the Tennessee Highway Safety Plan.

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

Program Management

Program management strategies include the following:

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

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

Enforcement

Enforcement is a strategy within Section 3 of Highway Safety Program Guideline No. 8, Criminal Justice System. Saturation patrols are law enforcement efforts that combine a high level of sustained enforcement with intense enforcement mobilizations around the Memorial Day weekend (typically May is one of Tennessee's deadliest months for traffic fatalities), the July 4 weekend, Labor Day (September), and December holiday periods.

Mobilizations are high-profile law enforcement programs combined with paid and earned media, and they are evaluated in terms of public awareness and public changes in behavior.

These saturation patrols will consist of 5 actions: 1) sustained enforcement of monthly DUI operations by agencies serving at least 50 percent of the state's population; 2) intense publicity, paid and earned; 3) pre/post knowledge/attitude/behavior surveys; and 4) monthly reporting of enforcement and media activity. Tennessee will organize a December holiday alcohol enforcement mobilization and a mid-summer traffic law enforcement mobilization concentrating on alcohol on 16 consecutive nights spanning three consecutive weekends by agencies serving at least 85 percent of the population. The agencies participating in the mobilizations will be required to maintain a high level of sustained enforcement by deploying monthly patrols combined with speed and other high-risk behavior enforcement efforts funded through the Police Traffic Services program.

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

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

Traffic Records—DUI Tracker System

The first web-based DUI Offender Tracking System (Tracker) was a model that collected information on variables based on NHTSA standards and data requirements. The system, developed by the University of Memphis, had been in operation since 2003 and was populated with arrest and prosecution information resulting from the activities of THSO-funded special DUI prosecutors in 23 Judicial Districts throughout the State. A new system was designed with the Tennessee Department of Safety in 2012 that merged the University of Memphis DUI Tracker data. To date, the DUI tracking system contains over 105,982 arrest records. This aligns with Section 1 of Highway Safety Program Guideline No. 8, Program Management and Strategic Planning, and with Section 4, Program Evaluation and Data.

Training of Law Enforcement Officers

"DUI Detection and Standardized Field Sobriety Testing" is a NHTSA/IACP-approved curriculum. All agencies receiving highway safety grants for traffic law enforcement require SFST training of their traffic officers. A grant-funded position in the THSO schedules and administers SFST training. Drug Recognition Expert (DRE) training

produces certified officers who can reliably detect drug-impaired drivers approximately 90 percent of the time. The DRE program is a valid method for identifying and classifying drug-impaired drivers. The DRE program requires scientifically sound support by the laboratory. A full-time DRE-trained former officer serves as the state's DRE training coordinator. The ARIDE program (Advanced Roadside Impaired Driving Education) trains law enforcement officers to observe, identify, and articulate the signs of impairment related to drugs, alcohol, or a combination of both, to reduce the number of impaired driving incidents and crashes that result in serious injuries and fatalities. Further, the course educates other criminal justice professionals (prosecutors, toxicologists, and judges) to understand the signs of impairment related to drugs, alcohol, or a combination of both, to enable them to work with law enforcement to reduce the number of impaired driving incidents as well as crashes that result in serious injuries and fatalities. This program is offered statewide. Specific objectives regarding these programs are included in the training section of the Highway Safety Plan.

Training of the Prosecutorial and Judicial Community

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

Highway-safety funded positions in the District Attorneys General Conference perform legal research and write articles, provide information and consultation about impaired driving issues and policies to judges, prosecutors, defense attorneys, legislators, and educators, as well as organize the annual state impaired driving conference. Under the National Highway Safety Administration's (NHTSA) model, the position of a Judicial Outreach Liaison (JOL) was created to perform outreach for the judiciary of Tennessee, much like the two Tennessee Traffic Safety Resource Prosecutors do for the prosecution community. The JOL was hired in 2015 and begins the third year in 2017.

A. Charter

Mission

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

Team Structure

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

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

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

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

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

Chartering Authority

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

Duration

The IDTF will conduct its work beginning May 1, 2013. Annually, the IDTF 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 IDTF will meet a minimum of three times per year. A majority vote of the members present at a meeting will be sufficient to conduct IDC business. Meetings may be held in person or conducted through a conference call. Meeting dates and times will be adjusted as needed at the consensus of members. Time for completion of work outside of IDTF meetings will vary, but is not expected to exceed one to two hours per month.

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:

- TN 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 IDTF's work. Membership ideally shall not exceed 25.

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

5/5/16

B. List of Task Force Members

1. Kyle Anderson, Assistant District Attorney General, Vehicular Crimes Team Leader, 20th District – Criminal Justice System/Prosecution

2. Terry Ashe, Executive Director, Tennessee Sheriff's Association - Law Enforcement

3. Rod Bragg, Assistant Commissioner, TN Department of Mental Health and Substance Abuse Services - Treatment and Rehabilitation

4. Megan Buell, Communications Director, TN Department of Safety and Homeland Security – Communication

5. Patricia Burnett, Colonel, Memphis Police Department - Law Enforcement

6. Michelle Consiglio-Young, Assistant General Counsel/Legislative Liaison, Tennessee Supreme Court/Administrative Office of the Courts - Criminal Justice System/Adjudication - Data and Traffic Records

7. Maggie Duncan, Executive Director, Executive Director, Tennessee Association of Chiefs of Police - Law Enforcement

8. Brian Evans, Lieutenant, Knoxville Police Department - Law Enforcement

9. Michael Hogan, Director of Driver License Issuance, TN Department of Safety and Homeland Security - Driver Licensing

10. Richard Holt, Law Enforcement Liaison Administrator, Tennessee Highway Safety Office - Law Enforcement/DRE

11. Tom Kimball, Traffic Safety Resource Prosecutor, District Attorneys General Conference - Criminal Justice System/Prosecution

12. Joseph Massengill, Trooper, TN Department of Safety & Homeland Security – Ignition Interlock

13. Chris Osbourn, TITAN Program Director, Research, Planning, & Development / TITAN, TN Department of Safety & Homeland Security - Data and Traffic Records

14. Carroll Owen, Jr., Captain, Shelby County Sheriff's Office, Law Enforcement

15. Kate Ritchie, State Program Director, Mothers Against Drunk Driving – Communication

16. Terry Seay, Sergeant, TN Department of Safety & Homeland Security – Ignition Interlock

17. Robert Seesholtz, Trauma System Manager, TN Department of Health -Public Health

18. Lila Statom, General Sessions Court Judge, Hamilton County/Chattanooga Division IV - Criminal Justice System/Adjudication

19. Bobby Straughter, Assistant Commissioner, TN Department of Correction – Probation and Parole

20. Chuck Taylor, Deputy Commissioner, TN Department of Correction – Probation and Parole

21. Tracy Trott, Colonel, Tennessee Highway Patrol, TN Department of Safety and Homeland Security - Law Enforcement

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

23. THSO Impaired Driving Coordinator (non-member) Jason Ivey, Interim Director/Program Management Administrator, Tennessee Highway Safety Office, TN Department of Safety and Homeland Security

C. Bios of Task Force Members

Kyle Anderson

Kyle grew up in Decatur, Illinois, and graduated from the University of Illinois with a B.S. in finance in 1991. He then moved to Tennessee to attend the J.D./M.B.A. dual degree program at Vanderbilt University, during which time he served as an Associate Editor of the Law Review. He graduated in 1995 and was admitted to the Tennessee Bar.

From 1995 through 2004, Kyle was a sworn officer with the Metropolitan Nashville Police Department. During that time he worked as a patrol officer and sergeant, homicide detective, legal adviser and law instructor, and had just achieved the rank of lieutenant when he accepted a position as an Assistant with the District Attorney General, 20th District. From 2004 to 2007, Kyle worked both in General Sessions and Criminal Court, and in 2007 he was asked to be the team leader of Vehicular Crimes.

Terry Ashe

In 1972, Terry Ashe entered law enforcement part-time as a reserve deputy and in 1974 full-time. He worked as Wilson County's Chief Deputy Sheriff, the city of Lebanon's Chief of Detectives, and sheriff of Wilson County since 1982. In October 2012, he retired as sheriff of Wilson County and accepted the Executive Director position of the Tennessee Sheriffs' Association. In the fall of 2012, he authored his new book Ashes of Bluebird. His career as sheriff made him the second longest serving sheriff in the state's history in 2012. He has been appointed by four Tennessee governors to serve on major committees for the state of Tennessee. Sheriff Ashe was the first Sheriff in the Tennessee Sheriffs' Association to be elected President in his first term.

Rodney L. Bragg

Rodney L. Bragg is the Assistant Commissioner for the Tennessee Department of Mental Health and Substance Abuse Services, Division of Substance Abuse Services. He has a rich history in providing services in community based agencies working with persons with addictive disorders and serious mental illness, including implementing integrated co-occurring services. In his current position, Rod is responsible for the statewide direction in the planning, development, administering, and evaluation of publicly funded services for Tennesseans with substance use and co-occurring disorders.

Bragg received a Master's of Organizational Management degree from Trevecca University in 1999 and a Master's of Divinity from Pittsburgh Theological Seminary in 1984.

Megan Buell

Megan Buell is the Director of Communications for the Tennessee Department of Safety and Homeland Security. Megan was born and raised in Huntington, West Virginia, where she attended and graduated from Marshall University earning a Bachelor's

Degree in Journalism with an emphasis in Public Relations and a Minor in Political Science. She has an extensive non-profit and government background including development, communications, fundraising and marketing. Megan serves as a Board Member for MADD (Mothers Against Drunk Driving) and The Blake McMeans Promise Tour. She serves as a committee member for SADD (Students Against Destructive Decisions) and the Tennessee Teen Safe Driving Coalition.

Colonel Patricia Burnett

Colonel Burnett works in Traffic/Special Operations. Community Outreach Program (C.O.P) is a proactive initiative developed by the Memphis Police Department to improve the quality of life of citizens and reduce juvenile violence, utilizing crime prevention techniques through identification, enforcement and education within the community.

Michelle Consiglio-Young

Michelle Consiglio-Young is the Assistant General Counsel for the Adminitrative Office of the Courts (AOC). Prior to coming to the AOC, she worked in the criminal justice division of the Tennessee Attorney General's office. Prior to that, Michelle clerked for Court of Criminal Appeals Judge Robert W. Wedemeyer. During law school, she externed at various times for the United States Attorney's Office, the Tennessee Supreme Court, the United States Department of Justice, and the Tennessee Attorney General's Office. Before attending law school, Michelle was the Senate Judiciary Committee Research Analyst under then-chair Senator Mae Beavers. Michelle currently lives in Murfreesboro with her husband and young son. She earned her JD from the University of Tennessee College of Law, Magna Cum Laude and her BA in International Relations from Boston University, Summa Cum Laude.

Brian Evans

Brian Evans began his law enforcement career with the Richland County Sheriff's Department in Columbia, South Carolina in 1994. In 1998, Brian joined the Knoxville Police Department in Knoxville, Tennessee. Since joining the Knoxville Police Department, Brian has served as a Patrol Officer and Inspections Officer. In November 2005, Brian was promoted to Sergeant where he has served as a patrol supervisor. Sgt. Evans was transferred to the Traffic Services Division to serve as a Sergeant of the Department's Motorcycle Unit. In 2015, Brian was promoted to Lieutenant and currently serves as the Traffic Services Coordinator for the Knoxville Police Department, overseeing all traffic related functions and programs of the Knoxville Police Department.

Lt. Evans holds a Certificate of Police Management from Roane State Community College in Harriman, Tennessee; an Associate Degree of Applied Science in Criminal Justice (Summa Cum Laude) from Roane State Community College in Harriman, Tennessee; a Bachelor of Science Degree in Organizational Management from Tusculum College (Magna Cum Laude) and a Master of Science Degree in Criminal Justice from South College in Knoxville, Tennessee.

Maggi McLean Duncan

Maggi has served as the Executive Director of the Tennessee Association of Chiefs of Police (TACP) since November of 2000 and was the first professional director hired by the police chiefs organization. She also serves as the association's government affairs director and lobbyist as she facilitates all public safety policy matters. During her tenure, she has implemented or been intricately involved in numerous programs. As the TACP's director, she not only recruits new members but works to educate all members to be better leaders, advocates, and law enforcement professionals through bi-monthly training meetings, developing and implementing relevant programs that benefit both law enforcement and their communities, and long range, strategic planning to provide the framework for a safer Tennessee. As a public policy leader for the Tennessee Association of Chiefs of Police, she works a wide range of legislative issues and topics that affect her organization from workers' compensation to pursuit policy to violent offenders sentencing guidelines. Prior to joining the TACP, Ms. Duncan spent ten years as a funeral industry administrator and community relations director while handling the legislative duties of a sitting state representative and city councilman who also served as CEO of the funeral company. She is a graduate of Rogers High School in Newport, Rhode Island, and Cumberland University in Lebanon, Tennessee. She currently serves as the past chair of the Tennessee Lobbyist Association, Chair of the State Association of Chiefs of Police Executive Director's committee of the International Association of Chiefs of Police, and on the IACP/SACOP Executive Board.

Michael Hogan

Michael Hogan is the Director of the Driver Services Division for the Tennessee Department of Safety & Homeland Security. As Director, Hogan is responsible for overseeing a statewide staff of 394 employees, 44 Driver Service Centers and 39 County Clerk Partners across the state. A 2007 graduate of the Tennessee Government Executive Institute (TGEI), Hogan joined the Department of Safety & Homeland Security after serving as Assistant Vice President of Operations and Client Relationship for State Street Investment Bank. He earned his degree in Business Administration from Middle Tennessee State University in Murfreesboro, Tennessee.

Richard Holt

Richard Holt is a forty-two year veteran of law enforcement with a host of training and experience related to law enforcement. He is a graduate of Belmont University with a Bachelor's Degree in Criminal Justice; a graduate of the National FBI Academy and the FBI Law Enforcement Executive Development Program (LEEDS); and a graduate of The Robert F. Borkenstein Course on the Effects of Drugs on Human Performance and Behavior. Richard's current assignment is with the Tennessee Highway Safety Office as the Law Enforcement Administrator. Additionally, he is the state coordinator for the Drug Recognition and Evaluation Program. He is a DRE instructor and a Standardized Field Sobriety Testing instructor. He was a technical advisor to Governor Bredesen's DUI Task Force in 2006 and 2007.

Tom Kimball

Tom Kimball is a 1982 graduate of the University of Tennessee Law School. He serves as the Traffic Safety Resource Prosecutor for the Tennessee District Attorneys General Conference. In his role he organizes training seminars concerning DUI and traffic safety issues. He acts as a resource to all prosecutors in the State. He publishes the quarterly DUI News and has written and distributed a DUI Trial Manual for prosecutors. As a prosecutor in Hamilton County, Tom directed and coordinated efforts concerning the prosecution of DUI. He personally prosecuted all third offense or above DUI offenders in the Criminal Courts. He also prosecuted all alcohol or drug related vehicular assaults and homicides.

Tom is a frequent speaker concerning impaired driving. He has conducted presentations in Michigan, Mississippi, Georgia, Virginia, California, and Washington, DC. He has presented at the National Lifesavers Conference in Texas concerning the efforts of DUI Specialized Prosecutors in Tennessee. Tom has conducted trainings in Tennessee for over 200 prosecutors and more than 600 law enforcement officers this Federal Fiscal Year (2015-2016).

Joseph T. Massengill

Trooper Joseph T. Massengill began his career with the Tennessee Highway Patrol in March of 1997. During the past 19 years he has worked many different assignments at various locations across the state of TN. Previously he has been assigned to the THP Interdiction Team, dignitary protection details, and has served as a road trooper in the Memphis, Jackson, and Nashville districts. Since August 1, 2015, Trooper Massengill has been assigned to the Ignition Interlock Device Program in the THP's Research, Planning & Development Division where he currently serves as a program Compliance Officer. His current duties include conducting field inspections of current and prospective ignition interlock device installation facilities, completing bill analysis and reviewing new legislation. He assists with the training of law enforcement, probation officers, court clerks, and judges to create a better knowledge of the current ignition interlock laws and abilities of the device to deter repeat offenses of driving under the influence of alcohol.

Chris Osbourn

Chris has been with the Tennessee Department of Safety and Homeland Security since November 2004. He currently serves as the department's TITAN Program Director overseeing the TITAN Program and Tennessee's traffic records management system, Predictive Analytics and Statistical Analysis, FARS, and GIS Services. He has also served as co-chair of the Tennessee Traffic Records Coordinating Committee since 2009. Chris graduated with a Master's degree from Clemson University and a Bachelor's degree from the University of Central Florida.

Carrol E. Owen, Jr.

Captain Carrol E. Owen, Jr. has been a law enforcement officer for 36 years: 9 years at Millington Police Department and 28 years at the Shelby County Sheriff's Office. His current title is Captain, Executive Officer of Patrol Support Services. Under his command are the Traffic Bureau, the Reduce Impaired Distractive Driving Unit, The Motorcycle unit, The School Crossing Guards, Reserve Division, and Emergency Services. During his career, he served in several divisions: Patrol, Fugitive, Civil and Criminal Courts, Civil Field, Training Firearms, Traffic, and Narcotics.

Kate Ritchie

Kate Ritchie, an undergraduate Alum of University of Tennessee and a MBA graduate of Middle TN State University, began working with Mothers Against Drunk Driving in January 2010. In April of 2014, she accepted the position as State Director. MADD's focus is serving victims of impaired driving by providing them with support through the criminal justice system as well as emotional support as they learn to live with a loss due to impaired driving. MADD also works with TN legislatures to improve DUI law in Tennessee to keep roadways safe and impaired drivers accountable for their actions.

Terry Seay

Sergeant Terry Seay is employed with the Tennessee Department of Safety and Homeland Security. Currently he is working in the Ignition Interlock Department as an Ignition Interlock Compliance Officer. Sgt. Seay has been employed with the department for 15 years and has worked 18 months in the Ignition Interlock Department. Prior to becoming a state trooper, he worked two years as deputy with the Trousdale County Sheriff's Department. Sgt. Seay is also a four-year veteran of the United States Marine Corps.

Rob Seesholtz

Rob Seesholtz is the State Trauma System Manager responsible for oversight of Tennessee's Trauma System. This system consists of Tennessee's 10 state designated adult trauma centers and four comprehensive regional pediatric centers serving over 20,000 injured adult and pediatric patients per year. In addition, he's responsible for the management of the state trauma fund, trauma registry, and injury data collection for these centers. Rob is a registered nurse and paramedic and has practiced emergency medicine for over 20 years.

Lila Statom

Lila Statom was appointed to the position of General Sessions Judge of Hamilton County Division IV in December 2012. In August 2014, she was unopposed in the election for an 8-year term. As a General Sessions Court Judge, Judge Statom handles civil, criminal, and mental health cases. She is the presiding judge over the Hamilton County General Sessions Mental Health Court and is working to establish a veteran's court in Hamilton County.

Judge Statom previously served as an Assistant District Attorney in Hamilton County from 1998 until December 2012. Prior to moving home to Chattanooga, she served as an Assistant District Attorney in Nashville from 1989 until 1998.

She is a graduate of the University of Tennessee at Chattanooga, Memphis State University School of Law, and received her LL.M. in Litigation from Emory University School of Law.

Bobby Straughter

Bobby Straughter has served as Assistant Commissioner of Community Supervision since March 2013. As Assistant Commissioner of Community Supervision, he oversees 45 probation and parole offices. He is responsible for over 80,000 offenders and 950 employees statewide. He also serves as the Interstate Compact Administrator for the State of Tennessee.

Prior to his career in corrections, Mr. Straughter served in several senior leadership positions within the private sector with companies such as Tenneco Automotive, Calsonic Kansei, and Dell Inc. He also served as Administrator for the Tennessee Board of Parole, a position he held prior to his appointment with the Department of Correction.

Chuck Taylor

Chuck Taylor serves as the Deputy Commissioner/Chief of Staff for the Tennessee Department of Correction. A native of Memphis, Taylor's career spans over 40 years in executive positions in both the public and private sectors.

From the Memphis Mayor's staff, he joined state government in 2003 as the Director of the Governor's Highway Safety Office. There he oversaw the distribution of federal funds to Tennessee police departments, attorney generals, sheriff departments and Tennessee's Department of Safety. These law enforcement agencies worked with Governor's Highway Safety office supporting safety campaigns such as Click It or Ticket and Booze It and Lose It.

In 2007, Taylor, a disabled Vietnam Veteran, became the Assistant Commissioner of the Department of Veterans Affairs. He oversaw operations for veteran cemeteries, veteran nursing facilities, and veteran outreach offices across the state. In 2009, Governor Phil Bredesen appointed him to serve on the Tennessee Probation and Parole Board where he served until coming to the Department of Correction as Deputy Commissioner/Chief

of Staff. Taylor is responsible for overseeing daily activities of the Department's Finance and Administration, Operations, Community Supervision, and Rehabilitative Services divisions.

Tracy Trott

Colonel Tracy Trott has served as a member of the THP since 1978. His experience includes seven years as a Road Trooper in Greene and Carter counties; six years as a Greene and Sullivan County Enforcement Sergeant; and 14 years as a Troop Lieutenant, where he managed five counties in the Tri-Cities area and performed day-to-day law enforcement duties. Trott served a five-month stint as Major in the Colonel's office, before being promoted to Lieutenant Colonel in August of 2006.

A native of Randolph, Maine, Trott earned an Associate's Degree in Law Enforcement, a Bachelor's Degree in Criminal Justice, and a Master's Degree in Criminology from ETSU. He is also a 1996 graduate of the Northwestern School of Police Staff and Command, and graduated from the FBI National Executive Institute in 2013. He began his law enforcement career as a police officer with the ETSU Police Department in 1976.

Samera Zavaro

Samera Zavaro is a Special Agent/Forensic Scientist Supervisor, LIMS Administrator for the Tennessee Bureau of Investigation. Zavaro supervises the statewide Breath Alcohol Unit; she is also the Laboratory Information Management System (LIMS) Administrator for the Tennessee Bureau of Investigation Crime Laboratories. Along with administering the LIMS program, she is responsible for the iResults program, which allows law enforcement personnel the ability to retrieve their laboratory reports from the internet. She is currently an OSAC affiliate member of the Toxicology Subcommittee working on method development for breath alcohol instrumentation validation.

Jason Ivey (non-member)

Jason Ivey received a Bachelor's of Music from the University of Southern Mississippi and a Master's of Science in Management from Austin Peay State University. He is the former Director of Marketing and Public Relations for North Oak Regional Medical Center in Mississippi. In that position, he assisted in reestablishing a volunteer program, establishing an Alzheimer's support group, assisted in creating a United Way Chapter in Tate County, developed a pastoral panel for families in crisis, and developed an Adopt-a-School program, which formed an educational link between the school system and medical field.

He was hired April 2000 as a Program Manager for the Safe Communities projects of the TN Highway Safety Office. In 2006, he was promoted to Program Management Administrator with oversight of the University of Tennessee staff, training and coordination of Program Managers, and oversight of highway safety projects. In April 2016, he was appointed Interim Director of the Tennessee Highway Safety Office.

D. Meeting Minutes

Impaired Driving Task Force Meeting

Meeting Details
Date and Time: April 27, 2016; 11:00 A.M.
Location: TBI Headquarters, Conference Room 3; 901 R.S. Gass Blvd.
Nashville, TN 37216

Attendees
- Jason Ivey - THSO
- Amanda Brown-THSO
- Kim Van Atta- THSO
- Chris Broome - NHTSA, Region 4
- Shawn Johnson - Hamilton County (in place of Lila Statom)
- Rod Bragg – TDMHSHS, Task force member
- Chris Osbourn, TDOSHS, Task force member
- Trooper Joseph Tim Massengill, THP
- Megan Buell, TDOSHS
- Maggi Duncan – TACP, Task force member

Agenda
> Welcome and Introductions
> Lunch
> Changes to THSO in 2016
> Task Force Membership
>> Replacing members
>> New Members
> Proposed Charter
> NHTSA Perspective
> FY17 Impaired Diving Strategic Plan
> Beyond the FY17 Strategic Plan
>> Data
>> Responsibilities
>> 3 or 5 year
>> Meetings
> New Program Areas for FY 17 405 Application
>> 24/7
>> Ignition Interlock

Discussion
- Welcomed by Jason
  - Introductions
    - Jason Ivey
      - Added title of interim director, Tennessee Highway Safety Office (THSO)
        - 16 years of service

- - - ○ 3 functions - supervision, program manager, train program managers in our office to oversee
  - Chris Broome
    - Regional Program Manager, National Highway Traffic Safety Administration (NHTSA)
    - Two years as Tennessee's Regional Program Manager
    - 15 years of service
  - Kim Van Atta
    - Program Manager, Tennessee Highway Safety Office
    - Eight years with the Tennessee Highway Safety Office
    - Traffic Records Coordinator
  - Amanda Brown
    - Public Information Officer, Tennessee Highway Safety Office
    - Two years
    - Grantee for five years previous to employment at THSO
  - Rod Bragg
    - Assistant Commissioner, Department of Mental Health and Substance Abuse Services
    - Original member since 2013
  - Megan Buell
    - Director of Communications, Tennessee Department of Safety and Homeland Security
    - Prior Governor's Highway Safety Office Public Information Officer
    - Prevention advocate for ten years in Tennessee
    - May replace Jennifer Donnals on the Impaired Driving Task Force
  - Chris Osbourn
    - Traffic Records, Tennessee Department of Safety and Homeland Security
    - 10 years of service
  - Tim Massengill
    - Trooper, Tennessee Highway Patrol
    - 19 years of service
    - Started with Ignition Interlock in August of 2015
    - May replace Ehrin Ehlert on the Impaired Driving Task Force
    - Shared personal experiences with drunk driver head on collisions
  - Shawn Johnson
    - Stand in for Lila Statom

- • Many roles and many responsibilities held as it pertains to impaired driving in Hamilton County
    - ▪ Maggi Duncan
        - • Executive Director of the Tennessee Association of Chiefs of Police (TACP)
            - ○ TACP is professional and leadership development for law enforcement
            - ○ TACP is involved heavily in public policy and does a bulk of lobbying for Chiefs of Police
            - ○ Engaged with national level as needed
            - ○ Original member
- • Lunch
- • Changes to THSO in 2016
    - ○ Director's retirement
        - ▪ Early January – Kendell Poole resigned
    - ○ Timeline of Events
        - ▪ Management of THSO (formerly the Governor's Highway Safety Office) was told they would be moving over to the Department of Safety and Homeland Security as of April 1, 2016, by Joe Galbato, Deputy Commissioner of the Tennessee Department of Transportation
        - ▪ On March 23, 2016, Commissioner Gibbons met with the THSO management team
            - • Announced Jason Ivey would be the Interim Director of THSO
        - ▪ On March 31, 2016, Commissioner Gibbons and some of his staff came over to meet the entire staff with some of his staff
        - ▪ These meetings laid groundwork to answer questions and allay anxiety
        - ▪ Still waiting on a Director to be appointed
    - ○ Impaired Driving Task Force
        - ▪ Mandate of MAP-21
            - • Mandated if a state is between .30 and.60 impaired driving fatality rate
                - ○ Tennessee is at .36
        - ▪ At the beginning of MAP-21, THSO came to you all, we crafted a document, and you provided feedback. Then we added to the Highway Safety Plan.
            - • Different Regional Program Manager
            - • Guidance from that Program Manager stated that would work
            - • That is not going to work now
        - ▪ MAP-21 ended without a new bill, which put certain aspects in limbo
        - ▪ Asked NHTSA for clarification if this would still be a requirement with the new funding bill
            - • Got an answer in late February 2016

- ○ Needed a fast turnaround
- ○ Changes in terms of grants
  - ▪ As grantees, the only thing to change would be name of agency in your contracts with this transition.
- Task Force Membership
  - ○ Positions that currently need to be filled
    - ▪ Bruce Behringer – retired
      - No representation from Department of Health
      - Chris Osbourn has an individual in mind for this position
    - ▪ Jenifer Donnals – new position
      - Proposed to take this position
        - ○ Megan Buell
    - ▪ Ehrin Elbert – new position
      - Proposed to take this position
        - ○ Trooper Terry Seay
        - ○ Trooper Tim Massengill
    - ▪ No quorum to vote on this at this time
  - ○ New/open positions for Task Force
    - ▪ Based on number the task force currently has, we cannot accomplish what needs to be done
    - ▪ Public Health – (Bruce Behringer)
      - Current Commissioner of the Department of Health
        - ○ John Dreyzehner
      - Chris Osbourn's candidate is part of the Traffic Records Coordination Committee Chris serves on
        - ○ Rob Seesholtz
          - ▪ Should be able to propose a good candidate if he is not available
      - Chris Osbourn will reach out to Rob
      - Jason Ivey will reach out to Commissioner of the Department of Health to ask if the Task Force has the support of the Commissioner and the Commissioner is okay with that choice
    - ▪ Chris Broome provided Alabama's and Florida's Impaired Driving Strategic Plan to review
      - These were reviewed by Sharmila Patel (Florida) and Kim Van Atta (Alabama)
      - These plans have categories Tennessee does not have and some that we do
        - ○ Adjudication
          - ▪ Judge Lila Statom
          - ▪ Proposed to add Administrative Office of the Courts (AOC)
            - Agreed it is appropriate to seek member

- Maggi Duncan suggested Michelle Consiglio- Young
  - Assistant general Counsel/Legislative Liaison
  - Reports directly to Debbie Tait
  - AOC is much more engaged this year
  - Helps especially because Maggi Duncan is only one who can advocate on behalf of the task force
    - The others educate
  - Michelle Consiglio- Young also helps with training
  - Proper training for judges is necessary
- How to share data between other agencies
- Rod Bragg advocated for data sharing with other departments
  - Prosecution/Legislation:
    - The Task Force has Tom Kimball; should the reach be extended?
    - Does the Task Force need actual an actual prosecutor on it?
    - Maggi Duncan suggested from an area that has a DUI Court
    - Jason Ivey suggested that the DUI Court may have a good name to suggest as a member for the Task Force
    - Rod Bragg stated he could provide the names of all DUI courts
    - Maggi Duncan stated that Tom Kimball is a tremendous asset. Someone in the trenches, someone in a bigger, urban area may see trending items
    - Jason Ivey proposed that a DUI Prosecutor suggested by Tom Kimball or someone who handles primarily DUI cases may be a good option
    - Maggi Duncan stated it is smart to look ahead for trends that are coming
    - Maggi Duncan also suggested that the Task Force adds TACP and the

Sherriff's Association to this category because they promote legislation
- Law Enforcement
  - The Task Force currently has Terry Ashe, Maggi Duncan, Richard Holt, and Colonel Tracy Trott
  - Richard Holt serves as LEL Administrator as well as the Drug Recognition Expert Statewide Coordinator for Tennessee
  - Proposed a member from larger law enforcement agency (i.e. Metro Nashville, Shelby Co)
  - Megan Buell proposed a representative from Shelby County as they see crime trends occurring first
  - Maggi Duncan suggested Memphis Police Department as they started using analytics
    - Jim Harvey:
      - Currently Deputy Chief over Information Technology Unit
      - Runs Blue CRUSH (Memphis' analytics software)
      - Probably have a colonel over a DUI unit that could be involved.
  - Amanda Brown suggested the Task Force could ask Frank Sousoulas since he is a network coordinator for THSO.
  - Maggi Duncan stated that Jim Harvey would be retiring soon but could be kept on a consultant
  - Jason Ivey proposed also Metro Nashville Police along with Memphis Police Department
  - Megan Buell proposed to look at the regions of Tennessee
  - Utilize someone from each of the four regions since not every region sees the same trends and increases
    - Cities:
      - Memphis
      - Nashville
      - Knoxville

- ○ Chattanooga
  - Chris Broome gave some guidance for the strategic plan
    - Make it a quick read
    - Bring groups together with something in common (i.e. grant money)
  - Sharmila Patel will put together 405 application
    - Tennessee likes for NHTSA to review
    - NHTSA gives feedback who office gives feedback
    - THSO makes changes or adjustments,
      - ○ NOTE: This is separate from 154 AL penalty money awarded
    - A group of individuals (several regional NHTSA individuals and some NHTSA individuals from headquarters) look for references to of the Highway Safety Program Guideline No. 8 and the FAST Act
  - Jason Ivey stated that to get a complete strategic plan, we need the categories
    - It allows enough individuals to get vote as well as the job done
    - Subordinates for Task Force members can also be brought in to help implement some of the work
    - This will create a more robust strategic plan
- ○ Communication
  - Covered with the current proposed members to replace Jennifer Donnals
- ○ Forensic Science
  - Jason Ivey proposed a representative from Tennessee Bureau of Investigation be added to the Task Force
  - Samera Zavaro would be a good possible member or could propose someone who would be
- ○ Driver's License

- The Task Force currently has Michael Hogan
- May need a subordinate to also come to meetings but no one else proposed for the Task Force
  - Treatment and Rehabilitation
    - The Task Force currently has Rod Bragg
    - May need a subordinate to also come to meetings but no one else proposed for the Task Force
  - Probation and Parole:
    - The Task Force currently has Chuck Taylor
    - May need a subordinate to also come to meetings but no one else proposed for the Task Force
  - Traffic records:
    - The Task Force currently has Chris Osbourn
    - May bring Patrick Dolan to also come to meetings, but no one else proposed for the Task Force
- Jason Ivey inquired with Chris Broome as to whether the Task Force needed non-profits and advocates at the table (i.e. MADD)?
  - Chris Broome suggested the Task Force borrow other entities' ideas that partner in highway safety
    - Yes, to non-profits and advocates since they fit under categories the Task Force has
  - FAST Act wants to see what is being delivered.
    - The second year of the FAST Act, the Task Force can think outside of box.
  - Maggi Duncan suggested it could be on an "as needed" basis
  - Chris Broome stated it was not what you work with an agency to do but what WE do for highway safety.
- New Proposed Charter
  - Names of members need to be separate document
  - No great significant changes
    - Certain phrases/words are more direct about membership responsibilities
  - Membership will be a separate sheet to allow updates easily
- Corrections were proposed to the charter from Task Force Members

- ○ FAST ACT - or other subsequent legislation (future authorizations)
- ○ FAST acronym written out in full
- ○ 25 member limit was questioned
  - ▪ Still below that for voting members with proposed additions
  - ▪ Membership limit was approved to not exceed 25
- ○ Rod Bragg brought up the renewable term and suggested putting a limit on it
  - ▪ No limit was determined after the Task Force discussed the issue
- ○ The corrections will be presented for vote in email format by Jason in the foreseeable future.
- • NHTSA Perspective-Chris Broome
  - ○ Chris Broome gave the Task Force NHTSA's perspective when reviewing the document
  - ○ Guidance
    - ▪ Highway Safety Program Guideline No. 8 provides what NHTSA considers best practice
    - ▪ FAST Act will resemble this document
    - ▪ FAST Act will bring a minimum of three alcohol enforcement campaigns
    - ▪ If not performing, no money would be awarded with the 405 application
    - ▪ The third line in the Highway Safety Program Guideline No. 8 under "Task Force or Commissioners"
      - • Traditional and nontraditional parties to be included:
        - ○ Highway Safety Enforcement
        - ○ Criminal Justice
        - ○ Driver Licensing
        - ○ Treatment
        - ○ Liquor Law Enforcement
        - ○ Business
        - ○ Medical
        - ○ Health Care
        - ○ Advocacy and Multicultural Groups
        - ○ Media
        - ○ Institutions of Higher Education
        - ○ Military
    - ▪ Past Assessment
      - • Ellen Abbott with Rod Bragg at the Department of Mental Health and Substance Abuse Services was involved in past assessment
      - • Need to see some improvements in application from the past assessment
      - • May no show progress in all areas, but can show progress in:
        - ○ Data
        - ○ Communication

- ○ Directly or indirectly proposed legislation
  - ▪ The Task Force cannot craft the document due to the tight timeframe
  - ▪ More comprehensive strategic plan meetings on regular basis will help with this timeframe in the future
  - ▪ The Task Force and individuals crafting the Strategic Plan can pull from last year's impaired driving plan
    - ● Can also pull information from other agencies if necessary
  - ▪ State shows how the Task Force makes progress because of their meetings
1. FY17 Impaired Driving Strategic Plan
   a. Overview of the strategic plan process
      i. THSO will do majority of the work to craft the plan
      ii. Three-year plan will be developed
         1. Bare bones
         2. Not deep and robust
            a. More will be developed as regular meetings occur
         3. The Task Force will come together, use the document and revise/amend it
      iii. Florida's Impaired Driving Strategic Plan will be used as the template as it pertains to headings, outline, etc.
- Beyond the FY17 Strategic Plan
  - ○ Data
    - ▪ THSO primarily uses Tennessee Department of Safety and Homeland Security data
    - ▪ THSO has partners who use other data sources
    - ▪ Conversation with other data set holders
      - ● How can we mesh and use these data sources to the Task Force's advantage?
      - ● Could some of this data be kept from certain people?
    - ▪ Amanda Brown suggested the Task Force looks at Emergency Management Services Data from hospitals
    - ▪ Chris Osbourn stated that there was other data the Task Force could use
    - ▪ Other task forces could have potential data as well
      - ● Prescription Drug Abuse Task Force - Governor's initiative
    - ▪ Tennessee Medical Association
    - ▪ Maggie Duncan suggested utilizing the public safety coalition
      - ● District Attorney
        - ○ Jerry Estes
        - ○ Guy Jones
    - ▪ Impaired driving from drugs (or other means) is going to surpass alcohol
      - ● Keep marijuana at bay

- Significant heroin increase in Tennessee
- Rob Bragg stated that the Department of Mental Health and Substance Abuse Services has lots of opioid data
- Maggi Duncan used the example of the proposed DUI 6 Bill for Tennessee
  - Law Enforcement surrendered a great deal (i.e. misdemeanor only for some drugs)
  - Using the Governor's Public Safety Plan – Governor's Subcabinet
    - Just ended a plan with huge successes
    - New plan underway
- Responsibilities for Task Force Members
  - Categories or Committees with Subcommittees
    - Will be looked into further at the quarterly meeting in the summer
- Meetings
  - Every quarter
    - 2-3 hr. meeting
    - 11:00 A.M. until 2:00 P.M.
  - Will continue corresponding via email
    - Face-to-face discussions can be more beneficial to flesh out ideas
  - Structure the meeting schedule for a whole year
    - Maggi Duncan suggested it would be imperative of someone to be of equal knowledge to be there in place of the task force member if they could not attend
- New Program Areas for FY 17 405 Application
  - 24/7
    - Sobriety programs in
      - North Dakota
      - South Dakota
      - Montana
      - Washington
    - Aim to reduce recidivism of repeat DUI offenders while serving as alternatives to incarceration
    - Basic accountability was most effective for these states
    - Shawn Johnson stated that Hamilton County has had good luck with similar programs aimed to reduce recidivism
  - Ignition Interlock
    - It is a Class A misdemeanor to blow into the vehicle's Ignition Interlock system if you are not the person the device is assigned to.
    - Photo is taken when someone blows into device
      - Down side: someone has to physically review the photo

- - Amada Brown inquired about the delay in when these photos are sent in
    - Trooper Massengill stated a report was sent every 30 days

- Meeting adjourned

Next Meeting
Date and Time: May 25th, 2016; 11:00 AM
Location: TBI Conference Room 3

6/7/16

Tennessee Traffic Records Strategic Plan

Plan Year 2016-2017

June 14, 2016

State Plan Information
Program / Plan Level Information:

Traffic Records Improvement Program Coordinator:
(Person who is to be the first point of contact for the questions related to the Strategic Plan or other traffic records-related issues.)

Name: Ms. Kim VanAtta
Title: Program Manager
Agency: Tennessee Highway Safety Office
Office: Tennessee Highway Safety Office
Address: 505 Deaderick Street
City, Zip: Nashville 37243
Phone: (615) 253-5519
Email: Kim.VanAtta@tn.gov

Crash Data Systems – MMUCC Review:
(The Federal Register calls for states to document the MMUCC data elements that they collect and use within their crash data system.)

The last crash database MMUCC review was performed by the State in 2013. Tennessee MMUCC review and data elements can be found in **Appendix 1**. The next review of MMUCC compliance performed by the State is in progress per NHTSA MMUCC compliance guidelines. Completion is estimated by the fall of 2016.

EMS Data Systems – NEMSIS Review:
(The Federal Register calls for states to document the NEMSIS data elements that they collect and use within their EMS data system.)

The last EMS database review was performed by the State in 2009. NEMSIS data elements for TN can be found in **Appendix 2**.

TRCC Representation & Charter:
The current TRCC Charter can be found in **Appendix 3**. A listing of all current TRCC membership can be found in the **Appendix 4**.

Traffic Records Assessment:
(The legislation requires that States have performed a Traffic Records Assessment within the past 5 years for all grant applications after the first year.)

The date of the last Traffic Records Assessment is May 19, 2014. A copy of the final report can be found in **Appendix 5**.

TRCC Operation:

(The legislation & Federal Register call for certification that the TRCC continues to operate. Please provide the following information about your TRCC's structure and operation.)

Do you have an executive (policy level) TRCC? Yes
If so, how often does it meet? Quarterly

Do you have a technical (working level) TRCC? Yes
If so, how often does it meet? Quarterly

Does your TRCC have in place documents that demonstrate that the TRCC meets the following requirements of the legislation & Federal register?

The TRCC has the authority to approve the Strategic Plan. Yes

The TRCC has the authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented. Yes

The TRCC includes representative from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations. Yes

The TRCC provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records. Yes

The TRCC considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems. Yes

The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations. Yes

The TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date. Yes

Project Prioritization:

(The legislation requires that States document how they prioritized projects. This section contains a brief statement of how projects were prioritized.)

During a planning workshop conducted in January 2006 the TRCC members developed the following process and prioritization method.

- A Traffic Records Assessment was held in November 2004 in order to reconvene the membership and reveal what progress had been made or was lacking. Subsequent Traffic Records Assessments were also conducted in 2009 and May 2014. Heavy emphasis and focus is placed by the TRCC on addressing the findings and recommendations of the most recent Traffic Records Assessment report.

- Several TRCC meetings were held in 2005 in order to plan future steps, and discuss what was expected of the TRCC. Since, these meetings continued to be held on a monthly basis. In 2011, it was determined to conduct the meetings on a quarterly basis, inviting both executive and technical committee members to all meetings.

- Visits to other states deploying electronic crash collection were undertaken by members of TDOT and TDOS in order to determine proper leadership of the electronic crash database.

- A Workshop plan was developed to help us communicate better and determine what Tennessee needed in a Strategic Plan.

- From the workshop, various committees were determined and Co-chairs elected for the Technical committee to begin crafting and drafting various components of the Strategic Plan (TRSP).

- In order to get senior management buy-in to the committee, it was decided that a common agreement or Memorandum of Understanding needed to be established.

- State of TN OIR was contacted to become a part of the planning and team.

The TRCC continues to address prioritization methodologies and reviews the status of high profile traffic records projects at each meeting. Typically prioritization of projects is done at the agency-level. The project lists and resource allocations are a result of this process.

Deficiencies & Objectives:
2014 TN NHTSA Traffic Records Assessment Recommendations and Ratings

The TRCC places particular emphasis on addressing recommendations and ratings from the most recent NHTSA Traffic Records Assessment. Below are the recommendations made by assessors from the 2014 assessment by module and the ratings for each module. When practical, TRCC membership attempts to address assessment recommendations and gear projects towards improving components of system modules where ratings were below average, highlighted in red in Figure 2 on the next page.

Crash Recommendations

 Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

 Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

 Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

 Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

 Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

 Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

 Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

 Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

 Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation / Adjudication Recommendations

 Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

 Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

EMS / Injury Surveillance Recommendations

 Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

 Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Data Use and Integration Recommendations

 Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

A copy of the NHTSA Traffic Records Program Assessment Advisory can be found in **Appendix 6**.

Figure 2: Assessment Section Ratings

	Crash	Vehicle	Driver	Roadway	Citation / Adjudication	EMS / Injury Surveillance
Description and Contents	100.0%	83.3%	93.3%	93.3%	71.9%	78.4%
Applicable Guidelines	100.0%	51.5%	100.0%	66.7%	66.7%	70.2%
Data Dictionaries	76.7%	100.0%	100.0%	70.0%	76.2%	93.3%
Procedures / Process Flow	83.3%	97.0%	80.4%	75.0%	72.8%	95.1%
Interfaces	73.3%	63.6%	100.0%	100.0%	47.6%	33.3%
Data Quality Control Programs	58.7%	52.8%	46.2%	47.3%	51.3%	51.0%
Overall	76.8%	69.0%	76.2%	68.0%	65.1%	67.9%

	Overall
Traffic Records Coordinating Committee Management	88.0%
Strategic Planning for the Traffic Records System	81.7%
Data Use and Integration	68.7%

Projects

TN P11 Traffic Records Coordinating Administration and Support

Priority: High
Last Updated: 11-JUN-2015
Revision Date: 11-JUN-2016
Status: Active
Lead Agency: Tennessee Highway Safety Office/Tennessee Department of Safety
Partners: Local Law Enforcement Agencies, Department of
Finance and Administration, Dept. of Safety, Dept. of Transportation, THSO, Dept. of
Health

Project Director
Name: Mr. Chris Osbourn
Title: TITAN Program Director
Agency: Tennessee Department of Safety and Homeland Security
Office: THP - TITAN
Address: 1150 Foster Avenue
City, Zip: Nashville 37243
Phone: (615) 743-4967
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Project Description
This project supports the Tennessee Department of Safety & Homeland Security in development of an electronic traffic records data collection and reporting users group that will hold quarterly meetings that reinforce best practices in improving electronic traffic records data collection and reporting statewide.

The project will utilize the THSO and its Law Enforcement Liaisons (LELs) to provide information updates and training on all aspects of the State's traffic records data collection techniques.

The project will continue to support the Legislature by responding to requests regarding traffic records issues.

Project Purpose
This project will affect performance areas completeness, and accuracy as related to the traffic records system. Through monitoring performance measures that indicate errors in the traffic records data, specific areas, where the highest degree of errors are found, will be targeted for follow up and training reviews. At the same time, a comprehensive "Traffic Records Data Collection" training capability is going to be developed that will provide access to every local law enforcement agency in Tennessee.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X			X	
Driver License / History						
Injury Surveillance / EMS						
Roadway						
*Citation / Adjudication						
Vehicle Registration						

Linked Items

Type	Label	Name
Performance Measure	TN-PM241	TN-PM241 - Measure MMUCC Data Compliance

Activity Report

Report Start	Report End	Report Date	Provided By
06-30-2015	06-30-2016	06-11-2016	Lt. Marty Pollock

Activity

The vendor responsible for crash data initiatives in Tennessee has transferred the legacy crash data into the new TITAN database. Legislation was passed by the State of Tennessee in the spring of 2012 legislative session that required every local law enforcement agency who investigates a crash in TN submit a crash report to the state electronically by January 1, 2015, thus eliminating paper crash reporting. As of January 1, 2015 Tennessee is receiving 100% of its crash information from the investigators electronically.

The Tennessee Department of Safety & Homeland Security (TDOSHS) plans to continue efforts to work with third party vendors who provide crash report and records management systems to state and law enforcement agencies. The activity is focused on transfer, receipt, and validation of data from LEAs using third party services or systems. TDOSHS continues to design, certify, and provide training to LEAs who implement the state provide TITAN System. The training includes reviews of the crash reporting application, data transmission, and use of the Web Portal to retrieve accepted reports. The training targets all local agency trainers and training officers responsible for the TITAN end user and support personnel.

Currently, 100% of crash reports are being submitted to the TITAN system electronically with over 350 law enforcement agencies submitting data to the system. Back in February 2012, the TITAN Team implemented a mapping enhancement to the TITAN system which provides the ability for officers to capture accurate, reliable crash, citation, and crime locations (latitude/longitude coordinates) without having to rely on GPS devices. This has dramatically increased the timeliness, reliability, availability, and accuracy of crash location coordinates. The accuracy rate has risen to 90-95% when crash locations are captured by the MAP IT program and 90% of local law enforcement agencies utilize it. To increase its use, the remainder are closely monitored and the TITAN Unit personnel make contact to offer assistance where needed.

TDOT reports they are able to locate 27,000 crashes per hour and have re-obligated as many as 500 man-hours due to the program efficiency. The original MMUCC 4th Edition Review and has been completed and is uploaded as an attachment to this Project. We are in the process of completing the MMUCC Mapping Process utilizing the newly released NHTSA MMUCC mapping tools. We anticipate the new MMUCC Mapping process will be completed by the end of CY 2016.

Problems
The Department of Safety and Homeland Security is implementing and supporting the TITAN System through resources funded by THSO grants. The future of grant funded resources is not a guarantee. A comprehensive data quality program remains a problem and is a major recommendation from NHTSA.

Plans
The TITAN Division has established a mechanism to sell crash reports on line which offsets some of the costs associated with maintaining and supporting the TITAN system. This allows for the grant funding to be used for new development and enhancements listed as recommendations in the 2014 Traffic Records Assessment including a comprehensive data quality program and integration improvements.

TN-PM241 - TN-PM241 - Measure MMUCC Data Compliance

Status of Improvement: Unknown
Active Status: New-Active
Last Updated: 11-JUN-2015
Revision Date: 11-JUN-2016

Tennessee will improve the Uniformity of the Crash system as measured in terms of an increase of:

The number of Data Elements present in the crash database compliant with MMUCC recommendations, based on the new method of MMUCC evaluation released by NHTSA.

The state will show measureable progress using the following method:

This will be measured by an increased percentage, overall, of MMUCC-required data elements present in the crash database.

TN P22 Tennessee Integrated Traffic Analysis Network (TITAN)

Priority: High
Last Updated: 12-JUN-2015
Revision Date: 10-JUN-2016
Status: Active
Lead Agency: Tennessee Department of Safety & Homeland Security
Partners: TRCC Emphasis Area 2, Local Law Enforcement Agencies, Federal Motor Carrier Safety Administration, Dept. of Safety, Dept. of Transportation, THSO, Federal Highway Administration

Project Director

Name: Lt. Marty Pollock
Title: Lieutenant THP TITAN Division
Agency: Tennessee Department of Safety and Homeland Security
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Project Description
This project will affect the development of field software for use by THP and LEA's to collect the crash reports electronically. A web-enabled portal for uploading the crash report data to the Department of Safety's Crash database was developed and completed in project TN-61. The web portal provides for the ability to query crash data on an ad-hoc or standard reporting basis. The portal also provides for downloading of data and basic statistical summaries by local law enforcement agencies, MPO's, RPO's, etc. for use in proprietary local record management systems.

Project Purpose
This project will affect quality of crash data available in the state repository. It will also enable LEA's and local engineers to upload and download crash data in a uniform format.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X	X	X	X	X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Activity Report

Report Start	Report End	Report Date	Provided By
06-30-2015	06-30-2016	06-10-2016	Lt. Marty Pollock

Activity –

Legislation was implemented January 1, 2015 which mandates all crash reports must be sent to the Department in an approved electronic format. As a result, the State receives 100% of crashes electronically. 92.6% are received within 7 days of the event, with an additional 6.3% are being received within the following 8 days.

All THP and local agencies retrieve crash reports through the web portal with the additional feature of searching and receiving statistical information of their data. To compliment the delivery of crash data and information for all agencies, in mid-2015 every agency can see the details of crashes over previous 12 months in a graph format. This feature allows the user to move the cursor over a particular month to display the various crash types.

In addition to conducting numerous in-service training sessions for local law enforcement agencies, the TITAN Division began training the TITAN eCrash application to Basic Law Enforcement Recruits at the Tennessee Law Enforcement Training Academy in February of 2016. This is an additional step to ensure the quality collection of data remains a focus for every investigating agency across the state.

Problems

The State supports the TITAN records management system and all of its components with limited resources. In order to maintain an efficient and timely approach to support our improvement efforts after delivery, additional personnel and technology is required.

The State continues to seek efforts to improve our information system. The State identified numerous enhancements and new development needs to meet public safety demands, and included those in an expansion request to the vendor contract.

Plans

Support for both technical and operational needs have been identified and the Command Staff notified.

Faced with cutbacks in state and possibly federal funding, escalating costs, and a demand for higher quality outcomes, the Department has felt the pressure and is answering the call to operate more efficiently. The state is utilizing vendor resources to alleviate the strain of reduced technical resources.

PM215 - Measure eCrash Reports Entered within 7 Days.

Baseline: From June 2014 – May 2015, approximately 91.85% of crash reports were entered into the system within 7 days.

TN-P41 Integrated Criminal Justice Portal

Priority: Medium
Revision Date: 24-MAY-2016
Last Updated: 05-JUN-2015
Status: Active
Lead Agency: Administrative Office of the Courts - Integrated Criminal Justice Program
Partners: Department of Safety, Tennessee Highway Patrol
Website: http://tncourts.gov

Project Manager
Name: Deborah Stewart
Agency: *Administrative Office of the Courts (AOC , Integrated Criminal Justice Program*
Address: *511 Union Street, 6th Floor, Nashville City Center, Nashville, TN 37219*
Phone**:** *615-741-2687, x. 2050*
Email: *deborah.stewart@tncourts.gov*

Project Description*:*
This project will affect the development of a Criminal Justice Web Portal. In 2004, the ICJ Steering Committee proposed a Criminal Justice Web Portal (Portal) to provide a single point of access for multiple agencies' data through a secure web browser. Phase I of the Portal was proof-of-concept and eliminated the need to conduct separate searches across various systems to access information for a specific person. The Portal allows 'read-only' access for law enforcement and justice-affiliated agencies to query the original data source rather than a periodic file extract, repository or data warehouse.

In October of 2006, Tennessee began rollout of access to the Criminal Justice Portal across the State and included 1,200 THP users. This first phase provided query access to the data provided by Tennessee Department of Safety and Homeland Security. Approved users have access to Driver's License information including photographs;   Title & Registration information; Tennessee Department of Correction's information including mug shots, scars, marks, tattoos; Tennessee Board of Paroles' active Parole Violation Warrants; and the Tennessee Bureau of Investigation (TBI) - Sex Offender Registry and Wanted Person Files, including photographs.

On June 19, 2008, Phase II of this project deployed providing access to Driver History Data, Historical Photos and Signatures with print capabilities of Certified Driver Records; TBI' s Protection Orders, and Wanted Persons; and the Board of Parole's active Parole Violation Warrants. A connection to TBI' s Wanted Persons (Warrants) was completed and deployed on September 29, 2009.

On July 20, 2010, Phase III of the Criminal Justice Web Portal was deployed. This Phase provided a redesigned search engine with additional search capabilities at the

individual database level and access to new and enhanced sources of information such as stolen vehicle and plate information; adjacent counties search filter; and enhancements to the Department of Correction's information. This phase also provided a de-confliction feature, for law enforcement only, allowing records to be flagged for the collaborating of law enforcement officers throughout the State.

On October 28, 2010, the Arrest Event System (AES) was implemented. AES contains arrest information acquired from the Live Scan devices located in booking agencies throughout the state.

AES also provides the Tennessee Department of Correction with a daily report of offenders' currently on probation and parole arrests. The AES project is fully functional with 90% effectiveness in reporting the re-arrest of offenders who are on parole/probation. Probation and Parole officers, supervisors, and district managers who have entered or verified the existing State ID (associated with fingerprints) with the Tennessee Offender Management Information System (TOMIS) ID for all the people they supervise; are automatically notified by email when someone under their supervision has been arrested throughout the State. The reconciliation of the existing State ID and TOMIS ID is less than 1% with a .03 percentage reconciliation for Probation and Parole. Additionally, this system has statistical reporting capabilities available.

On February 26, 2013, Phase IV began. This Phase enables users with both ICJ Portal access and Tennessee Dangerous Drugs, (DI3) access to login once and access all databases accessible from ICJ Portal and DI3 databases.   This Phase was completed December, 2015 and is in Production.

In 2013, legislation was passed allowing for Tennessee to grant access to the ICJ Portal with out-of-state law enforcement agencies.

Phase V will allow authorized ICJ portal users' access to the final criminal judgment documents housed in a statewide repository. Users will be able to view the final judgment of criminal cases throughout Tennessee. This Phase is in development testing and slated for deployment the summer of 2016.

Project Purpose:
The ICJ Portal is a secure browser-based interface into the State (TN) criminal justice agencies' databases. The purpose is to provide THP, law enforcement agencies and justice affiliated agencies, single sign on access to the Criminal Justice Web Portal. This eliminates the need for agencies to conduct separate searches across various systems to access critical information for a specific person.

The Integrated Criminal Justice Program has implemented the Automated Case Judgment project. This Program allows ICJ portal users access to final criminal judgment orders from across the State (TN). This project will save time, save lives, improve information sharing, and enhance the public safety of Tennessee's citizens.

The ICJ team will conduct a study on accessing DUI Disposition information from the official agency of record and consider the possibility of adding access of this DUI Disposition information to the Portal.

Milestones

Milestone Description	Target Date	Actual Date	Status
Begin full roll-out throughout state (including 1200 THP users)	10-01-2006	10-01-2006	Completed
Determine levels of security for driver history	05-15-2007	05-15-2007	Completed
Determine appropriate users for driver history access	05-30-2007	05-30-2007	Completed
Implementation of driver history to portal	07-30-2007	07-30-2007	Completed
Provide Access to Driver History via Portal to All Appropriate Users	09-01-2007	09-01-2007	Completed
Increase CJ Portal awareness across multiple organizations	09-30-2009	09-30-2009	Completed
Completion Phase III - Re-engineering Searches	06-30-2010	03-08-2011	Completed
Completion Phase III - Reengineering Searches	06-30-2010	02-01-2011	Completed
Completion Phase IV - New Infrastructure	12-15-2010	12-01-2010	Completed
CJ Portal - Add access to indicators for Stolen: Vehicle, License Plate, License Plate Sticker	12-15-2010	02-28-2011	Completed
Completion Phase IV - New infrastructure	12-15-2010	09-14-2012	Completed
Phase IV Single Sign-on with TN Dangerous Drugs Task Force Portal (DI3) – Law enforcement from either DI3 or ICJ Portal will be able to login once to either system and gain access to the other system	08-30-2015	12-19-2015	Completed
Phase V – Automated Case Judgment – Automating the case judgment across Tennessee will eliminate the redundancy in producing this document by the 5 agencies currently using it today. The automation process will provide the law enforcement and criminal justice community with data integrity, and reduced delays in the flow of information between agencies.	10-31-2015		In Progress

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History			X			X
Injury Surveillance / EMS						
Roadway						
*Citation / Adjudication						X
Vehicle Registration			X			X

*Citation Information can only be viewed via the ICJ Portal. There are no reporting capabilities available from the ICJ Portal, only access to view violations.

Budget

Budget Source - 2016	Total Budget
JAG/ARRA	$0.00
Justice Information Technology Grant	$0.00
NHTSA Section 408 Funds	$91,000.00
State	$22,800.00

Activity Report
Report Date: June 4, 2016
Provided by: Deborah Stewart

Progress
Tennessee Integrated Criminal Justice (ICJ) Program continues to work towards improving the criminal justice community. The Automated Case Judgment (ACJ) project was implemented in Judicial District 21 as beta the fall of 2015. ACJ is scheduled to be live in Judicial District 26 by summer of 2016. The purpose of this project is to produce a web-based system which will electronically make final judgment orders available to authorized agencies across the State of Tennessee. The Integrated Criminal Justice Portal will also interface with the ACJ Repository thus providing law enforcement agencies access to retrieve or view final criminal case judgment forms.

In December, 2015, the ICJ Portal launched Phase IV of the Portal, the Single Sign-on project with TN Dangerous Drugs Task Force (DI3). This Phase allows law enforcement officers to log into the ICJ Portal and DI3 with just one user id and password.

The Tennessee Federation of criminal justice information sharing project has been placed on hold due at the request of the TN Fusion Center.

To date, the ICJ Portal has 532 agencies deployed throughout the state with law enforcement making up 95 percent. There are a total of 10,178 users consisting of:

253	Police Departments	17	Drug Task Forces
11	911 Centers	62	Courts
23	State Agencies	37	Federal Agencies
92	Sheriff's Offices	12	Miscellaneous
25	District Attorneys		

Problems: The ICJ Program continues to be a tool used by many justice affiliated agencies across the State of Tennessee for accessing multiple State agencies databases. Providing access to multiple agencies' data can sometimes prove to be cumbersome if that agency experiences a connection loss or loss of power.

Plans: The ICJ Program will continue to work towards expanding access for the criminal justice community to multi-agencies' data across the State of Tennessee and surrounding areas. The law enforcement community has expressed a need to perform photo lineups from within the ICJ Portal. This feature has been listed as a future enhancement. Expanding the single sign-on capabilities of the ICJ Portal is also a featured enhancement.

Linked Items

Type	Label	Name
Performance Measure	TN-PM411	TN-PM411 - Measure Criminal Justice Portal Users

TN-PM411 - TN-PM411 - Measure Criminal Justice Portal Users

Status of Improvement: Demonstrated Improvement
Active Status: Active
Revision Date: 3-JUN-2016
Last Updated: 5-JUN-2015

Tennessee will improve the Accessibility of the Citation / Adjudication system as measured in terms of an Increase of:

The number of criminal justice portal users

The state will show measureable progress using the following method:

This will be measured by an overall increase in the number of users subscribed to the criminal justice portal.

2012:	7,600	2015:	9,743
2013:	8,312	2016:	10,178
2014:	8,489		

TN-P52 - TN-P52 Implementation and Maintenance of EMITS and Trauma Registry

Priority: High
Revision Date: 03-JUN-2016
Last Updated: 11-JUN-2015
Status: Active
Lead Agency: Tennessee Department of Health - Emergency Medical Services
Partners: TRCC Emphasis Area V, 206 ambulance services, 10 trauma centers and 4 comprehensive regional trauma centers, Tennessee Department of Health Statistics, Office of Policy, Planning & Assessment
Website:

Project Director
Name: Ms. Donna Tidwell
Title: Director of EMS
Agency: Tennessee Department of Health
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Project Description: This project encompasses the development and support of the state ambulance run reporting system (Emergency Medical Information Technology System – EMITS) and the state trauma registry. EMITS is National EMS Information System (NEMSIS) compliant and the rules of the state EMS board require 100% reporting of all ambulance runs. The trauma registry uses a state developed online submission process for trauma centers and comprehensive regional pediatric centers (CRPC's) to submit trauma registry data. Rules of the Board for Licensing Healthcare Facilities (BLHCF) require that all trauma centers (10) and CRPC's (4) report their trauma patient data to the state trauma registry.

Project Purpose:
This project is needed to provide funding to continue support for these databases. Developmental costs have been funded by state funds but the capability to receive data and generate reports has been funded by federal EMS/Trauma grant funds. That federal program has been terminated and Section 408 grant funds are needed to continue support for these databases. Both EMITS and Trauma Registry data will become components of the Injury Surveillance System. EMITS will also be used to supply EMS data to the state FARS office.

Milestones

Milestone Description	Target Date	Actual Date	Status
Upgrade to EMITS 3.0	12/31/2016		Ongoing
Collect 65% of ambulance run reports statewide.	12/31/2016		Ongoing

Budget

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00
State	$0.00

Linked Items

Type	Label	Name
Performance Measure	TN-PM521	TN-PM521 – Measure Trauma Centers
Performance Measure	TN-PM522	TN-PM522 – Measure EMS Run Reports

PROGRESS – TRAUMA REGISTRY

Ten trauma centers and four comprehensive regional pediatric centers (CRPC's) continue to submit patient data to the trauma registry. The trauma registry has now received eight full years of trauma center and CRPC data. Over twenty thousand records, per year average, were received for the period 2007 through 2015.

The state trauma registry continues to use a state developed secure online submission process for trauma centers and CRPC's to submit trauma registry data. As a result, Trauma centers and CRPC's are able to generate reports from the state registry on the incidences of trauma affecting their own facility as well as data statewide. Records submitted in 2015 are currently being assessed.

The Trauma Care Advisory Council presents annually to the General Assembly a Trauma Care in Tennessee report. Data contained in this report is received from designated trauma centers and CRPC's reporting to the state trauma registry. Tennessee's trauma registry data dictionary and the procedures/protocol manual for the release of data from the trauma registry are now complete.

PROBLEMS –TRAUMA REGISTRY

Currently, trauma registry data collected from trauma centers and CRPC's includes ICD9 diagnosis codes, injury severity scores, and complication/comorbidity fields. These fields need to be linked to the existing record structure for a comprehensive view for the study of traumatic injury in the state of Tennessee. The trauma registry also needs the ability to receive ICD10 data that hospitals are required to collect in 2016. Data analysis has been delayed as the trauma registrar position has been vacant for ten months but has since been filled. Analysis of trauma registry data is currently ongoing.

PLANS –TRAUMA REGISTRY

An RFQ, RFP have been developed for the potential purchase of a third party software platform to handle trauma registry and EMS data submissions. If purchased, performance measures will be developed to assure appropriate reporting and compliance with trauma registry data dictionary fields.

TN-PM521 - Measure Trauma Centers

Status of Improvement: Unknown - No Final Data
Active Status: Completed
Last Updated: 05-JUN-2015
Revision Date: 05-JUN-2015

Tennessee will improve the completeness of trauma registry data submissions as measured in terms of an increase of: the percentage of completed registry element fields submitted to the state trauma registry

The state will show measureable progress using the following method:

An increase of the completion rate of submitted trauma registry element fields to the state trauma registry by continued evaluation of all element fields submitted by state designated trauma centers and comprehensive regional pediatric centers

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2012	85%	75.4%	75.4%		2011 - 2012	NA
2013	85%	75.6%	75.8%		2012 - 2013	+.02
2014	85%	NA	NA		2013 - 2014	
2015	85%	NA	NA		2014 - 2015	

TN-PM522 - Measure EMS Run Reports

Status of Improvement: Unknown - No Final Data
Active Status: Active
Last Updated: 03-JUN-2016
Revision Date: 05-JUN-2015

Tennessee will improve the Completeness of the Injury Surveillance / EMS system as measured in terms of an increase of: the number of EMS run reports

The state will show measureable progress using the following method: increase in the total number of ambulance services submitting EMS run reports

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference
2012			0		2011 - 2012
2013	85%	59%	50%		2012 - 2013
2014	85%	59%	50%	2-JUN-14	2013 - 2014
2015	85%	21%			
2016	90%				
2017	100%				

TN-P53 - TN-P53 Statewide Injury Surveillance System

Priority: High
Revision Date: 10-JUN-2011
Last Updated: 09-JUN-2016
Status: Active
Lead Agency: Department of Health
Partners: TRCC Emphasis Area V, Department of Transportation, Department of Safety
Website:

Project Director
Name: Kimberly Glenn, PhD, MPH
Title: Director, Office of Healthcare Statistics
Agency: Tennessee Department of Health
Office: Office of Policy, Planning, and Assessment
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Project Description:
Emergency information systems help to fill a major gap in understanding nonfatal, treated injuries.

Project Purpose:
A population-based Injury Surveillance System to define disability and other associated outcomes is essential for planning and evaluating prevention, acute care, and rehabilitation services for people with injuries. Beyond the data contained on a death certificate or a hospital bill associated with a Motor Vehicle Accident, little is available in a consolidated manner to allow an investigator to assemble all relevant information. Meaningful conclusions and/or policy recommendations are better made from synthesized information that is comprehensive in scope and draws from many sources.

This system's development requires the cooperation of many agencies. The system must be acceptable to those who will contribute to its success and it should be flexible enough to meet the continually evolving needs of the community and to accommodate changes in patterns of injury. The support and interest of these groups of constituents will be valuable in establishing the systems and these groups can provide key input regarding purposes of systems as well as developing the systems.

This system will also be expected to take advantage of systems under development, and need additional funding, such as the Trauma Registry and Emergency Medical Information Technology System.

Milestones

Milestone Description	Target Date	Actual Date	Status
Develop a Trauma Registry Data Dictionary	12/31/2013	9/10/2014	Complete
Complete the policy to release Trauma Registry Data	12/31/2016		On Target
Upgrade the system to EMITS 3.0	12/31/2016		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X	X				
Roadway						
*Citation / Adjudication						
Vehicle Registration						

Budget

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00
State	$0.00

Linked Items

Type	Label	Name
Performance Measure	TN-PM531	TN-PM531 – *Measure Databases Linked*
Performance Measure	TN-PM532	TN-PM532 – *Measure ISS Data Elements*
Performance Measure	TN-PM533	TN-PM533 – *Measure ISS Data Set Usage*

PROGRESS – EMITS

EMITS, data set version 2.2.1, currently collects 100 percent of the required data elements included in the National EMS Information System (NEMSIS). There have been 369,899 electronic Patient Care Records uploaded to NEMSIS from Q3 2013 to Q2 2015. Uploaded data meets NEMSIS data standards 2.2.1. Version 2.0 of EMITS began receiving PCRs by direct input via the web application and by XML files in mid July 2010.

NEMSIS has changed the data standards. The newest standard to be implemented is 3.3.4 with 3.4.0 to follow shortly thereafter. The official policy statement from NEMSIS TAC regarding this change is: Recognizing that, for a variety of reasons, states and contracted vendors are at different stages of Version 3 implementation, the following policy decisions have been made:
1. The NEMSIS TAC will continue to collect NEMSIS Version 2 data from the States until 12/31/2016;
2. The NEMSIS TAC will continue to collect both NEMSIS Version 3.3.4 and NEMSIS Version 3.4 data from the States until 12/31/2017; however, Version 3.4 will officially become the standard on 1/1/2018;
3. NHTSA and the NEMSIS TAC agreed that major revisions to the NEMSIS Standard will occur on a four year cycle. The next major revision could be released March, 2018 and would officially become the standard 1/1/2019.

PROBLEMS – EMITS

Currently, the Office of Emergency Medical Services of the Tennessee Department of Health is in the process of issuing an RFP to purchase a Commercial Off The Shelf software product to meet the ePCR needs of the EMS agencies in the state. We continue to struggle with data input from services. We have approximately 21% of services during 2015 submitting either by xml file uploads or direct input through the web application. This is due to the service vendors becoming compliant with NEMSIS version 3.0 data collection and our system unable to accept version 3.0 currently.

The current RFP request will update our EMITS data collection on or before December 31, 2016 to accept version 3.0. The request also includes the ability by spring of 2017 be accepting version 3.4 which will meet the requirement of reporting NEMSIS version 3.4 by December 31, 2017.

The goal of 100% collection of ambulance run reports is ongoing and will be accomplished by;

The Office of EMS continues to investigate integrating EMS and the trauma registry data. A goal of the integration will be for trauma centers to receive higher percentages of ambulance run information from the trauma registry.

The Tennessee Office of EMS needs the capability to analyze data from EMITS and the state Trauma Registry. The EMITS data set complies with the USDOT national system NEMSIS. This is a NHTSA project. Data analysis will assist in determining the number of patients that are transported via ambulance to trauma centers and other hospitals because of traffic accidents. It will also provide the ability to link transport and treatment costs with specific accidents. This will enable us to develop predictive analysis regarding healthcare cost and human consequences of traffic crashes. The state is currently out of federal grant dollars to complete the development of this project.

PLANS - EMITS

EMIT's submission process and data assessment continues to be ongoing. We are currently in the process of upgrading to EMITS 3.0 with the goal of being complete and accepting NEMSIS v. 3.3.4 data by 12/31/2017 and have submitted a grant for the upgrade. Number of EMS Licensed services changes from Year to Year the goal is to have 100% of those licensed submitting data by January 1, 2017

TN-PM531 - Measure Databases Linked

The ISS coordinator conducted data extraction from Death Statistical System and expanded the existing injury-related death data to include 2014 death records, and ISS now includes a 16-year master mortality file containing all Injury-related deaths occurring in state of Tennessee from 1999 to 2014. Non-fatal injury data was also extracted from hospital discharge data and the injury-related hospital discharge data was expanded to include 2014 hospital discharge data records. Up to date, ISS

contains an 18-year master file including all injury-related hospital discharge data from 1997 through 2014.

ISS staff also expanded the comprehensive dataset with matched records linking MVC-related deaths to HDDS records to include 2014 death records, now the linked death–hospital discharge dataset includes a 8-year matching records from 2007 to 2014.

TN-PM532 - Measure ISS Data Elements

Data not available at the time of this report.

TN-PM533 - Measure ISS Data Set Usage

Data analysis was conducted using emergency medical technology information system (EMITS) data from 2011 through 2015. Data analysis mainly focused on identification of subpopulation most affected by motor vehicle crashes (MVC) among MVC-related EMS responses and the safety equipment usage among this group.

N-P61 Tennessee Integrated Traffic Analysis Network

Priority: High
Last Updated: June 12, 2015
Revision Date: 3-JUN-2016
Status: Active
Lead Agency: TN Department of Safety & Homeland Security
Partners: TRCC, Tennessee Department of Transportation, THSO, Department of Finance and Administration, LEA's, Tennessee Highway Patrol, Federal Motor Carrier Safety Administration, Federal Highway Safety Administration
Website: http://titan.safety.tn.gov

Project Director
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Title: TITAN Program Director
Agency: Tennessee Department of Safety and Homeland Security
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Project Description:
The state crash database, the Tennessee Integrated Traffic Analysis Network (TITAN), provides all law enforcement agencies with web-based access to traffic crash reports submitted by their respective agencies. Reports are available for immediate feedback to the submitting agencies, enabling them to monitor correctness of crash reports. They also have the ability to access statistical data relating to their crashes and to conduct their own adhoc statistical analyses.

Along with statistical reports, new dashboards and improved data querying capabilities are available online to law enforcement users. The eCrash software is now more streamlined for Property Damage Only>$400 and Property Damage Only<$400 crashes to save time and resources for investigating officers.

In the future, capabilities in the traffic analysis network will create an integration point for systems whose data, when combined with crash data; synthesize traffic safety information of the highest quality and value.

Project Purpose:
The web-based crash system greatly enhances the capability of traffic safety professionals. It enhances their ability to incorporate traffic safety information into problem identification and safety decision-making processes. The traffic analysis network puts in place a tool that aids in determining effectiveness measures for enforcement and non-enforcement intervention programs. The project greatly enhances the accessibility to crash data for analysis. The traffic analysis network enables users to

conduct custom analyses as well as access to standard reports. Predictive analytics helps deploy resources when and where they are most needed.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X	X			X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budget

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$1,100,000
NHTSA Section 402 Funds	$500,000
State	$500,000

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	Unknown
NHTSA Section 402 Funds	Unknown
State	$500,000

Linked Items

Type	Label	Name
Performance Measure	TN-PM611	TN-PM611 – *Percentage of eCrash reports submitted to TITAN by investigating officer with latitude and longitude coordinates captured (TITAN software users)*
Performance Measure	TN-PM612	TN-PM612 – *Percentage of eCrash reports submitted to TITAN by investigating officer with latitude and longitude coordinates captured (3rd Party vendor software users).*
Performance Measure	TN-PM613	TN-PM613 – *Number of months where updated shape files are made available to TITAN users.*

Activity Report

Report Start	Report End	Report Date	Provided By
06-30-2015	06-30-2016	05-06-2016	Chris Osbourn

Activity

During this phase, local agencies were trained to use the TITAN System to investigate and upload crash reports. On-site training was also conducted and in some instances Regional Training sessions were scheduled during implementation of a regional strategy for TITAN adoption. 100% of all agencies statewide are now reporting traffic crashes electronically as of January 1, 2015. Tennessee is one of the few states to accomplish this, and one of only several that has the requirement as part of state law. Over 350+ agencies in Tennessee submit eCrash reports to the TDOSHS using the TITAN system.

The Tennessee Department of Safety & Homeland Security continued to work closely with local agencies to meet their crash data reporting needs. Agencies that send data to the TITAN system utilize the web portal to search for reports, produce statistics, or request any portion of their data to import into their local system(s). In February 2012, we implemented a mapping enhancement to the TITAN system which allowed officers to capture accurate, reliable crash, citation, and crime locations (latitude/longitude coordinates) without having to rely on GPS devices.

This dramatically increased the timeliness, reliability, availability, and accuracy of crash location coordinates. 100% of the THP utilizes the MAP IT solution and all users of the TITAN software utilize it.

The eCitation and eCDR programs are described and identified as separate projects in this plan, but are both components and modules within the TITAN system.

Problems
The Department of Safety and Homeland Security is implementing and supporting the TITAN System through resources funded by THSO grants. A self-funding mechanism will ultimately be required to sustain the program indefinitely. The signature requirement on the eCitation is a challenge for local law enforcement to adopt eCitation because it requires additional hardware to capture the image of the signature. Legislation eliminating the signature requirement for a traffic citation would help facilitate adoption.

Plans
Develop a quality control program that can evaluate the timeliness, accuracy, completeness, and consistency of traffic crash data and report metrics to the TRCC and stakeholders of the traffic records systems. Expand use of the eCitation and eCrime TITAN applications to local law enforcement agencies. Complete development of back-end systems to allow for electronic transmission of data between TITAN, the court system, and DMV, TN Fusion Center, and TIBRS. Move the existing intranet based GIS applications to the Internet and host them under the TITAN web portal, where access is restricted to law enforcement users.

TN-PM611 - Percentage of eCrash reports submitted to TITAN by investigating officer with latitude and longitude coordinates captured (TITAN software users).

Baseline: During FFY 2014, 89.1% of crash reports submitted by TITAN users with latitude and longitude coordinates.

TN-PM612 - Percentage of eCrash reports submitted to TITAN by investigating officer with latitude and longitude coordinates captured (3rd Party vendor software users).

Baseline: During FFY 2014, 39.1% of crash reports submitted by users of 3rd Party vendor software or paper reports with latitude and longitude coordinates.

TN-PM613 - Number of months where updated shapefiles are made available to TITAN users.

Baseline: No TITAN users were utilizing updated shape files in FFY 2014. Maps from 2010 were still in use.

Status:
As of January 1, 2015, paper crash reports are no longer accepted by the TN Dept. of Safety and Homeland Security, per Tennessee state law. All eCrash reports are submitted using TITAN software of 3rd party vendor software. While latitude and longitude coordinate data are not required for all crash reports, heavy emphasis is placed on the collection of this data with focus on accuracy and reliability. Over 95% of electronically submitted crash reports capture a valid lat/long by the investigating officer. Over 98% of crash reports submitted by users of 3rd Party vendor software or paper reports included latitude and longitude coordinates. TITAN users were able to access updated shape files in FFY 2016. As of May, two updates had been made available to all TITAN users for download in FFY 2016. With mandatory eCrash reporting statewide, the collection of real-time location data is now a reality and allows both law enforcement and transportation/engineering officials to focus their resources on areas with the highest crash risk currently.

Strategies:
1. Updates to shape files will be made available to TITAN users on a quarterly basis.
2. Proper use of mapping tools will continue to be incorporated as part of all TITAN training provided to law enforcement officers.
3. We will coordinate with law enforcement agencies utilizing 3rd party vendor software for eCrash reporting software to improve the reliability, accuracy, and frequency of crash reports submitted with latitude and longitude coordinates.
4. Agency by agency reports will be distributed informing agencies of their % of reports being submitted with and without location coordinates. Reports by investigating officer will be made available upon request.
5. Consideration will be given to make the capture of latitude and longitude coordinate data mandatory for fatal, injury, FMCSA reportable, and other crashes once updated shapefiles are available to users.

TN-P63:   Development of Predictive Analytics for Traffic Safety

Priority: Medium
Revision Date: 26-JUN-2014
Last Updated: 31-MAY-2016
Status: Active
Lead Agency: Tennessee Department of Safety and Homeland Security
Partners: Tennessee Highway Safety Office
Website:

Project Director
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Project Description: The Research, Planning and Development division of TDOSHS conducts traffic safety data research and analyses to mitigate the dangers of driving on public roads in Tennessee. Establishing a new predictive analytics program will help to deploy resources when and where they are most needed. RPD will utilize crash, arrest, citation, weather, special event, and other pertinent data to allocate limited personnel in specific areas and hours where and when, historically, traffic crashes, impaired driving incidents, and crimes have occurred. RPD uses IBM SPSS Modeler software that has been purchased specifically for this task. Two Statistical Analyst 4 positions were added in RPD to be in charge of the daily operations of this project. Dashboards have been developed in the TITAN portal to disseminate the information to decision makers.

Predictive models are run to generate risk predictions for the target time period. Results are mapped in ArcGIS and provided to users via web-based maps using ArcGIS for Server. Models are run and maps updated as appropriate for the subject model, with supplemental information included on the maps.

Milestones

Milestone Description	Target Date	Actual Date	Status
Purchase IBM ThinkCentre computers for use with SPSS Modeler	3/1/2013	3/1/2013	Completed
Purchase SPSS Modeler software	3/1/2013	41334	Completed
Purchase IBM Cognos business intelligence software	9/1/2013	8/1/2013	Completed
Hire two Statistical Analyst 4 positions	10/1/2013	10/1/2013	Completed
Complete training on SPSS Modeler software	12/31/2015	12/31/2015	Completed
Complete training on Cognos software	8/31/2014	8/31/2014	Completed
Implement GIS Predictive Model Allocation Tool - Crash	6/1/2014	6/1/2014	Completed
Implement GIS Predictive Model Allocation Tool - DUI	6/1/2014	6/1/2014	Completed
Implement GIS Predictive Model Allocation Tool - CVE	9/1/2014	4/8/2015	Completed
Implement GIS Predictive Model Allocation Tool – Interdiction	9/1/2015	In progress	Behind Schedule
Retrain Predictive Models	4/1/2016	In progress	On Schedule
Determine need for individual THP District models	12/1/2015		Behind Schedule
Implement Dashboards - Crash	8/1/2014	10/1/2014	Completed
Implement Dashboards - Fatalities	8/1/2014	10/1/2014	Completed
Implement Dashboards – Trooper Activity	8/1/2014	10/1/2014	Completed
Refine Dashboards - Fatalities	11/1/2015	TITAN Deployment	Complete
Refine Dashboards – Trooper Activity by Type & Date	5/1/2016		Behind Schedule
Refine Dashboards – Trooper Activity by Trooper	5/1/2016		Behind Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$376,000.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$180,000.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	Unknown

Type	Label	Name
Performance Measure	TN-PM630	Predictive Model Building
Performance Measure	TN-PM631	Data Dashboards
Performance Measure	TN-PM632	Dashboard Users

Report Date: June 2016   *Provided by:* Patrick Dolan

Progress: Predictive models have been implemented for Serious Crashes (Predictive Crash Analytics [PCA] model), DUI-related crashes and arrests (DUI model), and Commercial Vehicle crashes (CMV model). Risk predictions are provided via web-based maps utilizing ArcGIS. Supplemental information as requested by users, specific to the risk subject, is also provided on the predictive maps to enhance map information. Dashboards disseminating crash, fatality, and trooper activity information have been developed to provide accessibility to various traffic-related safety data managed by the THP.

Problems: The subject events of these models – serious (fatal and incapacitating injury) crashes, DUI-related arrests and DUI-related crashes, and Commercial Motor Vehicle crashes – are low-frequency incidents. Thus, the range and variability of the risk values generated within some of the models is lower than would be expected under ideal conditions. Therefore, the results of each model are evaluated to determine the most appropriate time range for output of risk values and averaging of results, as well as the optimal method for mapping the resulting risk values.

Additionally, data selected for dashboard presentation was derived from a variety of sources and databases. Use of the data in the dashboards was found to be challenging in some cases. To address this issue, crash and fatality dashboards were implemented in the TITAN portal that draw exclusively from TITAN data, with Trooper Activity dashboards forthcoming.

Plans: The Department plans to continue to maintain, sustain, and if possible, expand the program to local users in the coming year.

TN-PM630 - Predictive Model Building

Tennessee will improve the Accessibility of the Crash system as measured in terms of an Increase of:

Refinement and/or retraining of existing SPSS Predictive Models, as needed.

The state will show measureable progress using the following method:

Retraining of CRASH, DUI, and Commercial Motor Vehicle models – Each of these models will be retrained, unless a determination is made that retraining is not necessary. Retraining will include incorporating more recent datasets, evaluating the use of additional datasets, and redeveloping each model if determined to be necessary. Additionally, the potential benefit of having District-specific models will be evaluated.

Refinement of CRASH, DUI, and Commercial Motor Vehicle models – Additional datasets of potential value to model building will be identified, and evaluated for accessibility and completeness for model use. Datasets will be incorporated into model retraining as appropriate.

Measurement Date	Measurement: Models Evaluated/Retrained	Notes
06/26/2015	1/1	The crash model was retrained with more current data
04/01/2016	2/0	Crash and DUI models were evaluated and both are to be retrained in 2016

TN-PM631 - Dashboards

Tennessee will improve the Accessibility of the Crash system as measured in terms of an Increase of:

Improve performance of Traffic Safety Dashboards

The state will show measureable progress using the following method:

Refinement of fatality dashboard to improve implementation process
Improvements to trooper activity dashboards to enhance performance

Measurement Date	Measurement	Notes
11/01/2015	Implement the fatality dashboard in the TITAN system	Completed
04/01/2016	Implement the Trooper Activity Dashboard in the TITAN system	Behind Schedule

TN-PM632 - Dashboard Users

Tennessee will improve the Accessibility of the Crash system as measured in terms of an Increase of:

Distribution of dashboards to users

The state will show measureable progress using the following method:

Progress will be demonstrated by having 50 dashboard recipients. Implementation in the TITAN portal makes dashboards available to thousands of users statewide.

Measurement Date	Measurement	Notes
11/01/2015	Implement a crash dashboard that includes fatalities in the TITAN system makes the dashboard available to approximately 10,000 users statewide	Completed
04/01/2016	Make Trooper activity dashboards available to all Troopers (800+ users) through the TITAN portal.	Behind schedule

TN-P64 - TRIMS Crash Location Automated Updater

Priority: Medium
Revision Date: 7-JUN-2016
Last Updated: 7-JUN-2016
Status: In Progress
Lead Agency: Tennessee Department of Transportation
Partners: Tennessee Department of Safety and Homeland Security
Website:

Project Director

Name: *Mr. Jeff Murphy*
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Project Description:

Accepts validated crash data from TDOS and automatically updates the route location in the TITAN database. Locations are determined using the Latitude and Longitude on the crash report and the road name(s). The TDOT crash location data is updated in the TITAN database. A crash import process is run to pull the crashes into TRIMS.

Project Purpose:

The automated update process assists in eliminating the backlog of crash data and provides an almost real-time crash database.

Milestones

Milestone Description	Target Date	Actual Date	Status
Adjust filters to accept more crash reports	12/31/2014	6/1/2015	Complete
Assist 3rd party vendors with validation tool	3/31/2015	N/A	On Schedule
Additional software tuning to increase located crashes	12/31/2016		In Process

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway	X	X	X	X	X	X
Citation / Adjudication						
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 402 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 402 Funds	$3,212,342.52 (all 402 funds)

Budget Source - 2016	Total Budget
NHTSA Section 402 Funds	$0.00

Activity Report

Linked Items

Type	Label	Name
Performance Measure	TN-PM534	PM534 - Measure Timeliness of location data entry

Activity Report

Activity: Road/Route comparison parameters adjusted to provide a better check of road/route names between TRIMS and the crash report. All information entered is accurate and up to date.

Problems: Due to OIR access restrictions, the Auto Updater cannot be distributed to 3rd party vendors. This is no longer a problem – 3rd party vendors are no longer used to assist in crash location.

Plans: Sustain and make improvements over the next year.

TN534: Measure Timeliness of Location Data Entry

Tennessee will improve the Timeliness of location data entry as measured in terms of a Decrease of:

The length of time to enter location data into the TRIMS system

The state will show measureable progress using the following method:

Average number of days to enter location data into TRIMS after receiving the crash record

2016 Measurement Date: 6/13/2016
2016 Measurement: The Auto Updater is run weekly and loads approximately 80% of the available crash records.

TN-P65 - TRIMS Crash Location Manual Updater

Priority: Medium
Revision Date: 7-JUN-2016
Last Updated: 7-JUN-2016
Status: Complete
Lead Agency: Tennessee Department of Transportation
Partners: Tennessee Department of Safety and Homeland Security.
Website:

Project Director
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Project Description:
Validated crash data from TDOS that is rejected by the automated updater stores in a file. Those crash reports, although not identified exactly, may provide up to five options for expedited validations. Using the Latitude and Longitude on the crash report, the process identifies possible route locations. The user can select the correct location or enter another one.

Project Purpose (and how it will help improve traffic records in Tennessee):
The Manual Updater will assist in eliminating the backlog of crash data and provide an almost real time crash data database.

Milestones

Milestone Description	Target Date	Actual Date	Status
Administer filters to accept more crash reports	12/31/2014	6/1/2015	Complete
Assist 3rd Party vendors with validation tool	3/31/2015	N/A	In Process
Enhance software to improve capability to locate crashes accurately	3/15/2016		

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X				
Driver License / History						
Injury Surveillance / EMS						
Roadway	X	X	X	X	X	X
Citation / Adjudication						
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 402 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 402 Funds	$3,212,342.51 (All 402 funds)

Budget Source - 2016	Total Budget
NHTSA Section 402 Funds	$0.00

Activity Report

Linked Items

Type	Label	Name
Performance Measure	TN-PM535	PM535 - Measure Accuracy of location data

Activity Report

Activity: TCLMU is in production in the TDOT TRIMS system. All information entered is accurate and up to date.

Problems: Due to OIR access restrictions, the TCLMU cannot be distributed to 3rd party vendors.

Plans: Sustain and make improvements over the next year.

TN535: - Measure Accuracy of Location Data

Tennessee will improve the Accuracy of location data as measured in terms of an increase of:

Accurate Location Data captured into the TRIMS system

The state will show measureable progress using the following method:

% of crash records in TRIMS with accurate location data

PM536-Measure Consistency of TDOT Location Data

Tennessee will improve the Consistency of location data as measured in terms of an increase of:

Number of crashes with TDOT Location Data for local roads

The state will show measureable progress using the following method:

% of local roads crash records in TRIMS with consistent location data

2016 Measurement Date: 13-JUN-2016
2016 Measurement: 100% of Local Road Crashes are being located
All information is updated and current.

TN P71: eCitation

Priority: High
Last Updated: June 11, 2015
Revision Date: June 11, 2016
Status: Active
Lead Agency: Tennessee Highway Patrol, Administrative Office of the Courts,
Partners: Tennessee Department of Safety & Homeland Security, Tennessee Highway Safety Office, Local Law Enforcement Agencies, Court Clerks Statewide

Project Director

Name: Mr. Chris Osbourn
Title: TITAN Program Director
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Project Description

This project involves development and implementation of a comprehensive statewide electronic citation records management system to replace issuance of paper-based citations for traffic violations by THP and local law enforcement agencies statewide. The goal is to eliminate paper where possible in the citation issuance processes for both law enforcement and the courts.

Project Purpose

Increase the use of electronic traffic citation collection through a coordinated multi-agency program and promote data-driven highway safety decision-making in Tennessee State, local organizations and other data users.

Activity Report

Status: The Tennessee Highway Patrol is currently transitioning Troopers to electronic citation reporting. In June 2014, Troopers in 3 counties began issuing eCitations. The transition to eCitation requires the cooperation of the courts in each county to facilitate acceptance of electronic citations in the local jurisdiction. The courts must transition to accepting citations electronically into their local RMS and transmit court dispositions electronically back to the Dept. of Safety and Homeland Security for posting to a driver's record. By the end of FFY 2016, the Department plans to have deployment of eCitation in over 70 counties, approximately 74% of statewide counties. As of June 2016, THP Troopers in 29 counties or 30.5% of all counties are issuing citations electronically. During FFY 2016 this represents 5.1% of all citations were issued electronically.

Strategies:

1. Implement the TITAN eCitation software to THP Statewide and have all State Troopers issuing eCitations by December 31, 2017.
2. Provide training all THP Troopers in each county on issuance of eCitations.
3. Continue to develop and foster partnerships with court clerks in each respective county working together jointly on transition of THP to eCitation issuance.
4. Provide technical and operational support to all users of the TITAN eCitation software.
5. Offer TITAN eCitation software, training, and technical support to local law enforcement agencies following a successful adoption by THP.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History	X	X	X	X	X	X
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X	X	X	X	X	X

Budget

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0

Budget Source – 2016*	Total Budget
NHTSA Section 408 Funds	$0

Linked Items

Type	Label	Name
Performance Measure	TN-PM711	PM711 – Number of Counties where THP issues eCitations
Performance Measure	TN-PM712	PM712 – Percentage of THP Citations issued electronically

PM711 - Number of TN Counties where THP issues eCitations.

Baseline: During FFY 2014, a small number of Troopers in 3 counties were using TITAN eCitation, comprising 3.2% of all Tennessee counties.

PM712 - Percentage of THP Citations issued electronically.

Baseline: Approximately 0.1% of THP citations were issued electronically in FFY 2014.

TN P72: eCDR – TITAN Electronic Court Disposition Reporting System

Priority: High
Last Updated: June 11, 2015
Revision Date: June 11, 2016
Status: Active
Lead Agency: Department of Safety and Homeland Security, Administrative Office of the Courts
Partners: Tennessee Highway Patrol, Tennessee Highway Safety Office, Local Law Enforcement Agencies, Court Clerks Statewide

Project Director

Name: Mr. Chris Osbourn
Title: TITAN Program Director
Agency: Tennessee Department of Safety and Homeland Security
Office: THP - TITAN
Address: 1150 Foster Avenue
City, Zip: Nashville 37243
Phone: (615) 743-4967
Email: Christopher.Osbourn@tn.gov

Project Description

This project involves development and implementation of a comprehensive statewide electronic court disposition reporting system for court clerks to electronically transmit dispositions to the Dept. of Safety and Homeland Security for transfer to the DL system and posting to a driver's record. This system replaces the existing electronic method for transmitting dispositions, provides a web-based interface for manual entry of dispositions, and is intended to replace all reporting of dispositions by paper or mail. The goal is to eliminate paper where possible for the courts and TDOSHS and improve the timeliness of CDL convictions and improve processes for law enforcement, the courts, and TDOSHS.

Project Purpose

Implement the new electronic Court Disposition Records (eCDR) System into TITAN. This will allow any disposition required to be posted to a driving record, including those involving a CDL offense, to be received from the courts and transmitted electronically to TDOSHS for transfer and posting to a driver's record in the DL A-LIST system. It is the Department's Goal to improve the timeliness of all disposition reporting, particularly of commercial vehicle driver convictions.

Linked Items

Type	Label	Name
Performance Measure	TN-PM721	PM721 – Number of court clerks utilizing the eCDR system in TITAN
Performance Measure	TN-PM722	PM722 – Percentage of dispositions received electronically for posting on a driving record

Activity Report - Status: The State's goal is to have approximately 50 court clerks utilizing the eCDR system in TITAN and to receive 25% of dispositions electronically by the end of FFY 2016. Ultimately, the state intends to receive all dispositions via submission of electronic file from the court clerks. Clerks, however, will be able to utilize a data entry form via the TITAN online portal where the disposition data can be manually entered into the TITAN eCDR system. This would also help reduce paper submissions and would be considered an electronic submission for our purposes. Currently, project implementation has been delayed due to a need for additional enhancements resulting from the implementation of the new Driver License ALIST system. We anticipate completing the additional development in FFY 2017 and beginning the rollout to court clerks. Therefore, our goal of 50 court clerks and 25% of dispositions electronically is now for FFY 2017. As of now, no court clerks are using the system and 0% of dispositions are received electronically using the new eCDR system.

Strategies:
1. Implement the new eCDR system during the next FFY and begin facilitation of transitioning court clerks from the old system to the new TITAN reporting system.
2. Identify and partner with court clerks still submitting paper dispositions to the department and help facilitate their adoption of an electronic reporting process for their dispositions.
3. Provide training and instruction to court clerks regarding the transition to the new system and how errors are to be handled.
4. Continue to strengthen and build relationships with court clerks and judges to help facilitate a healthy transition to eCitation and electronic reporting of court dispositions in the State of Tennessee.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History	X	X	X	X	X	X
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X	X	X	X	X	X

Budget

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$25,000.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$255,000.00

Budget Source – 2016*	Total Budget
NHTSA Section 408 Funds	$0

*project development and system implementation will be completed and only annual maintenance costs for the system will be needed moving forward.

PM721 - Number of court clerks utilizing the eCDR system in TITAN.

Baseline: The eCDR component of TITAN is in place, but has not been activated. As of FFY 2015, no (0) court clerks were utilizing the eCDR system.

PM722 - Percentage of dispositions received electronically for posting on a driving record.

Baseline: The eCDR component of TITAN is in place, but has not been activated. As of FFY 2015, 0% of dispositions were being received electronically.

Appendix 8

Traffic Records Assessment Progress Update-2016

Included below is the complete list of recommendations from the most recent TN Traffic Records Assessment. These recommendations were included in the final report received on May 19th, 2014. The list of recommendations has been provided to the full TRCC membership. Below are updates on the progress towards addressing the recommendations from the assessment.

Crash Recommendations
- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The state now has 100% electronic crash reporting which improves quality control for the Crash data system. All crash data that enters the system now has to pass through strict validation rules which helps ensure quality data is being captured and stored by the system. This is a vast improvement over the paper process which was often strapped with data errors from poor scanning of the bubble form, and human errors from keying of handwritten data.

Vehicle Recommendations
- Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle registrations are now being issued with bar codes across the state. These bar codes can be scanned into the crash report which leads to much more efficient and quality data being captured regarding vehicle data on the crash report. This includes better VIN, tag, and owner information. We have also expanded this initiative by working with the Dept. of Revenue to add barcodes to Dealer Drive-Out tags. In addition, we have endeavored to have Tennessee Dealer Drive Out tag data sent to the TBI and added to the data accessible to law enforcement via the TIES message switch. Now law enforcement will have access to verify registration information for Tennessee Dealer Drive-Out tags during traffic stops.

Driver Recommendations
- Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The state has implemented in February 2015 its new A-List driver license system. This replaces a legacy mainframe system which had been in use for decades. This system is state of the art, and will lead to improved quality of driver data and improvements in processing and wait times for DL customers.

Roadway Recommendations
- Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

TDOT has implemented its new eTRIMS system for better access to roadway safety data. It also has implemented a new SmartWay app which leads to better access to work zone, traffic delays, and other roadway data important to the motoring public. In addition, the quality has improved between the crash and roadway systems with improvements in how the data is transmitted between the two systems, and the implementation of a web-based application for data entry and coding of crashes on TDOT's linear referencing system (LRS).

Citation / Adjudication Recommendations
- Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

In 2014, the THP issued its first eCitation. Currently, it is being piloted in 4 counties and within the next two months integration between TITAN and the AOC TNCIS system will be complete allowing for eCitation data and images to move electronically between the two systems. It is anticipated over the next 12-18 months THP will implement its eCitation statewide for THP issuance and begin offering the software at no charge to local agencies. This will lead to much improved quality of citation data captured as all current data is hand-keyed from a handwritten paper citation. THP is now issuing citations electronically in 28 counties. We anticipate adoption in over 70 counties by the end of CY 2016. In addition, a new eCDR court disposition reporting system is scheduled to be implemented in late 2016 which will be integrated with the citation and driver systems. This will lead to much improved quality and transition of data between traffic records systems. The eCDR project has been delayed due to changes in scope.

EMS / Injury Surveillance Recommendations
- Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

EMS and Injury Surveillance systems in Tennessee continue to make improvements with interfaces between the state's trauma centers and hospital discharge data. These improvements are addressed in the current project updates included in the strategic plan and continue to lead to improved data quality in these systems.

Data Use and Integration Recommendations
- Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improved query save capabilities and dashboards have been added to the TITAN web portal which are specific to individual system users and their respective agencies. In addition, the THP's CRASH Predictive Analytics program has received national attention for its improved allocation of law enforcement resources to areas where they can most positively impact traffic safety.

TN-PM711

System to be Impacted	___CRASH ___DRIVER ____VEHICLE ____ROADWAY _X__CITATION/ADJUDICATION ____EMS/INJURY **OTHER** specify:
Performance Area(s) to be Impacted	____ACCURACY _X_TIMELINESS __X__COMPLETENESS ____ACCESSIBILITY _X__UNIFORMITY ____INTEGRATION **OTHER** specify:
Performance Measure used to track Improvement(s)	**TN-PM711** **The measure shows the number and percentage of counties in Tennessee where THP issues citations electronically.**
Relevant Project(s) in the State's Strategic Plan	**TN-P71 eCitation**
Improvement(s) Achieved or Anticipated	**The State began piloting its eCitation program in 2014 and has moved forward with statewide rollout with the Tennessee Highway Patrol in 2016. Beginning in FFY 2014, THP issued citations electronically in 3 counties comprising of 3.2% of all counties in the State. By the end of FFY 2015, THP was issuing citations electronically in 14 counties or 14.7% of all counties statewide. In FFY 2016, as of February 29, the figures were increased to 29 counties or 30.5% of all Tennessee counties. We anticipate by the end of FFY 2016 the number of counties in Tennessee where THP issues citations electronically will reach over 60. Raw data by month since 2014 is contained in the attached table illustrating our progress.**
Specification of how the Measure is calculated / estimated	**This measure is calculated as a number and percentage of counties in Tennessee where THP issues citations electronically of the total 95 counties in the State.**
Date and Baseline Value for the Measure	**The baseline value for the measure was 3 counties comprising of 3.2% of all Tennessee counties in FFY 2014.**
Date and Current Value for the Measure	**The value of the measure as of February 29, 2016 is 29 counties or 30.5% of all counties in Tennessee, where THP issues citations electronically.**
Regional Reviewer's Conclusion	**Check one** ___**Quantitative performance improvement** *has* **been documented** ___**Quantitative performance improvement has** *not* **been documented** ___**Not sure**
If "has not" or "not sure": What remedial guidance have you given the State?	
Comments	

TN-PM711

Number of Counties in Tennessee Where the Tennessee Highway Patrol Issues Citations Electronically

Month	2014	2015	2016
Jan	0	11	23
Feb	0	11	29
Mar	0	11	
Apr	0	12	
May	0	12	
Jun	3	12	
Jul	3	13	
Aug	6	13	
Sep	6	14	
Oct	9	16	
Nov	11	18	
Dec	11	21	

Source: TN Dept. of Safety and Homeland Security, Research, Planning, and Development (TITAN), 29 Apr, 2016.

TN-PM712

System to be Impacted	___CRASH ___DRIVER ____VEHICLE ____ROADWAY _X__CITATION/ADJUDICATION ____EMS/INJURY **OTHER** specify:
Performance Area(s) to be Impacted	____ACCURACY _X_TIMELINESS __X__COMPLETENESS ____ACCESSIBILITY _X__UNIFORMITY ____INTEGRATION **OTHER** specify:
Performance Measure used to track Improvement(s)	**TN-PM712** **The measure shows the percentage of THP citations issued electronically, instead of on paper.**
Relevant Project(s) in the State's Strategic Plan	**TN-P71 eCitation**
Improvement(s) Achieved or Anticipated	**The State began piloting its eCitation program in 2014 and has moved forward with statewide rollout with the Tennessee Highway Patrol in 2016. Beginning in FFY 2014, THP issued 0.1% citations electronically and in FFY 2015, increased that number to 0.6% citations issued electronically. YTD FFY 2016, as of February 29, THP has issued 5.1% of its citations electronically. We anticipate this figure to rise dramatically by end of FFY 2016 as we will are in the process of training and activating one entire THP district per month between now and December 2016. Raw data by month since 2014 is contained in the attached table illustrating our progress.**
Specification of how the Measure is calculated / estimated	**The number of citations issued electronically is calculated as a percentage of the sum of eCitations and paper citations issued.**
Date and Baseline Value for the Measure	**The baseline value for the measure was 0.1% of THP citations issued electronically in FFY 2014.**
Date and Current Value for the Measure	**The value of the measure as of February 29, 2016 is 5.1% of THP citations have been issued electronically in FFY 2016.**
Regional Reviewer's Conclusion	**Check one** ___**Quantitative performance improvement** *has* **been documented** ___**Quantitative performance improvement has** *not* **been documented** ___**Not sure**
If "has not" or "not sure": What remedial guidance have you given the State?	
Comments	

TN-PM712

Tennessee Highway Patrol Citations Issued Electronically

Month	2014			2015			2016		
	Paper	Electronic	%	Paper	Electronic	%	Paper	Electronic	%
Jan	27,759	0	0.0%	37,776	279	0.7%	33,996	1,442	4.1%
Feb	37,753	0	0.0%	30,651	96	0.3%	31,452	1,901	5.7%
Mar	43,333	0	0.0%	35,660	159	0.4%	n/a	2,566	n/a
Apr	34,215	0	0.0%	38,969	167	0.4%			
May	34,995	0	0.0%	37,682	247	0.7%			
Jun	28,036	62	0.2%	27,324	168	0.6%			
Jul	32,681	2	0.0%	35,215	269	0.8%			
Aug	35,745	46	0.1%	34,953	227	0.6%			
Sep	39,066	68	0.2%	38,556	446	1.1%			
Oct	31,114	121	0.4%	32,441	818	2.5%			
Nov	34,225	182	0.5%	31,649	947	2.9%			
Dec	29,015	171	0.6%	29,914	1,283	4.1%			

Source: TN Dept. of Safety and Homeland Security, Research, Planning, and Development (TITAN), 29 Apr, 2016.

Judge G. Andrew Brigham
P.O. Box 398
Dover, TN. 37058

General Sessions Court

Jason L. Wallace, Clerk
Stewart County Tennessee
P.O. Box 398
Dover, Tennessee

Telephone: 931-232-8474
Fax: 931-232-3115

Lt. Marty Pollock
1230 Foster Ave.
Nashville, TN. 37243

April 29th, 2016

Lt. Pollock—

The Stewart County General Sessions Court office would like to extend our gratitude and appreciation to all the hard work and assistance with the TITAN e-citation system. Although we are a small county, most people do not understand the amount of paperwork that our office handles on a daily basis.

The TITAN program has helped our office by making it possible to help drivers with their citations in a more efficient manner. It has also decreased the amount of time entering the citations as well, thus allowing our deputy clerks to concentrate on other duties of the court.

We would also like to thank Amanda Hughes with the Administrative Offices of the Courts and Sgt. Billy Smith and Sgt. Arthur Williams for all of their assistance in making the TITAN system run smoothly in Stewart County.

Sincerely,

Jason Wallace
Circuit Court Clerk

Name	Agency	System Represented
Allen England	Tennessee Highway Patrol	Law Enforcement / Adjudication Data System
Amanda Hughes	Administrative Office of the Courts	Court Information System
Ana Escobar	Administrative Office of the Courts	Court Information System
Andrew Goolsby	Tennessee Highway Patrol	Crash Data System
Andy Miller	Smyrna PD	Stakeholder
Ann Lynn Walker	Administrative Office of the Courts	Court Information System
Bill Gibbons	Tennessee Department of Safety & Homeland Security	Stakeholder
Billy Smith	Tennessee Highway Patrol	Crash Data System
Brandon Darks	Tennessee Department of Transportation	Roadway Data System
Brandon Douglas	Tennessee Highway Patrol	Law Enforcement / Adjudication Data System
Brian Terrell	Tennessee Department of Transportation	Roadway Data System
Christopher Armstrong	Tennessee Department of Transportation	Roadway Data System
Christopher Osbourn	Tennessee Department of Safety & Homeland Security	Crash Data System
Crystal Greene	Giles County Court Clerk	Court Information System
Dana Bruce	Tennessee Department of Safety & Homeland Security	Stakeholder
David Purkey	Tennessee Department of Safety & Homeland Security	Stakeholder
Deborah Stewart	Administrative Office of the Courts	Court Information System
Dereck Stewart	Tennessee Department of Safety, Highway Patrol	Law Enforcement / Adjudication Data System
Dianne Peoples	Tennessee Department of Safety & Homeland Security	Stakeholder
Dollena McHenry	Tennessee Department of Safety & Homeland Security	Crash Data System
Donna Tidwell	Tennessee Department of Health	Pre-Hospital EMS System
Frank Sousoulas	Memphis PD	Law Enforcement / Adjudication Data System
Gary Ogletree	Tennessee Department of Transportation	Roadway Data System
Gary Shirley	Tennessee Department of Health	Injury Surveillance Data System
Gregory Feldser	Tennessee Department of Safety & Homeland Security	FARS
Jeff Cooper	FMCSA • TN Division	Stakeholder
Jeff Murphy	Tennessee Department of Transportation	Roadway Data System
Jerry Yuknavage	Tennessee Department of Transportation	Roadway Centerline Inventory
Jessica Rich	Federal Highway Administration	Roadway Data System
Jessica Wilson	Tennessee Department of Transportation	Stakeholder

Jessie Loy	Metro Nashville PD	Stakeholder
Jim Camp	District Attorney Generals Conference	Stakeholder
John Eslick	Metro Nashville PD	Stakeholder
John Schroer	Tennessee Department of Transportation	Stakeholder
Jon Dierberger	FMCSA	Stakeholder
Jonathon Roach	Tennessee Department of Safety & Homeland Security	Crash Data System
Kedra Woodard	Tennessee Department of Safety & Homeland Security	Crash Data System
Kim McDonough	TN Department of Transportation (TDOT)	GIS Data System
Kim VanAtta	GHSO	Stakeholder
Larry Godwin	Tennessee Department of Safety & Homeland Security	Stakeholder
Leslie Meehan	Nashville MPO	Stakeholder
Lindsay Witter	Tennessee Department of Safety & Homeland Security	Stakeholder
Lisa Cavender	Court Clerk's Association	Court Information System
Lisa Knight	Tennessee Department of Safety & Homeland Security	Stakeholder
Lisa Niles	Administrative Office of the Courts	Court Information System
Mark Bengal	Office of Information Resources	Stakeholder
Marty Pollock	Tennessee Department of Safety & Homeland Security	Crash Data System
Mary Connelly	Nashville MPO	Stakeholder
Mary Newsom	Memphis PD	Stakeholder
Michael Hogan	Tennessee Department of Safety, Driver License Division	Driver License / History Data System
Michael McAlister	Tennessee Highway Patrol	Stakeholder
Michael Skipper	Nashville MPO	Stakeholder
Mike Conger	Knoxville MPO	Stakeholder
Mike Gilliland	Metro Nashville PD	Stakeholder
Narendra Amin	Tennessee Department of Safety & Homeland Security	Crash Data System
Pamela Heimsness	Federal Highway Administration	Stakeholder
Patrick Dolan	Tennessee Department of Safety & Homeland Security	Crash Data System
Ray Tucker	Tennessee Department of Safety	GIS Data System
Raymond Gaskill	Tennessee Highway Patrol	Stakeholder
Robert Plummer	Metro Nashville PD	Law Enforcement / Adjudication Data System
Robert Pollack	FHWA	Stakeholder
Robert Seesholtz	Tennessee Department of Health	Trauma-Injury Surveillance Data System

Robert Sheffield	Metro Nashville Police Department	Stakeholder
Rodney Patton	Knoxville Police Department	Stakeholder
Samantha Walker	Tennessee Department of Safety & Homeland Security	Law Enforcement / Adjudication Data System
Shashi Nambisan	UT-Knoxville	Stakeholder
Sloan Lidell	Memphis PD	Stakeholder
Steve Allen	TN Department of Transportation (TDOT)	Roadway Data System
Terrance Parker	Tennessee Department of Health	Stakeholder
Thomas Smith	Tennessee Department of Safety & Homeland Security	Driver License / History Data System
Tom Kimball	District Attorney Generals Conference	Stakeholder
Tommy Bradley	Metro Nashville	Stakeholder
Tracy Trott	Tennessee Department of Safety & Homeland Security	Stakeholder
Vickie Mason	Tennessee Department of Safety	Crash Data System
Viola Goddard	Tennessee Department of Safety & Homeland Security	Crash Data System
Wayne Deason	Tennessee Department of Safety	Law Enforcement / Adjudication Data System
William Porter	Memphis PD	Stakeholder
Yinmei Li	Tennessee Department of Health	Trauma-Injury Surveillance Data System

**APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

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

State: **Tennessee**　　　　　　　　　　　　Fiscal Year: **2017**

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

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:
- Name of the entity receiving the award;
- Amount of the award;

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

NONDISCRIMINATION
(applies to subrecipients as well as States)

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.,* 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies** Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.),* **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.),* as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.),* (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.

- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;

- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;

- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;

- Insert in all contracts and funding agreements with other State or private entities the following clause:

"During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

   a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;

c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;

d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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

The State will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
b. Establishing a drug-free awareness program to inform employees about:
    o   The dangers of drug abuse in the workplace.
    o   The grantee's policy of maintaining a drug-free workplace.
    o   Any available drug counseling, rehabilitation, and employee assistance programs.
    o   The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    o   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 –
    o   Abide by the terms of the statement.
    o   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 –

- o Taking appropriate personnel action against such an employee, up to and including termination.
- o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
  f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

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

5. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
   (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

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

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

4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded,* as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

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

BUY AMERICA ACT
(applies to subrecipients as well as States)

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

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE (applies to subrecipients as well as States)

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.

2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

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

4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)

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

6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
   - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
     o Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
     o Increase use of seatbelts by occupants of motor vehicles;
   - Submission of information regarding mobilization participation into the HVE Database;
   - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
   - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
   - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
   - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).
     (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: **[*CHECK ONLY ONE*]**

☐ Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

☐ Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

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

_____   _____
Signature Governor's Representative for Highway Safety   06/29/16
                                                                          Date

_____
Bill Gibbons
Printed name of Governor's Representative for Highway Safety

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OCCUPANT PROTECTION
(23 U.S.C. 405(b))

</div>

Instructions: States may elect to apply for an occupant protection grant using the application requirements under Part 1200 or Part 1300.

- If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 1.1 and complete the form.

- If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 1.2 and complete the form.

✓PART 1.1: OCCUPANT PROTECTION GRANT (23 CFR § 1200.21)
[*Check the box above **only** if applying for this grant.*]

All States: [*Fill in **all** blanks below.*]

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

- The State 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 as HSP attachment or page # 37, 176 (Communications)   .

- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 28-82   .

- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # 45   .

- The State's plan for child passenger safety technicians is provided as HSP attachment or page # 38   .

Lower Seat belt Use States:
[*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 _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **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 _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

  Legal citations:

  - 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: _____
_____.

✓ The State's **seat belt enforcement plan** is provided as HSP attachment or page # 33-34 and
   36-38_____.

✓ The State's **high risk population countermeasure program** is provided as HSP page or
   attachment # 81_____.

✓ The State's **comprehensive occupant protection program** is provided as HSP attachment #
   28-82_____.

✓ The State's NHTSA-facilitated **occupant protection program assessment** was conducted on
   02/13/2015_____ .

☐ PART 1.2: OCCUPANT PROTECTION GRANT (23 CFR § 1300.21)
[*Check the box above **only** if applying for this grant.*]

All States: [*Fill in **all** blanks below.*]

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

- The State's occupant protection program area plan for the upcoming fiscal year is provided as HSP page or attachment # _____.

- 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 as HSP page or attachment # _____.

- A table that documents the State's active network of child restraint inspection stations is provided as HSP page or attachment # _____. Such table includes (1) the total number of inspection stations/events in the State; and (2) the total number of inspection stations and/or inspection events that service rural and urban areas and at-risk populations (e.g., low income, minority). Each inspection station/event is staffed with at least one current nationally Certified Child Passenger Safety Technician.

- A table, as provided in HSP page or attachment # _____, identifies the number of classes to be held, location of classes, and estimated number of students needed to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians. .

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 _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **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 _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

    Legal citations:

    - 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: _____
_____ .

☐ The State's **seat belt enforcement plan** is provided as HSP page or attachment # _____
_____ .

☐ The State's **high risk population countermeasure program** is provided as HSP page or attachment # _____ .

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

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ ;
- Multi-year strategic plan: HSP page or attachment # _____ ;
- Name and title of State's designated occupant protection coordinator:
_____
- List that contains the names, titles and organizations of the statewide occupant protection task force membership: HSP page or attachment # _____
_____ .

☐ The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on _____ (within 3 years of the application due date).

STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS (23 U.S.C. 405(c))

Instructions: States may elect to apply for a State Traffic Safety Information System Improvements grant using the application requirements under Part 1200 or Part 1300.

- If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 2.1 and complete the form.

- If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 2.2 and complete the form.

☐PART 2.1: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1200.22)

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

- The lead State agency responsible for traffic safety information system improvements programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

*[Fill in **at least one** blank for each bullet below.]*

- A copy of *[check **one box** only]* the ☐TRCC charter or the ☐statute legally mandating a State TRCC is provided as HSP attachment # _____.

- A copy of meeting schedule and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # _____.

- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _____.

- The name and title of the State's Traffic Records Coordinator is _____ _____.

- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # _____.

- *[Check **one box** below and fill in **any** blanks under that checked box.]*
  ☐The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages_____.
  OR
  ☐If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on _____.

☑PART 2.2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1300.22)

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

All States:

- The lead State agency responsible for traffic safety information system improvements programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

[*Fill in **all** blank for each bullet below.*]

- The TRCC meeting dates (at least 3) during the 12 months preceding the application due date were: 09/10/2015, 12/10/2015, and 03/10/2016 .

- The name and title of the State's Traffic Records Coordinator is Kim Van Atta, Program Manager .

- A list of the TRCC members by name, title, home organization and the core safety database represented is provided as HSP page or attachment # 325-327 .

- The State Strategic Plan is provided as follows:

    - Description of specific, quantifiable and measurable improvements: HSP page or attachment # 271-327 ;
    - List of all recommendations from most recent assessment: HSP page or attachment # 275-276 ;
    - Recommendations to be addressed, including projects and performance measures: HSP page or attachment # 277-315 ;
    - Recommendations not to be addressed, including reasons for not implementing: HSP page or attachment # N/A, all recommendations addressed .

- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided as HSP page or attachment # 317-323 .

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 05/19/2014 .

IMPAIRED DRIVING COUNTERMEASURES
(23 U.S.C. 405(d))

Instructions: States may elect to apply for an Impaired Driving Countermeasures grant using the application requirements under Part 1200 or Part 1300.

- If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 3.1 and complete the form.

- If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 3.2 and complete the form.

☐ **PART 3.1: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1200.23)**
[*Check the box above **only** if applying for this grant.*]

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(j) in the fiscal year of the grant.

Mid-Range State:

- The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____.

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____ .

- The statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

☑ PART 3.2: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1300.23)
[*Check the box above **only** if applying for this grant.*]

All States:
- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Mid-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 06/22/2016_____ . Specifically –

- HSP page or attachment # 248-249_____ describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP page or attachment # 250-251_____ contains the list of names, titles and organizations of all task force members;
- HSP page or attachment # 185-270_____ 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 _____ and continues to use this plan.

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 _____ that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ . Specifically, –

- HSP page or attachment #_____ describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP page or attachment #_____ contains the list of names, titles and organizations of all task force members;
- HSP page or attachment #_____ contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP page or attachment #_____ addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP page or attachment #_____ contains the detailed project list for spending grant funds;

- HSP page or attachment #_____ 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 _____ and updates its assessment review and spending plan provided as HSP page or attachment # _____.

ALCOHOL-IGNITION INTERLOCK LAWS
(23 U.S.C. 405(d)(6)(A))

Instructions: States must apply for an Alcohol-Ignition Interlock Law grant using the application requirements Part 1300.

✓ PART 4: ALCOHOL-IGNITION INTERLOCK LAW GRANT (23 CFR § 1300.23(G))
[*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 drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on 04/19/2016 and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** 55-10-425 _____

_____.

24-7 SOBRIETY PROGRAMS
(23 U.S.C. 405(d)(6)(B))

Instructions: States must apply for a 24-7 Sobriety Program grant using the application requirements Part 1300.

☑ PART 5: 24-7 SOBRIETY PROGRAM GRANT (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 07/01/2013 _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** 55-10-404 _____
_____.

[*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 03/14/2016 _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** TCA 55-10-402 _____
_____.

☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided as HSP page or attachment # _____.

DISTRACTED DRIVING
(23 U.S.C. 405(e))

Instructions: States must apply for a distracted driving grant using the application requirements under Part 1300.

✔ PART 6*: DISTRACTED DRIVING GRANT (23 CFR § 1300.24)
(* Under Appendix D of Part 1200, Distracted Driving grant application was Part 4.)
[*Check the box above **only** if applying for this grant.*]

[*Fill in **all** blanks under the checked box.*]

✔ Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State's driver's license examination in HSP page or attachment # _112_____ .

- **Prohibition on Texting While Driving**

  The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least $25, was enacted on _05/13/2009_____ and last amended on _05/13/2009_____ , is in effect, and will be enforced during the fiscal year of the grant.

  Legal citations:
  - Prohibition on texting while driving: _TCA 55-8-199_____
    _____ ;
  - Definition of covered wireless communication devices: _TCA 55-8-199 (a)(1)_____
    _____ ;
  - Minimum fine of at least $25 for an offense: _TCA 55-8-199 (d)_____
    _____ ;
  - Exemptions from texting ban: _TCA 55-8-199 (e)_____
    _____ .

- **Prohibition on Youth Cell Phone Use While Driving**

  The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least $25, was enacted on _07/01/2001_____ and last amended on _07/01/2005_____ , 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)_____
    _____ ;
  - Minimum fine of at least $25 for an offense: _TCA 55-50-311 (n)(2)(A)_____
    _____ ;
  - Exemptions from youth cell phone use ban: _TCA 55-50-311 (n)(3)_____
    _____ .

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

☑ Special Distracted Driving Grant for Fiscal Year 2017

- The State's basic text messaging statute applying to drivers of all ages was enacted on 05/13/2009 _____ and last amended on 05/13/2009 _____ , is in effect, and will be enforced during the fiscal year of the grant.

    Legal citations:
    - Basic text messaging statute: TCA 55-8-199 _____
    _____;
    - Primary or secondary enforcement: TCA 55-8-199(d) _____
    _____.

- The State is **NOT** eligible for Special Distracted Driving Grant if the State qualifies for a Comprehensive Distracted Driving Grant.

MOTORCYCLIST SAFETY
(23 U.S.C. 405(f))

Instructions: States may elect to apply for a Motorcyclist Safety grant using the application requirements under Part 1200 or Part 1300.

- If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 7.1 (formerly Part 5 of Appendix D) and complete the form.

- If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 7.2 and complete the form.

☐ PART 7.1*: MOTORCYCLIST SAFETY GRANT (23 CFR § 1200.25)
(*Under Appendix D of Part 1200, Motorcyclist Safety Grant application was Part 5.)
[*Check the box above **only** if applying for this grant.*]

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

☐ **Motorcycle riding training course:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.

- Document(s) showing the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____ _____.

- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____.

- Document showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____ _____.

- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____.

☐ **Motorcyclist awareness program:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.

- Letter from the Governor's Representative for Highway Safety regarding the development of the motorcyclist awareness program is provided as HSP attachment # _____.

- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.

- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment # or page #_____

_____.

- Copy of the State strategic communications plan is provided as HSP attachment # _____
_____.

☐ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.

- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

☐ **Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____
_____.

- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.

- The State law or regulation defines impairment. **Legal citation(s):** _____
_____.

☐ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____
_____.

- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

- The State law or regulation defines impairment. **Legal citation(s):** _____
_____.

☐ **Use of fees collected from motorcyclists for motorcycle programs:** [_Check **one box** below and fill in **any** blanks under the checked box._]

☐ 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):** _____.
  AND

- The State's law appropriating funds for FY _____ requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs. **Legal citation(s):** _____.

☐ 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 as HSP attachment # _____ _____.

✅ **PART 7.2: MOTORCYCLIST SAFETY GRANT (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 riding training course:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is ___John Milliken, TN Department of Safety & Homeland Security___ .

- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula: [*Check 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.

- On HSP page or attachment # _122-123_ , 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 _____ .

- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

- On HSP page or attachment # _____, performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

- On HSP page or attachment # _____, countermeasure strategies and projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions corresponding with the majority of crashes

involving at least one motorcycle and at least one motor vehicle causing a serious or fatal injury to at least one motorcyclist or motor vehicle occupant.

☐ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP page or attachment # _____.

- Description of the State's methods for collecting and analyzing data is provided as HSP page or attachment # _____.

☐ **Impaired driving program:**

- On HSP page or attachment # _____, performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.

- On HSP page or attachment # _____, 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 accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP page or attachment # _____.

- Description of the State's methods for collecting and analyzing data is provided as HSP page or attachment # _____.

■ **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 <u>2017</u> requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs. **Legal citation(s):** <u>TCA 4-3-1016</u>.

☐ 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 HSP page or attachment # _____.

GRADUATED DRIVER LICENSING
(23 U.S.C. 405(g))

Instructions: States must apply for a State graduated driver licensing incentive grant using the application requirements under Part 1300.

☑ PART 8*: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANT

(23 CFR § 1300.26) (* Under Appendix D of Part 1200, State Graduated Driver Licensing Laws application was Part 6.)

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

[*Fill in **all** applicable blanks below.*]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was last amended on 07/01/2005_____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage –

   Legal citations:
   - Applies prior to receipt of any other permit, license, or endorsement if applicant is younger than 18 years of age: TCA 55-50-311 _____
   _____ ;
   - Applicant must pass vision test and knowledge assessments: TCA 55-50-311 (a)(1) ____
   _____ ;
   - In effect for at least 6 months: TCA 55-50-311 (b)(1)(B) _____
   _____ ;
   - In effect until driver is at least 16 years of age: TCA 55-50-311 (b)(1) _____
   _____ ;
   - Must be accompanied and supervised at all times: TCA 55-50-311 (a)(1) _____
   _____ ;
   - Requires completion of State-certified driver education course or at least 50 hours of behind-the-wheel training with at least 10 of those hours at night: TCA 55-50-311 (b)(1)(D)
   _____ ;
   - Prohibition on use of personal wireless communications device: TCA 55-50-311 (n)(1) ____
   _____ ;
   - Extension of learner's permit stage if convicted: TCA 55-50-311 (b)(1)(C) _____
   _____ ;
   - Exemptions from graduated driver licensing law: TCA 55-50-311 (b)(2) _____
   _____ .

Intermediate Stage –

   Legal citations:
   - Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement: TCA 55-50-311 (b)(1) _____
   _____ ;
   - Applicant must pass behind-the-wheel driving skills assessment: TCA 55-50-311 (b)(1)(E)

_____ ;

- In effect for at least 6 months: <u>TCA 55-50-311 (b)(1)(B)</u>

_____ ;

- In effect until driver is at least 17 years of age: <u>TCA 55-50-311 (c)(2)</u>

_____ ;

- Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies: <u>TCA 55-50-311 (e)(1)</u>

_____ ;

- No more than 1 nonfamilial passenger younger than 21 allowed: <u>TCA 55-50-311 (e)(2)</u>

_____ ;

- Prohibition on use of personal wireless communications device: <u>TCA 55-50-311 (n)(1)</u>

_____ ;

- Extension of intermediate stage if convicted: <u>TCA 55-50-311 (b)(1)(C)</u>

_____ ;

- Exemptions from graduated driver licensing law: <u>TCA 55-50-311 (i)</u>

_____ ;

NON-MOTORIZED SAFETY
(23 U.S.C. 405(h))

Instructions: States must apply for a non-motorized safety grant using the application requirements Part 1300.

✓ PART 9: NON-MOTORIZED SAFETY GRANT (23 CFR § 1300.27)

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

[*Check the box above **only** applying for this grant AND **only** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.*]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR § 1200.27(d) in the fiscal year of the grant.

RACIAL PROFILING DATA COLLECTION
(Section 1906, Pub. L. 109-59,
as amended by
Section 4011, Pub. L. 114-94)

Instructions: States must apply for a racial profiling data collection grant using the application requirements Part 1300.

☑ PART 10: RACIAL PROFILING DATA COLLECTION GRANT (23 CFR § 1300.28)
[*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**.*]

☑ On HSP page or attachment # **Appendix C**_____, 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 a Federal-aid highway.

☐ On HSP page or attachment #_____, the State will undertake projects
    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 a Federal-aid highway.

APPENDIX B TO PART 1300 –
APPLICATION REQUIREMENTS
FOR SECTION 405 AND SECTION 1906 GRANTS

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: **Tennessee**   Fiscal Year: **2017**

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

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.

- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.

- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

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

_____   6/29/16
Signature Governor's Representative for Highway Safety   Date

_____
Bill Gibbons
Printed name of Governor's Representative for Highway Safety

Tennessee Open Records Act

TENNESSEE CODE ANNOTATED

*** CURRENT THROUGH THE 2009 SESSION ***

TITLE 10. PUBLIC LIBRARIES, ARCHIVES AND RECORDS
CHAPTER 7. PUBLIC RECORDS
PART 5. MISCELLANEOUS PROVISIONS

§ 10-7-501. Reproduction of state records on film

The head of any department, commission, board, or agency of the state government may cause any or all records kept by such head or it to be photographed, microphotographed or reproduced on film; provided, that the microfilm project has been evaluated and approved by the records management division of the department of general services. Such photographic film shall comply with the minimum standards of quality approved for permanent photographic records by the national bureau of standards, and the device used to reproduce such records on film shall be one which accurately reproduces the original thereof in all details.

HISTORY: Acts 1947, ch. 26, § 1; C. Supp. 1950, § 255.93 (Williams, § 1034.80); Acts 1977, ch. 38, § 1; T.C.A. (orig. ed.), § 15-301; Acts 1981, ch. 364, § 3.

§ 10-7-502. Photographic copy deemed original record

(a) Any photograph, microphotograph or photographic film of any state, county, or municipal public record is deemed to be an original record for all purposes, including introduction into evidence in all courts or administrative agencies.

(b) A transcript, exemplification, or certified copy thereof shall, for all purposes recited therein, be deemed to be a

transcript, exemplification or certified copy of the original.

HISTORY: Acts 1947, ch. 26, § 3; C. Supp. 1950, § 255.93 (Williams, § 1034.82); T.C.A. (orig. ed.), § 15-303; Acts 1991, ch. 369, § 6.

§ 10-7-503. Records open to public inspection – Schedule of reasonable charges -- Costs

(a)(1) As used in this part and title 8, chapter 4, part 6, "public record or records" or "state record or records" means all documents, papers, letters, maps, books, photographs, microfilms, electronic data processing files and output, films, sound recordings or other material, regardless of physical form or characteristics, made or received pursuant to law or ordinance or in connection with the transaction of official business by any governmental agency.

(2)(A) All state, county and municipal records shall, at all times during business hours, which for public hospitals shall be during the business hours of their administrative offices, be open for personal inspection by any citizen of this state, and those in charge of the records shall not refuse such right of inspection to any citizen, unless otherwise provided by state law.

(2)(A) All state, county and municipal records shall, at all times during business hours, which for public hospitals shall be during the business hours of their administrative offices, be open for personal inspection by any citizen of this state, and those in charge of the records shall not refuse such right of inspection to any citizen, unless otherwise provided by state law.

(B) The custodian of a public record or the custodian's designee shall promptly make available for inspection any public record not specifically exempt from disclosure. In the event it is not practicable for the record to be promptly available for inspection, the custodian shall, within seven (7) business days:

(i) Make the information available to the requestor;

(ii) Deny the request in writing or by completing a records request response form developed by the office of open records counsel. The response shall include the basis for the denial; or

(iii) Furnish the requestor a completed records request response form developed by the office of open records counsel stating the time reasonably necessary to produce the record or information.

(C) *Deleted by the code commission in 2008.*

(3) Failure to respond to the request as described in subdivision (a)(2) shall constitute a denial and the person making the request shall have the right to bring an action as provided in § 10-7-505.

(4) This section shall not be construed as requiring a governmental entity or public official to sort through files to compile information; however, a person requesting the information shall be allowed to inspect the non-exempt records.

(5) This section shall not be construed as requiring a governmental entity or public official to create a record that does not exist; however, the redaction of confidential information from a public record or electronic database shall not constitute a new record.

(6) A governmental entity is prohibited from avoiding its disclosure obligations by contractually delegating its responsibility to a private entity.

(7)(A) A records custodian may not require a written request or assess a charge to view a public record unless otherwise required by law; however, a records custodian may require a request for copies of public records to be in writing or that the request be made on a form developed by the office of open records counsel. The records custodian may also require any citizen making a request to view a public record or to make a copy of a public record to present a photo identification, if the person possesses a photo identification, issued by a governmental entity, that

includes the person's address. If a person does not possess a photo identification, the records custodian may require other forms of identification acceptable to the records custodian.

(B) Any request for inspection or copying of a public record shall be sufficiently detailed to enable the records custodian to identify the specific records to be located or copied.

(C)(i) A records custodian may require a requestor to pay the custodian's reasonable costs incurred in producing the requested material and to assess the reasonable costs in the manner established by the office of open records counsel pursuant to § 8-4-604.

(ii) The records custodian shall provide a requestor an estimate of the reasonable costs to provide copies of the requested material.

(b) The head of a governmental entity may promulgate rules in accordance with the Uniform Administrative Procedures Act, compiled in title 4, chapter 5, to maintain the confidentiality of records concerning adoption proceedings or records required to be kept confidential by federal statute or regulation as a condition for the receipt of federal funds or for participation in a federally funded program.

(c)(1) Except as provided in § 10-7-504(g), all law enforcement personnel records shall be open for inspection as provided in subsection (a); however, whenever the personnel records of a law enforcement officer are inspected as provided in subsection (a), the custodian shall make a record of such inspection and provide notice, within three (3) days from the date of the inspection, to the officer whose personnel records have been inspected:

   (A) That such inspection has taken place;

   (B) The name, address and telephone number of the person making such inspection;

   (C) For whom the inspection was made; and

   (D) The date of such inspection.

(2) Information made confidential by this chapter shall be redacted whenever possible, but the costs associated with redacting records or information, including the cost of copies and staff time to provide redacted copies, shall be borne as provided by current law.

(3) Any person making an inspection of such records shall provide such person's name, address, business telephone number, home telephone number, driver license number or other appropriate identification prior to inspecting such records.

(d)(1) All records of any association or nonprofit corporation described in § 8-44-102(b)(1)(E)(i) shall be open for inspection as provided in subsection (a); provided, that any such organization shall not be subject to the requirements of this subsection (d) so long as it complies with the following requirements:

   (A) The board of directors of the organization shall cause an annual audit to be made of the financial affairs of the organization, including all receipts from every source and every expenditure or disbursement of the money of the organization, made by a disinterested person skilled in such work. Each audit shall cover the period extending back to the date of the last preceding audit and it shall be paid out of the funds of the organization;

   (B) Each audit shall be conducted in accordance with the standards established by the comptroller of the treasury pursuant to § 4-3-304(9) for local governments;

   (C) The comptroller of the treasury, through the department of audit, shall be responsible for ensuring that the audits are prepared in accordance with generally accepted governmental auditing standards, and determining whether the audits meet minimum audit standards which shall be prescribed by the comptroller of the treasury. No audit may be accepted as meeting the requirements of this section until such audit has

been approved by the comptroller of the treasury;

(D) The audits may be prepared by a certified public accountant, a public accountant or by the department of audit. If the governing body of the municipality fails or refuses to have the audit prepared, the comptroller of the treasury may appoint a certified public accountant or public accountant or direct the department to prepare the audit. The cost of such audit shall be paid by the organization;

(E) Each such audit shall be completed as soon as practicable after the end of the fiscal year of the organization. One (1) copy of each audit shall be furnished to the organization and one (1) copy shall be filed with the comptroller of the treasury. The copy of the comptroller of the treasury shall be available for public inspection. Copies of each audit shall also be made available to the press; and

(F) In addition to any other information required by the comptroller of the treasury, each audit shall also contain:

(i) A listing, by name of the recipient, of all compensation, fees or other remuneration paid by the organization during the audit year to, or accrued on behalf of, the organization's directors and officers;

(ii) A listing, by name of recipient, of all compensation and any other remuneration paid by the organization during the audit year to, or accrued on behalf of, any employee of the organization who receives more than twenty-five thousand dollars ($ 25,000) in remuneration for such year;

(iii) A listing, by name of beneficiary, of any deferred compensation, salary continuation, retirement or other fringe benefit plan or program (excluding qualified health and life insurance plans available to all employees of the organization on a nondiscriminatory basis) established or maintained by the organization for the benefit of any of the organization's directors, officers or employees, and the amount of any funds paid or accrued to such plan or program during the audit year; and

(iv) A listing, by name of recipient, of all fees paid by the organization during the audit year to any contractor, professional advisor or other personal services provider, which exceeds two thousand five hundred dollars ($ 2,500) for such year. Such listing shall also include a statement as to the general effect of each contract, but not the amount paid or payable thereunder.

The provisions of this subsection (d) shall not apply to any association or nonprofit corporation described in § 8-44-102(b)(1)(E)(i), that employs no more than two (2) full-time staff members.

(2) The provisions of this subsection (d) shall not apply to any association, organization or corporation that was exempt from federal income taxation under the provisions of § 501(c)(3) of the Internal Revenue Code (26 U.S.C. § 501(c)(3)) as of January 1, 1998, and which makes available to the public its federal return of organization exempt from income tax (Form 990) in accordance with the Internal Revenue Code and related regulations.

(e) All contingency plans of law enforcement agencies prepared to respond to any violent incident, bomb threat, ongoing act of violence at a school or business, ongoing act of violence at a place of public gathering, threat involving a weapon of mass destruction, or terrorist incident shall not be open for inspection as provided in subsection (a).

(f) All records, employment applications, credentials and similar documents obtained by any person in conjunction with an employment search for a director of schools or any chief public administrative officer shall at all times, during business hours, be open for personal inspection by any citizen of Tennessee, and those in charge of such records shall not refuse such right of inspection to any citizen, unless otherwise provided by state law. For the purposes of this subsection (f), the term "person" includes a natural person, corporation, firm, company, association or any other business entity.

HISTORY: Acts 1957, ch. 285, § 1; T.C.A., § 15-304; Acts 1981, ch. 376, § 1; 1984, ch. 929, §§ 1, 3; 1991, ch. 369, § 7; 1993, ch. 475, § 1; 1998, ch. 1102, §§ 2, 4; 1999, ch. 514, § 1; 2000, ch. 714, § 1; 2005, ch. 263, § 1 2007, ch.

425, § 1; 2008, ch. 1179, § 1.

§ 10-7-504. Confidential records

(a)(1) The medical records of patients in state, county and municipal hospitals and medical facilities, and the medical records of persons receiving medical treatment, in whole or in part, at the expense of the state, county or municipality, shall be treated as confidential and shall not be open for inspection by members of the public. Any records containing the source of body parts for transplantation or any information concerning persons donating body parts for transplantation shall be treated as confidential and shall not be open for inspection by members of the public.

   (2)(A) All investigative records of the Tennessee bureau of investigation, the office of inspector general, all criminal investigative files of the department of agriculture and the department of environment and conservation, all criminal investigative files of the motor vehicle enforcement division of the department of safety relating to stolen vehicles or parts, and all files of the handgun carry permit and driver license issuance divisions of the department of safety relating to bogus handgun carry permits and bogus driver licenses issued to undercover law enforcement agents shall be treated as confidential and shall not be open to inspection by members of the public. The information contained in such records shall be disclosed to the public only in compliance with a subpoena or an order of a court of record; provided, however, that such investigative records of the Tennessee bureau of investigation shall be open to inspection by elected members of the general assembly if such inspection is directed by a duly adopted resolution of either house or of a standing or joint committee of either house. Records shall not be available to any member of the executive branch except to the governor and to those directly involved in the investigation in the specified agencies.

   (B) The records of the departments of agriculture and environment and conservation referenced in subdivision (a)(2)(A) shall cease to be confidential when the investigation is closed by the department or when the court in which a criminal prosecution is brought has entered an order concluding all proceedings and the opportunity for direct appeal has been exhausted; provided, however, that any identifying information about a confidential informant or undercover law enforcement agent shall remain confidential.

   (C) The Tennessee bureau of investigation, upon written request by an authorized person of a state governmental agency, is authorized to furnish and disclose to the requesting agency the criminal history, records and data from its files, and the files of the federal government and other states to which it may have access, for the limited purpose of determining whether a license or permit should be issued to any person, corporation, partnership or other entity, to engage in an authorized activity affecting the rights, property or interests of the public or segments thereof.

   (3) The records, documents and papers in the possession of the military department which involve the security of the United States and/or the state of Tennessee, including, but not restricted to, national guard personnel records, staff studies and investigations, shall be treated as confidential and shall not be open for inspection by members of the public.

   (4)(A) The records of students in public educational institutions shall be treated as confidential. Information in such records relating to academic performance, financial status of a student or the student's parent or guardian, medical or psychological treatment or testing shall not be made available to unauthorized personnel of the institution or to the public or any agency, except those agencies authorized by the educational institution to conduct specific research or otherwise authorized by the governing board of the institution, without the consent of the student involved or the parent or guardian of a minor student attending any institution of elementary or secondary education, except as otherwise provided by law or regulation pursuant thereto, and except in consequence of due legal process or in cases when the safety of persons or property is involved. The governing board of the institution, the department of education, and the Tennessee higher education commission shall have access on a confidential basis to such records as are required to fulfill their lawful functions. Statistical information not identified with a particular student may be released to any person, agency, or the public; and information relating only to an individual student's name, age, address, dates of attendance, grade levels completed, class placement and academic degrees awarded may likewise be

disclosed.

(B) Notwithstanding the provisions of subdivision (a)(4)(A) to the contrary, unless otherwise prohibited by the federal Family Educational Rights and Privacy Act (FERPA), an institution of post-secondary education shall disclose to an alleged victim of any crime of violence, as that term is defined in 18 U.S.C. § 16, or a nonforcible sex offense, the final results of any disciplinary proceeding conducted by such institution against the alleged perpetrator of such crime or offense with respect to such crime or offense.

(C) Notwithstanding the provisions of subdivision (a)(4)(A) to the contrary, unless otherwise prohibited by FERPA, an institution of post-secondary education shall disclose the final results of any disciplinary proceeding conducted by such institution against a student who is an alleged perpetrator of any crime of violence, as that term is defined in 18 U.S.C. § 16, or a nonforcible sex offense, if the institution determines as a result of that disciplinary proceeding that the student committed a violation of the institution's rules or policies with respect to such crime or offense.

(D) For the purpose of this section, the final results of any disciplinary proceeding:

   (i) Shall include only the name of the student, the violation committed, and any sanction imposed by the institution on that student;

   (ii) May include the name of any other student, such as a victim or witness, only with the written consent of that other student; and

   (iii) Shall only apply to disciplinary hearings in which the final results were reached on or after October 7, 1998.

(E) Notwithstanding the provisions of subdivision (a)(4)(A) to the contrary, unless otherwise prohibited by FERPA, an educational institution shall disclose information provided to the institution under § 40-39-106, concerning registered sex offenders who are required to register under § 40-39-103.

(F) Notwithstanding the provisions of subdivision (a)(4)(A) to the contrary, unless otherwise prohibited by FERPA, an institution of higher education shall disclose to a parent or legal guardian of a student information regarding any violation of any federal, state, or local law, or of any rule or policy of the institution, governing the use or possession of alcohol or a controlled substance, regardless of whether that information is contained in the student's education records, if:

   (i) The student is under the age of twenty-one (21);

   (ii) The institution determines that the student has committed a disciplinary violation with respect to such use or possession; and

   (iii) The final determination that the student committed such a disciplinary violation was reached on or after October 7, 1998.

(G) Notwithstanding subdivision (a)(4)(A), § 37-5-107 or § 37-1-612, the institution shall release records to the parent or guardian of a victim or alleged victim of child abuse or child sexual abuse pursuant to § 37-1-403(i)(2) or § 37-1-605(d)(2). Any person or entity that is provided access to records under this subdivision (a)(4)(G) shall be required to maintain the records in accordance with state and federal laws and regulations regarding confidentiality.

(5)(A) The following books, records and other materials in the possession of the office of the attorney general and reporter which relate to any pending or contemplated legal or administrative proceeding in which the office of the attorney general and reporter may be involved shall not be open for public inspection:

   (i) Books, records or other materials which are confidential or privileged by state law;

(ii) Books, records or other materials relating to investigations conducted by federal law enforcement or federal regulatory agencies, which are confidential or privileged under federal law;

(iii) The work product of the attorney general and reporter or any attorney working under the attorney general and reporter's supervision and control;

(iv) Communications made to or by the attorney general and reporter or any attorney working under the attorney general and reporter's supervision and control in the context of the attorney-client relationship; or

(v) Books, records and other materials in the possession of other departments and agencies which are available for public inspection and copying pursuant to §§ 10-7-503 and 10-7-506. It is the intent of this section to leave subject to public inspection and copying pursuant to §§ 10-7-503 and 10-7-506 such books, records and other materials in the possession of other departments even though copies of the same books, records and other materials which are also in the possession of the office of the attorney general and reporter are not subject to inspection or copying in the office of the attorney general and reporter; provided, that such records, books and materials are available for copying and inspection in such other departments.

(B) Books, records and other materials made confidential by this subsection (a) which are in the possession of the office of the attorney general and reporter shall be open to inspection by the elected members of the general assembly, if such inspection is directed by a duly adopted resolution of either house or of a standing or joint committee of either house and is required for the conduct of legislative business.

(C) Except for the provisions of subdivision (a)(5)(B), the books, records and materials made confidential or privileged by this subdivision (a)(5) shall be disclosed to the public only in the discharge of the duties of the office of the attorney general and reporter.

(6) State agency records containing opinions of value of real and personal property intended to be acquired for a public purpose shall not be open for public inspection until the acquisition thereof has been finalized. This shall not prohibit any party to a condemnation action from making discovery relative to values pursuant to the Rules of Civil Procedure as prescribed by law.

(7) Proposals received pursuant to personal service, professional service, and consultant service contract regulations, and related records, including evaluations and memoranda, shall be available for public inspection only after the completion of evaluation of same by the state. Sealed bids for the purchase of goods and services, and leases of real property, and individual purchase records, including evaluations and memoranda relating to same, shall be available for public inspection only after the completion of evaluation of same by the state.

(8) All investigative records and reports of the internal affairs division of the department of correction or of the department of children's services shall be treated as confidential and shall not be open to inspection by members of the public. However, an employee of the department of correction or of the department of children's services shall be allowed to inspect such investigative records and reports if the records or reports form the basis of an adverse action against the employee. An employee of the department of correction shall also be allowed to inspect such investigative records of the internal affairs division of the department of correction, or relevant portion thereof, prior to a due process hearing at which disciplinary action is considered or issued unless the commissioner of the department of correction specifically denies in writing the employee's request to examine such records prior to the hearing. The release of reports and records shall be in accordance with the Tennessee Rules of Civil Procedure. The court or administrative judge having jurisdiction over the proceedings shall issue appropriate protective orders, when necessary, to ensure that the information is disclosed only to appropriate persons. The information contained in such records and reports shall be disclosed to the public only in compliance with a subpoena or an order of a court of record.

(9) (A) Official health certificates, collected and maintained by the state veterinarian pursuant to rule chapter 0080-2-1 of the department of agriculture, shall be treated as confidential and shall not be open for inspection by members of the public.

(B) Any data or records provided to or collected by the department of agriculture pursuant to the implementation and operation of premise identification or animal tracking programs shall be considered confidential and shall not be open for inspection by members of the public. Likewise, all contingency plans prepared concerning the department's response to agriculture-related homeland security events shall be considered confidential and shall not be open for inspection by members of the public. The department may disclose data or contingency plans to aid the law enforcement process or to protect human or animal health.

(C) Information received by the state that is required by federal law or regulation to be kept confidential shall be exempt from public disclosure and shall not be open for inspection by members of the public.

(10)(A) The capital plans, marketing information, proprietary information and trade secrets submitted to the Tennessee venture capital network at Middle Tennessee State University shall be treated as confidential and shall not be open for inspection by members of the public.

(B) As used in this subdivision (a)(10), unless the context otherwise requires:

(i) "Capital plans" means plans, feasibility studies, and similar research and information that will contribute to the identification of future business sites and capital investments;

(ii) "Marketing information" means marketing studies, marketing analyses, and similar research and information designed to identify potential customers and business relationships;

(iii) "Proprietary information" means commercial or financial information which is used either directly or indirectly in the business of any person or company submitting information to the Tennessee venture capital network at Middle Tennessee State University, and which gives such person an advantage or an opportunity to obtain an advantage over competitors who do not know or use such information;

(iv) "Trade secrets" means manufacturing processes, materials used therein, and costs associated with the manufacturing process of a person or company submitting information to the Tennessee venture capital network at Middle Tennessee State University.

(11) Records that are of historical research value which are given or sold to public archival institutions, public libraries, or libraries of a unit of the Tennessee board of regents or the University of Tennessee, when the owner or donor of such records wishes to place restrictions on access to the records shall be treated as confidential and shall not be open for inspection by members of the public. This exemption shall not apply to any records prepared or received in the course of the operation of state or local governments.

(12) Personal information contained in motor vehicle records shall be treated as confidential and shall only be open for inspection in accordance with the provisions of title 55, chapter 25.

(13)(A) All memoranda, work notes or products, case files and communications related to mental health intervention techniques conducted by mental health professionals in a group setting to provide job-related critical incident counseling and therapy to law enforcement officers, county and municipal correctional officers, dispatchers, emergency medical technicians, emergency medical technician-paramedics, and firefighters, both volunteer and professional, are confidential and privileged and are not subject to disclosure in any judicial or administrative proceeding unless all parties waive such privilege. In order for such privilege to apply, the incident counseling and/or therapy shall be conducted by a qualified mental health professional as defined in § 33-1-101(18);

(B) For the purposes of this section, "group setting" means that more than one (1) person is present with the mental health professional when the incident counseling and/or therapy is being conducted;

(C) All memoranda, work notes or products, case files and communications pursuant to this section shall not be construed to be public records pursuant to this chapter.

(D) Nothing in this section shall be construed as limiting a licensed professional's obligation to report suspected child abuse or limiting such professional's duty to warn about dangerous individuals as provided under §§ 33-3-206 -- 33-3-209, or other provisions relevant to the mental health professional's license;

(E) Nothing in this section shall be construed as limiting the ability of a patient or client, or such person's survivor, to discover under the Rules of Civil Procedure or to admit in evidence under the Rules of Evidence any memoranda, work notes or products, case files and communications which are privileged by this section and which are relevant to a malpractice action or any other action by a patient against a mental health professional arising out of the professional relationship. In such an action against a mental health professional, neither shall anything in this section be construed as limiting the ability of the mental health professional to so discover or admit in evidence such memoranda, work notes or products, case files and communications.

(14) All riot, escape and emergency transport plans which are incorporated in a policy and procedures manual of county jails and workhouses or prisons operated by the department of correction or under private contract shall be treated as confidential and shall not be open for inspection by members of the public.

(15)(A) As used in this subdivision (a)(15), unless the context otherwise requires:

(i) "Identifying information" means the home and work addresses and telephone numbers, social security number, and any other information that could reasonably be used to locate the whereabouts of an individual;

(ii) "Protection document" means:

(a) An order of protection issued pursuant to title 36, chapter 3, part 6, that has been granted after proper notice and an opportunity to be heard;

(b) A similar order of protection issued by the court of another jurisdiction;

(c) An extension of an ex parte order of protection granted pursuant to § 36-3-605(a);

(d) A similar extension of an ex parte order of protection granted by a court of competent jurisdiction in another jurisdiction;

(e) A restraining order issued by a court of competent jurisdiction prohibiting violence against the person to whom it is issued;

(f) A court order protecting the confidentiality of certain information issued upon the request of a district attorney general to a victim or witness in a criminal case, whether pending or completed; and

(g) An affidavit from the director of a rape crisis center or domestic violence shelter certifying that an individual is a victim in need of protection; provided, that such affidavit is on a standardized form to be developed and distributed to such centers and shelters by the Tennessee task force against domestic violence; and

(iii) "Utility service provider" means any entity, whether public or private, that provides electricity, natural gas, water, or telephone service to customers on a subscription basis, whether or not regulated by the Tennessee regulatory authority.

(B) If the procedure set out in this subdivision (a)(15) is followed, identifying information compiled and maintained by a utility service provider concerning a person who has obtained a valid protection document shall be treated as confidential and not open for inspection by the public.

(C) For the provisions of subdivision (a)(15)(B) to be applicable, a copy of the protection document must be presented during regular business hours by the person to whom it was granted to the records custodian of the

utility service provider whose records such person seeks to make confidential, and such person must request that all identifying information about such person be maintained as confidential.

(D) The protection document must at the time of presentation be in full force and effect. The records custodian may assume that a protection document is in full force and effect if it is on the proper form and if on its face it has not expired.

(E) Upon being presented with a valid protection document, the records custodian shall accept receipt of it and maintain it in a separate file containing in alphabetical order all protection documents presented to such records custodian pursuant to this subdivision (a)(15). Nothing in this subdivision (a)(15) shall be construed as prohibiting a records custodian from maintaining an electronic file of such protection documents provided the records custodian retains the original document presented.

(F) Identifying information concerning a person that is maintained as confidential pursuant to this subdivision (a)(15) shall remain confidential until the person who requested such confidentiality notifies in person the records custodian of the appropriate utility service provider that there is no longer a need for such information to remain confidential. A records custodian receiving such notification shall remove the protection document concerning such person from the file maintained pursuant to subdivision (a)(15)(E), and the identifying information about such person shall be treated in the same manner as the identifying information concerning any other customer of the utility. Before removing the protection document and releasing any identifying information, the records custodian of the utility service provider shall require that the person requesting release of the identifying information maintained as confidential produce sufficient identification to satisfy such custodian that he or she is the same person as the person to whom the document was originally granted.

(G) After July 1, 1999, if information is requested from a utility service provider about a person other than the requestor and such request is for information that is in whole or in part identifying information, the records custodian of the utility service provider shall check the separate file containing all protection documents that have been presented to such utility. If the person about whom information is being requested has presented a valid protection document to the records custodian in accordance with the procedure set out in this subdivision (a)(15), and has requested that identifying information about such person be maintained as confidential, the records custodian shall redact or refuse to disclose to the requestor any identifying information about such person.

(H) Nothing in this subdivision (a)(15) shall prevent the district attorney general and counsel for the defendant from providing to each other in a pending criminal case, where the constitutional rights of the defendant require it, information which otherwise would be held confidential under this subdivision (a)(15).

(16)(A) As used in this subdivision (a)(16), unless the context otherwise requires:

(i) "Governmental entity" means the state of Tennessee and any county, municipality, city or other political subdivision of the state of Tennessee;

(ii) "Identifying information" means the home and work addresses and telephone numbers, social security number, and any other information that could reasonably be used to locate the whereabouts of an individual;

(iii) "Protection document" means:

(a) An order of protection issued pursuant to title 36, chapter 3, part 6, that has been granted after proper notice and an opportunity to be heard;

(b) A similar order of protection issued by the court of another jurisdiction;

(c) An extension of an ex parte order of protection granted pursuant to § 36-3-605(a);

(d) A similar extension of an ex parte order of protection granted by a court of competent jurisdiction in another jurisdiction;

(e) A restraining order issued by a court of competent jurisdiction prohibiting violence against the person to whom it is issued;

(f) A court order protecting the confidentiality of certain information issued upon the request of a district attorney general to a victim or witness in a criminal case, whether pending or completed; and

(g) An affidavit from the director of a rape crisis center or domestic violence shelter certifying that an individual is a victim in need of protection; provided, that such affidavit is on a standardized form to be developed and distributed to such centers and shelters by the Tennessee task force against domestic violence.

(B) If the procedure set out in this subdivision (a)(16) is followed, identifying information compiled and maintained by a governmental entity concerning a person who has obtained a valid protection document may be treated as confidential and may not be open for inspection by the public.

(C) For the provisions of subdivision (a)(16)(B) to be applicable, a copy of the protection document must be presented during regular business hours by the person to whom it was granted to the records custodian of the governmental entity whose records such person seeks to make confidential, and such person must request that all identifying information about such person be maintained as confidential.

(D) The protection document presented must at the time of presentation be in full force and effect. The records custodian may assume that a protection document is in full force and effect if it is on the proper form and if on its face it has not expired.

(E) Upon being presented with a valid protection document, the record custodian may accept receipt of it. If the records custodian does not accept receipt of such document, the records custodian shall explain to the person presenting the document why receipt cannot be accepted and that the identifying information concerning such person will not be maintained as confidential. If the records custodian does accept receipt of the protection document, such records custodian shall maintain it in a separate file containing in alphabetical order all protection documents presented to such custodian pursuant to this subdivision (a)(16). Nothing in this subdivision (a)(16) shall be construed as prohibiting a records custodian from maintaining an electronic file of such protection documents; provided, that the custodian retains the original document presented.

(F) Identifying information concerning a person that is maintained as confidential pursuant to this subdivision (a)(16) shall remain confidential until the person requesting such confidentiality notifies in person the appropriate records custodian of the governmental entity that there is no longer a need for such information to remain confidential. A records custodian receiving such notification shall remove the protection document concerning such person from the file maintained pursuant to subdivision (a)(16)(E), and the identifying information about such person shall be treated in the same manner as identifying information maintained by the governmental entity about other persons. Before removing the protection document and releasing any identifying information, the records custodian of the governmental entity shall require that the person requesting release of the identifying information maintained as confidential produce sufficient identification to satisfy such records custodian that that person is the same person as the person to whom the document was originally granted.

(G) After July 1, 1999, if:

(i) Information is requested from a governmental entity about a person other than the person making the request;

(ii) Such request is for information that is in whole or in part identifying information; and

(iii) The records custodian of the governmental entity to whom the request was made accepts receipt of protection documents and maintains identifying information as confidential;

then such records custodian shall check the separate file containing all protection documents that have been presented to such entity. If the person about whom information is being requested has presented a valid protection document to the records custodian in accordance with the procedure set out in this subdivision (a)(16), and has requested that identifying information about such person be maintained as confidential, the records custodian shall redact or refuse to disclose to the requestor any identifying information about such person.

(H) Nothing in this subdivision (a)(16) shall prevent the district attorney general and counsel for the defendant from providing to each other in a pending criminal case, where the constitutional rights of the defendant require it, information which otherwise may be held confidential under this subdivision (a)(16).

(I) In an order of protection case, any document required for filing, other than the forms promulgated by the supreme court pursuant to § 36-3-604(b), shall be treated as confidential and kept under seal except that the clerk may transmit any such document to the Tennessee bureau of investigation, 911 service or emergency response agency or other law enforcement agency.

(17) The telephone number, address and any other information which could be used to locate the whereabouts of a domestic violence shelter or rape crisis center may be treated as confidential by a governmental entity, and shall be treated as confidential by a utility service provider as defined in subdivision (a)(15) upon the director of the shelter or crisis center giving written notice to the records custodian of the appropriate entity or utility that such shelter or crisis center desires that such identifying information be maintained as confidential.

(18) Computer programs, software, software manuals, and other types of information manufactured or marketed by persons or entities under legal right and sold, licensed, or donated to Tennessee state boards, agencies, or higher education institutions shall not be open to public inspection; provided, that computer programs, software, software manuals, and other types of information produced by state or higher education employees at state expense shall be available for inspection as part of an audit or legislative review process.

(19) The credit card numbers of persons doing business with the state or political subdivision thereof and any related personal identification numbers (PIN) or authorization codes are confidential and shall not be open for inspection by members of the public, whether this information is received by the state or political subdivision thereof through electronic means or paper transactions.

(20)(A) For the purposes of this subdivision (a)(20), the following terms shall have the following meaning:

(i) "Consumer" means any person, partnership, limited partnership, corporation, professional corporation, limited liability company, trust, or any other entity, or any user of a utility service;

(ii) "Municipal" and "municipality" means a county, metropolitan government, incorporated city, town of the state, or utility district as created in title 7, chapter 82;

(iii) "Private records" means a credit card number, social security number, tax identification number, financial institution account number, burglar alarm codes, security codes, and access codes; and

(iv) "Utility" shall include any public electric generation system, electric distribution system, water storage or processing system, water distribution system, gas storage system or facilities related thereto, gas distribution system, wastewater system, telecommunications system, or any services similar to any of the foregoing.

(B) The private records of any utility shall be treated as confidential and shall not be open for inspection by members of the public.

(C) Information made confidential by this subsection (a) shall be redacted wherever possible and nothing in this subsection (a) shall be used to limit or deny access to otherwise public information because a file, document, or data file contains confidential information. For purposes of this section only, it shall be presumed that redaction of such information is possible. The entity requesting the records shall pay all reasonable costs associated with redaction of materials.

(D) Nothing in this subsection (a) shall be construed to limit access to these records by law enforcement agencies, courts, or other governmental agencies performing official functions.

(E) Nothing in this subsection (a) shall be construed to limit access to information made confidential under this subsection (a), when the consumer expressly authorizes the release of such information.

(21)(A) The following records shall be treated as confidential and shall not be open for public inspection:

(i) Records that would allow a person to identify areas of structural or operational vulnerability of a utility service provider or that would permit unlawful disruption to, or interference with, the services provided by a utility service provider;

(ii) All contingency plans of a governmental entity prepared to respond to or prevent any violent incident, bomb threat, ongoing act of violence at a school or business, ongoing act of violence at a place of public gathering, threat involving a weapon of mass destruction, or terrorist incident.

(B) Documents concerning the cost of governmental utility property, the cost of protecting governmental utility property, the cost of identifying areas of structural or operational vulnerability of a governmental utility, the cost of developing contingency plans for a governmental entity, and the identity of vendors providing goods or services to a governmental entity in connection with the foregoing shall not be confidential. However, any documents relating to these subjects shall not be made available to the public unless information that is confidential under this subsection (a) or any other provision of this chapter has been redacted or deleted from the documents.

(C) As used in this subdivision (a)(21):

(i) "Governmental entity" means the state of Tennessee or any county, municipality, city or other political subdivision of the state of Tennessee;

(ii) "Governmental utility" means a utility service provider that is also a governmental entity; and

(iii) "Utility service provider" means any entity, whether public or private, that provides electric, gas, water, sewer or telephone service, or any combination of the foregoing, to citizens of the state of Tennessee, whether or not regulated by the Tennessee regulatory authority.

(D) Nothing in this subdivision (a)(21) shall be construed to limit access to these records by other governmental agencies performing official functions or to preclude any governmental agency from allowing public access to these records in the course of performing official functions.

(b) Any record designated "confidential" shall be so treated by agencies in the maintenance, storage and disposition of such confidential records. These records shall be destroyed in such a manner that they cannot be read, interpreted or reconstructed. The destruction shall be in accordance with an approved records disposition authorization from the public records commission.

(c) Notwithstanding any provision of the law to the contrary, any confidential public record in existence more than seventy (70) years shall be open for public inspection by any person unless disclosure of the record is specifically prohibited or restricted by federal law or unless the record is a record of services for a person for mental illness or mental retardation. The provisions of this section do not apply to a record concerning an adoption or a record maintained by the office of vital records or by the Tennessee bureau of investigation. For the purpose of providing

an orderly schedule of availability for access to such confidential public records for public inspection, all records created and designated as confidential prior to January 1, 1901, shall be open for public inspection on January 1, 1985. All other public records created and designated as confidential after January 1, 1901 and which are seventy (70) years old on January 1, 1985, shall be open for public inspection on January 1, 1986; thereafter all such records shall be open for public inspection pursuant to this part after seventy (70) years from the creation date of such records.

(d) Records of any employee's identity, diagnosis, treatment, or referral for treatment that are maintained by any state or local government employee assistance program shall be confidential; provided, that any such records are maintained separately from personnel and other records regarding such employee that are open for inspection. For purposes of this subsection (d), "employee assistance program" means any program that provides counseling, problem identification, intervention, assessment, or referral for appropriate diagnosis and treatment, and follow-up services to assist employees of such state or local governmental entity who are impaired by personal concerns including, but not limited to, health, marital, family, financial, alcohol, drug, legal, emotional, stress or other personal concerns which may adversely affect employee job performance.

(e) Unpublished telephone numbers in the possession of emergency communications districts created pursuant to title 7, chapter 86, shall be treated as confidential and shall not be open for inspection by members of the public until such time as any provision of the service contract between the telephone service provider and the consumer providing otherwise is effectuated; provided, that addresses held with such unpublished telephone numbers, or addresses otherwise collected or compiled, and in the possession of emergency communications districts created pursuant to title 7, chapter 86, shall be made available upon written request to any county election commission for the purpose of compiling a voter mailing list for a respective county.

(f)(1) The following records or information of any state, county, municipal or other public employee or former employee, or of any law enforcement officer commissioned pursuant to § 49-7-118, in the possession of a governmental entity or any person in its capacity as an employer shall be treated as confidential and shall not be open for inspection by members of the public:
(A) Home telephone and personal cell phone numbers;
(B) Bank account and individual health savings account, retirement account, and pension account information, provided that nothing shall limit access to financial records of a governmental employer that show the amounts and sources of contributions to such accounts or the amount of pension or retirement benefits provided to the employee or former employee by the governmental employer;
(C) Social security number;
(D)(i) Residential information, including the street address, city, state and zip code, for any state employee; and
(ii) Residential street address for any county, municipal or other public employee;
(E) Driver license information except where driving or operating a vehicle is part of the employee's job description or job duties or incidental to the performance of the employee's job; and
(F) The information listed in subdivisions (f)(1)(A)- -(E) of immediate family members or household members.

(2) Information made confidential by this subsection (f) shall be redacted wherever possible and nothing in this subsection (f) shall be used to limit or deny access to otherwise public information because a file, a document, or data file contains confidential information.

(3) Nothing in this subsection (f) shall be construed to limit access to these records by law enforcement agencies, courts, or other governmental agencies performing official functions.

(4) Nothing in this subsection (f) shall be construed to close any personnel records of public officers which are currently open under state law.

(5) Nothing in this subsection (f) shall be construed to limit access to information made confidential under this subsection (f), when the employee expressly authorizes the release of such information.

(g)(1)(A)(i) All law enforcement personnel information in the possession of any entity or agency in its capacity as

an employer, including officers commissioned pursuant to § 49-7-118, shall be open for inspection as provided in § 10-7-503(a), except personal information shall be redacted where there is a reason not to disclose as determined by the chief law enforcement officer or the chief law enforcement officer's designee.

(ii) When a request to inspect includes personal information and the request is for a professional, business, or official purpose, the chief law enforcement officer or custodian shall consider the specific circumstances to determine whether there is a reason not to disclose and shall release all information, except information made confidential in § 10-7-504(f), if there is not such a reason. In all other circumstances, the officer shall be notified prior to disclosure of the personal information and shall be given a reasonable opportunity to be heard and oppose the release of the information. Nothing in this subdivision (g)(1) shall be construed to limit the requestor's right to judicial review set out in § 10-7-505.

(iii) The chief law enforcement officer shall reserve the right to segregate information that could be used to identify or to locate an officer designated as working undercover.

(B) In addition to the requirements of § 10-7-503(c), the request for a professional, business, or official purpose shall include the person's business address, business telephone number and email address. The request may be made on official or business letterhead and the person making the request shall provide the name and contact number or email address for a supervisor for verification purposes.

(C) If the chief law enforcement official, the chief law enforcement official's designee, or the custodian of the information decides to withhold personal information, a specific reason shall be given to the requestor in writing within two (2) business days, and the file shall be released with the personal information redacted.

(D) For purposes of this subsection (g), personal information shall include the officer's residential address, home and personal cellular telephone number; place of employment; name, work address and telephone numbers of the officer's immediate family; name, location, and telephone number of any educational institution or daycare provider where the officer's spouse or child is enrolled.

(2) Nothing in this subsection (g) shall be used to limit or deny access to otherwise public information because a file, a document, or data file contains some information made confidential by subdivision (g)(1).

(3) Nothing in this subsection (g) shall be construed to limit access to these records by law enforcement agencies, courts, or other governmental agencies performing official functions.

(4) Except as provided in subdivision (g)(1), nothing in this subsection (g) shall be construed to close personnel records of public officers, which are currently open under state law.

(5) Nothing in this subsection (g) shall be construed to limit access to information made confidential by subdivision (g)(1), when the employee expressly authorizes the release of such information.

(h)(1) Notwithstanding any other law to the contrary, those parts of the record identifying an individual as a person who has been or may in the future be directly involved in the process of executing a sentence of death shall be treated as confidential and shall not be open to public inspection. For the purposes of this section "person" includes, but is not limited to, an employee of the state who has training related to direct involvement in the process of executing a sentence of death, a contractor or employee of a contractor, or a volunteer who has direct involvement in the process of executing a sentence of death. Records made confidential by this section include, but are not limited to, records related to remuneration to a person in connection with such person's participation in or preparation for the execution of a sentence of death. Such payments shall be made in accordance with a memorandum of understanding between the commissioner of correction and the commissioner of finance and administration in a manner that will protect the public identity of the recipients; provided, if a contractor is employed to participate in or prepare for the execution of a sentence of death, the amount of the special payment made to such contractor pursuant to the contract shall be reported by the commissioner of correction to the comptroller of the treasury and such amount shall be a public record.

(2) Information made confidential by this subsection (h) shall be redacted wherever possible and nothing in this

subsection (h) shall be used to limit or deny access to otherwise public information because a file, a document, or data file contains confidential information.

(i)(1) Information that would allow a person to obtain unauthorized access to confidential information or to government property shall be maintained as confidential. For the purpose of this section, "government property" includes electronic information processing systems, telecommunication systems, or other communications systems of a governmental entity subject to this chapter. For the purpose of this section, "governmental entity" means the state of Tennessee and any county, municipality, city or other political subdivision of the state of Tennessee. Such records include:

    (A) Plans, security codes, passwords, combinations, or computer programs used to protect electronic information and government property;

    (B) Information that would identify those areas of structural or operational vulnerability that would permit unlawful disruption to, or interference with, the services provided by a governmental entity; and

    (C) Information that could be used to disrupt, interfere with, or gain unauthorized access to electronic information or government property.

    (2) Information made confidential by this subsection (i) shall be redacted wherever possible and nothing in this subsection (i) shall be used to limit or deny access to otherwise public information because a file, document, or data file contains confidential information.

    (3) Documents concerning the cost of protecting government property or electronic information, and the identity of vendors providing goods and services used to protect government property or electronic information shall not be confidential.

(j) The following information regarding victims who apply for compensation under the Criminal Injuries Compensation Act shall be treated as confidential and shall not be open for inspection by members of the public:

    (1) Residential information, including the street address, city, state and zip code;

    (2) Home telephone and personal cell phone numbers;

    (3) Social security number; and

    (4) Criminal offense from which the victim is receiving compensation.

(k)(1) All applications, certificates, records, reports, legal documents and petitions made or information received pursuant to Title 37 that directly or indirectly identify a child or family receiving services from the Department of Children's Services or that identify the person who made a report of harm pursuant to §§ 37-1-403 or 37-1-605 shall be confidential and shall not be open for public inspection, except as provided by §§ 37-1-131, 37-1-409, 37-1-612, 37-5-107 and 49-6-3051.

    (2) The information made confidential pursuant to subdivision (k)(1) includes information contained in applications, certifications, records, reports, legal documents and petitions in the possession of not only the Department of Children's Services but any state or local agency, including, but not limited to, law enforcement and the Department of Education.

(l)(1) Information and records that are directly related to the security of any government building shall be maintained as confidential and shall not be open to public inspection. For purposes of this subsection (l), "government building" means any building that is owned, leased, or controlled, in whole or in part, by the state of Tennessee or any county, municipality, city or other political subdivision of the state of Tennessee. Such information and records include, but are not limited to:

    (A) Information and records about alarm and security systems used at the government building including

codes, passwords, wiring diagrams, plans and security procedures and protocols related to the security systems;

(B) Security plans, including security-related contingency planning and emergency response plans;

(C) Assessments of security vulnerability;

(D) Information and records that would identify those areas of structural or operational vulnerability that would permit unlawful disruption to, or interference with, the services provided by a governmental entity; and

(E) Surveillance recordings, whether recorded to audio or visual format, or both, except segments of such recordings may be made public when they include an act or incident involving public safety or security or possible criminal activity. In addition, if such recordings are relevant to a civil action or criminal prosecution, then the recordings may be released in compliance with a subpoena or an order of a court of record in accordance with the Tennessee Rules of Civil or Criminal Procedure. The court or administrative judge having jurisdiction over the proceedings shall issue appropriate protective orders, when necessary, to ensure that the information is disclosed only to appropriate persons. Release of any segment or segments of such recordings shall not be construed as waiving the confidentiality of the remaining segments of the audio or visual tape.

(2) Information made confidential by this subsection (l) shall be redacted wherever possible and nothing in this subsection (l) shall be used to limit or deny access to otherwise public information because a file or document contains confidential information.

(m)(1) Notwithstanding any other law to the contrary, identifying information compiled and maintained by the department of correction and the department of probation and parole concerning any person shall be confidential when such person has been notified or requested that notification be provided to such person regarding the status of criminal proceedings or of a convicted felon incarcerated in a department of correction institution, county jail, or workhouse, or under state supervised probation or parole pursuant to §§ 40-28-505, 40-38-103, 40-38-110, 40-38-111, 41-21-240, 41-21-242.

(2) For purposes of this subsection (m), "identifying information" means the name, home and work addresses, telephone numbers, and social security number of the person being notified or requesting that notification be provided.

HISTORY: Acts 1957, ch. 285, § 2; 1970, ch. 531, §§ 1, 2; 1973, ch. 99, § 1; 1975, ch. 127, § 1; 1976, ch. 552, § 1; 1976, ch. 777, § 1; 1977, ch. 152, § 3; 1978, ch. 544, § 1; 1978, ch. 890, § 2; T.C.A., § 15-305; Acts 1983, ch. 211, § 1; 1984, ch. 947, § 2; 1985, ch. 421, §§ 1-4; 1985 (1st E.S.), ch. 5, § 29; 1987, ch. 118, § 2; 1987, ch. 337, § 20; 1988, ch. 783, § 1; 1988, ch. 894, § 2; 1989, ch. 75, § 1; 1989, ch. 278, § 27; 1990, ch. 888, § 1; 1991, ch. 129, § 1; 1992, ch. 823, § 1; 1996, ch. 724, § 1; 1996, ch. 745, § 16; 1996, ch. 1079, § 29; 1997, ch. 84, § 1; 1997, ch. 290, § 1; 1997, ch. 292, § 1; 1998, ch. 1075, § 1; 1999, ch. 176, §§ 1, 2; 1999, ch. 199, § 1; 1999, ch. 344, §§ 1, 2, 4; 1999, ch. 514, § 2; 2000, ch. 562, § 1; 2000, ch. 783, § 10; 2001, ch. 259, §§ 1, 2; 2002, ch. 730, § 53; 2002, ch. 769, § 1; 2002, ch. 819, § 1; 2002, ch. 849, § 12; 2003, ch. 105, § 1; 2003, ch. 201, § 1; 2003, ch. 295, § 1; 2004, ch. 434, § 1; 2004, ch. 673, § 21; 2005, ch. 47, § 1; 2005, ch. 474, § 6; 2006, ch. 665, § 1; 2007, ch. 178, § 1; 2007, ch. 425, §§ 2,3; 2008, ch. 853, §§ 2,3; 2008, ch. 1011, § 3; 2009, ch. 176, § 1; 2009, ch.310, §§ 1,2; 2009, ch. 328, § 1; 2009, ch.358, § 1; 2009, ch. 368, § 5; 2009, ch.567, § 1.

§ 10-7-505. Denial of access -- Procedures for obtaining access -- Court orders -- Injunctions -- Appeals -- Liability for nondisclosure

(a) Any citizen of Tennessee who shall request the right of personal inspection of any state, county or municipal record as provided in § 10-7-503, and whose request has been in whole or in part denied by the official and/or designee of the official or through any act or regulation of any official or designee of any official, shall be entitled to petition for access to any such record and to obtain judicial review of the actions taken to deny the access.

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(b) Such petition shall be filed in the chancery court or circuit court for the county in which the county or municipal records sought are situated, or in any other court of that county having equity jurisdiction. In the case of records in the custody and control of any state department, agency or instrumentality, such petition shall be filed in the chancery court or circuit court of Davidson County; or in the chancery court for the county in which the state records are situated if different from Davidson County, or in any other court of that county having equity jurisdiction; or in the chancery court or circuit court in the county of the petitioner's residence, or in any other court of that county having equity jurisdiction. Upon filing of the petition, the court shall, upon request of the petitioning party, issue an order requiring the defendant or respondent party or parties to immediately appear and show cause, if they have any, why the petition should not be granted. A formal written response to the petition shall not be required, and the generally applicable periods of filing such response shall not apply in the interest of expeditious hearings. The court may direct that the records being sought be submitted under seal for review by the court and no other party. The decision of the court on the petition shall constitute a final judgment on the merits.

(c) The burden of proof for justification of nondisclosure of records sought shall be upon the official and/or designee of the official of those records and the justification for the nondisclosure must be shown by a preponderance of the evidence.

(d) The court, in ruling upon the petition of any party proceeding hereunder, shall render written findings of fact and conclusions of law and shall be empowered to exercise full injunctive remedies and relief to secure the purposes and intentions of this section, and this section shall be broadly construed so as to give the fullest possible public access to public records.

(e) Upon a judgment in favor of the petitioner, the court shall order that the records be made available to the petitioner unless:

   (1) There is a timely filing of a notice of appeal; and

   (2) The court certifies that there exists a substantial legal issue with respect to the disclosure of the documents which ought to be resolved by the appellate courts.

(f) Any public official required to produce records pursuant to this part shall not be found criminally or civilly liable for the release of such records, nor shall a public official required to release records in such public official's custody or under such public official's control be found responsible for any damages caused, directly or indirectly, by the release of such information.

(g) If the court finds that the governmental entity, or agent thereof, refusing to disclose a record, knew that such record was public and willfully refused to disclose it, such court may, in its discretion, assess all reasonable costs involved in obtaining the record, including reasonable attorneys' fees, against the nondisclosing governmental entity. In determining whether the action was willful, the court may consider any guidance provided to the records custodian by the office of open records counsel as created in title 8, chapter 4.

HISTORY: Acts 1957, ch. 285, § 3; 1975, ch. 127, § 2; 1977, ch. 152, § 4; T.C.A., § 15-306; Acts 1984, ch. 929, §§ 2, 4; 1985, ch. 342, § 1; 1988, ch. 888, § 1; 2008, ch. 1179, §§ 2-4.

§ 10-7-506. Public records having commercial value

(a) In all cases where any person has the right to inspect any such public records, such person shall have the right to take extracts or make copies thereof, and to make photographs or photostats of the same while such records are in the possession, custody and control of the lawful custodian thereof or such custodian's authorized deputy; provided, that the lawful custodian of such records shall have the right to adopt and enforce reasonable rules governing the making of such extracts, copies, photographs or photostats.

(b) Within ten (10) days of the release of public records originating in the office of the county assessor of property, the state agency releasing such records shall notify, in writing, the assessor of property of the county in which such records originated of the records released and the name and address of the person or firm receiving the records. The

reporting requirements of this subsection shall not apply when county or city summary assessment information is released.

(c)(1) If a request is made for a copy of a public record that has commercial value, and such request requires the reproduction of all or a portion of a computer generated map or other similar geographic data that was developed with public funds, a state department or agency or a political subdivision of the state having primary responsibility for the data or system may establish and impose reasonable fees for the reproduction of such record, in addition to any fees or charges that may lawfully be imposed pursuant to this section. The additional fees authorized by this subsection may not be assessed against individuals who request copies of records for themselves or when the record requested does not have commercial value. State departments and agencies and political subdivisions of the state may charge a reasonable fee (cost of reproduction only) for information requested by the news media for news gathering purposes (broadcast or publication).

(2) The additional fees authorized by this subsection shall relate to the actual development costs of such maps or geographic data and may include:

(A) Labor costs;

(B) Costs incurred in design, development, testing, implementation and training; and

(C) Costs necessary to ensure that the map or data is accurate, complete and current, including the cost of adding to, updating, modifying and deleting information.

(3) The development cost recovery set forth above shall be limited to not more than ten percent (10%) of the total development costs unless additional development cost recovery between ten percent (10%) and twenty percent (20%) is approved by the following procedures: For state departments and agencies, the information systems council (ISC) shall review a proposed business plan explaining the need for the additional development cost recovery. If the ISC approves additional development cost recovery, such recovery shall be submitted to the general assembly for approval. For political subdivisions of the state, approval for additional development cost recovery as contained in a proposed business plan must be obtained from the governing legislative body. If the governing legislative body approves additional development cost recovery, such recovery shall be submitted to the ISC for approval. The development costs of any system being recovered with fees authorized by this section shall be subject to audit by the comptroller of the treasury, it being the legislative intent that once such additional fees have paid the portion of the development costs authorized above, such fees shall be adjusted to generate only the amount necessary to maintain the data and ensure that it is accurate, complete and current for the life of the particular system. Notwithstanding the limitations above, the recovery of maintenance costs shall not be subject to the limitations and procedures provided above for the recovery of development costs.

(4) As used in this subsection, "record that has commercial value" means a record requested for any purpose other than:

(A) A non-business use by an individual; and

(B) A news gathering use by the news media.

(5) [Deleted by 2000 amendment.]

HISTORY: Acts 1957, ch. 285, § 4; T.C.A., § 15-307; Acts 1986, ch. 546, § 1; 1991, ch. 433, § 1; 1992, ch. 682, § 1; 1997, ch. 97, § 1; 2000, ch. 868, §§ 1-5.

§ 10-7-507. Records of convictions of traffic and other violations -- Availability

Any public official having charge or custody of or control over any public records of convictions of traffic violations or any other state, county or municipal public offenses shall make available to any citizen, upon request, during regular office hours, a copy or copies of any such record requested by such citizen, upon the payment of a

reasonable charge or fee therefor. Such official is authorized to fix a charge or fee per copy that would reasonably defray the cost of producing and delivering such copy or copies.

HISTORY: Acts 1974, ch. 581, § 1; T.C.A., § 15-308.

§ 10-7-508. Access to records -- Records of archival value -- Retention or disposal of records

(a) The director of the records management division, the state librarian and archivist, and the comptroller of the treasury or the comptroller's designated representative for purposes of audit, shall be accorded access to and may examine and receive any public records or writings, whether or not they are subject to public inspection. They shall maintain inviolate any privileged or confidential information so acquired and any record or writing so defined by law.

(b) The state librarian and archivist or an archivist designated by the state librarian and archivist and the director of records management or a records analyst designated by the director of records management shall be accorded access to and may examine any confidential public records for the purpose of determining, in consultation with the agency head or a representative of the agency which has title to the records, whether such records are records of archival value or whether such records are properly filed or designated as confidential. If the state librarian and archivist or such representative, the director of records management or such representative and the agency head or such representative should determine that certain administrative or otherwise open public records have been inappropriately filed and designated as confidential public records, then such records shall be removed from the designation of confidential and filed within the appropriate level of access designation. Such access to appraise the archival value of such confidential records shall be provided for in the scheduling of retention periods through appropriate records disposition authorizations which are reviewed and approved by the public records commission.

(c) Records determined to be of archival value shall be retained as provided in rules and regulations for records management of records of archival value of the public records commission, and those confidential records determined not to be of archival value shall be disposed of by authorized means and in accordance with approved records disposition authorizations.

HISTORY: Acts 1978, ch. 544, § 2; T.C.A., § 15-309; Acts 1984, ch. 947, § 3.

§ 10-7-509. Disposition of records

(a) The disposition of all state records shall occur only through the process of an approved records disposition authorization.

(b) Records authorized for destruction shall be disposed of according to the records disposition authorization and shall not be given to any unauthorized person, transferred to another agency, political subdivision, or private or semiprivate institution.

HISTORY: Acts 1978, ch. 544, § 2; T.C.A., § 15-310.

§ 10-7-510. Transfer of documents from criminal cases to not-for-profit depositories

(a) The district attorney general of a judicial district, after giving written notice of the proposed transfer prior to such transfer to the presiding officer of the legislative body in which such record, document or evidence is located, may permanently transfer custody and ownership of all original records, documents and physical evidence in the district attorney general's possession that was collected, compiled and maintained in a particular criminal case or investigation to a university or other institution of higher education, museum, library or other not-for-profit corporation organized for the primary purpose of preserving and displaying items of historical significance, if:

(1) The university, museum, library or not-for-profit corporation has formally requested transfer of the records, documents and evidence in a particular case or investigation;

(2) The documents, records and evidence requested are, in the opinion of such district attorney general, of historical significance and their display would enhance public understanding, education or appreciation of a particular time or event in history;

(3) The documents, records and evidence requested have by operation of law become public records; and

(4) The district attorney general or clerk duplicates or photographs all documents and records transferred in a manner approved by the public records commission.

(b) If such original records, documents or physical evidence are in the sole custody of the criminal court clerk of any judicial district, such clerk may permanently transfer custody and ownership of such records, documents or physical evidence with the approval of the district attorney general of the appropriate judicial district, after giving written notice of the proposed transfer prior to such transfer to the presiding officer of the legislative body for the jurisdiction in which such record, document or evidence is located.

(c) If it is determined that such documents, records and evidence are to be transferred, the district attorney general shall make the final decision as to the date, time and method by which such transfer is effectuated.

(d) Upon the transfer of such documents, records and evidence as provided by this section, any party desiring to view such material shall do so at the site where the material has been transferred.

(e) As used in this section, "historical significance" means that the event giving rise to the documents, records or evidence being transferred occurred twenty (20) years or more prior to April 18, 1994.

(f) This section does not apply to records or documents which are made confidential by any provision of law.

HISTORY: Acts 1994, ch. 826, § 1.

§ 10-7-511. Preservation of records of permanent value

Responsibility for providing trained staff and appropriate equipment necessary to produce and store microfilm reproductions of official, permanent value bound volume records created by the various county and municipal governments of the state is hereby vested in the state library and archives. To implement this security microfilming program, the state librarian and archivist is authorized to develop a priority listing of essential records based on retention schedules developed by the county technical assistance service and the municipal technical advisory service. This priority listing of essential records may be revised from time to time to accommodate critical needs in individual counties or municipalities or to reflect changes in retention schedules. The camera negative of the microfilmed records shall be stored in the security vault at the state library and archives and duplicate rolls of these microfilmed records shall be made available to county and municipal governments on a cost basis.

HISTORY: Acts 1971, ch. 242, § 1; 1977, ch. 486, § 2; T.C.A., 15-513; Acts 1991, ch. 369, § 5; 1994, ch. 884, § 8; Acts 1999, ch. 167, §§ 5, 6.

§ 10-7-512. Electronic mail communications systems -- Monitoring of electronic mail communications -- Policy required

(a) On or before July 1, 2000, the state or any agency, institution, or political subdivision thereof that operates or maintains an electronic mail communications system shall adopt a written policy on any monitoring of electronic mail communications and the circumstances under which it will be conducted.

(b) The policy shall include a statement that correspondence of the employee in the form of electronic mail may be

a public record under the public records law and may be subject to public inspection under this part.

HISTORY: Acts 1999, ch. 304, § 2.

§ 10-7-513. Request for removal of military discharge or redaction of social security number from military discharge

(a) Any veteran of the United States armed forces, or such veteran's surviving spouse, attorney-in-fact, personal representative or court appointed guardian, may request that a county register of deeds remove from the official records held in such register's office, excepting records preserved on microfilm, any of the following record forms: DD- 214, DD-215, WD AGO 55, WD AGO 53-55, NAVMC 78-PD, NAVPERS 553, or any other military discharge, or alternatively may request that the veteran's social security identification number be redacted from any such military discharge record if such records are stored in a manner that permits redaction.

(b) The request for removal of a military discharge record or redaction of a social security identification number from a military discharge record in the office of the county register of deeds pursuant to subsection (a) shall be made on a paper writing in a form substantially as follows:

REQUEST FOR REMOVAL OF MILITARY DISCHARGE OR REDACTION OF SOCIAL SECURITY NUMBER FROM A MILITARY DISCHARGE
1. Full name of veteran: _____

2. Name of person making request: _____

3. If not the veteran making the request, identify the legal relationship that entitles the person making request to make the request: (check one)

    (a) Surviving spouse _____
    (b) Attorney-in-fact _____
    (c) Personal representative _____
    (d) Court appointed guardian _____

4. Check (a) or (b):

    (a) Request removal of military discharge record _____
    (b) Request redaction of social security identification number on military discharge record (if practicable) _____

5. Type of military discharge record _____

6. Book and page number or other reference identifying where the military discharge record is recorded in the _____
    _____ county register's office:
        Book No. _____ Page No. _____ or _____ No. _____

7. Signature of person making request: _____

State of Tennessee
County of _____

Personally appeared before me, _____ (person duly authorized to take acknowledgments in [_____] county), the within named _____, with whom I am personally acquainted (or proven to me on the basis of satisfactory evidence) and who acknowledges that such person executed the within instrument for the purpose of making a request of the register of deeds of _____ County, Tennessee, to remove a military discharge record or redact a social security identification number from a military discharge record, excepting microfilm records.

Witness my hand this _____ day of _____, 20__.

_____
(signature of person taking acknowledgement)

[Space for Seal of Office]

(c) The completed request form as provided in subsection (b) is eligible for recording in the office of the county register of deeds where submitted. The register has no duty to inquire beyond the acknowledged request to verify the identity or authority of the person requesting the removal. Upon recording the written request, the county register shall act in accordance with the request to either remove the military discharge record identified in the request from the records of the office, except microfilm records, or redact the social security identification number from a military discharge record recorded in the office of the county register if practicable. If redaction is requested and is not practicable, the county register shall not record the request and shall verbally or by writing explain to the person making the request why redaction is not practicable and state that the person may instead request the removal of the military discharge record from the records of the county register.

HISTORY: Acts 2003, ch. 292, § 1.

§ 10-7-514. Subscription service required to view military discharge record over Internet

A county register shall not cause a military discharge record recorded in the office of the county register to be viewed over the Internet except through a subscription service approved by the county register.

HISTORY: Acts 2003, ch. 292, § 1.

§ 10-7-515. Social security identification numbers on documents --Redaction

(a) The preparer of any document recorded in the office of the county register of deeds shall not place a social security identification number on any document filed or recorded in the office of the county register of deeds, other than a power of attorney. However, the county register shall not refuse to record a document for failure of the preparer to comply with the prohibition contained in this section regarding use of social security identification numbers; nor shall the failure to comply with such prohibition affect the validity or recordability of any document.

(b) Any person or the surviving spouse, attorney-in-fact, or court appointed guardian of the person, may request that a county register of deeds redact the person's social security identification number from any recorded document, if the records are stored in a manner that permits redaction.

(c) The request for redaction of a social security identification number pursuant to subsection (b) shall be made on a paper writing, in a form substantially as follows:

REQUEST FOR REDACTION OF SOCIAL SECURITY NUMBER FROM ELECTRONIC DATABASES

1. Full name of individual whose Social Security number will be redacted as it appears on the document:
_____

2. Name of person making the request if different than above: _____

3. If not the individual whose Social Security number will be redacted, identify the legal relationship that entitles you to make the request: (check one)

a. Surviving spouse _____
b. Attorney-in-fact _____

c. Court appointed guardian_____

4. Type of record:

_____

5. Book and page number or other reference identifying where the document is recorded in the _____ County Register's office:

Book No._____ Page No._____ or Instrument No._____

6. Signature of person making the request:_____

State of Tennessee
County of _____

Personally appeared before me, _____(person duly authorized to take acknowledgments in [_____] county), the within named _____, with whom I am personally acquainted (or proven to me on the basis of satisfactory evidence) and who acknowledges that such person executed the within instrument for the purpose of making a request of the Register of Deeds of _____ County, Tennessee, to redact a Social Security identification number from the aforementioned record, excepting microfilm records.

Witness my hand this _____ day of _____, 20__.

_____
(signature of person taking acknowledgement)

[Space for Seal of Office]

(d) The completed request form provided in subsection (c) may be recorded in the office of the county register of deeds where submitted. The register has no duty to inquire beyond the acknowledged request to verify the identity or authority of the person requesting the redaction.

(e) Upon recording the written request, the county register shall act in accordance with the request to redact the social security identification number from electronic databases in the office of the county register where practicable. If redaction is not practicable, the county register shall not record the request form and shall verbally or by writing explain why redaction is impracticable to the person making the request.

(f) Subsections (b) - (e) apply only to counties having a population of not less than eight hundred thousand (800,000), according to the 2000 federal census or any subsequent federal census.

HISTORY: Acts 2003, ch. 292, § 1; 2006, ch.555, § 1.

State: Tennessee

Highway Safety Plan Cost Summary

2017-HSP-1

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2017-00-00-00		$.00	$275,000.00	$.00	$275,000.00	$275,000.00	$.00
Planning and Administration Total			**$.00**	**$275,000.00**	**$.00**	**$275,000.00**	**$275,000.00**	**$.00**
Emergency Medical Services								
	EM-2017-00-00-00		$.00	$9,796.60	$.00	$48,983.00	$48,983.00	$48,983.00
Emergency Medical Services Total			**$.00**	**$9,796.60**	**$.00**	**$48,983.00**	**$48,983.00**	**$48,983.00**
Motorcycle Safety								
	MC-2017-00-00-00		$.00	$32,443.64	$.00	$162,218.20	$162,218.20	$162,218.20
Motorcycle Safety Total			**$.00**	**$32,443.64**	**$.00**	**$162,218.20**	**$162,218.20**	**$162,218.20**
Occupant Protection								
	OP-2017-00-00-00		$.00	$85,000.00	$.00	$425,000.00	$425,000.00	$425,000.00
Occupant Protection Total			**$.00**	**$85,000.00**	**$.00**	**$425,000.00**	**$425,000.00**	**$425,000.00**
Pedestrian/Bicycle Safety								
	PS-2017-00-00-00		$.00	$9,778.56	$.00	$48,892.80	$48,892.80	$48,892.80
Pedestrian/Bicycle Safety Total			**$.00**	**$9,778.56**	**$.00**	**$48,892.80**	**$48,892.80**	**$48,892.80**
Police Traffic Services								
	PT-2017-00-00-00		$.00	$647,906.66	$.00	$3,239,533.30	$3,239,533.30	$1,541,396.96
Police Traffic Services Total			**$.00**	**$647,906.66**	**$.00**	**$3,239,533.30**	**$3,239,533.30**	**$1,541,396.96**
Traffic Records								
	TR-2017-00-00-00		$.00	$183,894.62	$.00	$919,473.12	$919,473.12	$.00
Traffic Records Total			**$.00**	**$183,894.62**	**$.00**	**$919,473.12**	**$919,473.12**	**$.00**
Driver Education								
	DE-2017-00-00-00		$.00	$61,116.19	$.00	$305,580.96	$305,580.96	$305,580.96

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	Driver Education Total		$.00	$61,116.19	$.00	$305,580.96	$305,580.96	$305,580.96
Safe Communities								
	SA-2017-00-00-00		$.00	$91,863.39	$.00	$459,316.95	$459,316.95	$.00
	Safe Communities Total		**$.00**	**$91,863.39**	**$.00**	**$459,316.95**	**$459,316.95**	**$.00**
Paid Advertising								
	PM-2017-00-00-00		$.00	$.00	$.00	$250,000.00	$250,000.00	$.00
	Paid Advertising Total		**$.00**	**$.00**	**$.00**	**$250,000.00**	**$250,000.00**	**$.00**
Distracted Driving								
	DD-2017-00-00-00		$.00	$4,000.00	$.00	$20,000.00	$20,000.00	$20,000.00
	Distracted Driving Total		**$.00**	**$4,000.00**	**$.00**	**$20,000.00**	**$20,000.00**	**$20,000.00**
	NHTSA 402 Total		*$.00*	*$1,400,799.66*	*$.00*	*$6,153,998.33*	*$6,153,998.33*	*$2,552,071.92*
154 Transfer Funds								
154 Alcohol								
	154AL-2017-00-00-00		$.00	$.00	$.00	$9,205,612.30	$9,205,612.30	$7,855,612.30
	154 Alcohol Total		**$.00**	**$.00**	**$.00**	**$9,205,612.30**	**$9,205,612.30**	**$7,855,612.30**
154 Paid Media								
	154PM-2017-00-00-00		$.00	$.00	$.00	$2,700,000.00	$2,700,000.00	$.00
	154 Paid Media Total		**$.00**	**$.00**	**$.00**	**$2,700,000.00**	**$2,700,000.00**	**$.00**
	154 Transfer Funds Total		*$.00*	*$.00*	*$.00*	*$11,905,612.30*	*$11,905,612.30*	*$7,855,612.30*
MAP 21 405b OP Low								
405b Low HVE								
	M2HVE-2017-00-00-00		$.00	$32,000.00	$.00	$160,000.00	$160,000.00	$.00
	405b Low HVE Total		**$.00**	**$32,000.00**	**$.00**	**$160,000.00**	**$160,000.00**	**$.00**
405b Low Public Education								
	M2PE-2017-00-00-00		$.00	$.00	$.00	$400,000.00	$400,000.00	$.00

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405b Low Public Education Total			$.00	$.00	$.00	$400,000.00	$400,000.00	$.00
405b Low Community CPS Services								
M2CPS-2017-00-00-00			$.00	$51,923.64	$.00	$259,618.22	$259,618.22	$.00
405b Low Community CPS Services Total			$.00	$51,923.64	$.00	$259,618.22	$259,618.22	$.00
405b Low OP Information System								
M2OP-2017-00-00-00			$.00	$39,032.50	$.00	$195,162.51	$195,162.51	$.00
405b Low OP Information System Total			$.00	$39,032.50	$.00	$195,162.51	$195,162.51	$.00
MAP 21 405b OP Low Total			*$.00*	*$122,956.14*	*$.00*	*$1,014,780.73*	*$1,014,780.73*	*$.00*
MAP 21 405c Data Program								
405c Data Program								
M3DA-2017-00-00-00			$.00	$165,856.80	$.00	$829,284.00	$829,284.00	$.00
405c Data Program Total			$.00	$165,856.80	$.00	$829,284.00	$829,284.00	$.00
MAP 21 405c Data Program Total			*$.00*	*$165,856.80*	*$.00*	*$829,284.00*	*$829,284.00*	*$.00*
MAP 21 405d Impaired Driving Mid								
405d Mid HVE								
M5HVE-2017-00-00-00			$.00	$284,896.39	$.00	$1,424,481.97	$1,424,481.97	$.00
405d Mid HVE Total			$.00	$284,896.39	$.00	$1,424,481.97	$1,424,481.97	$.00
405d Mid Court Support								
M5CS-2017-00-00-00			$.00	$89,055.08	$.00	$445,275.41	$445,275.41	$.00
405d Mid Court Support Total			$.00	$89,055.08	$.00	$445,275.41	$445,275.41	$.00
405d Mid BAC Testing/Reporting								
M5BAC-2017-00-00-00			$.00	$40,000.00	$.00	$200,000.00	$200,000.00	$.00
405d Mid BAC Testing/Reporting Total			$.00	$40,000.00	$.00	$200,000.00	$200,000.00	$.00
405d Mid Information System								
M5IS-2017-00-00-00			$.00	$7,000.00	$.00	$35,000.00	$35,000.00	$.00

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405d Mid Information System Total			$.00	$7,000.00	$.00	$35,000.00	$35,000.00	$.00
405d Mid Other Based on Problem ID								
	M5OT-2017-00-00-00		$.00	$202,146.73	$.00	$1,010,733.63	$1,010,733.63	$.00
405d Mid Other Based on Problem ID Total			$.00	$202,146.73	$.00	$1,010,733.63	$1,010,733.63	$.00
MAP 21 405d Impaired Driving Mid Total			*$.00*	*$623,098.20*	*$.00*	*$3,115,491.01*	*$3,115,491.01*	*$.00*
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Awareness								
	M9MA-2017-00-00-00		$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
405f Motorcyclist Awareness Total			$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
MAP 21 405f Motorcycle Programs Total			*$.00*	*$.00*	*$.00*	*$100,000.00*	*$100,000.00*	*$.00*
NHTSA Total			*$.00*	*$2,312,710.80*	*$.00*	*$23,119,166.37*	*$23,119,166.37*	*$10,407,684.22*
Total			*$.00*	*$2,312,710.80*	*$.00*	*$23,119,166.37*	*$23,119,166.37*	*$10,407,684.22*

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Organization	Project Title		Funding Source	Grant Number
1N3	Choices Matter	$30,000.00	405d	M5OT-17-01
ASAP of Anderson County	Alcohol Education and Safe Driving in Anderson County Tennessee	$26,367.28	405d	M5OT-17-02
Blount Memorial Foundation and Community Outreach	Blount County Substance Abuse Prevention Action Team	$33,099.90	405d	M5OT-17-03
TjohnE Productions, Inc.	ThinkFast Interactive Young Adult Impairment Driving Prevention Project	$98,000.00	405d	M5OT-17-07
Benton Police Department	Alcohol Impaired Driving	$13,899.72	154AL	154AL-17-15
Blount County Sheriff's Department	2016-17 BCSO Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	$45,000.00	154AL	154AL-17-19
Bradley County Sheriff's Department	Operation Safe Street III	$35,000.00	154AL	154AL-17-22
Brownsville Police Department	Brownsville Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	$25,000.00	154AL	154AL-17-24
Cannon County Sheriff's Department	Cannon Co Alcohol Enforcement Project	$10,000.00	154AL	154AL-17-29
Chattanooga Police Department	DUI Enforcement	$75,000.00	154AL	154AL-17-37
Cheatham County Sheriff's Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	$22,000.00	154AL	154AL-17-38
Clarksville Police Department	Clarksville 2017 Alcohol Countermeasures	$65,000.00	154AL	154AL-17-42
Cocke County Sheriff's Department	Decrease Alcohol Driving Injuries & Fatlities (DADIF)	$25,000.00	154AL	154AL-17-46
Crossville Police Department	Alcohol Saturation /Roadside Checkpoints	$15,000.00	154AL	154AL-17-54
Cumberland County Sheriff's Department	DUI Enforcement	$35,000.00	154AL	154AL-17-56
Dickson County Sheriff's Office	DUI Enforcement Campaign 2017	$25,000.00	154AL	154AL-17-62
Dresden Police Department	Dresden Police Department	$15,000.00	154AL	154AL-17-63
Etowah Police Department	Keeping the City of Etowah Streets Safe	$12,000.00	154AL	154AL-17-73

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Fairview Police Department	Fairview Alcohol Free Streets Continued	$15,000.00	154AL	154AL-17-74
Fentress County Sheriff's Department	Fentress County Impaired Driving Enforcement Program	$10,000.00	154AL	154AL-17-75
Franklin County Sheriff's Department	Franklin County Impaired Driving Program	$10,000.00	154AL	154AL-17-76
Franklin Police Department	Franklin's Fight Against Impaired Driving	$25,000.00	154AL	154AL-17-78
Gallatin Police Department	Alcohol Related Reconstruction and Education	$19,875.00	154AL	154AL-17-81
Grainger County Sheriff's Department	Alcohol Enforcement	$10,000.00	154AL	154AL-17-87
Greene County Sheriff's Department	Greene County DUI Enforcement 2016-2017	$19,720.00	154AL	154AL-17-90
Hamilton County Sheriff's Office	Remove Impaired Intoxicated Drivers	$76,000.00	154AL	154AL-17-94
Hardin County Sheriff's Department	Law Enforcement Services Hardin County Alcohol Saturation Project	$18,000.00	154AL	154AL-17-96
Hawkins County Sheriff's Department	Hawkins County DUI enforcement	$35,000.00	154AL	154AL-17-98
Humphreys County Sheriff's Office	Humphreys County Alcohol Enforcement Campaign	$15,000.00	154AL	154AL-17-110
Jackson County Sheriff's Department	Jackson County Saturation Patrols / Awareness / Roadside Checkpoints (SPARC)	$10,000.00	154AL	154AL-17-114
Jackson Police Department	ACT Alcohol Countermeasures Team	$30,000.00	154AL	154AL-17-115
Jasper Police Department	Jasper Alcohol Driving Enforcement Program	$10,334.56	154AL	154AL-17-117
Johnson City Police Department	Safer Johnson City Streets IX	$19,971.40	154AL	154AL-17-119
Knoxville Police Department	Knoxville's FY 2016 DUI Enforcement Program	$75,000.00	154AL	154AL-17-122
Lauderdale County Sheriff's Department	Alcohol Countermeasures	$13,000.00	154AL	154AL-17-126
LaVergne Police Department	La Vergne Police Department Alcohol Saturation Patrols	$15,000.00	154AL	154AL-17-127
Lebanon Police Department	Lebanon PD DUI Enforcement Initiative	$10,104.24	154AL	154AL-17-130
Lexington Police Department	LPD DUI Countermeasures Project 2017	$15,000.00	154AL	154AL-17-131
Lincoln County Sheriff's Department	Lincoln County Impaired Driver Initiative	$24,624.00	154AL	154AL-17-132
Madison County Sheriff's Department	Alcohol Saturation Patrols/ Roadside Sobriety Check Points	$35,000.00	154AL	154AL-17-140

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Manchester Police Department	City of Manchester Impaired Driver Enforcement	$16,882.50	154AL	154AL-17-141
Maury County Sheriff's Department	Maury County 2015 Grant	$29,939.00	154AL	154AL-17-146
McMinn County Sheriff's Department	McMinn County Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	$25,000.00	154AL	154AL-17-149
McMinnville Police Department	Be A Survivor Get A Designated Driver	$13,000.00	154AL	154AL-17-150
Meigs County Sheriff's Department	Meigs County DUI Enforcement Program 2014	$13,000.00	154AL	154AL-17-153
Memphis Police Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	$300,000.00	154AL	154AL-17-154
Metro Moore County Sheriffs Department	Alcohol Saturation Patrol	$10,000.00	154AL	154AL-17-155
Milan Police Department	Operation Sober Street	$10,000.00	154AL	154AL-17-157
Monterey Police Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	$10,000.00	154AL	154AL-17-163
Morristown Police Department	Traffic Safety and Impaired Driving Prevention Program	$15,000.00	154AL	154AL-17-165
Newbern Police Department	Improved DUI Enforcement via Area-Wide Saturation	$15,000.00	154AL	154AL-17-174
Overton County Sheriff's Department	Saturating for Safety	$15,000.00	154AL	154AL-17-183
Rhea County Sheriff's Department	Alcohol Impaired Driving Enforcement - Program (A.I.D.E.)	$15,000.00	154AL	154AL-17-200
Rutherford County Sheriff's Office	Rutherford County Alcohol Enforcement Program	$70,000.00	154AL	154AL-17-205
Rutledge Police Department	Alcohol Saturation Checkpoint	$10,000.00	154AL	154AL-17-207
Saint Joseph Police Department	Project Safe Stateline	$9,152.00	154AL	154AL-17-208
Sequatchie County Sheriff's Department	Sequatchie County Alcohol Reduction Enforcement	$12,000.00	154AL	154AL-17-213
Shelby County Sheriff's Office	Shelby County Alcohol Enforcement 2017	$200,000.00	154AL	154AL-17-215
Smithville Police Department	Smithville Alcohol Enforcement	$10,000.00	154AL	154AL-17-217
Smyrna Police Department	SMYRNA ALCOHOL COUNTERMEASURES (SAC)	$15,000.00	154AL	154AL-17-218
Springfield Police Department	Citation Technology Grant	$15,000.00	154AL	154AL-17-226
Sullivan County Sheriff's Department	Sullivan County Sheriff's Office - Alcohol Enforcement	$50,000.00	154AL	154AL-17-228
Sumner County Sheriff's Department	Impaired Driving Enforcment	$31,598.84	154AL	154AL-17-229

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TN Alcoholic Beverage Commission	Underage Sales Tennessee's Operational Plan (USTOP)	$80,000.00	154AL	154AL-17-234
Tipton County Sheriff's Department	Tipton County SO Alcohol Enforcement Project	$25,000.00	154AL	154AL-17-263
Union City Police Department	Alcohol Countermeasures Enforcement	$15,000.00	154AL	154AL-17-273
University of Memphis, Police Services	Alcohol Enforcement	$20,000.00	154AL	154AL-17-275
Warren County Sheriff's Department	Warren County Impaired Driving Enforcement	$20,000.00	154AL	154AL-17-279
Washington County Sheriff's Department	Reduce Alcohol Crashes and Fatalities (RACF)	$35,000.00	154AL	154AL-17-282
White County Sheriff's Department	DUI Saturation Patrols	$20,000.00	154AL	154AL-17-288
White House Police Department	DUI Detection/ Alcohol Countermeasures/ Traffic Enforcement	$19,999.72	154AL	154AL-17-289
White Pine Police Department	RAID (RESIST ALCOHOL IMPAIRED DRIVING)	$10,000.00	154AL	154AL-17-290
Williamson County Sheriff's Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	$40,000.00	154AL	154AL-17-293
Wilson County Sheriff's Department	Wilson County DUI Enforcement/Speed Enforcement	$16,082.34	154AL	154AL-17-294
Collegedale Police Department	Safety Initiative for Bicyclists and Pedestrians	$38,989.00	402	PS-17-01
Knoxville Police Department	Knoxville's FY 2016 Pedestrian Safety Grant	$9,903.80	402	PS-17-02
Martin Police Department	C.A.R.D.	$35,000.00	405d	M5HVE-17-11
Memphis Police Department	Comprehensive Alcohol Risk reDuction (C.A.R.D.)	$109,434.00	405d	M5HVE-17-13
Mothers Against Drunk Driving	Decreasing DUIs through Court Observations & Law Enforcement Partnerships	$110,635.60	405d	M5CS-17-03
Hamilton County Sheriff's Office	Safe Journey	$125,000.00	402 / 405b	OP-17-01
Meharry Medical College	Tennessee Child Passenger Safety Center	$400,000.00	402 / 405b	OP-17-02
Brownsville Police Department	West Tennessee Drive Safe Grant	$15,000.00	402	DE-17-01
Hendersonville Police Department	Traffic Safety Grant- Distracted Driving Enforcement.	$20,000.00	402	DD-17-01
Conexion Americas	Latino Highway Safety Campaign	$100,000.00	154AL	154AL-17-48
TN Department of Health	Ambulance and Trauma Evaluation Systems	$69,473.12	402	TR-17-01

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TN Department of Health	Statewide Injury Surveillance System	$88,284.00	405c	M3DA-17-02
TN Department of Safety & Homeland Security	TITAN WIzard Deployment and Support	$1,535,000.00	402 / 405c	M3DA-17-01
Blount County Sheriff's Department	2016-17 Motorcycle/Motorist Safety - The Dragon	$91,101.40	402	MC-17-01
TN Department of Safety District 1	Dragon Grant FTY, 2014-2015	$71,116.80	402	MC-17-02
TN District Attorney General, 01st Judicial District	Special DUI Prosecutor Program	$157,745.48	154AL	154AL-17-236
TN District Attorney General, 02nd Judicial District	DUI Abatement / Prosecution Enhancement	$153,145.50	154AL	154AL-17-237
TN District Attorney General, 04th Judicial District	DUI Abatement / Prosecution Enhancement	$164,745.63	154AL	154AL-17-238
TN District Attorney General, 05th Judicial District	5th Judicial District 2016-2017 DUI Abatement/Prosecution Enhancement	$142,194.39	154AL	154AL-17-239
TN District Attorney General, 06th Judicial District	DUI ABATEMENT/PROSECUTION ENHANCEMENT	$280,701.60	154AL	154AL-17-240
TN District Attorney General, 07th Judicial District	2016-2017 DUI Abatement/Prosecution Enhancement Grant	$213,442.59	154AL	154AL-17-241
TN District Attorney General, 08th Judicial District	Special DUI Prosecutor- 8th District	$132,379.09	154AL	154AL-17-242
TN District Attorney General, 09th Judicial District	DUI Prosecutor - Tennessee District Attorney General, 9th Judicial District	$164,889.64	154AL	154AL-17-243
TN District Attorney General, 10th Judicial District	DUI Abatement/Prosecution Enhancement	$136,452.51	154AL	154AL-17-244
TN District Attorney General, 11th Judicial District	DUI Prosecution	$162,969.04	154AL	154AL-17-245
TN District Attorney General, 13th Judicial District	Better Enforcement Stopping Tragedy (B.E.S.T.)	$146,814.53	154AL	154AL-17-246
TN District Attorney General, 14th Judicial District	DUI Abatement/Prosecution Enhancement	$167,165.21	154AL	154AL-17-247
TN District Attorney General, 15th Judicial District	Continuation of Protecting Lives:	$168,649.83	154AL	154AL-17-248
TN District Attorney General, 16th Judicial District	DUI Abatement/Prosecution Enhancement	$155,630.76	154AL	154AL-17-249
TN District Attorney General, 17th Judicial District	DUI PROSECUTOR GRANT 2016	$182,758.50	154AL	154AL-17-250
TN District Attorney General, 19th Judicial District	DUI Abatement/Prosecution Enhancement	$200,733.66	154AL	154AL-17-251
TN District Attorney General, 20th Judicial District	Specialized Traffic Offender Prosecution Team	$376,822.92	154AL	154AL-17-252

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TN District Attorney General, 21st Judicial District	DUI Abatement/Prosecution Enhancement	$161,932.61	154AL	154AL-17-253
TN District Attorney General, 22nd Judicial District	DUI Abatement/Prosecution Enhancement	$188,548.13	154AL	154AL-17-254
TN District Attorney General, 23rd Judicial District	DUI ABATEMENT / PROSECUTION ENHANCEMENT	$165,677.04	154AL	154AL-17-255
TN District Attorney General, 24th Judicial District	24th Judicial District DUI Prosecution Enhancement Grant	$221,761.42	154AL	154AL-17-256
TN District Attorney General, 25th Judicial District	DUI Prosecution Unit, 25th Judicial District of Tennessee	$192,510.34	154AL	154AL-17-257
TN District Attorney General, 26th Judicial District	DUI Abatement/Prosecution Enhancement	$201,474.72	154AL	154AL-17-258
TN District Attorney General, 30th Judicial District	DUI Abatement/Prosecution Enhancement	$296,106.86	154AL	154AL-17-259
TN District Attorney General, 31st Judicial District	DUI Abatement/Prosecution Enhancement 2016/2017	$216,176.98	154AL	154AL-17-260
23rd Judicial District Drug Court	23rd Judicial District DUI Court	$60,000.00	405d	M5CS-17-01
Metro Government of Nashville & Davidson County	Metropolitan Government of Nashville-Davidson County Drug Court Program	$59,639.83	405d	M5CS-17-02
Sumner County Drug Court	18th Judicial Recovery Court, Sumner County	$59,999.98	405d	M5CS-17-04
Williamson County Juvenile Court	Williamson County Juvenile Court	$60,000.00	405d	M5CS-17-06
Baxter Fire Department	FIrst Responder	$9,468.00	402	EM-17-01
Cannon County Rescue Squad, Inc.	Arrive Alive First Responder Training	$9,975.00	402	EM-17-02
Jackson Madison County EMA	First Responder Training	$9,900.00	402	EM-17-03
Pleasant View Volunteer Fire Department	Vehicle Extrication Tools	$10,000.00	402	EM-17-04
TN Emergency Medical Services for Children	Access to Life Saving Care for Children	$9,640.00	402	EM-17-05
Adamsville Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-01
Alamo Police Department	High Visibility Enforcement	$3,000.00	402	PT-17-01
Alexandria Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-02
Algood Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-03
Ardmore Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-04
Ashland City Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-05
Atoka Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-06
Austin Peay State University Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-07

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Baileyton Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-08
Baneberry Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-09
Baxter Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-10
Bean Station Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-11
Bell Buckle Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-12
Bells Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-13
Benton County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-14
Big Sandy Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-16
Blaine Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-17
Bledsoe County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-18
Bluff City Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-20
Bradford Police Department	High Visibility Enforcement	$2,500.00	154AL	154AL-17-21
Brighton Police Department	High Visibility Enforcement	$2,500.00	154AL	154AL-17-23
Bruceton Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-25
Burns Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-26
Calhoun Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-27
Camden Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-28
Carroll County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-30
Carter County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-31
Carthage Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-32
Caryville Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-33
Celina Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-34
Chapel Hill Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-35
Charleston Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-36
Church Hill Public Safety	High Visibility Enforcement	$5,000.00	154AL	154AL-17-39
City of Paris Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-40
Clarksburg Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-41
Clay County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-43
Cleveland Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-44
Clinton Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-45
Collinwood Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-47
Columbia Police Department	High Visibility Enforcement	$5,000.00	402	PT-17-12

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Coopertown Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-49
Covington Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-50
Cowan Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-51
Crockett County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-52
Cross Plains Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-53
Crump Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-55
Cumberland City Police Department	High Visibility Enforcement	$5,000.00	402	PT-17-15
Dandridge Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-57
Dayton Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-58
Decatur Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-59
Decaturville Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-60
Decherd Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-61
Dunlap Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-64
Dyer Police Department	High Visibility Enforcement	$2,500.00	154AL	154AL-17-65
Eagleville Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-66
Elizabethton Police Department	High Visibility Enforcement	$5,000.00	402	PT-17-19
Elkton Police Department	High Visibility Enforcement	$2,500.00	154AL	154AL-17-68
Englewood Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-69
Erin Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-70
Estill Springs Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-71
Ethridge Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-72
ETSU, Department of Public Safety	High Visibility Enforcement	$5,000.00	154AL	154AL-17-67
Franklin County Sheriff's Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-77
Friendship Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-79
Gadsden Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-80
Gallaway Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-82
Germantown Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-83
Gibson County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-84
Gibson Police Department	High Visibility Enforcement	$2,500.00	154AL	154AL-17-85
Gleason Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-86
Goodlettsville Police Department	High Visibility Enforcement	$5,000.00	402	PT-17-21

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Gordonsville Police Department	High Visibility Enforcement	$5,000.00	402	PT-17-22
Grand Junction Police Department	High Visibility Enforcement	$2,500.00	154AL	154AL-17-88
Graysville Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-89
Greeneville Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-91
Greenfield Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-92
Halls Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-93
Hardeman County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-95
Harriman Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-97
Haywood County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-99
Henderson County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-100
Henderson Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-101
Henning Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-102
Henry County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-103
Henry Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-104
Hickman County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-105
Hohenwald Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-106
Hollow Rock Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-107
Houston County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-108
Humboldt Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-109
Huntingdon Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-111
Huntland Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-112
Jacksboro Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-113
Jamestown Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-116
Jellico Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-118
Jonesborough Police Department	High Visibility Enforcement	$5,000.00	402	PT-17-27
Kenton Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-120
Kingston Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-121
Kingston Springs Police Department	High Visibility Enforcement	$3,000.00	402	PT-17-30
Lafayette Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-123

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LaFollette Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-124
Lake County Sheriff's Office	High Visibility Enforcement	$5,000.00	154AL	154AL-17-125
Lawrence County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-128
Lawrenceburg Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-129
Lincoln Memorial University	High Visibility Enforcement	$5,000.00	154AL	154AL-17-133
Livingston Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-134
Lookout Mtn. Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-135
Loretto Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-136
Loudon County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-137
Loudon Police Department	High Visibility Enforcement	$5,000.00	402	PT-17-34
Lynnville Police Department	High Visibility Enforcement	$2,500.00	154AL	154AL-17-138
Macon County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-139
Marion County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-142
Marshall County Sheriff's Office	High Visibility Enforcement	$5,000.00	154AL	154AL-17-143
Mason Police Department	High Visibility Enforcement	$2,500.00	154AL	154AL-17-144
Maury City Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-145
Maynardville Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-147
McKenzie Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-148
McNairy County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-151
Medina Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-152
Middleton Police Department	High Visibility Enforcement	$2,500.00	154AL	154AL-17-156
Millersville Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-158
Millington Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-159
Minor Hill Police Department	High Visibility Enforcement	$2,500.00	154AL	154AL-17-160
Monroe County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-161
Monteagle Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-162
Morgan County Sheriff Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-164
Moscow Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-166
Motlow State Public Safety Department	High Visibility Enforcement	$2,500.00	402	PT-17-39

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Mount Pleasant Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-167
Mountain City Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-168
Mt. Juliet Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-169
Munford Police Department	High Visibility Enforcement	$2,500.00	154AL	154AL-17-170
New Johnsonville Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-171
New Market Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-172
New Tazewell Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-173
Newport Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-175
Niota Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-176
Norris Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-177
Oakland Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-178
Obion County Sheriff's Office	High Visibility Enforcement	$3,000.00	154AL	154AL-17-179
Obion Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-180
Oliver Springs Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-181
Oneida Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-182
Parrottsville Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-184
Parsons Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-185
Perry County Sheriff's Office	High Visibility Enforcement	$5,000.00	154AL	154AL-17-186
Petersburg Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-187
Pickett County Sheriff's Office	High Visibility Enforcement	$5,000.00	154AL	154AL-17-188
Pigeon Forge Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-189
Pikeville Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-190
Piperton Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-191
Pittman Center Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-192
Pleasant View Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-193
Polk County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-194
Portland Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-195
Powells Crossroads Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-196
Puryear Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-197
Putnam County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-198

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Red Boiling Springs Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-199
Ridgetop Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-201
Rockwood Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-202
Rocky Top Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-203
Rossville Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-204
Rutherford Police Department	High Visibility Enforcement	$2,500.00	154AL	154AL-17-206
Saltillo Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-209
Savannah Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-210
Scott County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-211
Scotts Hill Police Department	High Visibility Enforcement	$5,000.00	402	PT-17-49
Selmer Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-212
Sharon Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-214
Smith County Sheriff's Office	High Visibility Enforcement	$5,000.00	154AL	154AL-17-216
Somerville Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-219
South Carthage Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-220
South Fulton Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-221
Sparta Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-223
Spencer Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-224
Spring City Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-225
Stewart County Sheriff's Office	High Visibility Enforcement	$5,000.00	154AL	154AL-17-227
Surgoinsville Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-230
SW TN Community College PD	High Visibility Enforcement	$5,000.00	154AL	154AL-17-222
Sweetwater Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-231
Tazewell Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-232
Tellico Plains Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-233
TN Tech University Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-261
The University of TN at Martin	High Visibility Enforcement	$3,000.00	154AL	154AL-17-262
Tiptonville Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-264
Toone Police Department	High Visibility Enforcement	$2,500.00	154AL	154AL-17-265
Townsend Police	High Visibility Enforcement	$5,000.00	154AL	154AL-17-266

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Department				
Tracy City Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-267
Trenton Police Department	High Visibility Enforcement	$2,500.00	154AL	154AL-17-268
Trezevant Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-269
Trousdale County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-270
Troy Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-271
Tusculum Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-272
University of Memphis - Lambuth	High Visibility Enforcement	$5,000.00	154AL	154AL-17-274
University of TN Police Department	High Visibility Enforcement	$5,232.50	402	PT-17-64
Van Buren County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-276
Vol State Community College Campus Police	High Visibility Enforcement	$5,000.00	154AL	154AL-17-277
Vonore Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-278
Wartburg Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-280
Wartrace Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-281
Watertown Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-283
Waverly Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-284
Weakley County Sheriff's Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-285
Westmoreland Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-286
White Bluff Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-287
Whiteville Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-291
Whitwell Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-292
Winchester Police Department	High Visibility Enforcement	$3,000.00	154AL	154AL-17-295
Winfield Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-296
Woodbury Police Department	High Visibility Enforcement	$5,000.00	154AL	154AL-17-297
Bedford County Sheriff's Department	Impaired Driving and Traffic Enforcement	$15,000.00	405d	M5HVE-17-01
Bolivar Police Department	Reduce Impaired Driving (RID)	$15,000.00	405d	M5HVE-17-02
Bristol Police Department	Bristol Impaired Driving Saturation Patrols	$25,000.00	405d	M5HVE-17-03
Campbell County Sheriff's Department	Campbell County Alcohol Enforcement Program	$25,000.00	405d	M5HVE-17-04
Collierville Police Department	CPD Roving DUI Enforcement Project	$20,000.00	405d	M5HVE-17-05
Cookeville Police	Cookeville Safe Streets	$25,000.00	405d	M5HVE-17-06

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Department				
Decatur County Sheriff's Office	Decatur County Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	$10,000.00	405d	M5HVE-17-07
Fayette County Sheriff's Office	Fayette County Sober Drivers Project 16-17	$15,000.00	405d	M5HVE-17-08
Giles County Sheriff's Department	Giles County Imaired Driver Initiative	$15,000.00	405d	M5HVE-17-09
Grundy County Sheriff's Department	Grundy County Sheriff's Impaired Driving Enforcement Initiative	$15,000.00	405d	M5HVE-17-10
Maryville Police Department	2016-17 MPD Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	$30,000.00	405d	M5HVE-17-12
Metropolitan Nashville Police Department	Nashville Highway Safety Initiative	$400,000.00	405d	M5HVE-17-14
Pulaski Police Department	Pulaski Impaied Driving Enforcement	$10,000.00	405d	M5HVE-17-15
Soddy-Daisy Police Department	Alcohol Countermeasures, Alcohol Saturation/Roadside Sobriety Check points	$15,000.00	405d	M5HVE-17-16
Union County Sheriff's Department	Alcohol Saturation Patrols / Roadside Soberity Checkpoints	$15,047.97	405d	M5HVE-17-17
Wayne County Sheriff's Department	Wayne County Impaired Driving Enforcement	$10,000.00	405d	M5HVE-17-18
The University of Tennessee	Judicial Outreach Liaison Program (JOL)	$95,000.00	405d	M5CS-17-05
The University of Tennessee	Media Evaluations	$125,062.74	402	PT-17-60
Alcoa Police Department	Traffic Services	$15,160.00	402	PT-17-02
Anderson County Sheriff's Department	Reducing Fatalities in Anderson County:	$22,000.00	402	PT-17-03
Bartlett Police Department	police traffice services	$20,000.00	402	PT-17-04
Collegedale Police Department	Collegedale Multiple Violations Program	$15,000.00	402	PT-17-11
Dickson Police Department	Multiple Violations 2015/2016	$15,000.00	402	PT-17-16
East Ridge Police Department	Violation Reduction Initative	$15,001.64	402	PT-17-18
Gatlinburg Police Department	Gatlinburg Police Traffic Enforcement	$15,000.00	402	PT-17-20
Greenbrier Police Department	2017 Special Traffic Enforcement Program-STEP	$10,000.00	402	PT-17-23
Jefferson City Police Department	Jefferson City Police Department Traffic and Alcohol Enforcement	$25,000.00	402	PT-17-26
Kingsport Police Department	Kingsport Police Department Multiple Traffic Violation / Crash Reduction Campaign	$20,800.00	402	PT-17-29

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Knox County Sheriff's Office	2017 KCSO Police Traffic Services	$73,192.82	402	PT-17-31
Montgomery County Sheriff's Department	Selective Traffic Enforcement	$60,000.00	402	PT-17-38
Murfreesboro Police Department	Special Traffic Enforcment Program (S.T.E.P.)	$70,000.00	402	PT-17-40
Nolensville Police Department	Safe Streets	$16,510.00	402	PT-17-41
Oak Ridge Police Department	Project CRASH (Cops for Responsible And Safe Highways	$20,000.00	402	PT-17-42
Red Bank Police Department	Distracted Driving Reduction Program	$15,000.00	402	PT-17-43
Ripley Police Department	Governor's Highway Safety Office 2017	$10,000.00	402	PT-17-45
Roane County Sheriff's Office	A safer TN through patrols and saturations	$25,000.00	402	PT-17-46
Robertson County Sheriff's Department	Police Traffic Services-Multiple Violations	$25,000.00	402	PT-17-48
Sevier County Sheriff's Office	Reduce DUI/Drugged Driving, Crashes, Injuries and Fatalities in Sevier County	$30,000.00	402	PT-17-50
Sevierville Police Department	Prevention of Accidents-Crashes through Enforcement-Education	$25,000.00	402	PT-17-51
Shelbyville Police Department	S.A.F.E (Shelbyville's Awareness For Enforcement)	$15,000.00	402	PT-17-53
Signal Mountain Police Department	A.D.E (Aggressive Driver Enforcement)	$15,000.00	402	PT-17-54
South Pittsburg Police Department	Police Traffic Services	$15,000.00	402	PT-17-56
Spring Hill Police Department	2017 GHSO Grant	$15,000.00	402	PT-17-57
Tullahoma Police Department	Police Traffic Services-Multiple Violations	$15,000.00	402	PT-17-61
Waynesboro Police Department	Waynesboro P.D. Drive Safe Program	$10,000.00	402	PT-17-65
Belle Meade Police Department	Network Coordinator-TITAN	$20,000.00	402	PT-17-05
Benton Police Department	Network Coordinator	$20,000.00	402	PT-17-06
Blount County Sheriff's Department	2016-17 BCSO Network Coordinator	$20,000.00	402	PT-17-07
Brownsville Police Department	Brownsville Network Coordinator Grant	$20,000.00	402	PT-17-08
Centerville Police Department	Network Coordinator	$20,000.00	402	PT-17-09
Cocke County Sheriff's Department	Network Coordinator	$20,000.00	402	PT-17-10

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Cookeville Police Department	Network Coordinator	$20,000.00	402	PT-17-14
Dover Police Department	Network Grant	$20,000.00	402	PT-17-17
Greene County Sheriff's Department	Network Coordinator	$20,000.00	402	PT-17-24
Kimball Police Department	Network Coordinator	$20,000.00	402	PT-17-28
Lewisburg Police Department	Network Coordinator	$20,000.00	402	PT-17-32
Lexington Police Department	Network Coordinator 2017	$20,000.00	402	PT-17-33
Madison County Sheriff's Department	Network Law Enforcement Grants - Network Coordinator	$20,000.00	402	PT-17-35
Memphis Police Department	Network Coordinator	$20,000.00	402	PT-17-36
Metro Moore County Sheriffs Department	Network Coordinator Grant	$20,000.00	402	PT-17-37
Rhea County Sheriff's Department	Network Coordinator	$20,000.00	402	PT-17-44
Roane County Sheriff's Office	Network Coordinator	$20,000.00	402	PT-17-47
Shelby County Sheriff's Office	Shelby County Sheriff Network Coordinator	$20,000.00	402	PT-17-52
Soddy-Daisy Police Department	Network Coordinator	$20,000.00	402	PT-17-55
Unicoi County Sheriff's Department	NETWORK COORDINATOR	$20,000.00	402	PT-17-62
Union City Police Department	Network Coordinator	$20,000.00	402	PT-17-63
Blount County Sheriff's Department	Nighttime seatbelt demo project BCSO 2016-17	$10,000.00	405b	M2HVE-17-01
Knoxville Police Department	Nighttime seatbelt demo project	$10,000.00	405b	M2HVE-17-02
Loudon County Sheriff's Department	Nighttime seatbelt demo project	$10,000.00	405b	M2HVE-17-03
Roane County Sheriff's Office	Nighttime seatbelt demo project	$10,000.00	405b	M2HVE-17-04
Sevier County Sheriff's Office	Nighttime seatbelt demo project	$10,000.00	405b	M2HVE-17-05
TN Department of Safety District 1	Nighttime seatbelt demo project	$10,000.00	405b	M2HVE-17-07
TN Technological University	Ollie Otter, Seat Belt and Booster Seat Education	$159,618.22	405b	M2CPS-17-01
The University of Tennessee	Fiscal Year 2017 Statewide Survey of Safety Belt and Motorcycle Helmet Usage in TN	$195,162.51	405b	M2OP-17-01
Jackson-Madison County General Hospital	Operation Safe ROADS (Reducing Older Adult Deaths)	$40,000.00	402	PT-17-25
TN Department of Safety & Homeland Security	State Law Enforcement Management Training	$32,160.00	402	PT-17-58

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TN Supreme Court	Integrated Criminal Justice Portal Access	$91,000.00	405c	M3DA-17-03
TN Bureau of Investigation	Assisting TBI to Improve DUI Casework and Convictions	$200,000.00	405d	M5BAC-17-01
Cheatham County Schools	T.I.E.S. Teach Involve Encourage & Save IV	$15,000.00	402	DE-17-02
Cookeville Police Department	Traffic Education Saves Teens (TEST)	$25,000.00	402	DE-17-03
JACOA	TN Teen Institute	$7,500.00	402	DE-17-04
Lincoln County Sheriff's Department	Lincoln County Teen Driver Safety Initiative	$7,500.00	402	DE-17-05
Rutherford County Sheriff's Office	Rutherford County Teen Drivers Safety	$25,580.96	402	DE-17-06
SADD	A Comprehensive Approach to Reducing Teen Crashes and Fatalities	$130,000.00	402 / 405d	DE-17-07
Stewart County Schools	T.I.E.S. Trailer	$15,000.00	402	DE-17-08
Sumner Teen Center	Driver's Education at Sumner Teen Center	$15,000.00	402	DE-17-09
TN Trucking Foundation	Teens & Trucks Share the Road	$50,000.00	402	DE-17-10
TN Department of Safety & Homeland Security	BELTS	$100,000.00	405b	M2HVE-17-06
TN Department of Safety & Homeland Security	Bristol Motor Speedway Traffic Enforcement	$35,913.60	402	PT-17-59
TN Department of Safety & Homeland Security	SOBER UP TENNESSEE	$750,000.00	154AL	154AL-17-235
TN Technological University	Tennessee Traffic Safety Resource Service	$459,316.95	402	SA-17-01
Columbia State Community College	Standardized Statewide Traffic Training for Law Enforcement	$400,000.00	402	PT-17-13
TN District Attorneys General Conference	Tennessee Traffic Safety Resource Prosecutors:	$663,499.65	405d	M5OT-17-05
TN Secondary School Athletic Association	DUI Education Team	$60,000.00	405d	M5OT-17-06
The University of Tennessee	Law Enforcement Liaison Administration	$1,310,000.00	402 / 154AL / 405d	PT-17-66
The University of Tennessee	UT Program Admin Grant	$1,310,000.00	402 / 154AL / 405d	PT-17-67
Mothers Against Drunk Driving	Underage Drinking Prevention	$99,766.80	405d	M5OT-17-04

Comprehensive Grant List

EQUIPMENT OVER $5,000 LIST

Agency	Cost	Qty.	Total	Fund Source	Grant Number	Equipment Name
Baxter Fire Department	$ 6,946.00	1	$ 6,946.00	402	EM-17-01	Hydraulic Pump
Bedford County Sheriff's Department	$ 7,461.40	1	$ 7,461.40	405d	M5HVE-17-01	Dell Power Edge T630 / Server
Bristol Police Department	$ 5,000.00	4	$ 20,000.00	405d	M5HVE-17-03	In Car Camera
Brownsville Police Department	$ 6,500.00	1	$ 6,500.00	402	DE-17-01	Outdoor Program Portable Lighting
Cookeville Police Department	$ 13,125.00	1	$ 13,125.00	402	DE-17-03	Driving Essentials Simulator
Fairview Police Department	$ 5,500.00	1	$ 5,500.00	154AL	154AL-17-74	Arbitrator Server
Gatlinburg Police Department	$ 7,500.00	1	$ 7,500.00	402	PT-17-20	Enclosed Roadway Incident Trailer
Lewisburg Police Department	$ 7,000.00	1	$ 7,000.00	402	PT-17-32	Arbitrator Camera
Martin Police Department	$ 15,000.00	1	$ 15,000.00	405d	M5HVE-17-11	Dell/Digital Ally - Server
Montgomery County Sheriff's Department	$ 5,100.00	4	$ 20,400.00	402	PT-17-38	In Car Camera
Pleasant View Volunteer Fire Department	$ 5,734.94	1	$ 5,734.94	402	EM-17-04	Hydraulic Cutter w Core Tech
Pleasant View Volunteer Fire Department	$ 6,746.59	1	$ 6,746.59	402	EM-17-04	Hydraulic Spreader w Core Tech
Pleasant View Volunteer Fire Department	$ 6,264.20	1	$ 6,264.20	402	EM-17-04	SPU16 Pump w Core Tech
Robertson County Sheriff's Department	$ 7,000.00	1	$ 7,000.00	402	PT-17-48	Golf Cart
Rutherford County Sheriff's Office	$ 18,795.00	1	$ 18,795.00	154AL	154AL-17-205	Message board
Shelby County Sheriff's Office	$ 10,900.00	1	$ 10,900.00	154AL	154AL-17-215	Virtual Driver Interactive
Shelbyville Police Department	$ 5,120.00	3	$ 15,360.00	402	PT-17-53	In Car Camera
Smithville Police Department	$ 5,000.00	1	$ 5,000.00	154AL	154AL-17-217	Checkpoint Notification Trailer
Stewart County Schools	$ 9,500.00	1	$ 9,500.00	402	DE-17-08	Driver Simulator
Stewart County Schools	$ 7,700.00	1	$ 7,700.00	402	DE-17-08	Millennium Trailer - for simulator
Tennessee Bureau of Investigation	$117,000.00	1	$117,000.00	405d	M5BAC-17-01	Headspace GC/MS
The University of Tennessee	$ 28,500.00	1	$ 28,500.00	402	PT-17-66	LEL Vehicle
Warren County Sheriff's Department	$ 5,300.00	5	$ 26,500.00	154AL	154AL-17-279	In Car Camera

EVIDENCE-BASED ENFORCEMENT PLAN

Tennessee follows the three E's model of highway safety—enforcement, engineering and education—which is in alignment with the Strategic Highway Safety Plan.

Enforcement is the foundation of Tennessee's Highway Safety Plan; this is demonstrated throughout the program areas. Data efforts are detailed throughout the HSP. For instance, data is utilized so the state can identify locations for traffic enforcement activity; afterward, data from these efforts help determine the state's effectiveness in accomplishing its goal to reduce crashes and fatalities. Program strategies have been chosen based upon countermeasures that are known to be effective. This allows law enforcement to be proactive as opposed to the more traditional practice of being reactive after a crash occurs. Activities and techniques such as sobriety checkpoints, saturation patrols, and participation in campaigns provide enforcement action relative to locations identified by crash and belt data.

DATA ANALYSIS AND DEPLOYMENT OF RESOURCES

Funding is based upon established processes for project selection and development, which is outlined in the section, Highway Safety Plan Process, and through the use of a ranking and allocation tool that ensures specific counties are funded due to the frequency, rate, and problems that persist in the community as a result of traffic-related crashes, deaths, and injuries. Moreover, locations are funded in a comparable basis considering the extent of weighted fatal, injury and PDO crashes, alcohol-related crashes, 15-24 aged driver crashes, 65+ aged crashes, speeding crashes, motorcycle crashes, population, and vehicle miles of travel (VMT) in each county. Comparable basis refers to normalizing the county numbers relative to that of the county with the highest value. The results are used comparatively when going through application selection for funded projects. Areas identified as high risk are addressed first in the application selection process.

PROJECT MANAGEMENT

The Tennessee Highway Safety Office staff maintains regular contact via telephone, email/written correspondence, and on-site visits with grantees throughout the course of the grant year to ensure compliance with applicable requirements and cost principles. This monitoring includes not only the review and approval of claims and status/final reports, but also ongoing oversight of grantees through desk monitoring and/or on-site visits. This oversight helps the program manager address grant management-related questions, provide technical assistance, identify and help address problems and/or concerns, and make adjustments to the plan. These adjustments may address employee allocation, hours worked versus time of day, productivity, or methods of deploying enforcement activity. All documentation generated as a result of these contacts is placed in the grantee's file.

MONITORING, FOLLOW-UP, AND ADJUSTMENTS

The THSO visits every grantee that has been awarded a grant of $10,000 or more at least once during the grant year (typically between February and July) to conduct a systematic and comprehensive programmatic and financial assessment. Agencies receiving $10,000 and above will receive at least one on-site visit from their program manager. The visit will be scheduled at least two weeks in advance, and a preparation sheet that details how to prepare for the on-site visit is provided electronically. In addition, an electronic version of the Title VI Assessment is emailed; this is completed and ready for the program manager when s/he arrives for the monitoring visit. An unscheduled monitoring visit will occur if the agency receives a letter, which issues a finding after the annual on-site visit or if there is concern that the agency's project is showing signs of significant weakness. The follow-up results in an adjustment to the agency's plan.

During the programmatic portion of the visit, goals, objectives, and tasks are reviewed to determine if the project is being implemented as outlined in the approved grant application. This assessment is also used to determine if the grantee has satisfied special conditions and is adhering to contract terms and conditions. The financial review includes an examination of agency and grant-specific financial documents and issues related to the implementation and performance of the project.

While on-site, the program manager completes the monitoring form found on the THSO's online grants management system. Once completed, the form is reviewed and approved by the THSO management. Following final approval of the monitoring form, the program manager drafts a follow-up letter that highlights exemplary activities/actions on the part of the grantee and recommendations for improvement within 30 days following completion of the assessment. If the letter includes findings, an additional on-site visit(s) may be scheduled. The THSO maintains an electronic copy of the letter.

Agencies receiving less than $10,000 will receive a desk/phone monitoring. The program manager will contact the agency to schedule a suitable time for both parties to have a conference call. No follow-up letter is sent to the agency. In rare instances, an on-site visit may be required if the agency's project shows significant weakness or non-compliance.

TENNESSEE'S PRIMARY STRATEGIC COORDINATION PROJECT

The state's primary strategic coordination project is the use of predictive analytics to positively impact traffic enforcement. Highway safety funds were used to support the development and implementation of CRASH–Crash Reduction Analyzing Statistical History–IBM's predictive analytics model applied to traffic safety. The analytics combine crash data, weather reports, and special community events to predict where serious crashes and fatalities are likely to occur. CRASH aims to deliver an improved suite of tools for officers to use when making resource deployment decisions. The program's goal is to reduce fatal and serious injury crashes by using historical data to develop a statistical model of crashes and then applying the statistical model to predict how likely a crash is to occur in a given area at a given time. By enhancing proactive deployment, the number of crashes is reduced through visibility in the higher-risk areas and minimizing the emergency response times to serious crashes. Troopers of the Tennessee

Highway Patrol can use both the DUI and crash forecasts to guide them to the places where they are likely to have the greatest impact on traffic safety.

Model predictions have been generated weekly since January 6, 2015. Accuracy testing of the fatal and serious injury crash model was conducted on partitioned historical data before deployment, and additional accuracy testing is ongoing. Currently, about two-thirds of the targeted incidents occur in areas and times which fall within the top two quintiles of the forecasted propensity range. In about 70% of cases, the model correctly predicts whether an incident will occur at a confidence level greater than 50%.

To date, the program has been utilized by the highway patrol and has been a success. The predictive analytics program has brought a new level of data driven enforcement to the Tennessee Highway Patrol. Tennessee's work in this area was also recognized nationally in an article in Forbes in April.

In FY17, additional opportunities will be provided for local law enforcement to learn how to access and utilize the program in order to support evidence-based enforcement. The TITAN Business Unit of the Department currently has plans to deliver the map via its TITAN web portal, an internet facing environment that is accessible by all law enforcement agencies in Tennessee. This will facilitate use by the sheriff's offices and police departments statewide.

LAW ENFORCEMENT LIAISON PROGRAM

To coordinate the enforcement campaigns sponsored by the Tennesee Highway Safety Office, Tennessee presently employs Law Enforcement Liaisons (LELs), four regionally based in West, Middle, Cumberland, and East Tennessee, one training coordinator, and one program administrator. The primary purpose for the LEL position is to serve as a link for the Tennessee Highway Safety Office to promote highway safety campaigns with local and state law enforcement agencies. Through the LEL program, the THSO strives to plan, develop and implement statewide initiatives to promote highway safety education and enforcement; such programs include the Click It or Ticket, Booze It and Lose It, and SAFE (Seatbelts Are For Everyone) campaigns. LELs are responsible for the development and implementation of the annual TN Law Enforcement Challenge.

LELs also oversee the four or five traffic enforcement Networks within their region. Each Network is comprised of five to eight counties and is made up of the law enforcement agencies within the district. Each Network has a Coordinator who is a full-time law enforcement officer who volunteers to coordinate Network activities. The Coordinators and LELs work closely to organize monthly meetings and multi-agency highway safety events in the districts. At these events, LELs share or distribute information related to crashes, fatalities, and campaigns; in some instances, LELs also relay information about high-risk areas.

Finally, the LELs promote partnerships with law enforcement, prosecutors, the judicial system, and community partners.

SEATBELTS ARE FOR EVERYONE (SAFE) CAMPAIGN

In 2014, the Tennessee Highway Safety Office started a new enforcement campaign called Seatbelts Are For Everyone (SAFE), designed to increase seat belt use in Tennessee.

Agency eligibility includes the following criteria:

1. Submitting a signed participation statement.

2. Attending a minimum of 75% of the network meetings in your region during the campaign.

3. Agency must have a mandatory seatbelt policy for officers and employees.

4. Seatbelt enforcement must be a priority.

5. Submitting a SAFE Campaign final report.

6. Must have one media event (TV, PSA, press release, newspaper article).

7. Must participate in the Click It or Ticket campaign and submit stats.

SAFE campaign final reports are judged on the following criteria:

1. Increased Seat Belt Usage Rate (Pre and Post Surveys),

2. Increased Seat Belt Citations,

3. Increased Child Restraint Citations, and

4. Education Awareness: Teens/Seniors/CPS.

This campaign continued in 2016 with participating agencies becoming eligible to be recognized at the Law Enforcement Challenge. Recognized agencies are given the opportunity to submit a problem identification statement with supporting data for the consideration of possible resources from the THSO.

LAW ENFORCEMENT CHALLENGE

Eleven years ago, the Tennessee Highway Safety Office, the Tennessee Association of Chiefs of Police, and the Tennessee Sheriffs' Association joined forces to strengthen and support traffic enforcement nationwide by providing the Law Enforcement Challenge, an innovative program designed to stimulate traffic law enforcement activities. The program targets three major traffic safety priorities: occupant protection, impaired driving, and speeding. The Law Enforcement Challenge provides law enforcement agencies with an opportunity to make a difference in the communities they serve and allows agencies to learn from one another and establish future goals in traffic safety enforcement and education. In 2016, the Tennessee Law Enforcement Challenge celebrates twelve (12) years of recognizing the best highway traffic safety programs in the state and across the nation. Special category awards are given to those agencies that excel in

particular areas of enforcement, public information and education and technology. Winners are given the opportunity to submit a problem identification statement with supporting data for the consideration of possible resources from the THSO.

MEDIA SUPPORT

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

PRIMARY CAMPAIGN MESSAGES

Booze It and Lose It

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

The FY 2016 plan includes a diversity strategy to influence the driving behavior of the Hispanic community. Through a partnership with Conexión Americas, a DUI education and outreach service will be providing educational campaign materials for Manejar Borracho and one-on-one interaction with the Hispanic community.   There are also promotional media efforts utilizing radio spots and print advertisements.

Click It or Ticket

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

Motorcycle Safety

The Motorcycle Awareness campaign will utilize a Share the Road behavioral message through specific campaign periods and will target drivers of other vehicles.   The specific age category is adults 18 to 54 years old. The campaign will include radio spots, television (network and cable) time, social media accounts, and online advertising space. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

STATEMENT ON UNSECURED LOADS

The TN Highway Safety Office investigated to determine whether unsecured loads were a problem in our state.

Looking at five years of data, only 1.67% of crashes in Tennessee were caused by swerving or avoiding, and only .09% of our crashes were caused by improperly loading vehicle cargo or passengers.