

# STATE OF TENNESSEE FFY07 HIGHWAY SAFETY PERFORMANCE PLAN

## I. INTRODUCTION

This Highway Safety Performance Plan is the state of Tennessee's action plan for distribution of federal highway safety funds into priority behavioral safety programs during federal fiscal year 2006-2007. The Plan addresses the behavioral aspects of highway safety; that is, activities that affect the knowledge, attitudes, and behaviors of highway users and safety professionals. Several studies have identified the road user as a sole or major contributing factor in between 84 to 94% of all crashes.

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

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

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

**Goal:** More than 1270 people lost their lives on Tennessee roadways in both 2004 and 2005. The long-range goal is to reduce that number to 750 or fewer deaths by 2009.

### Tennessee's Challenge

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

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

Without these vital elements in place, the roadway safety system deteriorates in efficiency and effectiveness. Most of the foundational elements cannot be tracked directly to the prevention of crashes and injuries; however, they are critical in understanding elements of the crash problem. These elements include planning, designing, building, operating, and maintaining the roadway; verifying legal operators; controlling and documenting high risk driving behaviors, responding appropriately to crash incidents; properly prosecuting violators; and providing quality treatment of injured victims. In addition, another key element is integrating through a strong coalition of engineering, enforcement, education, and emergency medical services into a coordinated roadway safety plan.

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



### Moving Forward: Strategies for Success

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

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

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

### Emphasis Areas:

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

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**Shared Responsibilities:**

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

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

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

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

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

**Principle # 3: Failure to wear seat belts.**

We will be participating in the national enforcement waves such as "*Booze It & Lose It*" and "*Click It or Ticket*" campaigns and utilize an integrated communications approach which will include our law enforcement partners participation fully in these initiatives by stepping up enforcement during these designated periods through high visibility grants.

## II. PROGRAM GOALS

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

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

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

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

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

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

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

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

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

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

### **III. HIGHWAY SAFETY PLAN PROCESS**

#### **OVERVIEW:**

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

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

#### **Process for Identifying Safety Problems:**

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

#### **Process for Performance Goal Selection:**

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

#### **Process for Project Development:**

Specific projects must be designed in a way that provides for the assessment of reasonable and valid outcome measures of the projects' impact on highway safety. To assist potential grantees in this area, we offer technical assistance through GHSO staff resources and the University of Memphis with project intervention design and evaluation.

**Determining the cause of injury/fatal crashes:** The collection of crash data is paramount in the determination of safety problems. Grantees will be encouraged to look deep within their community to unmask the root causes for over-representation in the data-defined problem area. Potential grantees for FFY 2007 were informed that the GHSO would consider any data-driven problem that they identified, but that the following areas were of high priority:

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

## IV. PROCESS STRATEGY

The Governor's Highway Safety Office and The National Highway Traffic Safety Administration Regional Program Manager reviewed the 2000 through 2004 data to determine the high priority areas that would be addressed with 402 funding in FFY 2007.

This was the third year that applications were accepted and scored through an online process as well as manually. An announcement regarding the FFY 2007 Highway Safety Program were mailed and emailed to potential state and local grantees, including all Tennessee Mayors, County Executives, Police Chiefs and Sheriff's. Potential Grantees were informed that the Tennessee GHSO was particularly interested in funding projects that possess the following characteristics:

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

Potential grantees were informed that, a full grant proposal for FFY 2007 funding had to be submitted that detailed:

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

A total of 482 grant proposals were received from state, local agencies and not-for-profit organizations, of which 317 high visibility grants and 132 standard grants were awarded. These grant proposals were evaluated by a team of reviewers consisting of the GHSO leadership, members of Tennessee Department's of Transportation, Finance and Administration, Health, and Safety, the University of Tennessee and the University of Memphis. Based upon this analysis, recommendations for funding were made to the TDOT Commissioner of Transportation.

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

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

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

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

**Delivery:**

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



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**Governor's Highway Safety Office**

**James K. Polk Building, Suite 1800**

**505 Deaderick Street**

**NASHVILLE, TENNESSEE 37243**

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

February 21, 2006

Dear Highway Safety Advocate:

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

If you have identified specific traffic safety problems and possible solutions in your community, county, or statewide, you are invited to submit a **Highway Safety Grant Application**. If you desire to submit a Highway Safety Grant Application, please return the Fax Back Form located under the [www.tntrafficssafety.org](http://www.tntrafficssafety.org) web site listed as GHSO Grant Application link to the Governor's Highway Safety Office on or before the close of business **March 10th, 2006**. Following the receipt of the form, you will be directed to a registration site to enter the information electronically ([www.TennGrants.org](http://www.TennGrants.org)).

After you have confirmed your request via fax or email on the fax back form, we will reply via email a confirmation of your request. Notification of the time when you can start entering electronically will be at the upgraded web site [www.TennGrants.org](http://www.TennGrants.org). You can use last year's user name and password or register for a new one if you have not done so by clicking on New Registration.

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

- **Alcohol Countermeasures:** issues related to impaired driving
- **Youth Alcohol/Youth Traffic Safety:** issues relevant to persons under age 25
- **Occupant Protection:** issues related to seat belts and child passenger safety seat usage and enforcement
- **Safe Communities:** the creation of traffic safety coalitions and safe community programs
- **Police Traffic Services:** enhanced enforcement of traffic safety laws
- **Traffic Records:** collection and analysis of crash data
- **Emergency Medical Services:** programs related to care of crash victims
- **Driver Education:** teen graduated drivers license program
- **Roadway Safety:** work zone safety
- **Motorcycle Safety:** education and alcohol enforcement

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



Highway Safety Advocate

Page 2

February 21, 2006

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

Questions about the grant application process should be directed to Kevin Hager, Information Analyst at 615-741-6235 or Bob Richie, Grants Monitor II at (615) 253-5522.

Sincerely,

A handwritten signature in blue ink that reads "Kendell Poole".

Kendell Poole, Director

KP:mm

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

## HIGHWAY SAFETY GRANT APPLICATION AND REVIEW SCHEDULE

FY 2006-07 (Tentative)

February 15	Notice of Availability of funds mailed to State Agencies and Political Subdivisions
February 28	Return Fax back form if interested.
April 17	Due Date for New Grant Applications. Lockdown of website. In order to be considered for funding, all grant applications <u>must</u> be finished on-line by Midnight and email sent to Governor's Highway Safety Office, 505 Deaderick Street, 18 <sup>th</sup> Floor, Nashville, TN 37243
April 18-May 10	Review Process of new applications by University of Memphis.
May 15 - May 31	Program Manager Review of Program Applications and GHSO review committee comprised of internal and external members.
June 1- June 15	Modifications of Grants to meet GHSO goals
June 1 – June 15	Apply for departmental grant authority (DGA) <ul style="list-style-type: none"><li>• Meet with legal office to coordinate contract language for FFY 2007</li><li>• Process Planning &amp; Administration Grant,</li></ul>
July 1	Finish administrative review of program grants. All accepted grants sent copies of RFP Grant proposal and Contracts for signature. Administrative Requirements: Two (4) original copies of the grant application ( <b>must</b> be signed in <b>blue ink</b> ) temporary filing write grant contract. Contracts returned to GHSO .
July 15	New Grants to Grantees for Signatures
August 20	All Contracts Returned to GHSO from Grantees.
August 16	Submit to Legal, Fiscal and Commissioner.
September 2	All Grants Processed.
September 2	Originals to Fiscal and Department of Finance and Administration
October 1	Grant Implementation Begins.

Grant Application Fax Back Form

Request for  
Highway Safety Grant Application  
Federal Fiscal Year 2006

TO: Miranda Merkle

Fax Back Number: 615-253-5523

From: (please print) \_\_\_\_\_

Date: \_\_\_\_\_

Note: All Information is required.

ALL information will be entered on line at [www.TennGrants.org](http://www.TennGrants.org)

Email Address: \_\_\_\_\_

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

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

Name: (print/type) \_\_\_\_\_

Agency: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_ Zip: \_\_\_\_\_

Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_

New Grant: \_\_\_\_ Continuation: \_\_\_\_ Year Funding: \_\_\_\_

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

 Instructions

## GHSO Instructions

### TennGrants.org Introduction

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

**Vision of the Commissioners of Health, Safety, and Transportation are:** to reduce fatalities on Tennessee roads by 10% by year 2009.

**GHSO Key emphasis areas to accomplish are:**

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

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

#### Alcohol Countermeasures

The enforcement, adjudication, education, and systemic improvements is necessary to impact drunk and drugged driving.

#### Youth Alcohol Programs/Youth Traffic Safety Programs

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

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

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

#### Emergency Medical Services

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

#### Occupant Protection

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

#### Police Traffic Services

The enforcement necessary to directly impact traffic crashes, fatalities, and injuries. Speeding, aggressive

driving, occupant protection, and DUI enforcement programs are priorities.

### **Drivers Education**

The implementation of programs is to enhance teen driver safety.

### **Traffic Records**

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

### **Roadway Safety**

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

### **Additional Instructions**

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

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

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

- Consult your own crash records.
- Obtain county and state-wide statistics on fatal crashes occurring in 2002 and before online from the Fatality Analysis Reporting System (FARS) maintained by NHTSA at the following Web address:  
<http://www-fars.nhtsa.dot.gov>
- Obtain statistics on all crashes in Tennessee and its jurisdictions occurring in 2001 and before online at:  
<http://care.cs.ua.edu>
- Contact our consultants at The University of Memphis for help in analyzing your crash problems:

Dr. Bill Dwyer	901-678-2149	<a href="mailto:bill-dwyer@mail.psync.memphis.edu">bill-dwyer@mail.psync.memphis.edu</a>
Gil LeVerne	901-678-5569	<a href="mailto:gil-leverne@mail.psync.memphis.edu">gil-leverne@mail.psync.memphis.edu</a>
Patti Simpson	901-678-4694	<a href="mailto:patti-simpson@mail.psync.memphis.edu">patti-simpson@mail.psync.memphis.edu</a>

To go to get the Grant Manual for 2005-2006, go to Tennessee Traffic Safety Site on the log-in page, click Grant Information, click GHSO 2005-2006 Grant Application and select 2005-2006 Grant Application Manual.

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

## VI. OVERVIEW of HIGHWAY SAFETY in TENNESSEE

### A. Snapshot of the State

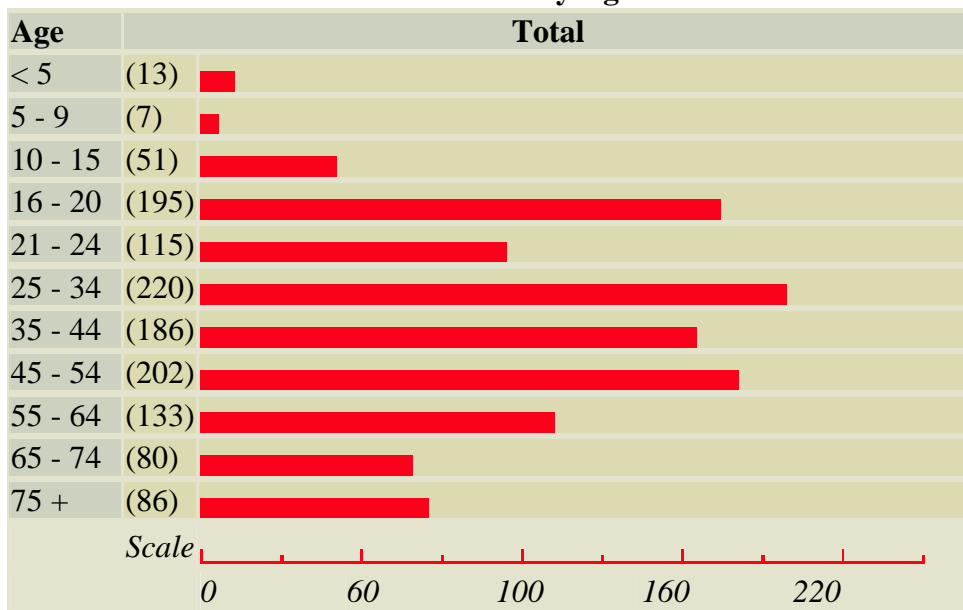
**Population:** The state of Tennessee is centrally located in the Southeast and is bordered by the states of North Carolina, Virginia, Kentucky, Georgia, Alabama, Mississippi, Missouri and Arkansas. Sharing a border with eight (8) states gives Tennessee the distinction of having more neighboring states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

The 2005 U.S. Census Bureau population estimate for Tennessee is **5,900,962** distributed over **95** counties and **580** municipalities. The average state population density is less than 138 per square mile. About 65% of the population is urban and most of the urban areas are in the southeastern quadrant of the state. The state has a long, strong tradition of local control; politically, it is organized into townships, municipalities, and counties with overlapping jurisdictions.

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

**Age Distribution:** According to the 2000 United States Census Bureau, 24.6 percent of the population is under 18 years of age, 63% is between the ages of 18 and 65, and 12.4% is over the age of 65.

**2004 Persons Killed by Age in Tennessee**

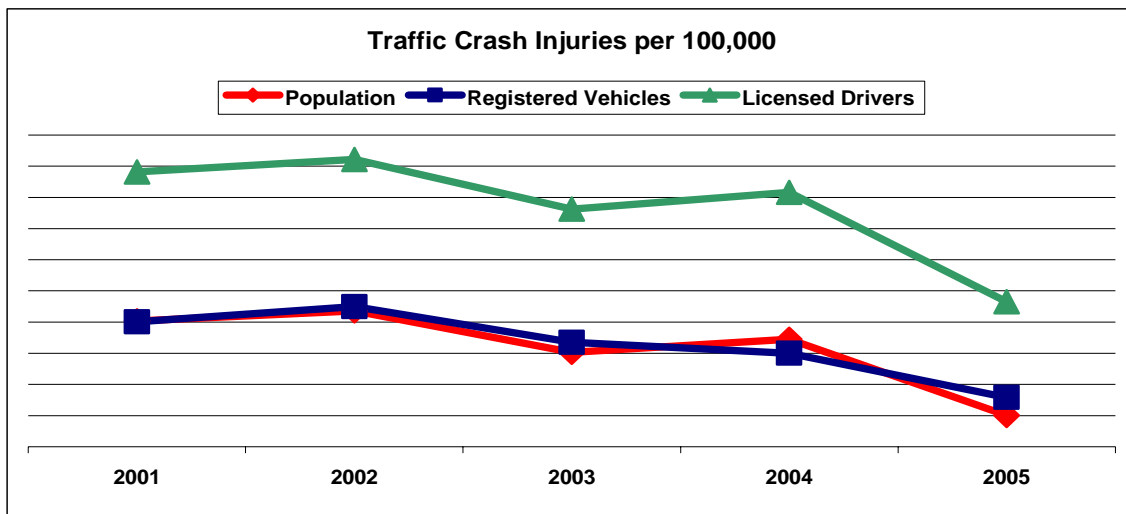
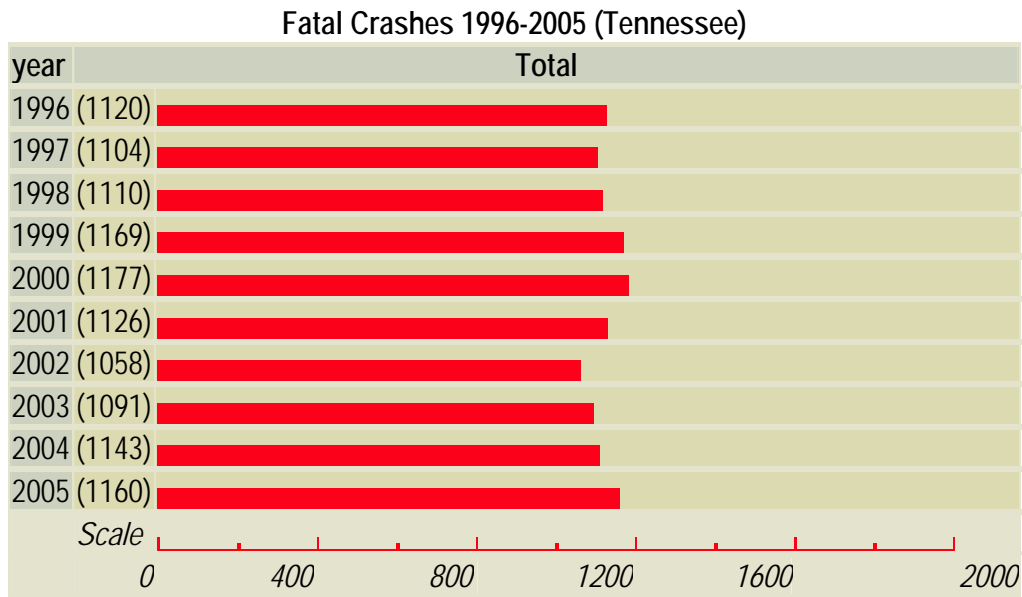


As the above chart from the NHTSA FARS website denotes, the age groups from age 16-54 accounts for more than 79% of our total fatalities in Tennessee. The national average for the 16-54 year olds is 69% of the total fatalities according to the U.S. DOT Traffic Safety Facts 2003. Males are almost 3:1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

TEN YEAR STATISTICAL COMPARISON

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Square Miles in State</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>41,219</b>							<i>as of 6/23/05</i>	<i>as of 6/23/05</i>	<i>as of 6/23/05</i>	<i>as of 06/20/06</i>
<b>POPULATION</b>	5,319,654	5,368,198	5,430,621	5,483,535	5,689,283	5,740,021	5,797,289	5,841,748	5,897,306	5,969,590
<b>REG. VEHICLES</b>	6,169,276	6,208,566	5,509,181	5,570,409	5,770,725	5,755,996	5,741,262	5,691,537	6,119,903	5,634,662
<b>LIC. DRIVERS</b>	3,826,470	3,954,795	4,080,050	4,192,722	4,282,384	4,201,436	4,253,014	4,228,235	4,279,063	4,368,325
<b>MILES OF STATE &amp; FEDERAL ROADS</b>	13,739	13,751	13,752	13,752	13,787	12,791	12,797	13,794	13,808	13,752
<b>MILES OF INTERSTATE</b>	1,062	1,073	1,073	1,074	1,073	1,073	1,074	1,104	1,104	1,074
<b>STRENGTH OF T.H.P.</b>	657	658	667	645	684	667	732	683	850	884
<b>NUMBER OF NON-INJURY CRASHES</b>	114,803	115,736	120,133	122,316	124,861	124,710	134,887	142,917	101,959	24,688
<b>NUMBER OF INJURY CRASHES</b>	51,736	52,405	51,152	50,890	50,760	49,794	49,878	49,060	36,682	6,259
<b>NUMBER OF FATAL CRASHES</b>	1,120	1,104	1,110	1,169	1,177	1,126	1,058	1,091	1,174	1160*
<b>INJURIES</b>	81,287	82,287	79,433	76,817	76,909	74,856	73,540	70,091	52,814	8,981
<b>FATALITIES</b>	1,239	1,225	1,216	1,302	1,307	1,251	1,177	1,193	1,339	1,253*
<b>VEHICLE MILES TRAVELED PER 100 MILLION MILES</b>	582.76	605.39	628.29	652.21	658.72	676.06	683.16	689.36	708.60	707.04
<b>DEATH RATE PER 100 MILLION MILES</b>	2.13	2.02	1.94	2.00	1.98	1.85	1.72	1.73	1.89	1.77*
										*preliminary

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

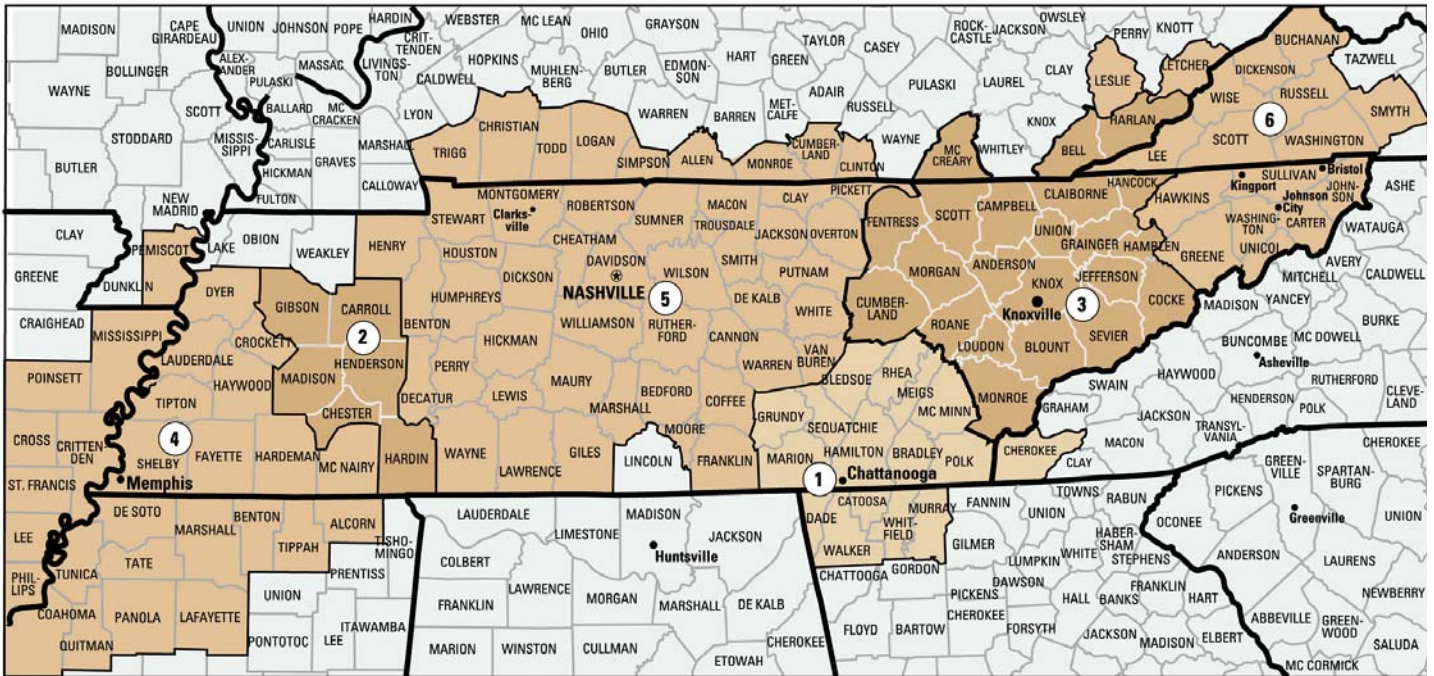


**Number of licensed drivers and registered vehicles:** While today the number of licensed drivers in Tennessee is 4.4 million, there are 5.6 million registered vehicles in the state.

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



# TENNESSEE



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

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

**Law Enforcement Agencies:** 398

- Highway Safety Laws Needed In Tennessee:**
- GDL - Nighttime Restriction Provision
  - Mandatory BAC Test Law - Drivers Killed
  - Mandatory BAC Test Law - Drivers Who Survive
  - Open Container Law

- Current Highway Safety Laws:**
- Primary Enforcement Seat Belt Law
  - Booster Seat Law
  - All-Rider Motorcycle Helmet Law
  - GDL - 6-Month Holding Period Provision
  - GDL - 30-50 Hours Supervised Driving Provision
  - GDL - Passenger Restriction Provision
  - Child Endangerment Law
  - High BAC Law
  - Repeat Offender Law
  - Sobriety Checkpoints Law

## SAFETY PROGRAM PLANS

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

**1. Program Goals and Objectives:** Each program area has at least one measurable goal supported by multiple ("SMART" or Specific-Measurable-Achievable-Realistic-Time-framed) objectives. **Goals** are general statements about the overall change desired in the problem based upon problems identified by the process above. Progress toward each goal is measured by process, impact and outcome objectives. **Objectives** are specific statements of measurable, realistic and time-framed changes that will support the goals identified above. **Performance Measures** are statements of the specific means by which the state will track its progress toward each objective and goal. **Baselines** are the points from which progress is measured. When baseline data are not available, they will be gathered during the identified fiscal or calendar year. **Base Year** Either CY 2000 or the most current year available is used as the baseline. Data from this date forward are more complete and are comparable from year to year. **Status** is given in terms of the most recent complete calendar year, fiscal year or survey result. The most recent calendar year crash data available is 2003 and the most recent completed fiscal year is 2003.

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

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

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

## **07-01 PLANNING AND ADMINISTRATION**

### **I. GOALS and OBJECTIVES**

#### **A. Goal**

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

#### **B. Objectives**

**Objective 1: To produce required plans and documentation.**

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

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

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

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

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

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

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

### **II. STRATEGIC ACTIVITIES**

- Develop and prepare the Highway Safety Performance Plan (HSP).
- Develop and prepare additional plans as required.
- Establish priorities for highway safety funding.
- Develop and prepare the Annual Benchmark Report.
- Provide information and assistance to prospective aid recipients on program benefits, procedures for participation and development plans.
- Coordinate and facilitate training and public information activities for grant recipients.
- Encourage and assist local political subdivisions in improving their highway safety planning and administrative efforts.
- Review and evaluate the implementation of state and local highway safety funds contained in the approved 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 responsibilities of contracts and grants.
- Produce Annual operating budgets and develop biennial budget issues and strategies.
- Deliver programs that are effective in changing knowledge, attitude, and behavior to reduce crashes, injuries, and deaths.

**Self-sufficiency: 50% state match**

**Evaluation: Annual Highway Safety Performance Report**

### **III. STRATEGIES FOR EFFECTIVE MANAGEMENT**

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

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

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

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

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

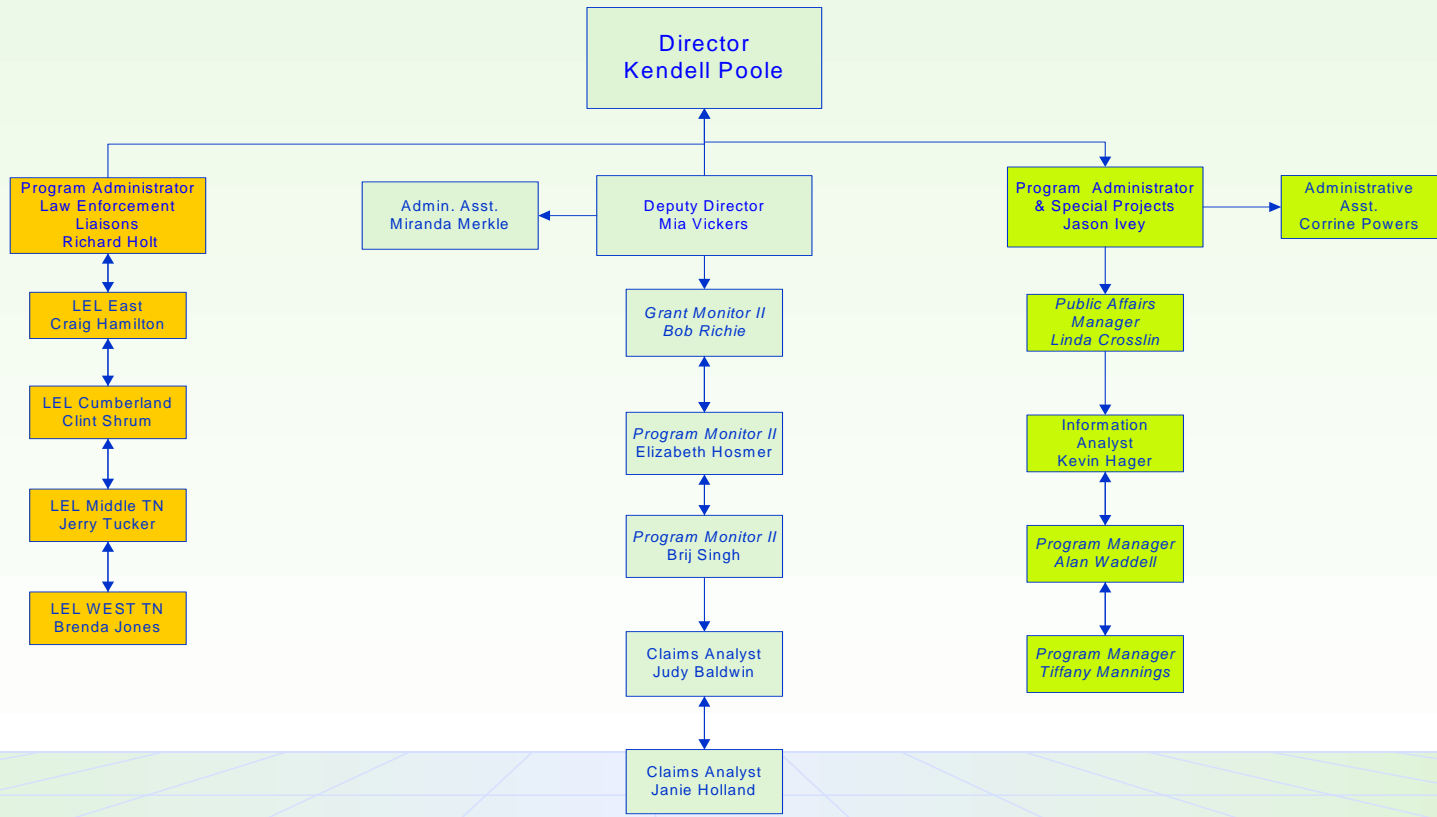
## IV. ORGANIZATION AND STAFFING

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

The Commissioner of the Department of Transportation serves as the designated Governor's Highway Safety representative, while the Director of GHSO fulfills the role of the state's coordinator of the activity. The Governor's Highway Safety Office employs a planning and administration staff of seven (8) full time state employees and seven (11) full-time University of Tennessee grants employees.

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

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



Tennessee  
Governor's Highway Safety Office

## 07-02 INJURY CONTROL - OCCUPANT PROTECTION

### I. GOALS and OBJECTIVES

#### A. Goals

**Goal:** To increase statewide average safety belt use to 80% from the baseline of 78.57% in 2006.

**Goal:** To decrease the number of fatalities due to being unrestrained to 59% from 61.8% in 2007.

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

#### B. Objectives

**Objective 1:** To increase statewide average safety belt use to 80% by the end of CY 2007.

Performance Measure: Percent of restrained occupants in all front-seat positions in passenger motor vehicles and light trucks. Baseline: 78.57 in 2006. Status: The May 2006 statewide observational survey found 78.57% average statewide use. Use had increased 4.2% since 2005.

**Objective 2:** To increase the usage of restraints by Pick-Up Truck Drivers to 70% in CY2007.

Performance Measure: Percent restrained by observational survey. Baseline: 68% in 2006 Status: 68% use rate.

**Objective 3:** To increase statewide average correct child safety seat use to 20% by the end of CY 2007.

Performance Measure: percent of child safety seats correctly installed. Baseline: No current baseline data for correct use is available. Status: Data will be collected at checkpoints in CY 2006

### II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

Tennessee Restraint Use Rates

Passenger Vehicle Occupant Restraint Use Rates, 2003	
Fatally Injured Occupants (Known Use Only)	Observed Use
33.9%	69%
43.2%	79%
63.2%	95%

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

RESTRAINT USE (Safety Belts & Child Seats)	Passenger Vehicle Occupant Deaths (age 5+)				Current Lives Saved by Safety Belts	Additional Savable at 100%
	Total	Restrained	Unrestrained	Unknown		
Tennessee	955	306	596	53	347	252
<i>(Primary) Front seats for occupants of passenger cars - \$50 to \$100 Fine</i>						

According to the Survey of Safety Belt and Helmet Usage in Tennessee Report for 2006 conducted by the University of Tennessee Center for Transportation Research, 2005 was a very significant year in Tennessee's highway safety community. For the fourth year in a row, the Tennessee Governor's Highway Safety Office (GHSO) participated in NHTSA's Click-It-Or-Ticket safety campaign. Additionally, the Tennessee Highway Patrol conducted a safety and enforcement campaign called "One Hundred Days of Summer Heat." While this effort targeted speeding and impaired drivers, it does compliment the Click-It-Or-Ticket program by providing highly-visible traffic enforcement across the state. Finally, the Tennessee State Legislature enacted a bill which makes failure to wear a seatbelt a primary offense in the State of Tennessee. The 2005 statewide survey of seatbelt and motorcycle helmet usage is the first statistically significant statewide check of seatbelt trends to be completed in its entirety since the primary enforcement law took effect.

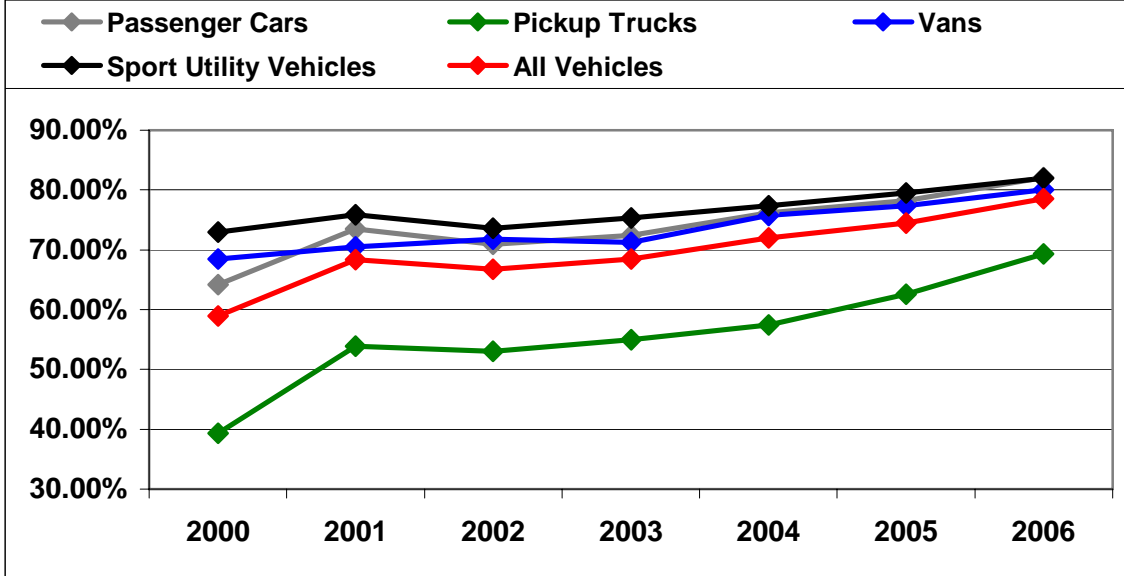
#### Tennessee Seatbelt Usage 2001-2006

	Passenger Cars	Pickup Trucks	Vans	Sport Utility Vehicles	All Vehicles
2001	73.47%	53.94%	70.45%	75.90%	68.31%
2002	70.97%	53.00%	71.78%	73.60%	66.71%
2003	72.48%	54.99%	71.30%	75.37%	68.45%
2004	76.14%	57.48%	75.75%	77.35%	72.04%
2005	78.18%	62.60%	77.34%	79.49%	74.42%
2006	82.09%	69.37%	80.00%	81.97%	78.57%

For 2006, the final statistically-adjusted statewide seatbelt usage rate is 78.57%. By comparison, the final usage rate for 2005 was 74.04%. While most experts agree that passage of a primary seatbelt law results in usage rates approximately 10% higher than with a secondary seatbelt law, Tennessee did not experience such a jump from 2004 to 2005. Several factors may contribute to this phenomenon, foremost among them being the previous four years of the Click-It-or-Ticket campaign. Also, despite the fact that most of the 2004 seatbelt survey observations were completed prior to the July 1 effective date of the primary law, there was much discussion of the impending change in all forms of news media at the time these observations were made.



## Tennessee Seatbelt Usage 2000-2006



### Tennessee Occupants of Passenger Cars and Light Trucks Killed in Crashes, 1994 – 2004

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1994	564	39.9	814	57.6	36	2.5	1,414	100.0
1995	609	40.5	852	56.6	43	2.9	1,504	100.0
1996	643	44.2	767	52.7	45	3.1	1,455	100.0
1997	666	45.7	743	51.0	49	3.4	1,458	100.0
1998	662	44.3	775	51.8	59	3.9	1,496	100.0
1999	674	44.3	788	51.8	60	3.9	1,522	100.0
2000	648	43.5	775	52.1	65	4.4	1,488	100.0
2001	714	48.7	688	46.9	64	4.4	1,466	100.0
2002	660	50.2	593	45.1	63	4.8	1,316	100.0
2003	709	51.3	601	43.5	73	5.3	1,383	100.0
2004	763	52.5	591	40.7	99	6.8	1,453	100.0

### III. STRATEGIES FOR DECREASING DEATHS & INJURIES

#### A. Strategies Selected for 2007

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

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

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

CHILD RESTRAINTS (Includes Child Seats & Belts)	Passenger Vehicle Occupant Deaths (age <5)				Current Lives Saved	Additional Savable at 100%
	Total	Restrained	Unrestrained	Unknown		
Tennessee	11	10	1	0	15	1
<i>Restraint required &lt; 4 years old - \$50 Fine</i>						

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

**Enforcement Mobilizations:** Mobilizations are high-profile law enforcement programs, combined with paid and earned media, and evaluated in terms of observations of belt use and surveys of public awareness and public changes in behavior. These mobilizations consist of 5 actions: 1) Two Weeks of High-intensity Traffic Law Enforcement; 2) Intense Publicity paid and earned, using messages that increase the perception of risk; 3) Pre/post Observational Surveys; 4) Pre-post Knowledge/Attitude/Behavior Surveys; and 5) Immediate reporting of enforcement and media activity. During FY07, three such mobilizations are planned: an Alcohol Mobilization in December, 2006, a Safety Belt Mobilization in May, 2007 and a Multiple Message Mobilization in mid-Summer, 2007.

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

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

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

## IV. STRATEGIES/ ACTIVITIES

### General Occupant Protection

#### STRATEGY -- PROGRAM MANAGEMENT

#### OP Support- Program Management

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

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

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

**STRATEGY -- EDUCATION**  
**Public Information & Education**

**OP Public Information and Education**

**Problem:** Those who respond to safety messages are already buckling up. The nearly 25.6% of Tennessee travelers who do not use seat belts must be reached with different media and messages, and these must be updated regularly to both be perceived by the various audiences and make a difference to them. Child safety seats are not properly used because of confusing instructions. Changes in laws and technologies must be disseminated widely. A variety of messages are required for different ages and cultures.

**Objectives:**

1. To incorporate PI&E into OP programming in accord with long-range PI&E plan.
2. To reach 25% of the target audiences with appropriate messages and change the behavior of 25% of them.
3. To conduct Click It or Ticket, Buckle Up in Your Truck, and Teen Occupant Protection campaigns.

**Self-sufficiency:** State administered.

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

**STRATEGY-PROGRAMS**

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

**Problem:**

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

**Objectives:**

Increase correct child safety seat use to 80% by 2006 by doing the following training:

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

**Activities:**

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

**Self-sufficiency:**

Technicians and instructors will be required to maintain their certification by attending inspection events and mentoring less experienced technicians.

**Evaluation:**

Administrative evaluation to determine how much the public uses these resources, number trained, results of checkpoints, and training evaluations. Perform 3 month follow up survey of all CPS Technicians trained; conduct a follow-up evaluation statewide of at least 500 families who received assistance from CPS Technicians & increase seatbelt usage by 4% in areas served.

**Funded Agencies:**

Lemoyne-Owen College	Shelby	\$262,186.00
East Tennessee State University	Sullivan	\$275,539.00
Tennessee State University	Davidson	\$248,524.00
Meharry Medical College	Statewide	\$180,251.00

**STRATEGY -- EVALUATION Surveys & Studies**

**Activity: OP-10259- Occupant Protection Seat Belt Survey**

**Problem:**

Longitudinal data on safety belt and child safety seat use are required by the federal government and for state program design and analysis. The last observational survey took place in 2006. The data were used for program planning and evaluation. Additionally, observational surveys are required prior to and following periods of enforcement known as Buckle Up In Your Truck/Click It or Ticket Mobilizations

**Objective:**

1. Review and revise survey protocol. Support automation if available.
2. Perform statewide survey during 2006-7, identifying vehicle type, driver/passenger, age, and gender.
3. Analyze and publish survey results by July 2007

**Activities:**

Quarterly, Final reports. Conduct Surveys. Publish Results.

**Self-sufficiency:**

This is a highway safety program management responsibility.

**Evaluation:**

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

**Funded Agency:**

The University of Tennessee	Knox County	\$56,727.00
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## 07-03 ALCOHOL and OTHER DRUGS COUNTERMEASURES

### I. GOALS and OBJECTIVES

#### A. Goal

To decrease the number of alcohol- and drug-related fatalities to 35% in 2006 from the baseline of 41% in 2000.

#### B. Objectives:

**Objective 1: To decrease the number of alcohol related fatalities to 35% in CY 2007.**

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

Baseline: In CY 2000, 41% of fatalities were alcohol related Status: In CY 2003, 447 people were killed in alcohol related crashes representing 37% of total fatalities.

**Objective 2: To decrease the number of alcohol- or drug-related crashes by 5%.**

Performance Measure: The annual number of alcohol-related motor vehicle crashes, incapacitating injuries and deaths reported to the DMV for the calendar year (plus 30 days for deaths). Baseline: The CY 2000 for alcohol-related crashes were 462, deaths were 542

Status: The CY 2004 crashes were 472, and deaths were 519.

**Objective 3: To decrease the number of driver fatalities with BACs of 0.08 or greater by 10% by the end of 2007.**

Performance Measure: Number of drivers killed and who were tested for BAC whose test showed BAC of 0.08 or greater. Baseline: In CY 2000 404 drivers killed with BAC's greater than 0.08 Status: In CY 2004, 375 drivers killed and tested had a BAC of 0.08 or greater.

**Objective 4: To provide the "Booze it and Lose It" Message statewide reaching 50% of our target audience in 2006.**

Performance Measure: Target Audience Reach from 25% to 50%. Baseline: Total Statewide Awareness in 2002 was less than 10%. Status: In CY 2003 over 40% of the target audience had heard the Booze It and Lose It message.

**Objective 5: To train 500 traffic enforcement officers in SFST, 50 officers in mobile video camera technology, 25 officers as DREs, and to expand Judges and Prosecutor Training to 100 by September 2006 .**

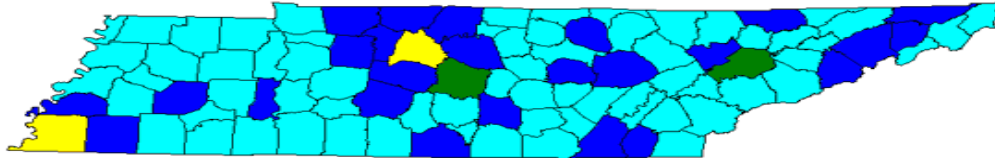
Performance Measure: The number of traffic officers successfully completing the various types of training, the number of communities participating in the training, the number of members of the legal community (prosecutors, judges) having direct contact or participating in GHSO Prosecutor, Judges and Law Enforcement Training. Status: In CY 2004 463 trained in SFST, 17 officers completed DRE training.

#### C. Related National Goals:

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

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

### Alcohol Related Fatalities



Source: National Center for Statistics and Analysis, 2003 FARS Annual Report File

Tennessee Fatalities in Alcohol-Related Crashes - 2004			
Region	Percentage > 0.01 BAC	Percentage > 0.08 BAC	Rate per 100 million VMT
Tennessee	35%	32%	1.4
US Total	5%	34%	
Best State	12%	28%	

## II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

### Magnitude and Severity of the Impaired Driving Problem

#### Alcohol Impaired Driving

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

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

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

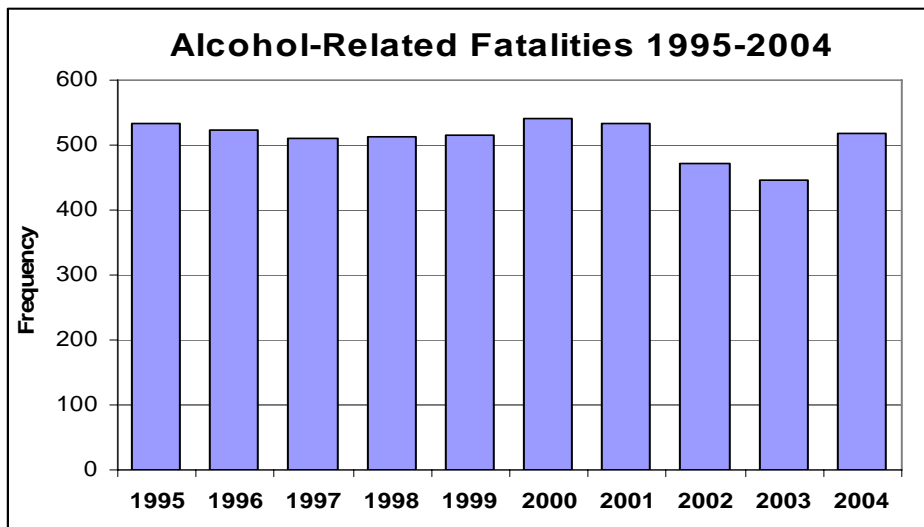
Alcohol Crashes In 2000, out of 1,177 crashes, 462 were alcohol-related in Tennessee. This number has decreased by 12% to 403. Alcohol-involved crashes have declined by 52 (11%) from our base year of 1994 to 2003. In 2004, it was a factor in 40% of the fatal crashes.

Nationally in 2002, alcohol-related deaths rose 3% over 2001, the third straight increase after a decade of decline. In Tennessee, fatalities in alcohol-related crashes have increased by 17% in 2004. Tennessee passed .08 and it became effective in July of 2005.

**Persons Killed by Highest BAC in Crashes 2000 – 2004**

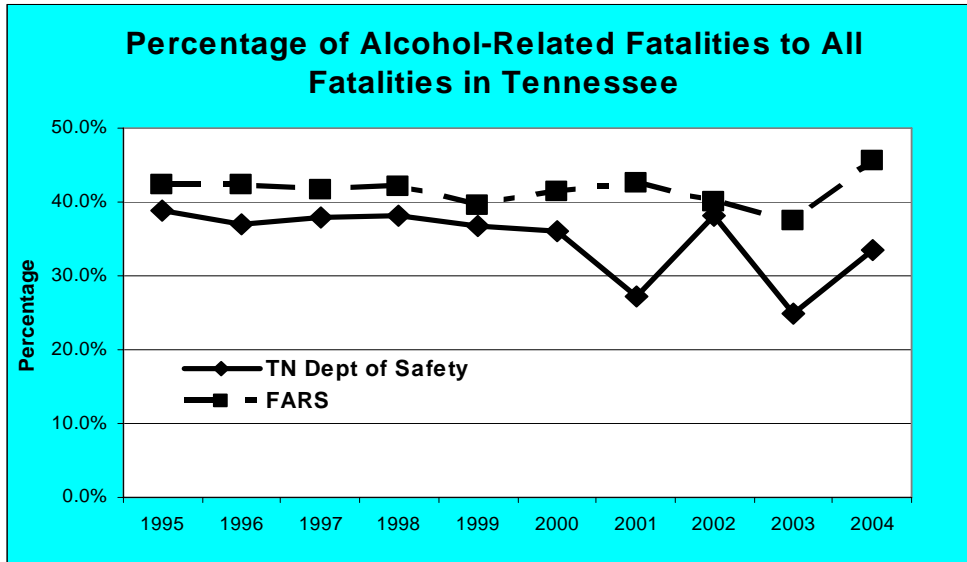
Year	BAC = 0.00		BAC = 0.01-0.07		BAC = 0.08+		Total Number	Total Fatalities in Alcohol-Related Crashes	
	Number	Percent	Number	Percent	Number	Percent		Number	Percent
2000	765	59	84	6	458	35	1,307	542	41
2001	718	57	70	6	463	37	1,251	533	43
2002	692	59	73	6	412	35	1,177	485	41
2003	746	63	43	4	404	34	1,193	447	37
2004	769	60	65	5	454	35	1,288	519	40

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



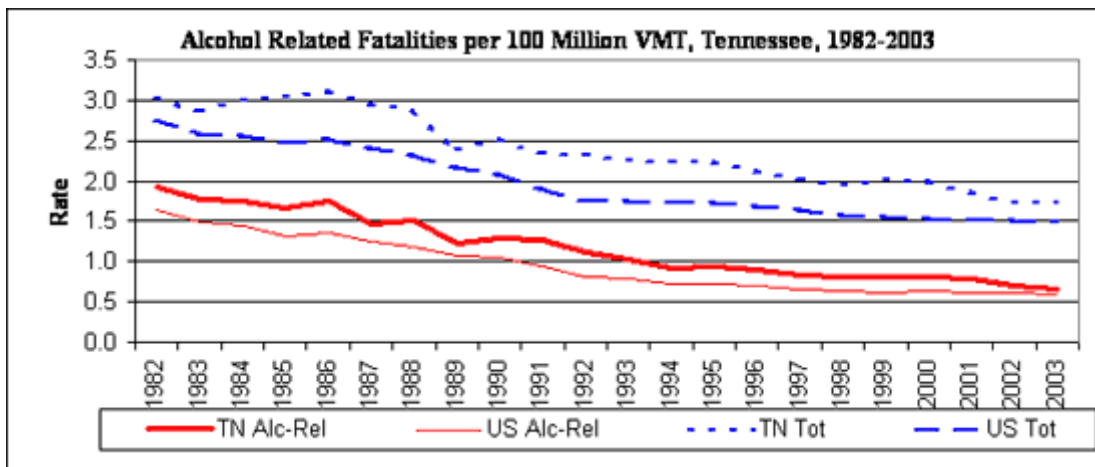
In Tennessee, while the percentage of alcohol-related fatalities has decreased by 4% from 1994 to 2003, the variation from year to year has averaged a 1% increase, so no clear trend can be identified. Nationally, the percentage of alcohol-related traffic fatalities remained at 40% of the total from 2000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





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

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



**B. Risk Factors for Crash Involvement and Injury**

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

In Tennessee, 11% of surviving drivers in fatal crashes tested at over 0.08 BAC, while the National average

was 12% of surviving drivers, NHTSA Traffic Safety Facts (2003).

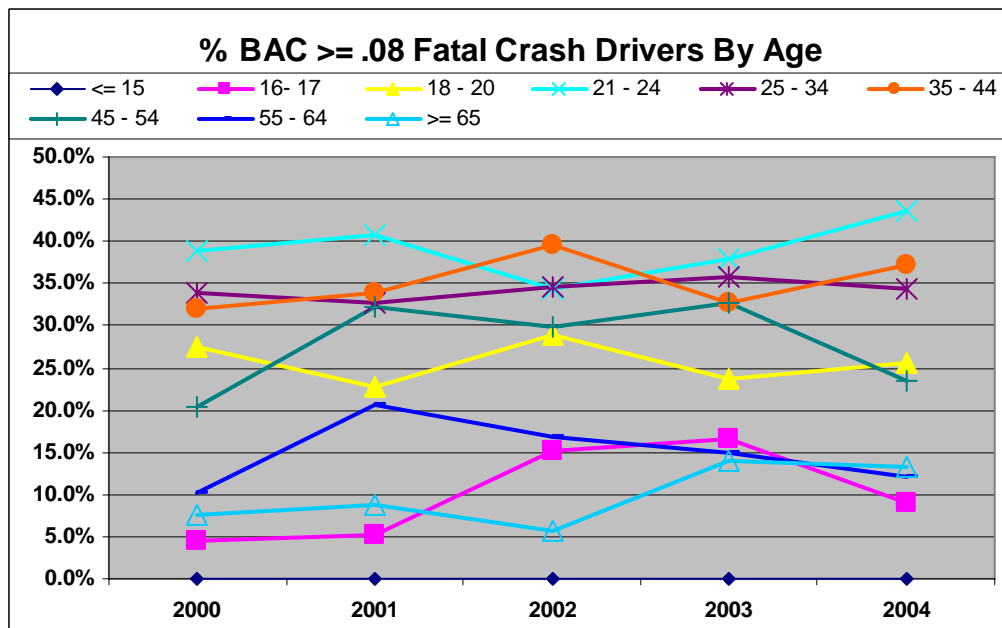
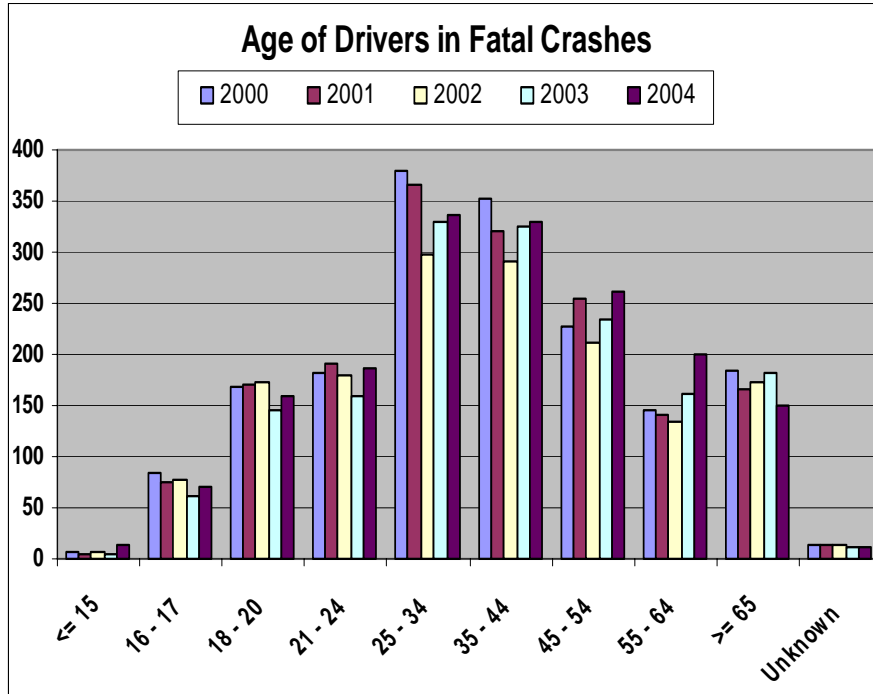
Gender In Tennessee crashes involving men are much more likely than those involving women to be alcohol-related. Among fatally injured drivers in 2004 tested for AC, 25% of men and 13 % of women had BAC's of 0.08% more.

**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Sex, 1994 - 2004**

Year	Male			Female		
	Total	Percent		Total	Percent	
		BAC=0.01+	BAC=0.08+		BAC=0.01+	BAC=0.08+
1994	1,163	32	27	455	16	14
1995	1,248	33	29	435	12	10
1996	1,222	32	27	461	13	11
1997	1,172	31	28	480	12	9
1998	1,231	30	26	459	15	13
1999	1,281	31	27	489	12	10
2000	1,258	29	25	474	18	14
2001	1,230	32	27	460	15	13
2002	1,128	31	26	416	17	13
2003	1,126	27	24	479	15	13
2004	1,256	30	25	453	14	12

Age

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



## Tennessee

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

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

### Driver Involved in Fatal Crashes by Previous Driving Record 2004

Previous Convictions							Total -1,720	
	Valid License -1,423		Invalid License -273		Unknown -24		Number	Percent
	Number	Percent	Number	Percent	Number	Percent		
Previous Recorded Crashes	264	18.6	46	16.8	0	-	310	18
Previous Recorded Suspensions or Revocations	70	4.9	120	44	1	4.2	191	11.1
Previous DWI Convictions	20	1.4	53	19.4	0	-	73	4.2
Previous Speeding Convictions	296	20.8	51	18.7	1	4.2	348	20.2
Previous Other Harmful Moving Convictions	126	8.9	23	8.4	1	4.2	150	8.7
Drivers with No Previous Convictions	889	62.5	129	47.3	22	91.7	1,040	60.5

**Notes:** FARS records prior driving records (convictions only, not violations) for events occurring within 3 years of the date of the crash. The same driver can have one or more of these convictions.

### Fatal Crashes and Percent Alcohol Related by Time of Day and Crash Type 2004

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicles			Number	Alcohol Related	Percent Alcohol Related
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related			
Midnight to 2:59 am	115	83	72	27	16	60	142	99	70
3:00 am to 5:59 am	61	42	69	27	16	57	88	58	65
6:00 am to 8:59 am	39	7	18	51	5	10	90	12	13
9:00 am to 11:59 am	65	15	23	60	5	9	125	20	16
Noon to 2:59 pm	64	18	28	85	15	17	149	33	22
3:00 pm to 5:59 pm	109	33	30	109	21	20	218	54	25
6:00 pm to 8:59 pm	92	48	52	63	29	45	155	76	49
9:00 pm to 11:59 pm	97	64	66	42	22	53	139	86	62
Unknown	36	21	58	2	0	20	38	21	56
<b>Total</b>	678	331	49	466	129	28	1,144	459	40

Day of Week Alcohol involvement in crashes peaks at night and is higher on weekends than on weekdays. In 2003, among Tennessee drivers of all types of motor vehicles 42% were killed between 6 pm and 3am.

Nationally 40% of fatally injured drivers on weekends (6 pm Friday to 6 am Monday) and 53% of those killed in weekend nighttime crashes had Alcohol Concentrations of 0.10% or more in 2000. During weekdays (6 am Monday to 6 pm Friday), the proportion drops to 21% but rises to 41% for weekday nighttime crashes.

### Drugs Other Than Alcohol

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

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

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

## III. STRATEGIES FOR DECREASING DEATHS & INJURIES

### A. Strategies Selected for 2007

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

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

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

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

adjudication

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

**Education:** Develop statewide PI&E campaign to reduce DWI injuries and fatalities.

**Strategy: Enforcement:**

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

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

A hard-hitting media campaign developed during 2004 will be integrated into the mobilization and sustained enforcement efforts. Pre- and Post-enforcement period surveys of public awareness of the mobilizations will take place in DMV stations. Participating agencies will be required to provide monthly activity reports.

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

**Strategy Traffic Records- Tracker System:**

The DUI Offender Tracking System (Tracker) is a model; Web-based DUI tracking system that collects information on variables based on NHTSA standards and data requirements. The system, developed by The University of Memphis, has been in operation since 2003 and is currently populated with arrest and prosecution information resulting from the activities of GHSO-funded special DUI prosecutors in 18 Judicial Districts throughout the State. To date, the DUI tracking system contains over 19,000 arrest records, over 16,000 of which include disposition data.

Beginning in FFY 2005/2006, all law enforcement agencies with GHSO funds for alcohol countermeasures or traffic services money will be required to populate the DUI Tracker with their DUI arrest data. The Tennessee GHSO is committed to maintaining a high level of accountability from its grantees, and analyses of the DUI arrest data they enter into the Tracking System will afford a unique opportunity to oversee the agencies' activities in real time and ensure that they remain committed to their grant goals.

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

**Strategy of Education - Training of Law Enforcement Officers:**

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

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

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

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

**Strategy: Education - Public Information and Media Campaigns:**

Mass media can provide information to those ready, willing and able to receive that information. Education of the public and advocacy groups has helped enact legislation and transmitted knowledge about the provisions and penalties of laws in ways that increase their deterrent effect, and has generated public support for law enforcement programs. Mass media can provide motivation for behavior change only in those drivers predisposed to change or when associated with another safety strategy such as traffic law enforcement. Intense publicity will be associated with periodic law enforcement mobilizations, relying on paid media and earned media, using a strong DWI enforcement message and media campaign developed during 2003.

## IV. ACTIVITIES/STRATEGIES

### STRATEGY – ADMINISTRATION

#### Activity: AL-Program Management

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

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

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

**Self-sufficiency:** None.

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

#### Activity: AL-Public Information Media Campaigns

**Problem:** Both the dissemination of information about statute changes, improvements, new technology and improved program concepts and practices and the motivation of the various target groups to act on that information is required for the effectiveness of other safety strategies. Effective campaigns requires planning and packaging of information, motivational messages, selection of appropriate media and audience segments and organizing these in a timely manner. An umbrella campaign with a strong enforcement message is needed to support all enforcement efforts.

**Objectives:** 1. Increase the knowledge level and subsequently change the behavior of Tennessean's regarding impaired driving. To incorporate PI&E into AOD programming in accord with long-range PI&E plan.  
2. To reach 25% of the target audiences with appropriate messages.

**Activities:** Alcohol PI&E, Paid Media: Purchase time in appropriate locations and on appropriate media to increase awareness of enforcement activity. Alcohol PI&E, Reproduction: Production of the various campaign components created during 2006 and reproducing as needed current PI&E materials as our stock is depleted, if material is still timely and appropriate. Educate TN about 0.08 and Impairment.

**Self Sufficiency:** If materials and messages are incorporated into multiple-strategy campaigns, they are more likely to be incorporated into behaviors, programs and organizations.

**Evaluation:** University of Tennessee PI&E evaluation Administrative- number of persons receiving messages. Pre and post survey.



## STRATEGY-ENFORCEMENT

**Activity:** AL- 10261-Full-Time Tennessee Judicial Districts DUI Prosecuting Attorney's

**Problem:**

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

**Objectives:**

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

**Activities:**

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

**Self-sufficiency:**

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

**Evaluation:**

Administrative evaluation through on-site monitoring visits and DUI Tracking Log data examination. Input data into Tracker. Must work with local law enforcement on DUI arrests and tracking. Goal to Reduce repeat offenders by 10%. Will provide both outcome and process evaluation of project.

**Agencies Funded:**

Tennessee DA 1 <sup>st</sup> Judicial District	Washington	\$127,217.00
Tennessee DA 2 <sup>nd</sup> Judicial District	Sullivan	\$230,482.00
Tennessee DA 4 <sup>th</sup> Judicial District	Sevier	\$127,868.88
Tennessee DA 5 <sup>th</sup> Judicial District	Blount	\$112,364.00
Tennessee DA 6 <sup>th</sup> Judicial District	Knox	\$197,488.00
Tennessee DA 8 <sup>th</sup> Judicial District	Scott	\$121,546.00
Tennessee DA 10 <sup>th</sup> Judicial District	McMinn	\$132,963.00
Tennessee DA 11 <sup>th</sup> Judicial District	Hamilton	\$139,744.00
Tennessee DA 13 <sup>th</sup> Judicial District	Putnam	\$223,176.00
Tennessee DA 15 <sup>th</sup> Judicial District	Trousdale	\$118,846.00

Tennessee DA 17 <sup>th</sup> Judicial District	Lincoln	\$130,614.00
Tennessee DA 19 <sup>th</sup> Judicial District	Montgomery	\$152,328.00
Tennessee DA 20 <sup>th</sup> Judicial District	Davidson	\$209,284.00
Tennessee DA 21 <sup>st</sup> Judicial District	Williamson	\$156,444.00
Tennessee DA 22 <sup>nd</sup> Judicial District	Lawrence	\$234,419.00
Tennessee DA 23 <sup>rd</sup> Judicial District	Dickson	\$139,793.00
Tennessee DA 26 <sup>th</sup> Judicial District	Madison	\$138,454.00
Tennessee DA 30 <sup>th</sup> Judicial District	Shelby	\$206,637.00

### Activity: AL-10234- W.A.S.P. (Wide Area Saturation Patrols)

#### Problem:

TN counties and municipalities do not have enough manpower to provide effective impaired driving enforcement. Thus, more and more impaired drivers go undetected. Those applying should be in top third of state in alcohol related crashes. This is a one time/one year grant. Cities and Counties applying must be ranked 1-20 in alcohol fatality rates (University of Memphis data).

#### Objective:

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

#### Activities:

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

#### Resources:

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

#### Self-sufficiency:

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

#### Evaluation:

Pre/post surveys, monthly activity reports, final enforcement activity reports, a final administrative evaluation report. University of Memphis data analysis unit will perform overall program evaluation.

### Agencies Funded:

Marion County Sheriff's Department	Marion	\$44,496.00
Dover Police Department	Stewart	\$35,572.00
Middleton Police Department	Hardeman	\$37,396.00
Alcoa Police Department	Blount	\$30,735.00
Madison County Sheriff's Department	Madison	\$32,500.00
Pikeville Police Department	Bledsoe	\$8,440.00
Brownsville Police Department	Haywood	\$47,589.00

## Activity: AL-10233-Alcohol Saturation Patrols /Roadside Sobriety Checkpoints

### Problem:

TN counties and municipalities that are over-represented in alcohol related crashes and that have at least 60% of the State's alcohol-related crashes and 85% of the State's population must participate in at least one alcohol mobilization as well as sustained enforcement efforts over the year to make TN eligible for Section 410 funding. These enforcement efforts must be tied to both strong enforcement and a strong message that creates an awareness of increased risk of arrest to the traveling public. 1. Top two county or city by population and alcohol crash rate ranked 1-60 (University of Memphis data) will receive the highest awards. 2. Eleven next highest populated cities/counties with alcohol crash rates 1-60 (University of Memphis data). 3. Any city/county listed in the 1-60 alcohol crash-rate (University of Memphis data).

### Objectives:

1. Organize sustained (at least once monthly) alcohol enforcement deployments. Saturation Patrol or Sobriety Checkpoint coverage in areas representing more than 85% of the population of Tennessee and in which at least 60% of the alcohol-related crash fatalities have occurred and/or a disproportionate fatality to crash ratio was observed.
2. Participate in the national Booze It and Lose It, 100 Days of Summer Heat, and winter holiday campaign scheduled for December 2006 to reach 100% of the State's population
3. Provide 3 years of local data relevant to the problem.

### Activities:

Organize and schedule Alcohol Selective Traffic Enforcement-in at least 30 community saturation patrols or roadside sobriety checkpoints during FFY07. Officers involved in enforcement will need to attend SFST training if they have not already done so (needs to be done within first 6 months of the grant year). Train officers in NHTSA DUI Detection Check list. Have or implement TraCs or other software compatible with Department of Safety.

### Self-sufficiency:

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

### Evaluation:

Pre/post surveys, monthly activity reports including non-crash related DUI arrest and citation data, final enforcement activity reports, a final administrative evaluation report. Provide both outcome and process evaluation. University of Memphis data analysis unit will perform overall program evaluation. Citations must be entered into Tracker. Officer SFST Training required, must report stats, roving patrols and checkpoints. Work with prosecution and make the public aware of arrests resulting from the effort (media must be approved by the GHSO prior to release). Provide electronic crash reporting or demonstrate reporting system being implemented and approved by the TDOS to expedite crash reporting to the TDOS.

### Agencies Funded:

Metro Nashville Police Department	Davidson	\$941,744.00
Memphis Police Department	Shelby	\$1,012,436.00
Montgomery County Sheriff's Department	Montgomery	\$120,485.00
Hamilton County Sheriff's Department	Hamilton	\$251,478.00
Williamson County Sheriff's Department	Williamson	\$30,000.00
Halls Police Department	Hamilton	\$30,720.00
Franklin Police Department	Williamson	\$71,865.00
Wilson County Sheriff's Department	Wilson	\$22,890.00
Lenoir City Police Department	Loudon	\$24,993.00
Sullivan County Sheriff's Department	Sullivan	\$101,000.00
Brownsville Police Department	Haywood	\$52,636.00

Winchester Police Department	Franklin	\$23,488.00
Loudon Police Department	Loudon	\$115,789.00
Morristown Police Department	Hamblen	\$44,101.00
Madison County Sheriff's Department	Madison	\$142,596.00

## STRATEGY-EMPOWERMENT

### Activity: AL- 10293-Comprehensive DWI and Empowerment Program

#### Problem:

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

#### Objectives:

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

#### Activities:

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

#### Self-sufficiency:

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

#### Evaluation:

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

#### Agency Funded:

Davidson County Sheriff's Department	Davidson	\$204,501.00
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### Activity: AL-10235 Court Partnership

#### Problem:

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

**Objectives:**

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

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

**Activities**

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

**Self-sufficiency:**

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

**Evaluation:**

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

**Agencies Funded:**

Coffee County Sheriff's Department	Coffee	\$56,800.00
Mother's Against Drunk Driving	Davidson	\$67,095.00

**Activity: AL-10292- Assisting Toxicology Backlog**

**Problem:**

The Tennessee Bureau of Investigation Crime Lab is experiencing a backlog of casework as a result of the high number of driving under the influence, motor vehicle accident, and vehicular homicide cases. The Toxicology section receives on average 13,000 cases per year for alcohol analysis, of these approximately 6,500 require further drug testing. The vast majority, at least 80%, of these cases are directly attributed to highway safety. The current time to complete a drug screen averages about 30 weeks. This is a result of insufficient instrumentation, manpower, and continuing education. In addition to improving turnaround time, Toxicologists are faced with an ever-increasing number of potential drugs. These new drugs require new and more sophisticated instrumentation, additional training, and additional manpower for method development and case analysis. The breath alcohol section of the TBI Crime Labs has experienced an increase in workload from the implementation of over 200 new breath alcohol instruments. Continuing education is needed to keep this division up to date with new technology.

**Objectives:**

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

**Activities:**

Purchase 3 Gas Mass Spectrometers and 2 Liquid Spectrometer Provide training to 16 staff members on equipment through Society of Forensic Toxicologists attend Society of Forensic Toxicologists Annual Meeting for new scientists. Purchase Dry Gas tank replacements Test Equipment Prepare and work samples Report back to Law Enforcement agencies in a timely manner

**Self-sufficiency:**

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

**Evaluation:**

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

**Agency Funded:**

Tennessee Bureau of Investigations	Statewide	\$901,429.00
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**STRATEGY-EDUCATION/TRAINING**

**Activity:** AL-Standardized Field Sobriety Training

**Problem:** Law enforcement in Tennessee currently are not all NHTSA certified in SFST. Some of the training does not provide the quality of curriculum needed to prepare officers properly for detecting and apprehending impaired drivers.

**Objectives:** Train 1,000 officers in SFST and 50 officers in mobile video camera technology.

**Activities:** State-funded staff will organize, schedule and arrange for instructors and materials to implement training of traffic officers in SFST and Mobile Video Camera use.

**Self-sufficiency:** Establish the NHTSA 24 hour SFST curriculum as part of the basic law

enforcement recruit curriculum. Encourage vendors of MVC equipment to provide comprehensive training.

**Evaluation:** Count the number of officers trained in SFST and in MVC use, and survey law enforcement agencies to determine impact of training.

## STRATEGY -- EDUCATION

### Activity: AL- 10281- District Attorney General Conference Training on Impaired Driving: Outreach to Legal Community

#### **Problem:**

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

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

#### **Objectives:**

- 1 Keep prosecutors, Judges, police chiefs, sheriffs and legislators informed of new appellate decisions, defenses, trends and technological developments.
2. Increase advocacy skills of prosecutors through training.
- 3 Support the training of law enforcement in testimonial training and through cooperation with the Standardized Field Sobriety Test and Drug Recognition state coordinators.
4. Provide information to citizens, legislators and entities to permit them to be well informed when they propose new laws.
5. Coordinate an annual state alcohol conference by April 2007.
6. Encourage use of the Tracker to support reduction of repeat offenders.

#### **Activities:**

1) 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. 2) Provide technical assistance including e-mail updates to prosecutors and interested law enforcement officers bi-weekly or as often as is necessary. Technical assistance is provided to approximately 300 persons per month. 3) Provide and update Trial manuals for the prosecution of DUI cases and Vehicular Homicide or assault cases for two hundred prosecutors involved in traffic safety. 4) Provide trial advocacy training to thirty prosecutors to enable them to increase trial advocacy skills and become more effective advocates. 5) Provide testimonial training to two hundred law enforcement officers. 6) Support law enforcement training by teaching and/or providing skilled prosecutors to teach at Standardized Field Sobriety Test and Drug Recognition classes throughout the State. This will include approximately 200 officers and ten Assistant district attorneys. 7) Provide training for prosecutors and victim witness coordinators concerning working with victims in traffic safety cases. This will involve approximately 31 prosecutors and 31 victim witness coordinators. 8) Provide traffic safety training including all basic information about toxicology, technology, drug impairment and field sobriety testing to new prosecutors, judges, sheriffs and police chiefs elected or hired after the August, 2006 elections. This will involve approximately 50 officials 9) Serve as a resource to the Governor's Task Force to rewrite the current DUI statutes and information concerning traffic safety to citizens, legislators and entities concerned with DUI legislation.

**Self-sufficiency:**

State Administered through grant support,

**Evaluation:**

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

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

**Agency Funded:**

Tennessee District Attorney Generals Conference	Statewide	\$415,000.00
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## 07-04 YOUTH DRIVERS ALCOHOL COUNTERMEASURES AND OCCUPANT PROTECTION

### I. GOALS and OBJECTIVES

#### A. Goal

To decrease the number of 15 to 34-year-old drivers and passengers killed (K) or seriously (A) injured in all traffic crashes by 5% in 2007.

#### B. Objectives

**Objective 1: To decrease the number of Youth ages 15-20 killed or seriously injured in motor vehicle crashes 5 % by the end of CY 2006.**

Performance Measure: Number of 15-20 year olds killed or seriously (A) injured in motor vehicle crashes.

Baseline: In CY, 2003, 211 15-20 year old drivers were killed. Status: In CY 2004, 242 15-20 year olds were killed.

**Objective 2: To decrease the number and percent of 21 o 24-year-old drinking drivers involved in fatal crashes by 5% by the end of CY 2006.**

Performance Measure: Number of 20-24 year old drinking drivers in crashes as a percentage of the total of all drinking drivers involved in crashes. Baseline: In 2003, 38% tested had a BAC  $\geq .08$  Status: In CY2004, 43.5% 21-24 had a BAC  $\geq .08$

**Objective 3: To decrease the number and percent of 25 o 34-year-old drinking drivers involved in fatal crashes by 5% by the end of CY 2006.**

Performance Measure: Number of 25-34 year old drinking drivers in crashes as a percentage of the total of all drinking drivers involved in crashes. Baseline: In 2003, 35.8% 25-34 year olds tested had a BAC  $\geq .08$  Status: In CY2004, 34.3% 25-34 had a BAC  $\geq .08$ .

#### C. Related National Goals

The National Highway Traffic Safety Administration's major objective for 2004 is to decrease drug-impaired driving, supporting the recommendations identified in the Initiative on Drugs, Driving and Youth.

*Healthy People 2010* National Public Health Plan goals include decreasing to 30% the proportion of adolescents who report that they rode, during the previous 30 days, with a driver who had been drinking alcohol.

### II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

#### A. Magnitude and Severity of the Youthful Driver Crash Problem

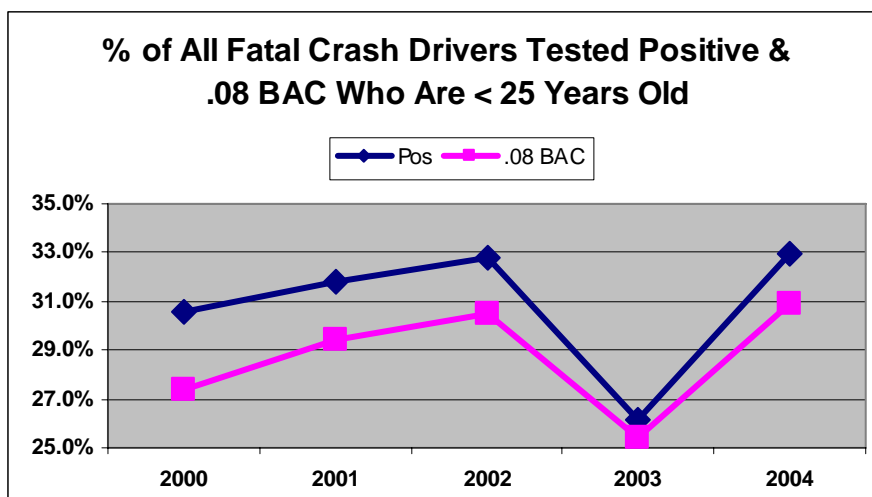
Introduction: Motor vehicle crashes are the leading cause of death for young people 15 to 20 years of age. The Center for Disease Control and the National Institute on Alcohol Abuse report that alcohol is a factor in the four leading causes of death among persons ages 20 to 24. These four causes are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

### Teen Drivers (15 to 19 Years Old):

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

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

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

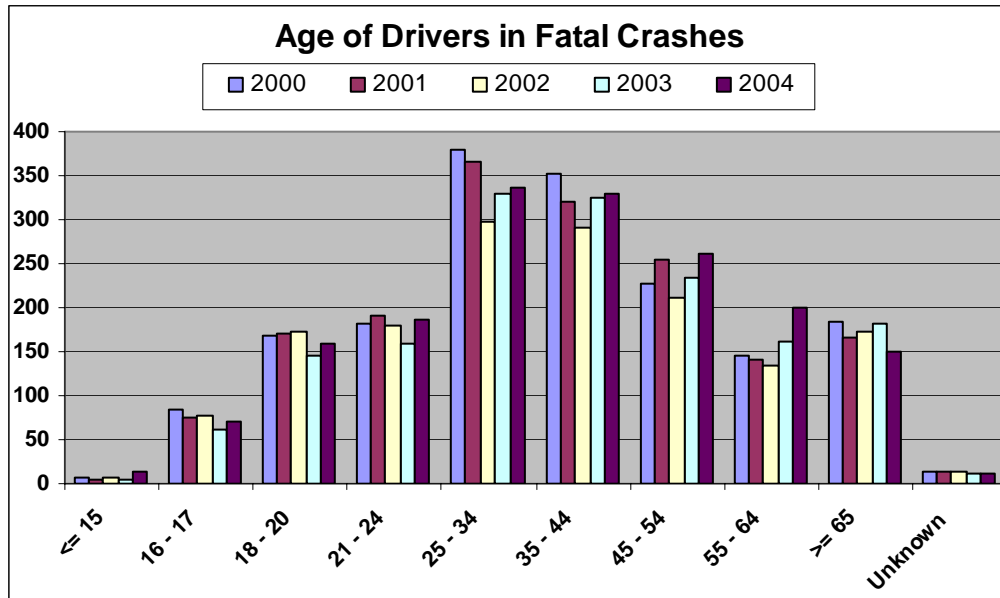


### Youthful Drivers (20 to 24 Years Old):

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

### Young Adult Drivers (21 to 34 Years Old):

Most research and statistics combine this cohort with the 27-34 year old cohort. The entire population of 21-34 year olds represents 30% of the nation's licensed drivers and 60% of the nation's college population. Very little impact has been made with these young adults over the legal drinking age despite many national programs targeting them.



#### D. Risk Factors for Crash Involvement and Injury

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

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

Gender In Tennessee, crashes involving men are much more likely than those involving women to be alcohol-related. Among all fatally-injured male drivers, 25% of those tested had BAC's of 0.08% or more in 2003. The percentage for women was 13. Alcohol involvement above the 0.08 BAC legal limit is highest for fatally injured male drivers ages 35-44. Male high school students were more frequent alcohol drinkers and more likely to report binge drinking than female students.

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

In 2002 the five major Contributing Factors for youthful drivers' fatal crashes were

1. Speeding
2. Wrong Side of Road
3. Failure to Yield
4. Reckless Driving
5. Drinking

**Young Drivers on Tennessee Highways 1998-2003**

	1998	1999	2000	2001	2002	2003	%Change 1998-2003
Number of Drivers Age 19 & Under in Fatal and Injury Crashes	12,288	12,285	12,136	11,633	11,342	10,156	-12.7%
% of Total Drivers in Fatal & Injury Crashes	15.2%	14.7%	14.2%	22.8%	26.5%	21%	+9.9%
Number of Licensed Drivers Age 19 & Under	252,687	252,112	250,927	249,318	245,234	246,247	-1.3%
Percentage of Total Licensed Drivers	6.2%	5.9%	5.9%	5.9%	5.8%	5.8%	+1.7%
*Over-representation of Drivers Age 19 & Under Fatal & Injury Crashes	4.0	3.5	2.6	3.9	4.6	3.6	-10%

Note: \*Representation is percent of fatal and injury crashes divided by percent of licensed drivers

**YOUNG DRIVERS ON TENNESSEE HIGHWAYS 1998-2003**

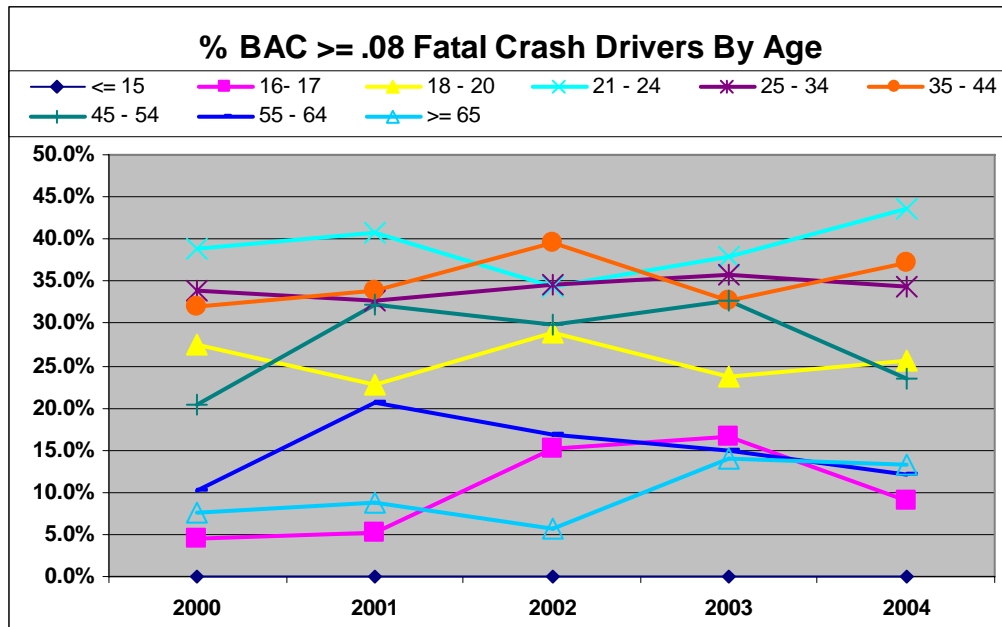
	1998	1999	2000	2001	2002	2003	% of Change 1998-2003
Total: Age 15-19 Drivers in Fatal Crashes	204	214	183	186	164	168	-10.2%
Alcohol Involved Crashes: Age 15-19 Drivers	1,229	1,117	1,198	1,086	1,059	1,371	+16.5%
All Drivers-Alcohol Involved	9,845	9,135	9,629	9,379	9,145	8,712	-6.4%
% Alcohol Involved Age 19 & Under	12.5%	12.2%	12.4%	11.6%	11.6%	15.7%	+24.6%
Fatalities Where Alcohol Was Involved for All Drivers	229	213	240	201	148	165	-17.1%
Fatalities Where Alcohol Was Involved for 19 & Under Drivers	42	39	21	30	15	34	+13.4%
%Fatalities Alcohol Involved 19 & Under	18.3%	18.3%	8.8%	15%	10%	20%	+33.3%

\* Representation is percent of fatal and injury crashes divided by percent of licensed drivers.

### III. STRATEGIES FOR DECREASING DEATHS & INJURIES

#### A. Strategies Selected for 2007 (all targeted age groups)

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



Strategy of Enforcement: This strategy covers both enforcement and enactment area. Because the data clearly demonstrate a relationship between age, other risk factors and crash involvement, the Tennessee Legislature passed a Graduated Driver License law. With knowledge that their community supports strict law enforcement intervention of youth underage alcohol laws, officers can be consistent and fair in their citation writing. This also sends a strict message to the community, and youth especially, that underage alcohol violations will not be tolerated. The consequence of a citation and the involvement of the courts and the parents is often the first step towards a change in attitude about high risk drinking and driving. Tennessee has implemented Compliance Investigation (checks) statewide as a part of its Youth Enforcement Strategy.

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

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

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

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

## IV. STRATEGIES/ ACTIVITIES

### STRATEGY EMPOWERMENT- Community Programs

#### Activity: OP-10265 Youth Community Empowerment

**Problem:**

Young drivers make many judgment errors; they take risks due to inexperience and peer pressure and they fail to wear seat belts on a regular basis. With the increasing proportion of 15-20 year old drivers with their high crash rate, increased safety belt use has great potential for decreasing fatalities and serious injuries, especially by changing parameters of what is considered acceptable risk-taking behavior. Tennessee youth have few opportunities to be involved in youth leadership positions, advocating for themselves and developing and pursuing policies for youth. Young people are making risky decisions of many types, including driving behaviors that put them into the judicial system. The system is not equipping them with skills to help change their behavior and make healthy decisions. Communities lack adequate resources to initiate youth development models and need assistance in expanding their efforts in reducing youth involvement in motor vehicle crashes. Many Tennessee Communities try to initiate safe driving programs around high-risk events such as graduation and prom or in response to local crashes but often need funding to support these programs.

**Objectives:**

1. To assist 2 communities to implement community safe driving awareness program.
2. To increase the number of youth involved in community service by 25% to 30% in FFY 07
3. Provide resources and necessary funding to replicate program aimed at increasing safety belt use by teenagers. - Assist communities in youth development movement and fund increased community efforts in developing/implementing programs to reduce youth involvement in motor vehicle crashes and reduce underage drinking. - Improve knowledge of state's Graduated Driver's license (GDL).

**Resources:**

Community leaders, sponsoring agency, law enforcement.

**Self-sufficiency:**

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

**Evaluation:**

Each community will compare safety belt use prior to and after program implementation. Community youth grants will describe activities and survey youth attitudes. Increase seatbelt usage by 10% in the high schools, reduce underage drinking crash reports by 15%.

**Funded Agency:**

Tennessee Secondary Schools Athletic Association    Statewide            \$80,000.00

#### Activity-DE-10249-Teen Novice Driver

**Problem:**

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

**Objective:**

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

**Activities:**

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

**Resources:**

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

**Self-sufficiency:**

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

**Evaluation:**

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

**Agency Funded:**

Lafayette Police Department	Macon	\$58,375.00
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**Activity: AL- 10236- Youth Safety-Alcohol Impaired Driving and Enforcement**

**Problem:**

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

**Objectives:**

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

**Activities:**

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

**Self-sufficiency:**



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

**Funded Agencies:**

Johnson City Police Department	Washington	\$13,023.45
South Pittsburg Police Department	Marion	\$13,446.00
Tennessee Department of Safety	Statewide	\$417,420.00
Shelby County Sheriff's Department	Shelby	\$98,874.00
Martin Police Department	Weakley	\$12,883.00

**Activity: AL- 10280- Youth Safety- Elementary and Secondary**

**Problem:**

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

**Objectives:**

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

**Activities**

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

**Self-sufficiency:**

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

**Evaluation:**

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

**Agency Funded:**

Mother's Against Drunk Driving	Davidson	\$65,335.00
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## 07-05 POLICE TRAFFIC SERVICES

### I. GOALS and OBJECTIVES

#### A. Goals

**Goal:** To decrease the number of motor vehicle fatal crashes related to speed and aggressive driving by 10% by CY 2007.

**Goal:** To reduce the number of fatal motor vehicle crashes in rural areas by 10% in CY 2007.

#### B. Objectives

**Objective 1:** To decrease the number of speed-related crashes to 10% by end of 2007 and decrease fatalities and incapacitating injuries resulting from these crashes 10% by the end of CY 2007.

Performance Measure: The number of speed-related crashes in which at least one driver received a citation for speeding, or for which Primary Contributing Circumstance had one or more speed-related causes recorded ; the number of fatalities and incapacitating injuries sustained in such crashes. Baseline: In 2003, of 49,076 injury crashes, 246 fatalities and 3,894 injuries were speed-related. Status: In 2004, of 51,259 injury crashes that occurred, 232 people were killed and 4,693 people sustained incapacitating injuries for which speed was a contributing circumstance.

**Objective 2:** To decrease the number of rural fatal crashes 10% by the end of CY2007.

Performance Measure: The number of reportable crashes in which the responding law enforcement officer recorded the crash as occurring in a rural location; the number of fatalities and injuries sustained in such crashes. Baseline: In CY2004, out of 1,143 fatal crashes, 701 were rural fatal crashes. Status: In CY 2005, out of 1,160 fatal crashes, 653 were rural fatal crashes.

### II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

Police Traffic Services include the enforcement of traffic laws, training in traffic enforcement skills, and crash and injury prevention activities such as leadership and outreach in communities to encourage safety belt and child safety seat use, use of helmets and protective gear, and support for community-based efforts to discourage speeding, aggressive driving and other unsafe driving behaviors.

All grants for law enforcement activity require that participating officers be trained in SFST by CY2007, and that participating agencies coordinate their traffic patrols with other local safety activities and with state and national mobilizations or waves of enforcement.

#### A. Magnitude and Severity of Driver Behavior-Caused Crashes

Vented anger displayed through , excessive speeding, changing lanes frequently without signaling, following too closely, driving on shoulders to pass, driving across marked barriers, shouting or gesturing at

other drivers, and stress created by traffic congestion are manifestations of aggressive driving. "Speeding and Recklessness"

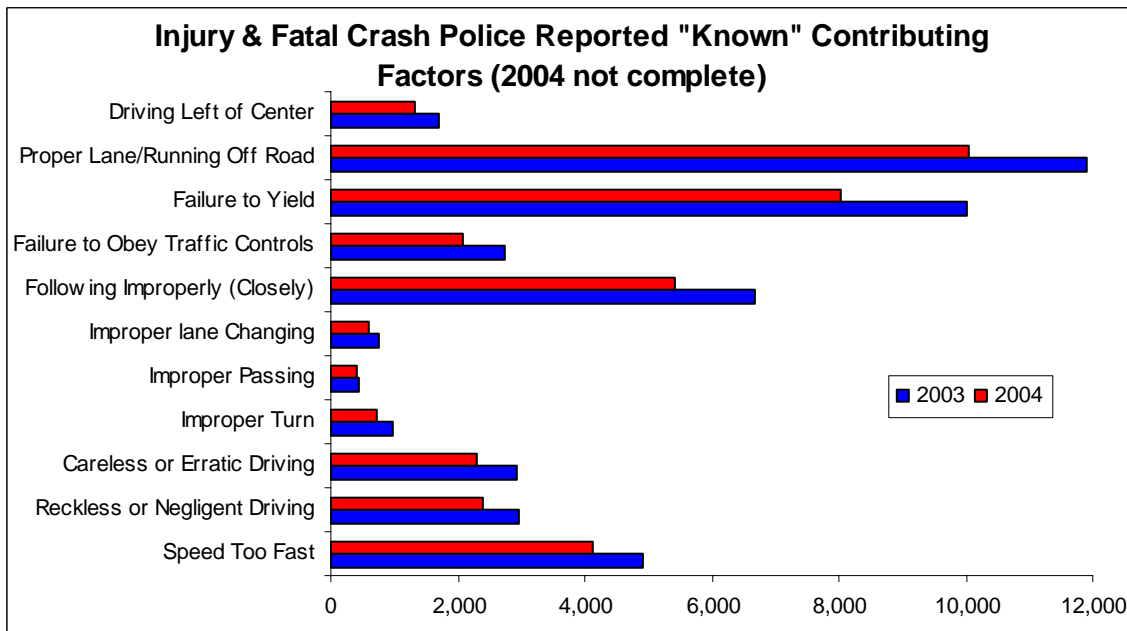
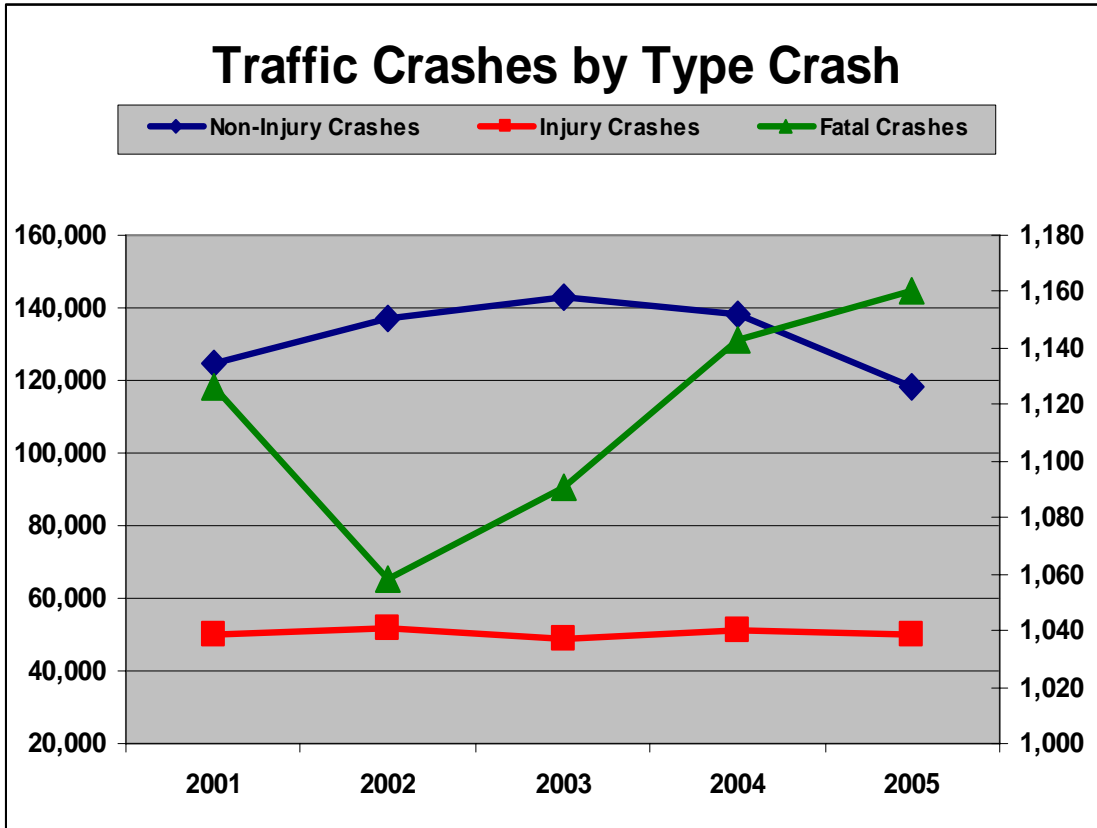
**Fatal & Injury Crashes Due to Speed Only**

	Fatal	Injury	Prop Damage	Total
<b>2003 Speed Too Fast</b>	232	4,693	6,949	11,874
<b>2004 Speed Too Fast</b>	246	3,894	2,700	6,840

**B. Risk Factors for Crash Involvement and Injury**

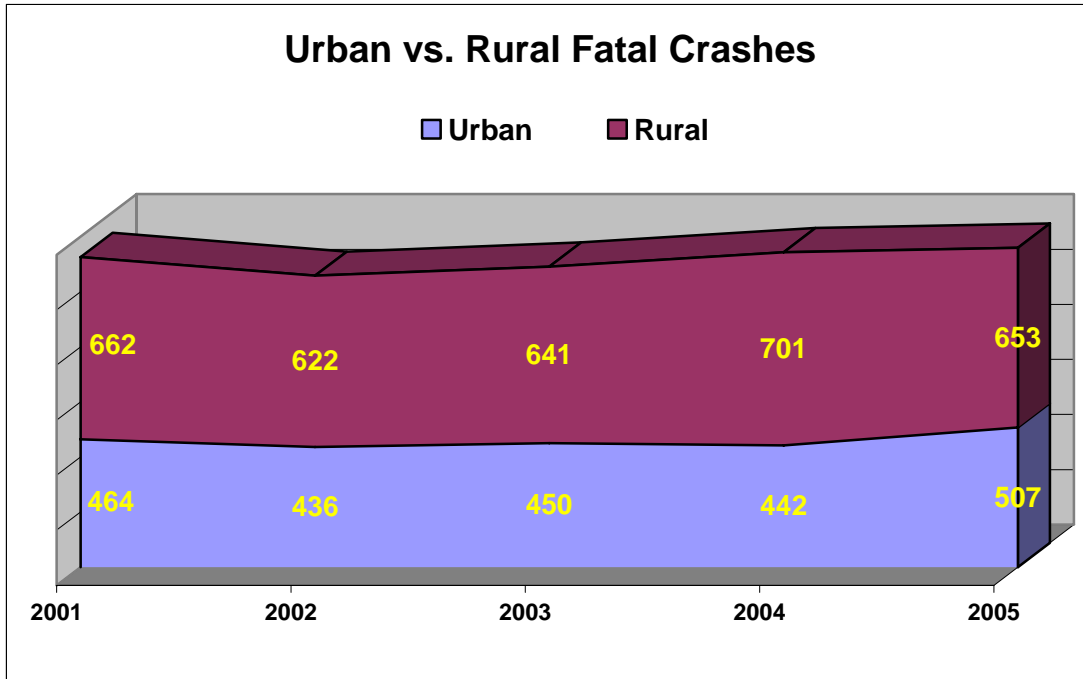
The reporting officer indicates on Tennessee's crash report form one or more —possible contributing circumstances (PCC's) that in his opinion contributed to crash causation. These PCC's may include roadway, vehicle or driver factors. Driver factors may include driver behaviors or driver condition (generally alcohol or drug impairment). An officer may report a driver PCC, but not issue a citation for a crash.

<b>SPEED</b>	<b>Number of Fatalities Involved in Speed Related Crashes, 2004</b>	<b>Percent of Fatal Crashes That Are Speed Related, 2004</b>	<b>Estimated Cost of All Speed Related Crashes, 2004</b>
<b>Tennessee</b>	<b>269</b>	<b>21%</b>	<b>\$861 Million</b>
<b>US Total</b>	<b>13,192</b>	<b>30%</b>	<b>\$40,400 Million</b>
<b>Best State</b>		<b>6%</b>	<b>\$44 Million</b>

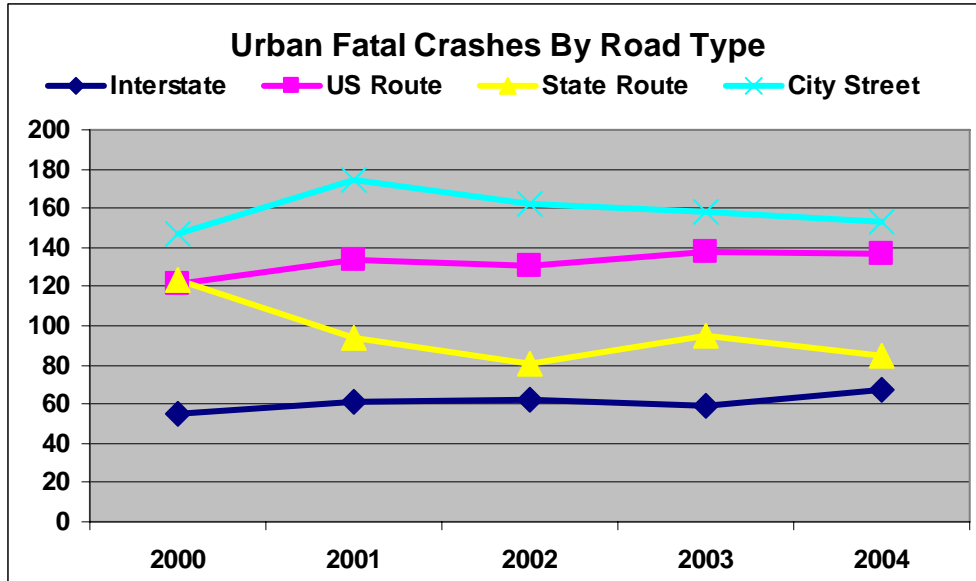


Aggressive Driving In a 1999 NHTSA survey on aggressive driving attitudes and behaviors, more than 60% of drivers perceived unsafe driving by others as a major personal threat to themselves and more than half admitted to driving aggressively on occasion. Although there is no single accepted definition of aggressive driving, NHTSA defines it as —operating a motor vehicle in a manner that endangers or is likely to endanger people or property.”

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



Aggressive driving is generally considered to consist of combinations of several high-risk behaviors which, taken singly, do not represent aggression. These behaviors include exceeding the posted speed limit, following too closely or tailgating, erratic or unsafe lane changes or weaving in and out of traffic, improperly signaling lane changes; running stop signs, disobeying red lights, passing on the right, flashing lights, blowing horns, or making hand and facial gestures.



Rural Crashes saw an increase in 2004 of 9.4%, while urban-crashes decreased by 1.8%. In 2005, 507 urban fatal crashes resulted in 534 fatalities and 653 rural crashes resulted in 719 fatalities, a 10.1% decrease. U.S. Routes and City Streets are the most common areas for fatality crashes.

### III. STRATEGIES FOR DECREASING DEATHS & INJURIES

#### A. Strategies Selected for 2007

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

Crashes caused by speeding, aggression and other risky driver behavior must be addressed by multiple strategies, of which traffic law enforcement is a major component. However, enforcement is only briefly effective if performed as a stand-alone strategy. A 2003 University of Toronto/University of California study showed that receiving a traffic ticket reduces a driver's chance of being involved in a fatal crash by 35%, but that the effect only lasts for several weeks and within 3-4 months, the risk of being involved in a fatal crash returns to the pre-ticket level. It may safely be assumed that the mere presence of traffic officers will have even less effect on an individual's long-term behavior.

Many studies have demonstrated that combinations of strategies that increase the public's perception of risk of immediate negative consequences (i.e., a citation and fine), and maintain this perception over time, are the most effective use of traffic law enforcement time. In the long run, community attitude shifts changing the definition of "acceptable" behavior has the greatest potential for decreasing negative driver behaviors". The public needs to accept that officers are contributing to public health and safety by enforcing traffic laws; this attitude shift is best accomplished through Safe Community and other community-based coalitions. Law enforcement cannot be expected to make these changes alone.

The Federal Highway Administration and its partners have finalized a comprehensive national intersection safety agenda. It proposes multiple strategies, beginning with better data, emphasizing individual responsibility, applying engineering improvements and using technologies such as red-light-running

cameras.

Strategy: Education and Public Information Enforcement Campaigns: Effective mass media techniques have been shown to increase the motoring public's perception of the risk of becoming involved in a serious crash or of receiving a citation for unlawful behavior and to improve the immediate and long-term effectiveness of enforcement campaigns. The "Elmira", models waves of publicity and enforcement which has shown success for more than 20 years. Thus, all Tennessee enforcement activities will include a publicity campaign that precedes the activity and has a message relating to the presence of enforcement patrols and their immediate, high-probability consequences, whether the patrols occur in waves or as a general deterrence activity.

Public education cannot by itself change the motoring public's attitude regarding the social benefit of obeying posted speed limits or other socially desirable driving behaviors. These attitude changes occur most successfully within communities as outgrowths of community-wide integrated safety programs such as Safe Community coalitions, in which traffic law enforcement is one strategy employed in concert with public education, community forums and others which in total can change social norms.

#### IV. STRATEGIES/ ACTIVITIES

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

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

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

**Self - Sufficiency:** None.

**Evaluation:** Compare program objectives and planned activities with accomplishments and prepare written report on reasons for success or lack there of.

## STRATEGY -- ADMINISTRATION

### Activity-PT- 10245- Law Enforcement Liaison's

**Problem:**

The dissemination and sharing of information with law enforcement is a formidable task, especially with statute changes, improvements, new technology and improved program ideas. Getting the information to law enforcement personnel specifically is a challenge, best addressed by delivery through one of their own.

**Objective:**

Continue support of four former law enforcement officers who promote traffic law enforcement, training courses and highway safety-related activities by personal contacts with law enforcement agencies, and by presentations and conference presence for businesses and community groups

**Activities:**

1. Develop networks in 4 regions of state 2. Coordinate Law Enforcement agencies to participate in various GHSO sponsored functions 3. Coordinate the district LE agencies and communicate Highway Safety Strategic plan 4. Submit quarterly reports 5. Develop and Implement Governor's Challenge 6. Schedule and arrange for instructors and materials to implement training for traffic officers in SFST and mobile camera use. 7. 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. 8. Manage and administer the Youth Alcohol Program coordinating all highway safety activities for Tennessee youth, including the OJJDP Enforcing Underage Drinking Program and emphasizing prevention activities. 9. Serve as a liaison to other DOT units, other state agencies, associations and organizations on alcohol highway safety issues.

**Evaluation:**

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

**Agency Funded:**

The University of Tennessee	Statewide	\$1,150,000.00
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## STRATEGY -- ENFORCEMENT

### Activity- PT- 10257- High Visibility Enforcement Grants

**Problem:**

Law enforcement participation is critical in achieving results with high visibility campaigns such as "Booze It and Lose It", "Click It or Ticket", "Buckle Up in Your Truck" and the holiday months. These events focus on seat belt safety and alcohol countermeasures programs aimed at saving the lives of Tennessee citizens. In order to achieve measurable results, local law enforcement agencies must make a concerted effort to conduct and participate in checkpoints and enforcement of State laws, and other activities that promote highway safety. This is a one year award.

**Objective:**



1. Increase safety belt use to 80% by the end of CY 2007.
2. Maintain STEP Wave concept of enforcement, participating in national mobilization periods
3. Increase DUI arrests.

**Activities:**

Conduct and participate in: 1. 4 nights of checkpoints during Booze It and Lose It campaign {4th qtr}. At least 1 checkpoint in each of the following campaigns: Click It or Ticket {3rd qtr}; Holiday Alcohol Countermeasures {1st qtr}; Buckle Up in Your Truck {3rd qtr}) and 1 additional checkpoint {2nd qtr} to be planned by individual agency. 2. Enforcement of State laws; 3. Other events to promote highway safety; 4. Reporting of activities on the www.TNTRAFFICSAFETY.ORG website, assigned data-link at the end of each campaign period. 5. Participation in LEL network meetings.

**Self-sufficiency:**

Agencies are encouraged to continue the concept after the grant period is completed.

**Evaluation:**

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

**Agencies Funded:**

- |                                      |                                       |                              |
|--------------------------------------|---------------------------------------|------------------------------|
| Adamsville Police Department         | Gibson Police Department              | Norris Police Department     |
| Alamo Police Department              | Giles County Sheriff's Department     | Oak Ridge Police Department  |
| Alcoa Police Department              | Gleason Police Department             | Oakland Police Department    |
| Alexandria Police Department         | Gordonsville Police Department        | Old Stone Fort State Park    |
| Anderson County Sheriff's Department | Grainger County Sheriff's Department  | Oliver Springs Police Dept   |
| Ardmore Police Department            | Grand Junction Police Department      | Panther Creek State Park     |
| Ashland City Police Department       | Greysville Police Department          | Paris Landing State Park     |
| Athens Police Department             | Greene County Sheriff's Department    | Paris Police Department      |
| Atoka Police Department              | Greeneville Police Department         | Perry County Sheriff's Dept  |
| Austin Peay State University PD      | Grundy County Sheriff's Department    | Petersburg Police Department |
| Baileyton Police Department          | Halls Police Department               | Pickett State Park           |
| Bartlett Police Department           | Hamilton County Sheriff's Department  | Pickwick Landing State Park  |
| Baxter Police Department             | Hancock County Sheriff's Department   | Pigeon Forge Police Dept     |
| Benton County Sheriff's Department   | Hardeman County Sheriff's Department  | Pikeville Police Department  |
| Benton Police Department             | Harrison Bay State Park               | Pinson Mounds State Park     |
| Berry Hill Police Department         | Hawkins County Sheriff's Department   | Piperton Police Department   |
| Bicentennial Mall State Park         | Haywood County Sheriff's Department   | Pleasant View Police Dept    |
| Big Cypress Tree State Park          | Henderson County Sheriff's Department | Polk County Sheriff's Dept   |
| Big Hill Pond State Park             | Henderson Police Department           | Port Royal State Park        |
| Big Ridge State Park                 | Henry County Sheriff's Department     | Powells Crossroads Police    |
| Bledsoe County Sheriff's Department  | Henry Horton State Park               | Pulaski Police Department    |
| Bledsoe Creek State Park             | Henry Police Department               | Puryear Police Department    |
| Blount County Sheriff's Department   | Hickman County Sheriff's Department   | Putnam County Sheriff's Dept |
| Bluff City Police Department         | Hiwassee Ocoee State Park             | Radnor Lake State Park       |
| Bolivar Police Department            | Hohenwald Police Department           | Red Bank Police Department   |
| Booker T Washington State Park       | Hollow Rock Police Department         | Red Clay State Park          |
| Bradley County Sheriff's Department  | Hornbeak Police Department            | Reelfoot Lake State Park     |
| Brighton Police Department           | Humphreys County Sheriff's Department | Rhea County Sheriff's Dept   |

Bristol Police Department  
Brownsville Police Department  
Burgess Falls State Park  
Burns Police Department  
Calhoun Police Department  
Cannon County Sheriff's Department  
Carter County Sheriff's Department  
Carthage Police Department  
Cedars of Lebanon State Park  
Celina Police Department  
Centerville Police Department  
Chapel Hill Police Department  
Chattanooga Police Department  
Cheatham County Sheriff's Department  
Chickasaw State Park  
Church Hill Public Safety  
Clarksville Police Department  
Clay County Sheriff's Department  
Cleveland Police Department  
Clinton Police Department  
Cocke County Sheriff's Department  
Coffee County Sheriff's Department  
Collegedale Police Department  
Collierville Police Department  
Collinwood Police Department  
Columbia Police Department  
Cookeville Police Department  
Coopertown Police Department  
Copperhill Police Department  
Cordell Hull Birthplace State Park  
Cove Lake State Park  
Covington Police Department  
Cowan Police Department  
Crockett County Sheriff's Department  
Crossville Police Department  
Crump Police Department  
Cumberland City Police Department  
Cumberland County Sheriff's Department  
Cumberland Gap Police Department  
Cumberland Mountain State Park  
Cumberland Trail State Park  
David Crockett State Park  
Davy Crockett Birthplace State Park  
Dayton Police Department  
Decherd Police Department  
Dickson Police Department  
Dover Police Department  
Dresden Police Department  
Dunbar Cave State Park  
Dunlap Police Department

Huntingdon Police Department  
Huntland Police Department  
Indian Mountain State Park  
Jackson County Sheriff's Department  
Jackson Police Department  
Jamestown Police Department  
Jefferson City Police Department  
Jefferson County Sheriff's Department  
Jellico Police Department  
Johnson City Police Department  
Johnson County Sheriff's Department  
Johnsonville State Park  
Jonesborough Police Department  
Kimball Police Department  
Kingsport Police Department  
Kingston Police Department  
Lafayette Police Department  
LaFollette Police Department  
LaGrange Police Department  
Lakewood Police Department  
LaVergne Police Department  
Lawrence County Sheriff's Department  
Lawrenceburg Police Department  
Lebanon Police Department  
Lenoir City Police Department  
Lewis County Sheriff's Department  
Lexington Police Department  
Livingston Police Department  
Long Hunter State Park  
Lookout Mtn. Police Department  
Loretto Police Department  
Loudon Police Department  
Lynnville Police Department  
Macon County Sheriff's Department  
Madison County Sheriff's Department  
Madisonville Police Department  
Manchester Police Department  
Marion County Sheriff's Department  
Martin Police Department  
Maryville Police Department  
Mason Police Department  
Maury City Police Department  
Maury County Sheriff's Department  
Maynardville Police Department  
McEwen Police Department  
McKenzie Police Department  
McMinn County Sheriff's Department  
McMinnville Police Department  
McNairy County Sheriff's Department  
Medina Police Department

Ridgetop Police Department  
Ripley Police Department  
Roan Mountain State Park  
Roane County Sheriff's Dept  
Robertson County Sheriff's Dept  
Rock Island State Park  
Rossville Police Department  
Rutherford Police Department  
Saint Joseph Police Department  
Selmer Police Department  
Selmer Police Department  
Sequatchie County Sheriff's Dept  
Sergeant Alvin C York ate Park  
Sevier County Sheriff's Dept  
Sevierville Police Department  
Sharon Police Department  
Shelby County Sheriff's Dept  
Shelbyville Police Department  
Signal Mtn. Police Department  
Smith County Sheriff's Dept  
Smithville Police Department  
Smyrna Police Department  
Soddy-Daisy Police Department  
Somerville Police Department  
South Cumberland State Park  
South Fulton Police Department  
South Pittsburg Police Dept  
Southwest Tennessee College  
Sparta Police Department  
Spencer Police Department  
Spring City Police Department  
Spring Hill Police Department  
Standing Stone State Park  
Sullivan County Sheriff's Dept  
Sumner County Sheriff's Dept  
Surgoinville Police Department  
Sweetwater Police Department  
Sycamore Shoals State Park  
T O Fuller State Park  
Tennessee Highway Patrol 10th  
Tennessee Highway Patrol 2nd  
Tennessee Highway Patrol 4th  
Tennessee Highway Patrol 6th  
Tennessee Highway Patrol 7th  
Tims Ford State Park  
Tipton County Sheriff's Dept  
Toone Police Department  
Tracy City Police Department  
Trenton Police Department  
Tri-Cities Regional Airport

Dyer County Sheriff's Department  
 Dyersburg Police Department  
 East Ridge Police Department  
 East Tennessee State Univ Dept of Public Safety  
 East TN Safety & Security - State Parks  
 Edgar Evins State Parks  
 Elizabethton Police Department  
 Elkton Police Department  
 Englewood Police Department  
 Erin Police Department  
 Erwin Police Department  
 Estill Springs Police Department  
 Ethridge Police Department  
 Etowah Police Department  
 Fairview Police Department  
 Fall Creek Falls State Park  
 Fentress County Sheriff's Department  
 Fort Loudoun State Park  
 Fort Pillow State Park  
 Franklin County Communications/911

Franklin County Sheriff's Department  
 Franklin Police Department  
 Friendship Police Department  
 Frozen Head State Park  
 Gadsden Police Department  
 Gallatin Police Department  
 Gallaway Police Department  
 Germantown Police Department

Meeman Shelby State Park  
 Memphis Police Department  
 Middle Tennessee State University  
 Middle TN Safety & Security - State Parks  
 Middleton Police Department  
 Millersville Police Department  
 Millington Police Department  
 Minor Hill Police Department  
 Monteagle Police Department  
 Monterey Police Department  
 Montgomery Bell State Park  
 Montgomery County Sheriff's Department  
 Morristown Police Department  
 Moscow Police Department  
 Mount Carmel Police Department  
 Mount Pleasant Police Department  
 Mountain City Police Department  
 Mousetail Landing State Park  
 Mt. Juliet Police Department  
 Munford Police Department  
 Nashville Metropolitan Park Police Department  
 Natchez Trace State Park  
 Nathan Bedford Forrest State Park  
 New Johnsonville Police Department  
 New Tazewell Police Department  
 Newport Police Department  
 Nolensville Police Department  
 Norris Dam State Park

Trousdale County Sheriff's Dept  
 Tullahoma Police Department  
 Tusculum Police Department  
 Unicoi County Sheriff's Dept  
 Union City Police Department  
 Union County Sheriff's Dept  
 University of Memphis  
 Van Buren County Sheriff's Dept  
 Vanderbilt University Police Dept  
 Vonore Police Department  
 Walters State Campus Police  
 Warren County Sheriff's Dept  
 Warriors Path State Park  
 Washington County Sheriff's  
 Watertown Police Department  
 Waverly Police Department  
 Waynesboro Police Department  
 Weakley County Sheriff's Dept  
 West TN Safety & Security  
 Westmoreland Police Dept  
 White Bluff Police Department  
 White House Police Department  
 Whiteville Police Department  
 Whitwell Police Department  
 Williamson County Sheriff's Dept  
 Wilson County Sheriff's Dept  
 Winchester Police Department  
 Winchester Police Department  
 Woodbury Police Department

### Activity- PT- 10291- Police Traffic Services Enforcement- Continuation Projects

**Problem:**

Impaired driving, occupant protection, work zones, speed violations and aggressive drivers require a high level of sustained enforcement as well as, participation in national mobilizations. Sustained traffic enforcement consists of at least monthly patrols covering areas in which more than 80% of the population resides and in which more than 60% of the fatal alcohol crashes occur and/or a disproportionate fatality to crash ratio was observed. In 2003, speed was a contributing cause in 14% of crashes and 15% of all fatal crashes. 39.1% of all fatal and injury crashes were listed as caused by aggressive driving actions. While more people were injured in urban crashes, more people were killed in rural crashes in 2003. Must rank in the top half of worst counties in overall crash rates (1-50 University of Memphis data) according to County Rankings 2003.

**Objectives:**

1. To support sustained Impaired Driving enforcement.
2. To reduce the incidence of speed - related crashes by 10%, associated fatalities and incapacitating injuries, and 15% reduction in speed-related crashes in project communities by end of FFY 2007.
3. To reduce statewide incidence of driver-aggression caused crashes, fatalities and injuries by the end of CY 2007.
4. To decrease workzone crashes.

**Activities:**

1. Speed/Aggressive Driving Enforcement Projects consisting of overtime enforcement, purchase of enforcement related tools or a combination of both.
2. Impaired Driving Enforcement Projects consisting of overtime enforcement, purchase of enforcement-related tools or a combination of both.
3. Work with LEL Area Network manager to build model program that can be communicated to other agencies.
4. Enter Citations into the Tracker Log for analysis by University of Memphis.
5. work with local DA's with citation information for tracking repeat offenders.
6. Provide a detailed plan of the top five-ten incident areas in each category with programs to reduce the incident types. (depends on the amount requested)

**Self-sufficiency:**

Grant recipients must provide a plan for self-sufficiency in project application. May be considered for continuations with 75/25 funding second year, 50/50 third year and community assumption for 4th year.

**Evaluation:**

Enforcement Activity Report Forms, monthly reports. Administrative evaluation based on officer reporting, Citation Forms, and other reporting forms. Citations entered into Tracker. Note: electronic crash report submission by 2007 is required to provide faster evaluation data for on-going program improvements.

**Funded Agencies:**

Mount Carmel Police Department	Hawkins	\$17,331.00
Rhea County Sheriff's Department	Rhea	\$48,570.00
Hendersonville Police Department	Sumner	\$7,601.00
Shelby County Sheriff's Department	Shelby	\$117,000.00
Dresden Police Department	Weakley	\$4,786.00
Tennessee Department of Safety	Statewide	\$206,646.00
Kingsport Police Department	Sullivan	\$37,500.00
McNairy County Police Department	McNairy	\$64,146.00
Knoxville Police Department	Knox	\$140,000.00
Maryville Police Department	Blount	\$97,000.00
Sullivan County Sheriff's Department	Sullivan	\$100,000.00
Bristol Police Department	Sullivan	\$50,000.00

**Activity- PT- 10239- Police Traffic Services Enforcement**

**Problem:**

Impaired driving, occupant protection, work zones, speed violations and aggressive drivers require a high level of sustained enforcement as well as, participation in national mobilizations. Sustained traffic enforcement consists of at least monthly patrols covering areas in which more than 80% of the population resides and in which more than 60% of the fatal alcohol crashes occur and/or a disproportionate fatality to crash ratio was observed. In 2003, speed was a contributing cause in 14% of crashes and 15% of all fatal crashes. 39.1% of all fatal and injury crashes were listed as caused by aggressive driving actions. While more people were injured in urban crashes, more people were killed in rural crashes in 2003. Must rank in the top half of worst counties in overall crash rates(1-50 University of Memphis data) according to County Rankings 2003.

**Objectives:**

1. To support sustained Impaired Driving enforcement.
2. To reduce the incidence of speed - related crashes by 10%, associated fatalities and incapacitating injuries, and 15% reduction in speed-related crashes in project communities by end of FFY 2007.
3. To reduce statewide incidence of driver-aggression caused crashes, fatalities and injuries by the end of CY 2007.

**Activities:**

1. Speed/Aggressive Driving Enforcement Projects consisting of overtime enforcement, purchase of enforcement related tools or a combination of both. 2. Impaired Driving Enforcement Projects consisting of overtime enforcement, purchase of enforcement-related tools or a combination of both. 3. Work with LEL Area Network manager to build model program that can be communicated to other agencies. 4. Enter Citations into the Tracker Log for analysis by University of Memphis. 5. work with local DA's with citation information for tracking repeat offenders. 6. Provide a detailed plan of the top five to ten incident areas in each category with programs to reduce the incident types. (depends on the amount requested)

**Self-sufficiency:**

Grant recipients must provide a plan for self-sufficiency in project application. May be considered for continuations with 75/25 funding second year, 50/50 third year and community assumption for 4th year.

**Evaluation:**

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

**Agencies Funded:**

Oak Ridge Police Department	Anderson	\$18,585.00
Lexington Police Department	Henderson	\$44,909.00
Signal Mountain Police Department	Hamilton	\$142,270.00
Blount County Sheriff's Department	Blount	\$169,837.00
Dayton Police Department	Rhea	\$47,207.00
Alcoa Police Department	Blount	\$114,851.00
La Vergne Police Department	Rutherford	\$99,675.00
Clarksville Police Department	Montgomery	\$117,096.00
Decherd Police Department	Franklin	\$25,063.00
Sevier County Sheriff's Department	Sevier	\$27,000.00
Red Bank Police Department	Hamilton	\$42,930.00
Woodbury Police Department	Cannon	\$32,588.00
Jefferson County Sheriff's Department	Jefferson	\$102,802
Collierville Police Department	Shelby	\$30,668.00
Coffee County Sheriff's Department	Coffee	\$72,450.00
Bluff City Police Department	Sullivan	\$61,790.00
Lebanon Police Department	Wilson	\$87,445.00
Gallatin Police Department	Sumner	\$135,755.00
Hardin County Sheriff's Department	Hardin	\$100,599.00
Memphis Police Department	Shelby	\$197,817.00
Soddy Daisy Police Department	Hamilton	\$37,278.00

## Activity-PT- 10266- Network Coordinator Grants

### Problem:

As the Governor's Highway Safety Office works toward its goal of reducing "injuries, fatalities and economic losses on Tennessee's roadways," a number of factors are important in bringing success to its various traffic safety programs. The most important factors in the success of the programs are the involvement of law enforcement agencies on the local level and their zeal in promoting the programs. In their work with local agencies, the LEL's have seen that, if communities work together toward achieving a safety goal, greater progress can be made than if only one agency in the community is involved in the program. In order to strengthen state safety initiatives on the local level and to achieve community support for them, the Law Enforcement Liaison Officers in Tennessee have set up nineteen Network organizations across the state. These Networks are made up of law enforcement officers from agencies in groups of adjacent counties who hold regular meetings to discuss safety initiatives in their areas.

### Objectives:

The Governor's Highway Safety Office's goal is to "reduce injuries, fatalities and economic losses on Tennessee roadways. The most important factors in the success of state-wide highway safety programs are the involvement of law enforcement agencies on the local level and their enthusiasm and interest in the programs. One time special award. Grants will be awarded to the highest score by region (East, Cumberland, West, Middle).

### Activities:

In 2002, Law Enforcement Liaison Officers in Tennessee set up sixteen Network organizations across the state to help promote the safety initiatives of the GHSO. With more and more participation, twenty coordinators are now needed to man the network meetings. These Networks are made up of law enforcement officers from agencies in groups of adjacent counties. Also invited to be involved in the Networks are safety professionals from the counties – particularly health educators, judges, EMS, and CPS Technicians. Network groups meet at a luncheon meeting one day each month for networking and programs on subjects of interest. They also learn about GHSO initiatives, receive training on how to implement the initiatives and commit their department's support to each other. For this effort to be successful, The Local Area Network Coordinators (LANCs) will be called upon to make a major investment of time and effort. Contacting and following up with Network members, recruiting support and new members in the communities, planning meetings, recruiting speakers for pertinent programs and coordinating GHSO initiatives will involve their spending a great deal of time on the Network. For the success of the Network program, it is vital that the Coordinators be compensated for the time they put into this effort.

### Self-sufficiency:

The agency selected will be responsible for repairs of the equipment for the duration of the equipment used for the program and the replacement of any equipment utilized and necessary for the above mentioned programs. GHSO will provide continuing support so long as agency maintains its level of activity.

### Evaluation:

The success of the Network Programs and of the individual Local Area Network Coordinators will be measured by: 1. The number of agencies participating in monthly Network meetings; 2. The number of law enforcement agencies participating in planned enforcement initiatives; 3. The participation level of the agencies in the Network in national campaigns. 4. The number of law enforcement officers within the network receiving training. 5. Implement or will implement TraCs to Download crash results electronically.

### Agencies Funded:

Jamestown Police Department	Fentress	\$30,000.00
Dover Police Department	Stewart	\$30,000.00
Crossville Police Department	Cumberland	\$30,000.00
Williamson County Sheriff's Department	Williamson	\$30,000.00
Blount County Sheriff's Department	Blount	\$30,016.00
Martin Police Department	Weakley	\$30,000.00

Woodbury Police Department	Cannon	\$29,992.00
Mount Carmel Police Department	Hawkins	\$29,976.00
Red Bank Police Department	Hamilton	\$29,980.00
Memphis Police Department	Shelby	\$29,428.00
Rhea County Sheriff's Department	Rhea	\$30,000.00
Dyersburg Police Department	Dyer	\$30,000.00
Loretto Police Department	Loudon	\$30,000.00
Clinton Police Department	Anderson	\$30,000.00
Collegedale Police Department	Hamilton	\$30,000.00
East Tennessee State University	Washington	\$29,824.00
Shelby County Sheriff's Department	Shelby	\$30,000.00
Madison County Sheriff's Department	Madison	\$30,000.00
Gallatin Police Department	Sumner	\$30,000.00
Washington County Sheriff's Department	Washington	\$30,000.00

### STRATEGY -- EDUCATION Public Information & Education

#### Activity-PT- 10240- State Law Enforcement Training

**Problem:**

Law enforcement recruit training currently does not prepare senior officers properly for managing traffic safety programs.

**Objective:**

Train Tennessee Highway Patrol officers.

**Activities:**

Attend Northwestern University long course.

**Self-sufficiency:**

THP maintain manpower following course completion.

**Evaluation:**

Graduation from course, final report.

**Agency Funded:**

Tennessee Department of Safety	Statewide	\$35,400.00
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#### Activity-PT- 10272- Tennessee Law Enforcement Training

**Problem:**

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

**Objective:**

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

**Activities:**

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

**Self-sufficiency:**

Agencies will be encouraged to continue the concept after the grant period is completed.

**Evaluation:**

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

**Agency Funded:**

Tennessee Law Enforcement Training Officers Association      Statewide      \$198,743.00

**Activity-PT- 10241- Statewide Certification Program**

**Problem:**

Though T.C.A. requires all local law enforcement officers to receive a minimum of 40 hours of training per year, few law enforcement officers receive training in traffic related areas. The lack of training presents a significant problem during the prosecution phase of cases (ex. DUI). Further, little emphasis is placed on traffic related training as compared to other law enforcement training courses such as firearms, defensive tactics, etc. No program currently exists that provides officers with an incentive or career path regarding traffic enforcement and/or education

**Objectives:**

To develop a statewide Traffic Officer Certification Program recognized by the Peace Officers Standards and Training Commission (POST). The program must consist of a minimum of five (5) certification levels.

**Activities:**

Develop, coordinate and implement a state wide certification program. submit monthly or quarterly reports.

**Self-sufficiency:**

Agencies will be encouraged to continue the concept after the grant period is completed

**Evaluation:**

Administrative evaluation. Data will be analyzed to determine the number of officers who receive certifications and percentage of increase in the number of officers who have received traffic related training.

**Agency Funded:**

Tennessee Department of Commerce and Insurance      Statewide      \$68,125.00

**Activity-PT- 10285- Law Enforcement Language Training**

**Problem:**

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

**Objective:**

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

**Activities:**

Conduct training sessions across Tennessee in highway safety related courses.

**Self-sufficiency:**

On-going



**Evaluation:**

Evaluations from course, numbers trained, courses conducted, final report.

**Agencies Funded:**

Columbia State University	Statewide	\$193,745.00
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**Activity-PT- 10244- Law Enforcement Networking/Training**

**Problem:**

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

**Objective:**

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

**Activities:**

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

**Self-sufficiency:**

GHSO to assist organizations in promoting highway safety and crash reductions.

**Evaluation:**

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

**Agencies Funded:**

Tennessee Association of Chiefs of Police	Statewide	\$6,750.00
Tennessee Sheriff's Association	Statewide	\$5,000.00

## 07-06 TRAFFIC RECORDS

### I. GOALS and OBJECTIVES

#### A. Goals

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

#### B. Objectives

**Objective 1:** To increase the use of electronic crash data collection through a coordinated multi-agency program and to promote data-driven highway safety decision-making in Tennessee state, local organizations and other data users during FFY 2007.

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

Baseline: 2003-2006, over 154 agencies have been contacted and demonstrations for the use of electronic data collection were conducted. Currently, 67 agencies are using TraCS, and 34 including Memphis P.D. are uploading electronic crash reports. Knoxville is beginning their deployment plan in September 2006. Nashville is waiting on the XML Schema to use with their RMS system.

Status: A statewide analysis of traffic data systems was conducted by the Office of Information Resources (OIR) to develop a plan for new approach for designing the traffic safety data systems. The final report will be published on September 15, 2006

**Objective 2:** To develop a formalized process with detailed documentation for Electronic Crash collection, and to develop a state wide support process for both RMS and TraCS users.

Performance Measure: Develop and update multi-agency deployment plan to include end user training, technical and administrative manuals; process plan, knowledge base tool, change control process, communication plan, and XML schema.

Baseline: University of Memphis' web tracking systems is in place.

Status: TDOS has already started designing a new Oracle database with XML schema for non-TraCS systems, available in late 2006.

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

Performance Measure: There is backlog of 2004 and 2005 crash data that has not been entered into the system. Goal is to receive 50% of data submissions using electronic systems.

Baseline: Inability to obtain 98% of 2004 Crash data accurately by August 2005.

Status: Complete scanning of 2004, 2005, and 2006 data. Total Backlog includes 335,511 crash files.

**Objective 4: To increase crash and outcome reporting by improving the data linkages to coroner, ambulance run, and emergency department databases during FFY 2007.**

Performance Measure: Number of communities and agencies using integrated reports for highway safety purposes.

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

Status: Only crash, hospital discharge, and death certificate databases are currently linked. Linked files are available to all counties on the CODES Internet site. Approximately 200 communities receive hard copy data reports. No ambulance run data is being collected by the state.

## II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

### A. Nature of the Traffic Records System

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

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

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

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

### III. STRATEGIES/ ACTIVITIES

#### STRATEGY-ADMINISTRATION

##### Activity: TR- Program Management

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

**Objectives:** 1. To assist in the development of Highway Safety Plans.  
2. To develop and perform analyses of programs and projects.  
3. To develop more accessible and user-friendly reports.

**Evaluation:** Administrative

##### Activity: TR – Strategic Plan Oversight

**Problems:** 1. Obtain additional funding to assist with data linkages, electronic crash records submission, maintenance of bubble form data entry,  
2. Address deficiencies determined by the Traffic Records Coordinating Committee.

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

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

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

#### STRATEGY-DATA

##### Activity: TR- 10243-Traffic Records- Automated Crash Reports

**Problem:**

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

**Objectives:**

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

**Activities:**

Plan and implement TraCs statewide with THP. See that DOS receives electronic crash reports on time. assist in standardizing reports and data collection. Provide help desk. Provide TraCS and XML test plans and Life Cycle plans. Deploy electronic data collection. Work on updating paper report for temporary usage in concert with TRCC Strategic Plans. Scan and document to GHSO monthly results.

**Self-sufficiency:**

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

**Evaluation**

Administrative evaluation consisting of Quarterly Program Reports, Meeting Notes including decisions, document experience in setting up system; impact: document information indicating improvements in speed and accuracy of data collection. work with Local Law enforcement.

**Agency Funded:**

Tennessee Department of Safety	Statewide	\$900,000.00
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**Activity: TR- 10270- CODES- Data Linkage**

**Problem:**

Provide a health statistics Linking file for the State of Tennessee for NHTSA. Assistance needed to provide health data to various state and community agencies.

**Objective:**

To use crash data linked to health data in order to analyze and help in decision making in reducing traffic deaths and injuries.

**Activities:**

Provide person to input data to link Crash records, EMS, Hospital Discharge, etc. in a common database. Generate reports to various agencies with the linked information. Finish web site development for Codes Project. Assist as needed with Traffic Records Coordinating Committee and other GHSO needs.

**Self-sufficiency:**

State to provide funding for analyst once project is completed.

**Evaluation:**

Ability to generate reports on a timely basis that the public and government officials can use to reduce injuries and deaths on State highways. works with GHSO on various information needs pertaining to the information tracked by Codes project. Provides quarterly and yearly process and outcomes evaluations to GHSO project manager.

**Agency Funded:**

Tennessee Department of Health	Statewide	\$65,000.00
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**Activity: TR- 10253- Driving Under the Influence Tracking System/Automated Crash Reports**

**Problem:**

In 2003 the National Highway Traffic Safety Administration (NHTSA) reported that in the United States one person died every 30.9 minutes in an alcohol-related traffic crash. The 17,013 individuals who lost their lives constitute approximately 40% of the total traffic fatalities (NHTSA, 2003). Also, about 348,000 were injured in police reported alcohol-related crashes; this means that on average approximately one person was injured every one and one half minutes. NHTSA (2002) states that about three in 10 Americans will be involved in an alcohol-related crash some time during their lives. Currently, there is no mechanism in place for tracking these specifics for impaired driving violators. The Tennessee Department of Safety (TDOS) is statutorily responsible for maintaining and tracking DUI citations. The reporting requirement standard for DUI's is within 10 days after receiving the court disposition. On average, the time it takes a DUI conviction to be posted to the Driver History database is 210 days. This amount of time is unacceptable both for reporting standards and the safety of Tennessee's driving public.

**Objectives:**

1. Currently in the 13th Judicial District, four of the seven court systems are using an electronic process to create and move critical DUI data through the court system and back to TDOS. These four court systems and the associated law enforcement agencies are using electronic forms on computer hardware to simplify and more accurately create useful and accessible DUI data.
2. Demonstrate how this project enhances NHTSA's Gold Standards.
3. Specific goals regarding DUIITS include: -Complete DUIITS implementation in the law enforcement agencies and courts in the 13th Judicial District. -Evaluate other judicial districts as it relates to consideration of integration of DUIITS system into local DUI databases, so that required information regarding DUI dispositions is sent on a timely basis to the State repository. -Determine method for further integration of the DUIITS and DUI Tracker Systems -Develop the AFFC/Warrant form in a Web-based environment

**Activities:**

Specific goals regarding DUIITS include: -Complete DUIITS implementation in the law enforcement agencies and courts in the 13th Judicial District. -In other judicial districts (e.g., Wilson County) begin integration of DUIITS system into local DUI databases, so that required information regarding DUI dispositions is sent on a timely basis to the State repository. -Determine method for further integration of the DUIITS and DUI Tracker Systems -Develop the AFFC/Warrant form in a Web-based environment -Develop method to determine increase in conviction rate generated by DUIITS project. -Provide GHSO with all agencies baseline data from start of program including DUI arrests by month, date of monthly sobriety checkpoints, number of officers trained in NHTSA approved SFST Courses, number of crash alcohol arrests from agency crashes, number of DUI misdemeanor cases adjudicated within 120 days of arraignment, and number of driving records reviewed by judges prior to sentencing -Provide GHSO with a comprehensive workflow and manual for use, administration, and technical support component breakdown between agencies. -Provide GHSO with all agencies baseline data from start of program including DUI arrests by month, date of monthly sobriety checkpoints, number of officers trained in NHTSA approved SFST Courses, number of crash alcohol arrests from agency crashes, number of DUI misdemeanor cases adjudicated within 120 days of arraignment, and number of driving records reviewed by judges prior to sentencing.

**Self-sufficiency:**

This project will take a minimum of three years to complete. During this three-year period as many law enforcement agencies and judicial districts as possible will be solicited for participation. Initial participation will depend on funding and the level of cooperation offered by the participating agencies. Given the success of the pilot project, obtaining agency participation should not be difficult. After demonstrating a working system that has the real capability to track DUI offenders, securing participation from other jurisdictions will not be difficult. It is the old if you build it they will come" adage. Demonstrate results to AOC and seek additional funding from them to carry the 13th progress forward. Develop a method of support through the courts or legislative process.

**Evaluation:**

Identify results to date in reduction of DUI's in 13th and False First Offender from installed agencies (results should be at least higher than a 2% increased conviction rate from start of project)- outcome analysis, Demonstrate that this project will provide increase in conviction rate and decline of repeat offenders based on already implemented systems. Demonstrate how this project meets the Gold Standard model. Account for any changes due to outside influence such as the additional DA prosecutor and training provided to law enforcement personnel.

**Agency Funded:**

University of Memphis

Statewide

\$496,000.00

**Activity: TR- 10250- DUI Behavioral Tracking**

**Problem:**

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

**Objectives:**

Specific goals regarding the Offender Tracking system: - Integrate database with DUIITS to facilitate information sharing – Further enhance the DUI Offender Tracking System to provide agencies with detailed queries, reports, and data-mining capability, - Further integrate Tracking System with local offender database systems. – Provide the GHSO, individual agencies, and judicial districts with detailed analyses of specific problems occurring in the DUI arrest-adjudication chain with strategies for developing solutions. Such data are central to the successful implementation and evaluation of NHTSA's "Gold Standards." – Determine predictors that lead to higher DUI convictions

**Activities:**

1. Develop and maintain a DUI tracking website; 2. Encourage data entry by all law enforcement agencies and DA's with and without grants; 3. Publish research and recommendations from results of data showing needs for training from GHSO for Judges, Law enforcement and DA's to improve conviction rate of repeat offenders; 4. Create reports for various agencies as needed from website; 5. Develop and explain software lifecycle; 6. Document software, workflows, and test plan.

**Self-sufficiency:**

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

**Evaluation:**

1. Analysis will consist of current behavioral research techniques for analyzing data. These include multiple regression, logistic regression, basic frequency and comparison data, descriptive statistics, and where applicable, time series analysis. 2. Process evaluation to enhance and add voluntary users. 3. Evaluation of data to determine GHSO educational and training needs.

**Agency Funded:**

University of Memphis

Statewide

\$217,322.00

## 07-07 MOTORCYCLE SAFETY

### I. GOALS and OBJECTIVES

#### Goals

- Reduce the number of motorcycle crashes by 15% from 2072 to 1761
- Reduce the number of motorcycle crash fatalities by 10% from 93 to 84
- Increase Helmet use in fatal crashes by 5% from an average of 82% to 87%

**Objective 1: To decrease number of motorcycle crashes to 1761, and number of fatalities to 84 in 2007**

Performance Measure: Annual number of motorcycle crashes and motorcyclists killed as reported on police crash report form, averaged over three years.

Baseline: In CY 2003, 86 motorcycle riders died in 2,072 crashes.

Status: In CY 2004, 93 motorcycle riders died.

### II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

#### Magnitude and Severity of the Motorcycle Crash Problem

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

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

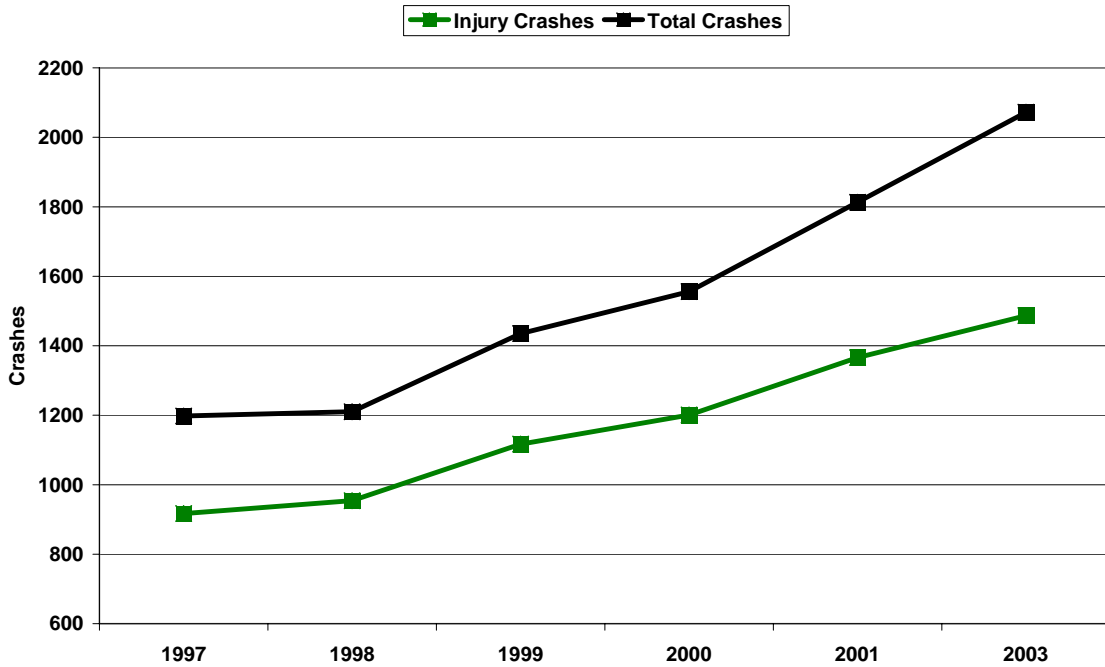
Motorcycle crashes involving the use of alcohol has increased since 1997. There was a major increase in crashes between 2000 and 2003 after a steady decline from 1997. In 2000 there were 108 alcohol related crashes. That number increased 28% to 151 in 2003. The number of injuries also increased 23% from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

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

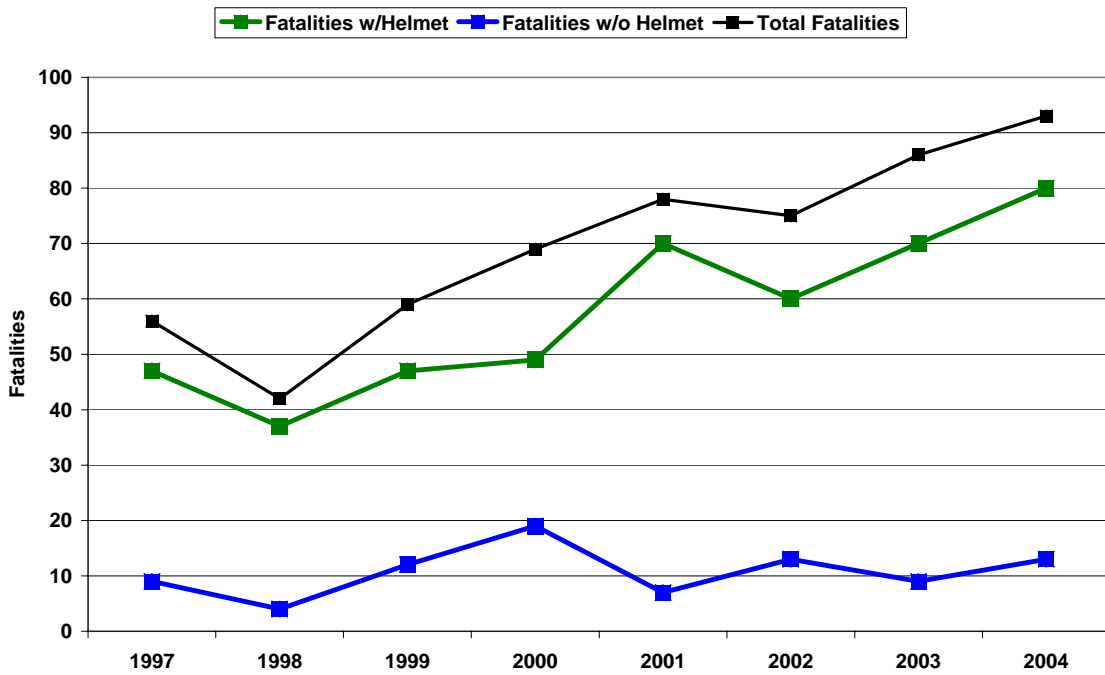


## Tennessee Motorcycle Crashes 1997-2003

(2002 data not available)

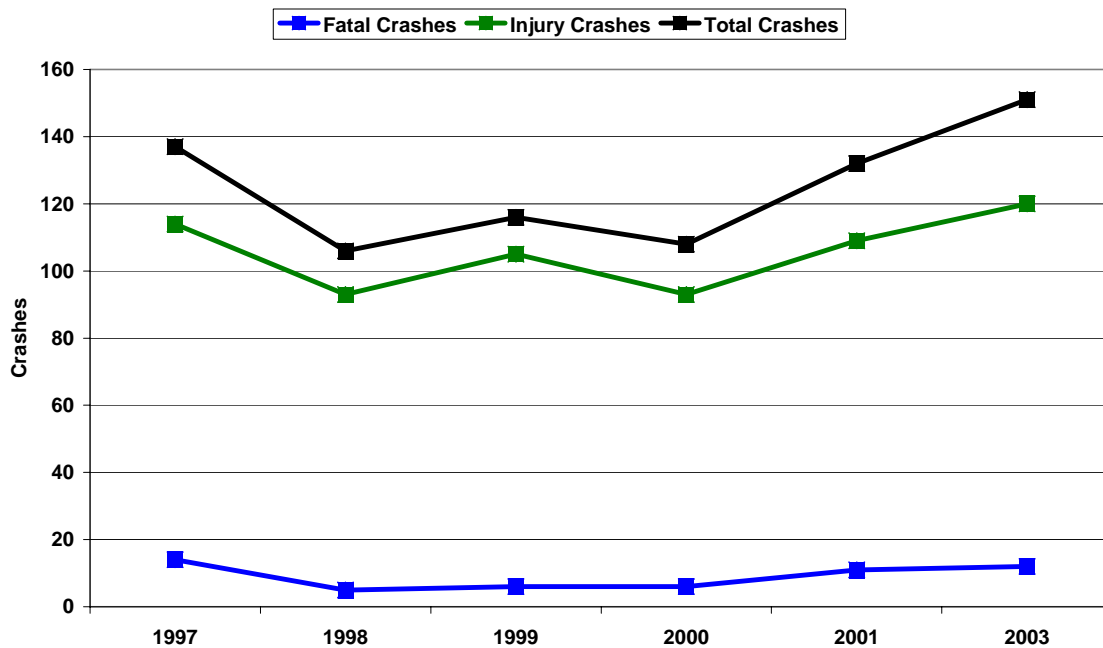


## Tennessee Motorcycle Crash Fatalities 1997-2004



## Tennessee Alcohol-Related Motorcycle Crashes 1997-2003

(2002 data not available)



### III. STRATEGIES FOR DECREASING DEATHS & INJURIES

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

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

## IV. STRATEGIES/ ACTIVITIES

### STRATEGIC ACTIVITIES

#### Public Information and Media campaign

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

#### Enforcement

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

#### Training and Education

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

#### Evaluation

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

## 07-08 COMMUNITY TRAFFIC SAFETY OUTREACH

### I. GOALS and OBJECTIVES

#### A. Goals

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

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

#### B. Objectives

##### *Community Outreach and Activities*

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

Performance Measure: Number of meetings with representatives of multiple disciplines in county and sub-county political jurisdictions. Baseline: GHSO staff meets almost entirely with law enforcement officials and Traffic Safety Commission. Status: During CY 2003, GHSO staff attended most of the meetings. GHSO staff met regularly with coalitions in all organized Safe Communities.

**Objective 2: To encourage locally directed multi-disciplinary safety activities in the top 10 most populated counties or communities by the end of 2006 and the top 25 most populated counties or communities by the end of 2010.**

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

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

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

##### *General Outreach and Communications*

**Objective 4: To provide training, technology transfer and technical assistance to at least 300 safety professionals and to assist with the coordination of at least two volunteer organizations during 2006-7.**

Performance Measure: Attendance at subsidized conferences. Number of programs initiated by targeted groups. Baseline: In 2005, 550 attended the Tennessee's Lifesaver's Conference and Status: In 2006, 500 attended the Tennessee Lifesaver's Conference and Governor's Law Enforcement Challenge.

**Objective 5: To evaluate the effectiveness of existing GHSO radio, television and print medium public information and education materials in changing knowledge, attitudes and behaviors, and to apply results to the development of the year 2007 HSP.**

Performance Measure: The percent of all program-level and project level public information campaigns for which the distribution to target audiences is mapped and effectiveness of changing knowledge, attitude and/or behavior is evaluated. Baseline: In 2003, A UT Survey was conducted showing minimal reach.

Status: In 2004 University of Tennessee survey conducted to measure the effectiveness of our campaigns

showed that approximately 85% of the state had heard one or more of our messages.

## II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

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

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

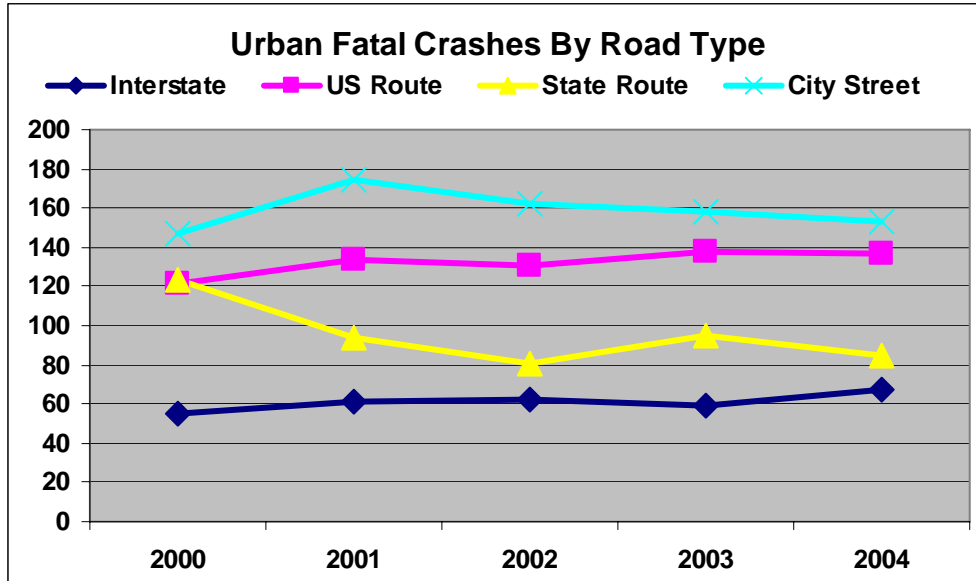
Long-term individual and community-based measures are crucial for addressing complex behavioral problems like drinking and driving that are determined by a myriad of cultural, lifestyle and psychosocial factors. Single-strategy activities focused on the individual have been shown to be ineffective over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

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

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

### B. Risk Factors for Crash Involvement and Injury

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



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

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

Age Distribution: According to the 2000 United States Census Bureau, 24.6 percent of the population is under 18 years of age, 63% is between the ages of 18 and 65, and 12.4% is over the age of 65.

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

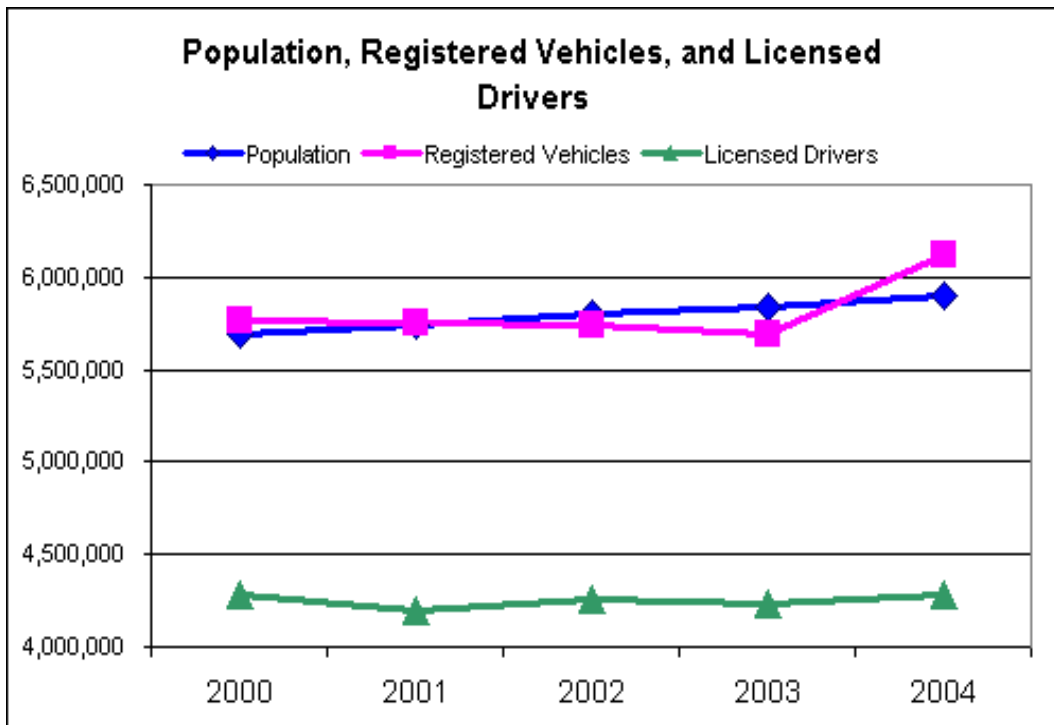
### III. STRATEGIES FOR DECREASING DEATHS & INJURIES

#### A. Strategies Selected for 2007

Community Traffic Safety Outreach and Activities

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

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



## IV. STRATEGIES/ ACTIVITIES

### Community Outreach Activities

#### Activity- SA -10274-Safe Community Coordination Program

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

**Objective:**

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

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

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

#### Agency Funded:

Gallatin Police Department

Sumner \$20,000.00

#### Activity-SA -10269-Safe Communities- Diverse Communities

##### Problem:

Tennessee's diverse communities and minority population (Hispanic, African American, Laotian, and others) have been shown by local surveys to have lower belt use than the statewide average. While not a large portion of the state's population, they are concentrated in a few areas of the state. Strategies for communicating safety messages and motivating changes in behavior must be culturally sensitive and community-driven. Community leaders and opinion leaders must be involved in program development and implementation. In some minority populations, the faith community is the most important social institution and can have a greater impact on the community than traditional safety advocates and media messages; in others, youth leadership is vital. Strategies may include safety fairs, other safety events associated with various institutions, and development of localized messages.

##### Objectives:



1. Assist one minority/ diverse community to develop local programs to address safety belt use.
2. Assist one consortium of opinion leaders to produce a community-wide competition for belt use during FFY 07.
3. Support occupant protection activities in one Safe Community Coalition that have completed a Traffic Safety Assessment.

**Activities:**

Collaborate with local law enforcement. Develop community awareness plan. Work to develop and complete community pre and post seatbelt surveys.

**Self-sufficiency:**

This is a one-time incentive grant to encourage safety belt use among high risk minority demographic groups.

**Evaluation:**

Administrative evaluation of planned activities. Pre and post-observation safety belt survey results of implemented programs. Collaboration with law enforcement and area LEL Network group. Increase usage by 10%.

**Funded Agency:**

Hispanic Chamber of Commerce	Davidson	\$29,875.00
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**Activities- SA-10284- Safe Communities-Resource Center**

**Problem:**

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

**Objectives:**

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

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

**Activities:**

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

**Self-sufficiency:**

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

**Evaluation**

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

**Agency Funded:**

The University of Tennessee	Statewide	\$209,392.00
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**STRATEGY- EMPOWERMENT**

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

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

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

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

**Evaluation:** Conference evaluations.

**STRATEGY- ENFORCEMENT**

**Activity- RS- 10242- Roadway Safety- Work Zone Enforcement**

**Problem:**

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

**Objective:**

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

**Activities:**

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

**Self-sufficiency:**

These are one year awards.

**Evaluation:**

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

**Agency Funded:**

Tennessee Department of Safety	Statewide	\$240,000.00
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## 07-09 INJURY CONTROL AND EMERGENCY MEDICAL RESPONSE

### I. GOALS and OBJECTIVES

#### A. Goal

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

#### B. Objectives

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

Performance Measure: The completeness and accuracy of EMS reporting of MV Crash responses to the state. The usefulness of reports derived from these data. Baseline: In CY 2000, ambulance run reporting was not automated statewide, no state requirement existed for providing reports to the state agency responsible for EMS, and no summary reports were generated. Status: In CY 2004, the TEMSIS automated ambulance run system is being developed for online submission of run reports

#### C. Related State and National Goals

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

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

### II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

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

#### A. Need for Quality Emergency Medical Response to Crashes

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

In the aftermath of September 11, improvements in funding, coordination and collaboration of —“first responders,“ including police, fire and EMS as well as local communications systems and medical facilities, became a top national priority. Nationally, coordination has been slow in coming and at the state level, multiple committees, task forces and agency groups have been convened, but state policies and plans are

not yet available. Preparation for response to bioterrorism, terrorism and mass casualty events as well as normal ambulance run business is likely to increase the responsibility of local ambulance and health care providers. Funding for them has been piecemeal.

### III. STRATEGIES FOR DECREASING DEATHS & INJURIES

#### A. Tennessee Emergency Management Systems Planning

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

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

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

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

### IV. ACTIVITIES/STRATEGIES

#### STRATEGY -- TRAINING

#### STRATEGY -- EMPOWERMENT

#### Activity- EM-10286 Community Programs – Emergency Medical Services

##### Problem

EMS response times for an ambulance in rural Tennessee can be anywhere from 10-30 minutes. Transport times to a hospital can even be longer, depending upon the location of the call for service. The longer a patient with a life threatening injury has to wait for medical personnel to arrive, the chances for survival diminish. Must rank 1-50 in overall crash rates (Univ. of Memphis data) with at least one high crash component.

**Objectives:**

1. Provide initial training for at least 20-30 individuals per community belonging to qualified First Responder organizations.
2. Provide startup equipment kits for at least 5 communities.

**Activities:**

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

**Self-sufficiency:**

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

**Evaluation:**

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

**Agencies Funded:**

Lauderdale County Ambulance	Lauderdale	\$17,996.00
Franklin County Communications	Franklin	\$10,208.00

## 07-10 PAID AND EARNED MEDIA

### INTEGRATED COMMUNICATIONS PLAN PAID AND EARNED MEDIA

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

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

Paid and earned media, high visibility enforcement and partnerships will be the foundation of the integrated communications plan. Approximately 320 law enforcement agencies across the State will participate in the high visibility enforcement periods. Partnerships include agencies such as: Mother's Against Drunk Driving, the Tennessee Department of Safety, NFL Titan's football, NHL Nashville Predators, NBA Memphis Grizzlies, the University of Tennessee (UT) football and basketball, the University of Memphis and many other sports venues that reach the desired target audience and are utilized to complement the Booze It and Lose, Click It or Ticket, and Buckle Up in Your Truck campaign messages.

#### **Goal:**

To increase awareness of the following highway safety messages 5% for Booze It and Lose It, 2% for Click It or Ticket, 5% for 100 Days of Summer Heat and 10% Buckle Up in Your Truck in 2007.

#### **Objective:**

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

#### **Evaluation:**

Attitudes and perceptions evaluation for each campaign over \$100,000 will be conducted to determine if awareness has increased. Baseline evaluations have been conducted for each of these campaigns and will be compared to the results gathered in 2006-2007.

#### **Tasks:**

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

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

both campaigns have been successful in reaching the general public. Moreover, recall of the slogans has remained steady for the older, *Click It or Ticket*, slogan and has generally increased for the newer slogan, *Booze It or Lose It*.

## **General Safety Outreach and Communications**

Targeted programs, activities and messages require the highway safety professional to achieve the cultural competence of his social science and public health counterparts. Messages that are based purely on demographic factors are not as successful as those that incorporate the message into the entire psychosocial context in which the target group operates. This requires grounding in cultural norms other than those of the public safety professional or of the predominant culture.

**Management:** The Communications Program Manager will assist each program specialist in the development of communications strategies, educational materials and marketing or social marketing techniques. In addition, the Communications Manager will arrange for the dissemination of information about traffic safety issues, programs and techniques by means of media releases, print newsletters and Internet publications, and by coordination of state safety conferences and advocacy group meetings.

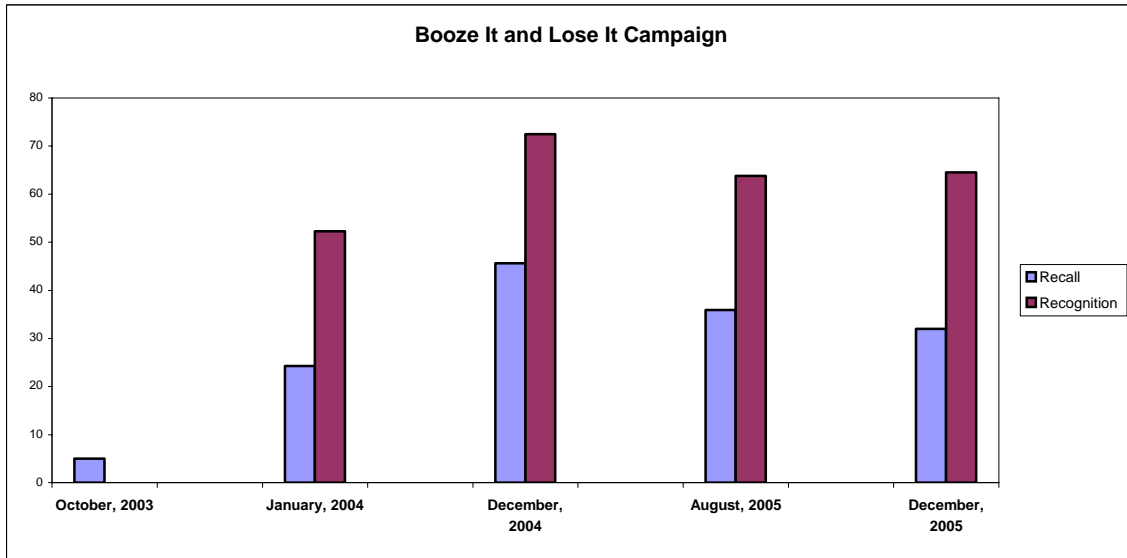
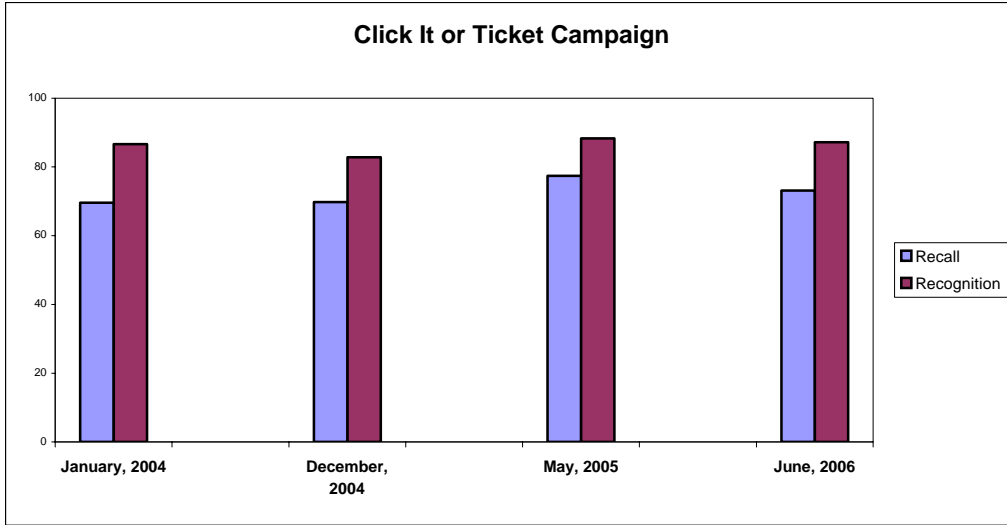
**Communications/Education/ Marketing:** Effective information dissemination and marketing creates an awareness of the issues and furthers the principles of traffic safety in all arenas. PI&E is intended to be an integral part of each program activity and will be evaluated as a contributing factor to the program's success. Our —toolbox— of strategies include, but are not limited to, advertising, media programming, media relations, information programming, training and development, advocacy leadership, response feedback, special events, promotional items, product marketing and testimonials.

**Mass Media:** Education alone is ineffective at best; it can even increase the risk, according to a May 2001 article in the Insurance Institute's Status Report. A recent literature review of the assumptions, premises and results of 25 years of traffic safety communications campaigns provided little evidence to support implementation of "mass media only" programs to modify negative traffic safety behaviors (Iowa State U, 1999). Mass media alone can introduce broad health promotion concepts and accurate information on safe traffic measures, but they do not produce significant changes in attitudes and values on social issues or adoption of preventive behaviors such as seat belt use.

**Integrated Campaigns:** Information campaigns will use multiple media wherever appropriate and will combine mass media with community, small group and individual activities. PSA's will be de-emphasized in favor of use of earned media, target group newsletters, etc. to direct messages to the target, secondary targets or opinion leaders.

**Enforcement Mobilizations:** Perception of risk through effective mass media techniques has been shown to improve the immediate and long-term effectiveness of enforcement campaigns. Improved traffic safety laws, with publicity and education, can change behavior. The "Elmira" model, waves of publicity and enforcement has shown success for more than 20 years. Thus, all Tennessee's enforcement activities will include a publicity campaign that precedes the activity and has a message relating to the presence of enforcement patrols and their immediate, high-probability consequences, whether the patrols occur in waves or as a general deterrence activity.





### Booze It and Lose It

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

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

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

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

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

#### Estimated Booze It and Lose It Budget 2006-07

Holiday (Nov 20-Jan 1)	TV \$251,000.00	Radio \$120,000.00	Other- static clings \$25,000.00
Labor Day (Aug 17-Sep 4)	TV \$140,000.00	Radio \$113,000.00	Other- banners \$25,000.00
Halloween (Oct 27-31)	Radio \$65,000.00	Other-coasters, posters \$10,000.00	
Tennessee Titans	Tennessee Football, Inc.	Signage, television	\$133,334.00
Nashville Predators	Nashville Hockey Club	Signage, television, jumbo-tron, psa's	\$175,000.00
Minor League Baseball	Amerisports, Inc.	Signage, psa's, radio, jumbo-tron	\$150,000.00
Music City Bowl	Music City Bowl,	Signage, jumbo-tron	\$80,000.00
Kats Arena Football	Tennessee Football, LLC	Signage, jumbo-tron	\$11,500.00
Titan's Radio Network	Citadel Broadcasting	Radio	\$93,334.00
UT Football & Basketball	University of TN Athletics	Signage, jumbo-tron	\$140,000.00
UT Football & Basketball	Host Communications, Inc	Television, radio	\$71,250.00
Evaluation	University of Tennessee		\$60,000.00
Marketing	Chandler Ehrlich	Production, media purchase, etc	\$516,158.00

**Click It or Ticket**

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

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

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

A dual message of Click It or Ticket and Booze It and Lose It tags will also be utilized in a soft occupant protection/alcohol countermeasures message in the following sports marketing venues that focus on the African American demographics groups: the University of Memphis football and basketball, Autozone Liberty Bowl, and Southern Heritage Classic Football. Interior and exterior signage, radio and television spots, public address announcements, Jumbo-tron, LED rotational lighting and other unique signage will be used to promote the Click It or Ticket/Booze It and Lose It message.

**Estimated Click It or Ticket Budget 2006-07**

Click It or Ticket	TV \$310,000.00	Radio \$100,000.00	Other-banners \$25,000.00
UofM Football & Basketball	Learfield Communications	Signage, jumbo-tron	\$150,112.00
Memphis Grizzlies	Hoops, LP	Signage	\$100,000.00
Autozone Liberty Bowl	Liberty Bowl Festival	Signage, jumbo-tron	\$48,000.00
Southern Heritage Classic	Summitt Management Corp	Signage, jumbo-tron	\$80,000.00
Evaluation	University of Tennessee		\$19,567.00
Marketing	Chandler Ehrlich	Production, media purchase, etc	\$350,000.00

## Buckle Up In Your Truck

The Buckle Up in Your Truck campaign tag will be utilized with an enforcement message during the month of May and will target men ages 18-34 who drive pick up trucks. Campaign periods will include radio and television and the purchase of signage in the form of banners, posters and educational publications. Radio buys will focus on statistically high counties where seat belt use rates are low for pick-up trucks and particular rural areas where high watt radio stations do not reach, utilizing local stations for coverage. Earned media will include a news release and a press conference at the onset of the campaign period, with local municipalities reporting in on progress, sobriety checkpoint locations, and other notable activities. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

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

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

The Buckle Up in Your Truck tag will also be utilized in a soft occupant protection message in fourteen of the motors ports parks in the State. Interior and exterior signage, public service announcements, and print ads will be used to promote the message. Radio ads will purchased to coincide with major race events such as NASCAR, NHRA and other prominent races.

**Estimated Buckle Up In Your Truck Budget 2006-07**

Buckle Up In Your Truck	TV \$335,000.00	Radio \$140,000.00	Other-banners \$25,000.00
Motorsports	Baseball Alliance	Signage, psa's, print ads	\$250,000.00
Motorsports	Citadel, South Central	Radio	\$10,000.00
Evaluation	University of Tennessee		\$19,567.00
Marketing	Chandler Ehrlich	Production, media purchase, etc.	\$350,000.00

## Teen Drivers

Two key messages will target teenage drivers 16-20 in the 2006-2007 fiscal year. The first "In the Zone" focuses on teen occupant protection and will be utilized in eighteen high schools in the major metropolitan areas: Hamilton, Knox, Shelby and Davidson Counties. This project will reach an estimated 7,200 students.

This project includes a multimedia school assembly component consisting of a 5 minute video that will be shown to junior and senior students, school information packet with handouts, and other instructional materials to encourage teens to use seat belts, obey speed limit signs in construction zones, and to pay attention to the events occurring around them. A radio spot will be produced from the 5 minute video that can be used on school intercom systems and will be aired on radio stations in areas where the video will be used. The second message will be a radio and television spot that will promote seat belt use and an alcohol countermeasure message, entitled "Don't let a great time be the last time". Production of a new radio and television spot will be completed in the winter of 2007. This spot will be shown during the month of May during prom and graduation events.

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

**Estimated Teen Drivers Budget 2006-07**

Prom-Graduation	TV \$122,000.00	Radio \$50,000.00	Other-banners \$25,000.00
In the Zone	Radio \$65,000.00		Other-\$10,000.00
High School FB,BB,Other	TSSAA	Signage, psa's, print ads, tv, radio	\$125,000.00
Evaluation	University of Tennessee		\$35,000.00
Marketing	Chandler Ehrlich	Production, media purchase, etc.	\$50,000.00

**Multi-Message Promotions**

The 100 Days of Summer Heat and a 4<sup>th</sup> of July message from the Governor will be utilized with a dual enforcement message during the month of June, July, August and early September and will target "risk takers" (men 18-29) and "blue collars" (men 25-34) demographic groups. Advertising during these periods will include radio and television and press releases. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

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

**Estimated Multi-Message Budget 2006-07**

100 Days of Summer	TV \$363,000.00	Radio \$252,000.00	Other-banners \$25,000.00
4 <sup>th</sup> of July	Radio \$65,000.00		
Evaluation	University of Tennessee		\$35,000.00
Marketing	Chandler Ehrlich	Production, media purchase, etc.	\$400,000.00

**Motorcycle Safety**

With motorcycles fatalities on the rise since 1998, Tennessee will embark on a motorcycle safety awareness campaign that will target men 25-54 whom are the predominant group represented statistically in fatalities since 2001. This campaign has yet to be fully developed and produced, but is anticipated to run in the month of June.

**Estimated Motorcycle Budget 2006-07**

TBD	Radio \$65,000.00		Other-banners, posters, signage \$25,000.00
Marketing	Chandler Ehrlich	Production, media purchase, etc.	\$50,000.00

### Events and Activities 2006-2007

MONTH	THEME	MEDIA/PUBLICATIONS/ ACTIVITIES	APPLICATIONS/EVALUATION
October	Halloween – <i>Booze It and Lose It</i>	Earned Media – News Release Media Purchase Partnerships with alcohol beverage commission & restaurant association	
November (to Jan. 1)	Thanksgiving – <i>Booze It and Lose It</i>	Earned Media – News Release Sobriety Checkpoints	Attitudes and Perceptions Survey
December	National Drunk & Drugged Driving Prevention Month	Impaired Driving Media Release Alcohol Mobilization News conference	
January	Super Bowl Sunday <i>Booze It and Lose It</i>	Sobriety Checkpoints	
February			
March			
April	Prom Season	Media Purchase	Attitudes and Perceptions Survey
May	<i>Buckle Up In Your Truck</i> May 1-14	News Release/News Conference Media Purchase Sobriety Checkpoints	Attitudes and Perceptions Survey
	<i>Click It or Ticket</i> Mobilization May 15-June 4	News Release/News Conference Media Purchase Sobriety Checkpoints	Attitudes and Perceptions Survey
June	<i>100 Days Summer Heat</i> June – September Motorcycle Safety	Media Purchase Hands Across the Border News Conferences Media Purchase News Conference	Attitudes and Perceptions Survey
July	July 4 <i>Impaired Driving Law Enforcement Challenge</i> (date TBD) Tennessee Lifesavers Conference (date TBD)	News Release  Earned Media News Release  Earned Media	
August	<i>You Drink &amp; Drive. You Lose</i> National Crackdown August 17- September 4	<i>Booze It and Lose It</i> Media Purchase Sobriety Checkpoints	Attitudes and Perceptions Survey
September			

EQUIPMENT OVER \$5,000



## Equipment Approval for Purchases Over \$5,000.00

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

1. 2 Liquid Chromatographs \$190,000 each total, \$380,000 – Tennessee Bureau of Investigations
2. 3 Gas Chromatographs \$120,000 each total, \$360,000- Tennessee Bureau of Investigations
3. 1 Police car with safety equipment \$45,000.00- Gallatin Police Department
4. 2 Police cars \$31,000.00 each, total \$62,000.00- Madison County Sheriff's Department
5. 2 Motorcycles \$23,500.00 each, total \$57,000.00- Madison County Sheriff's Department
6. 1 Police car \$29,110.00- Jefferson County Sheriff's Department
7. 1 Operations vehicle \$15,000.00- Davidson County Sheriff's Department
8. 1 Police car for Law Enforcement Challenge \$25,000.00- The University of Tennessee
9. 1 SUV for Law Enforcement Liaison-\$25,000.00- The University of Tennessee
10. 2 Car safety equipment \$7,500 each, total \$15,000.00- Loretto Police Department
11. 3 Motorcycles \$20,000.00 each, total \$60,000.00- Shelby County Sheriff's Department
12. 1 Enclosed trailer-\$18,000.00- Shelby County Sheriff's Department
13. 1 SUV- \$30,000.00- Shelby County Sheriff's Department
14. 1 Police car \$30,000.00- Brownsville Police Department
15. 1 In-car video camera \$6,500.00- Memphis Police Department
16. 1 Speed trailer \$8,000.00- Woodbury Police Department
17. 1 Radar trailer \$8,500.00- Lafayette Police Department
18. 1 Radar trailer \$11,174.00- Lexington Police Department
19. 1 Radar trailer \$9,000.00- Lebanon Police Department
20. 1 Message trailer \$7,000.00- Lebanon Police Department
21. 1 Radar trailer \$5,000.00- Soddy Daisy Police Department
22. 8 In-car video cameras \$5,000.00 each, total \$40,000.00- Sullivan County Sheriff's Department
23. 1 EC/IR 2 \$5,000.00- Wilson County Sheriff's Department
24. 1 In-car video camera \$5,350.00- Dayton Police Department
25. 10 In-car video camera's \$5,500.00 each, total \$55,000.00- Montgomery County Sheriff's Department
26. 1 In-car video camera \$5,500.00- Blount County Sheriff's Department
27. 1 In-car video camera \$5,500.00- Rhea County Sheriff's Department
28. 2 Digital in-car video camera's \$5,000.00 each, total \$10,000.00- East Tennessee State University
29. 5 In-car video camera's \$6,000.00 each, total \$30,000.00- Red Bank Police Department
30. 1 In-car video camera \$5,500.00- Red Bank Police Department

HSP 217

## HIGHWAY SAFETY PROGRAM COST SUMMARY

State: Tennessee

Number: FFY 2007

Date: 08/25/2006

Program Area	Approved Program Cost	Basis for % of Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	Current Balance	
P & A	420,000.00		420,000.00					0.00
AL	200,000.00		40,000.00					200,000.00
OP	451,507.00		0.00					0.00
PM	676,142.00		0.00					0.00
PT	2,847,736.00		569,547.00					2,133,326.00
RS	240,000.00		240,000.00					0.00
SA	260,000.00		0.00					50,000.00
DE	58,375.00		0.00					58,375.00
TR	80,000.00		0.00					0.00
EM	28,204.00		10,000.00					28,204.00
(402 est. Carryfrwd \$1,069,980.00 ) (07 award \$4,191,984.00)								
<b>Total This Page</b>	<b>5,261,964.00</b>		<b>1,279,547.00</b>					<b>2,469,905.00</b>
<b>Grand Total</b>	<b>31,968,413.00</b>		<b>2,261,470.00</b>					<b>10,910,372.00</b>

State Official Authorized Signature:

NAME: *Kendall Pool*

TITLE: Director, Governor's Highway Safety Office

DATE: August 25, 2006

Effective Date Oct. 1, 2006

HS FORM 217 (REV. 7-93)

Federal Official(s) Authorized Signature:

NHTSA NAME: \_\_\_\_\_

TITLE: \_\_\_\_\_ DATE: \_\_\_\_\_

FHWA NAME: \_\_\_\_\_

TITLE: \_\_\_\_\_ DATE: \_\_\_\_\_

Effective Date October 1, 2006

## HIGHWAY SAFETY PROGRAM COST SUMMARY

State: Tennessee

Number: FFY 2007

Date: 08/25/06

Program Area	Approved Program Cost	Basis for % of Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	Current Balance	
Sect. 410 (J8) (est carryfrwd \$820,000 6 <sup>th</sup> )	820,000.00		410,000.00					0.00
Sect. 410 (8) (est. award \$2,287,692)	2,287,692.00		571,923.00					0.00
Section 163 (est carryfrwd \$269,000.00)	269,000.00		0.00					67,250.00
Section 164HE (est carryfrwd 0.00)	0.00		0.00					0.00
Section 154HE (est carryfrwd \$2,000,000.00)	2,000,000.00		0.00					2,000,000.00
<b>Total This Page</b>	<b>5,376,692.00</b>		<b>981,923.00</b>					<b>2,067,250.00</b>
<b>Grand Total</b>	<b>31,968,413.00</b>		<b>2,261,470.00</b>					<b>10,910,372.00</b>

State Official Authorized Signature:

NAME: *Kendall Pool*

TITLE: Director, Governor's Highway Safety Office

DATE: August 25, 2006

Effective Date Oct. 1, 2006

HS FORM 217 (REV. 7-93)

Federal Official(s) Authorized Signature:

NHTSA NAME: \_\_\_\_\_

TITLE: \_\_\_\_\_ DATE: \_\_\_\_\_

FHWA NAME: \_\_\_\_\_

TITLE: \_\_\_\_\_ DATE: \_\_\_\_\_

Effective Date October 1, 2006

## HIGHWAY SAFETY PROGRAM COST SUMMARY

State : Tennessee

Number: FFY 2007

Date: 08/25/2006

Program Area	Approved Program Cost	Basis for % of Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	Current Balance	
Sect. 154AL (est. carryfrwd \$9,588,643.00)	9,588,643.00		0.00					6,373,217.00
Sect. 154PM (est carryfrwd \$4,103,357.00)	4,103,357.00		0.00					0.00
406 (est. carryfrwd \$6,837,757)	6,837,757.00		0.00					0.00
408 (est award \$600,000.00)	600,000.00		0.00					0.00
2010 (est award \$200,00.00)	200,000.00		0.00					0.00
<b>Total This Page</b>	<b>21,329,757.00</b>		<b>0.00</b>					<b>6,373,217.00</b>
<b>Grand Total</b>	<b>31,968,413.00</b>		<b>2,261,470.00</b>					<b>10,910,372.00</b>

State Official Authorized Signature:

NAME: *Kendall Pool*

TITLE: Director, Governor's Highway Safety Office

DATE: August 25, 2006

Effective Date Oct. 1, 2006

HS FORM 217 (REV. 7-93)

Federal Official(s) Authorized Signature:

NHTSA NAME: \_\_\_\_\_

TITLE: \_\_\_\_\_ DATE: \_\_\_\_\_

FHWA NAME: \_\_\_\_\_

TITLE: \_\_\_\_\_ DATE: \_\_\_\_\_

Effective Date October 1, 2006

CERTIFICATION AND ASSURANCES

**STATE CERTIFICATIONS AND ASSURANCES**

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

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

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

**Certifications and Assurances**

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

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

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out

local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution,



dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

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

**BUY AMERICA ACT**

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

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

**POLITICAL ACTIVITY (HATCH ACT).**

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

**CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails

to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

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

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

#### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

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

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

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

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

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

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

#### Instructions for Lower Tier Certification

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

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

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

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

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

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

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

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and

information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

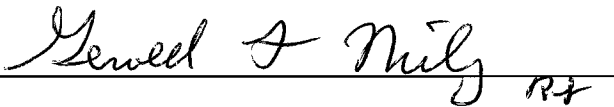
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily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

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

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

**ENVIRONMENTAL IMPACT**

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

 *Gerald A Nulty* RJ

Governor's Representative for Highway Safety

8-23-06

Date

COMPREHENSIVE LIST OF GRANTS





Cheatham County Sheriff's Department	High Visibility Law Enforcement Campaigns
Chickasaw State Park	High Visibility Law Enforcement Campaigns
Church Hill Public Safety	High Visibility Law Enforcement Campaigns
Clarksville Police Department	Clarksville Multiple Violation Enforcement Program
Clarksville Police Department	High Visibility Law Enforcement Campaigns
Clay County Sheriff's Department	High Visibility Law Enforcement Campaigns
Cleveland Police Department	High Visibility Law Enforcement Campaigns
Clinton Police Department	Network Law Enforcement Grants
Clinton Police Department	High Visibility Law Enforcement Campaigns
Cocke County Sheriff's Department	High Visibility Law Enforcement Campaigns
Coffee County Drug Court	Court Partnership Project
Coffee County Sheriff's Department	Traffic Enforcement
Coffee County Sheriff's Department	High Visibility Law Enforcement Campaigns
Collegedale Police Department	Network Law Enforcement
Collegedale Police Department	High Visibility Law Enforcement Campaigns
Collierville Police Department	Traffic Law Enforcement Multiple Violation
Collierville Police Department	High Visibility Law Enforcement Campaigns
Collinwood Police Department	High Visibility Law Enforcement Campaigns
Columbia Police Department	High Visibility Law Enforcement Campaigns
Columbia State Community College	Law Enforcement Language Training
Cookeville Police Department	High Visibility Law Enforcement Campaigns
Coopertown Police Department	High Visibility Law Enforcement Campaigns
Copperhill Police Department	High Visibility Law Enforcement Campaigns
Cordell Hull Birthplace State Park	High Visibility Law Enforcement Campaigns
Cove Lake State Park	High Visibility Law Enforcement Campaigns
Covington Police Department	High Visibility Law Enforcement Campaigns
Cowan Police Department	High Visibility Law Enforcement Campaigns
Crockett County Sheriff's Department	High Visibility Law Enforcement Campaigns
Crossville Police Department	High Visibility Law Enforcement Campaigns
Crump Police Department	High Visibility Law Enforcement Campaigns
Cumberland City Police Department	High Visibility Law Enforcement Campaigns
Cumberland County Sheriff's Department	High Visibility Law Enforcement Campaigns
Cumberland Gap Police Department	High Visibility Law Enforcement Campaigns
Cumberland Mountain State Park	High Visibility Law Enforcement Campaigns
Cumberland Trail State Park	High Visibility Law Enforcement Campaigns
David Crockett State Park	High Visibility Law Enforcement Campaigns
Davidson County Sheriff's Department	Sheriff's Alcohol Awareness for Everyone SAAFE
Davy Crockett Birthplace State Park	High Visibility Law Enforcement Campaigns
Dayton Police Department	Safer Streets and Roads Project
Dayton Police Department	High Visibility Law Enforcement Campaigns
Decherd Police Department	Operation "R.A.I.D."
Decherd Police Department	High Visibility Law Enforcement Campaigns
Dickson Police Department	High Visibility Law Enforcement Campaigns
Dover Police Department	Alcohol and Accident Reduction Enforcement
Dover Police Department	Network Enforcement
Dover Police Department	High Visibility Law Enforcement Campaigns
Dresden Police Department	Traffic Safety Enforcement- Continuation
Dresden Police Department	High Visibility Law Enforcement Campaigns
Dunbar Cave State Park	High Visibility Law Enforcement Campaigns
Dunlap Police Department	High Visibility Law Enforcement Campaigns
Dyer County Sheriff's Department	High Visibility Law Enforcement Campaigns

Dyersburg Police Department	PROJECT TITLE
Dyersburg Police Department	High Visibility Law Enforcement Campaigns
East Ridge Police Department	East Ridge High Visibility Radar Project 2006
East Tennessee State University	Tennessee Child Passenger Safety Center
East Tennessee State University, Department of Pub	Network Coordinator Grant
East Tennessee State University, Department of Pub	High Visibility Law Enforcement Campaigns
East TN Safety & Security - State Parks	High Visibility Law Enforcement Campaigns
Edgar Evins State Parks	High Visibility Law Enforcement Campaigns
Elizabethton Police Department	High Visibility Law Enforcement Campaigns
Elkton Police Department	High Visibility Law Enforcement Campaigns
Englewood Police Department	High Visibility Law Enforcement Campaigns
Erin Police Department	High Visibility Law Enforcement Campaigns
Erwin Police Department	High Visibility Law Enforcement Campaigns
Estill Springs Police Department	High Visibility Law Enforcement Campaigns
Ethridge Police Department	High Visibility Law Enforcement Campaigns
Etowah Police Department	High Visibility Law Enforcement Campaigns
Fairview Police Department	High Visibility Law Enforcement Campaigns
Fall Creek Falls State Park	High Visibility Law Enforcement Campaigns
Fentress County Sheriff's Department	High Visibility Law Enforcement Campaigns
Fort Loudoun State Park	High Visibility Law Enforcement Campaigns
Fort Pillow State Park	High Visibility Law Enforcement Campaigns
Franklin County Communications/911	First Responder Training
Franklin County Communications/911	High Visibility Law Enforcement Campaigns
Franklin County Sheriff's Department	High Visibility Law Enforcement Campaigns
Franklin Police Department	Franklin Enforcing Driver Safety
Franklin Police Department	High Visibility Law Enforcement Campaigns
Friendship Police Department	High Visibility Law Enforcement Campaigns
Frozen Head State Park	High Visibility Law Enforcement Campaigns
Gadsden Police Department	High Visibility Law Enforcement Campaigns
Gallatin Police Department	Network Law Enforcement Grant
Gallatin Police Department	Help Us Keep You Safe
Gallatin Police Department	Project Reach
Gallatin Police Department	High Visibility Law Enforcement Campaigns
Gallaway Police Department	High Visibility Law Enforcement Campaigns
Germantown Police Department	High Visibility Law Enforcement Campaigns
Gibson Police Department	High Visibility Law Enforcement Campaigns
Giles County Sheriff's Department	High Visibility Law Enforcement Campaigns
Gleason Police Department	High Visibility Law Enforcement Campaigns
Gordonsville Police Department	High Visibility Law Enforcement Campaigns
Grainger County Sheriff's Department	High Visibility Law Enforcement Campaigns
Grand Junction Police Department	High Visibility Law Enforcement Campaigns
Graysville Police Department	High Visibility Law Enforcement Campaigns
Greene County Sheriff's Department	High Visibility Law Enforcement Campaigns
Greeneville Police Department	High Visibility Law Enforcement Campaigns
Grundy County Sheriff's Department	High Visibility Law Enforcement Campaigns
Halls Police Department	High Visibility Law Enforcement Campaigns
Halls Police Department	Operation Sobriety Checkpoints
Hamilton County Sheriff's Department	AIDE - Alcohol Impaired Drivers Enforcement
Hamilton County Sheriff's Department	High Visibility Law Enforcement Campaigns
Hancock County Sheriff's Department	High Visibility Law Enforcement Campaigns
Hardeman County Sheriff's Department	High Visibility Law Enforcement Campaigns

Hardin County Sheriff's Department	Hardin County Traffic Law Enforcement Program
Harrison Bay State Park	High Visibility Law Enforcement Campaigns
Hawkins County Sheriff's Department	High Visibility Law Enforcement Campaigns
Haywood County Sheriff's Department	High Visibility Law Enforcement Campaigns
Henderson County Sheriff's Department	High Visibility Law Enforcement Campaigns
Henderson Police Department	High Visibility Law Enforcement Campaigns
Hendersonville Police Department	Speed Management
Henry County Sheriff's Department	High Visibility Law Enforcement Campaigns
Henry Horton State Park	High Visibility Law Enforcement Campaigns
Henry Police Department	High Visibility Law Enforcement Campaigns
Hickman County Sheriff's Department	High Visibility Law Enforcement Campaigns
Hiwassee Ocoee State Park	High Visibility Law Enforcement Campaigns
Hohenwald Police Department	High Visibility Law Enforcement Campaigns
Hollow Rock Police Department	High Visibility Law Enforcement Campaigns
Hornbeak Police Department	High Visibility Law Enforcement Campaigns
Humphreys County Sheriff's Department	High Visibility Law Enforcement Campaigns
Huntingdon Police Department	High Visibility Law Enforcement Campaigns
Huntland Police Department	High Visibility Law Enforcement Campaigns
Indian Mountain State Park	High Visibility Law Enforcement Campaigns
Jackson County Sheriff's Department	High Visibility Law Enforcement Campaigns
Jackson Police Department	High Visibility Law Enforcement Campaigns
Jamestown Police Department	High Visibility Law Enforcement Campaigns
Jefferson City Police Department	High Visibility Law Enforcement Campaigns
Jefferson County Sheriff's Department	High Visibility Law Enforcement Campaigns
Jefferson County Sheriff's Department	Traffic Law Enforcement
Jellico Police Department	High Visibility Law Enforcement Campaigns
Johnson City Police Department	High Visibility Law Enforcement Campaigns
Johnson City Police Department	SAFE CART II (Continuation)
Johnson County Sheriff's Department	High Visibility Law Enforcement Campaigns
Johnsonville State Park	High Visibility Law Enforcement Campaigns
Jonesborough Police Department	High Visibility Law Enforcement Campaigns
Kimball Police Department	High Visibility Law Enforcement Campaigns
Kingsport Police Department	High Visibility Law Enforcement Campaigns
Kingsport Police Department	Next Step Next-Strategic Traffic Enforcement
Kingston Police Department	High Visibility Law Enforcement Campaigns
Knoxville Police Department	High Visibility Law Enforcement Campaigns
Lafayette Police Department	Knoxville's Aggressive Driving Enforcement Campaign
Lafayette Police Department	OUR YOUTH
LaFollette Police Department	High Visibility Law Enforcement Campaigns
LaGrange Police Department	High Visibility Law Enforcement Campaigns
Lakewood Police Department	High Visibility Law Enforcement Campaigns
Lauderdale County Ambulance Authority	County Wide First Responder Training
LaVergne Police Department	Traffic Law Enforcement Program
LaVergne Police Department	High Visibility Law Enforcement Campaigns
Lawrence County Sheriff's Department	High Visibility Law Enforcement Campaigns
Lawrenceburg Police Department	High Visibility Law Enforcement Campaigns
Lebanon Police Department	100 Days of Summer Heat & Beyond
Lebanon Police Department	High Visibility Law Enforcement Campaigns
LeMoyne-Owen College	West Tennessee Child Passenger Safety Center
Lenoir City Police Department	Traffic Safety Saturation
Lenoir City Police Department	High Visibility Law Enforcement Campaigns

Lewis County Sheriff's Department	High Visibility Law Enforcement Campaigns
Lexington Police Department	LPD Crash Reduction Project
Lexington Police Department	High Visibility Law Enforcement Campaigns
Livingston Police Department	High Visibility Law Enforcement Campaigns
Long Hunter State Park	High Visibility Law Enforcement Campaigns
Lookout Mtn. Police Department	High Visibility Law Enforcement Campaigns
Loretto Police Department	Small Community Grant
Loretto Police Department	High Visibility Law Enforcement Campaigns
Loudon Police Department	Loudon Police Department Alcohol Saturation Patrol
Loudon Police Department	High Visibility Law Enforcement Campaigns
Lynnville Police Department	High Visibility Law Enforcement Campaigns
Macon County Sheriff's Department	High Visibility Law Enforcement Campaigns
Madison County Sheriff's Department	Wide Area Saturation Patrols
Madison County Sheriff's Department	Enhanced Traffic Enforcement for Madison County
Madison County Sheriff's Department	High Visibility Law Enforcement Campaigns
Madison County Sheriff's Department	Small Community Grant
Madisonville Police Department	High Visibility Law Enforcement Campaigns
Manchester Police Department	High Visibility Law Enforcement Campaigns
Marion County Sheriff's Department	High Visibility Law Enforcement Campaigns
Marion County Sheriff's Department	Driver's Beware! WASP infected area.
Martin Police Department	Network Coordinator Small Communities
Martin Police Department	High Visibility Law Enforcement Campaigns
Martin Police Department	Youth Alcohol/Youth traffic safety
Maryville Police Department	2006/7 City of Maryville Traffic Safety Unit
Maryville Police Department	High Visibility Law Enforcement Campaigns
Mason Police Department	High Visibility Law Enforcement Campaigns
Maurycity Police Department	High Visibility Law Enforcement Campaigns
Maurycity Sheriff's Department	High Visibility Law Enforcement Campaigns
Maynardville Police Department	High Visibility Law Enforcement Campaigns
McEwen Police Department	High Visibility Law Enforcement Campaigns
McKenzie Police Department	High Visibility Law Enforcement Campaigns
McMinn County Sheriff's Department	High Visibility Law Enforcement Campaigns
McMinnville Police Department	High Visibility Law Enforcement Campaigns
McNairy County Sheriff's Department	Selective Enforcement
McNairy County Sheriff's Department	High Visibility Law Enforcement Campaigns
Medina Police Department	High Visibility Law Enforcement Campaigns
Meeman Shelby State Park	High Visibility Law Enforcement Campaigns
Meharry Medical College	Middle Tennessee CPS Center
Memphis Police Department	Memphis Alcohol Saturation Patrols
Memphis Police Department	Memphis Network Law Enforcement Grant
Memphis Police Department	Memphis Multiple Violations
Memphis Police Department	High Visibility Law Enforcement Campaigns
Metropolitan Nashville Police Department	Highway Safety Initiative
Middle Tennessee State University	High Visibility Law Enforcement Campaigns
Middle TN Safety & Security - State Parks	High Visibility Law Enforcement Campaigns
Middleton Police Department	Wider Area Saturation
Middleton Police Department	High Visibility Law Enforcement Campaigns
Millersville Police Department	High Visibility Law Enforcement Campaigns
Millington Police Department	High Visibility Law Enforcement Campaigns
Minor Hill Police Department	High Visibility Law Enforcement Campaigns
Monteagle Police Department	High Visibility Law Enforcement Campaigns

Monterey Police Department	High Visibility Law Enforcement Campaigns
Montgomery Bell State Park	High Visibility Law Enforcement Campaigns
Montgomery County Sheriff's Department	Alcohol Saturation Patrol & Sobriety Checkpoints
Montgomery County Sheriff's Department	High Visibility Law Enforcement Campaigns
Morristown Police Department	DUI Traffic Crash Reduction Program
Morristown Police Department	High Visibility Law Enforcement Campaigns
Moscow Police Department	High Visibility Law Enforcement Campaigns
Mother's Against Drunk Driving	Court Monitoring - Increasing Conviction Rates
Mother's Against Drunk Driving	Protecting You, Protecting Me
Mount Carmel Police Department	Small Community Enforcement Grant
Mount Carmel Police Department	Operation S.P.E.E.D.
Mount Carmel Police Department	High Visibility Law Enforcement Campaigns
Mount Pleasant Police Department	High Visibility Law Enforcement Campaigns
Mountain City Police Department	High Visibility Law Enforcement Campaigns
Mousetail Landing State Park	High Visibility Law Enforcement Campaigns
Mt. Juliet Police Department	High Visibility Law Enforcement Campaigns
Munford Police Department	High Visibility Law Enforcement Campaigns
Nashville Area Hispanic Chamber of Commerce	SAFETY FOR ALL - "Seguridad Para Todos"
Nashville Metropolitan Park Police Department	High Visibility Law Enforcement Campaigns
Natchez Trace State Park	High Visibility Law Enforcement Campaigns
Nathan Bedford Forrest State Park	High Visibility Law Enforcement Campaigns
New Johnsonville Police Department	High Visibility Law Enforcement Campaigns
New Tazewell Police Department	High Visibility Law Enforcement Campaigns
Newport Police Department	High Visibility Law Enforcement Campaigns
Nolensville Police Department	High Visibility Law Enforcement Campaigns
Norris Dam State Park	High Visibility Law Enforcement Campaigns
Norris Police Department	High Visibility Law Enforcement Campaigns
Oak Ridge Police Department	High Visibility Law Enforcement Campaigns
Oak Ridge Police Department	ENFORCEMENT INITIATIVE 2007
Oakland Police Department	High Visibility Law Enforcement Campaigns
Old Stone Fort State Park	High Visibility Law Enforcement Campaigns
Oliver Springs Police Department	High Visibility Law Enforcement Campaigns
Panther Creek State Park	High Visibility Law Enforcement Campaigns
Paris Landing State Park	High Visibility Law Enforcement Campaigns
Paris Police Department	High Visibility Law Enforcement Campaigns
Perry County Sheriff's Department	High Visibility Law Enforcement Campaigns
Petersburg Police Department	High Visibility Law Enforcement Campaigns
Pickett State Park	High Visibility Law Enforcement Campaigns
Pickwick Landing State Park	High Visibility Law Enforcement Campaigns
Pigeon Forge Police Department	High Visibility Law Enforcement Campaigns
Pikeville Police Department	Pikeville DUI Abatement Project
Pikeville Police Department	High Visibility Law Enforcement Campaigns
Pinson Mounds State Park	High Visibility Law Enforcement Campaigns
Piperton Police Department	High Visibility Law Enforcement Campaigns
Pleasant View Police Department	High Visibility Law Enforcement Campaigns
Polk County Sheriff's Department	High Visibility Law Enforcement Campaigns
Port Royal State Park	High Visibility Law Enforcement Campaigns
Powells Crossroads Police Department	High Visibility Law Enforcement Campaigns
Pulaski Police Department	High Visibility Law Enforcement Campaigns
Puryear Police Department	High Visibility Law Enforcement Campaigns
Putnam County Sheriff's Department	High Visibility Law Enforcement Campaigns

Radnor Lake State Park	High Visibility Law Enforcement Campaigns
Red Bank Police Department	Network Coordinator Grant
Red Bank Police Department	Crash reduction through traffic enforcement
Red Bank Police Department	High Visibility Law Enforcement Campaigns
Red Clay State Park	High Visibility Law Enforcement Campaigns
Reelfoot Lake State Park	High Visibility Law Enforcement Campaigns
Rhea County Sheriff's Department	Tennessee Network Coordinator
Rhea County Sheriff's Department	Comprehensive Community Traffic Safety Program
Rhea County Sheriff's Department	High Visibility Law Enforcement Campaigns
Ridgetop Police Department	High Visibility Law Enforcement Campaigns
Ripley Police Department	High Visibility Law Enforcement Campaigns
Roan Mountain State Park	High Visibility Law Enforcement Campaigns
Roane County Sheriff's Department	High Visibility Law Enforcement Campaigns
Robertson County Sheriff's Department	High Visibility Law Enforcement Campaigns
Rock Island State Park	High Visibility Law Enforcement Campaigns
Rossville Police Department	High Visibility Law Enforcement Campaigns
Rutherford Police Department	High Visibility Law Enforcement Campaigns
Saint Joseph Police Department	High Visibility Law Enforcement Campaigns
Selmer Police Department	High Visibility Law Enforcement Campaigns
Sequatchie County Sheriff's Department	High Visibility Law Enforcement Campaigns
Sergeant Alvin C York Birthplace State Park	High Visibility Law Enforcement Campaigns
Sevier County Sheriff's Department	Traffic Services in Sevier County
Sevier County Sheriff's Department	High Visibility Law Enforcement Campaigns
Sevierville Police Department	High Visibility Law Enforcement Campaigns
Sharon Police Department	High Visibility Law Enforcement Campaigns
Shelby County Sheriff's Department	Metro Youth DUI Grant Coordination
Shelby County Sheriff's Department	Shelby County Sheriff's Office Traffic Enforcement
Shelby County Sheriff's Department	Network LEL Grants Coordinator
Shelby County Sheriff's Department	High Visibility Law Enforcement Campaigns
Shelbyville Police Department	High Visibility Law Enforcement Campaigns
Signal Mountain Police Department	Traffic Enforcement
Signal Mountain Police Department	High Visibility Law Enforcement Campaigns
Smith County Sheriff's Department	High Visibility Law Enforcement Campaigns
Smithville Police Department	High Visibility Law Enforcement Campaigns
Smyrna Police Department	High Visibility Law Enforcement Campaigns
Soddy-Daisy Police Department	High Visibility Law Enforcement Campaigns
Soddy-Daisy Police Department	GSHO Traffic/Community Safety
Somerville Police Department	High Visibility Law Enforcement Campaigns
South Cumberland State Park	High Visibility Law Enforcement Campaigns
South Fulton Police Department	High Visibility Law Enforcement Campaigns
South Pittsburg Police Department	Operation "Sober Youth"
South Pittsburg Police Department	High Visibility Law Enforcement Campaigns
Southwest Tennessee Community College Police Dept	High Visibility Law Enforcement Campaigns
Sparta Police Department	High Visibility Law Enforcement Campaigns
Spencer Police Department	High Visibility Law Enforcement Campaigns
Spring City Police Department	High Visibility Law Enforcement Campaigns
Spring Hill Police Department	High Visibility Law Enforcement Campaigns
Standing Stone State Park	High Visibility Law Enforcement Campaigns
Sullivan County Sheriff's Department	Operation Deceleration
Sullivan County Sheriff's Department	High Visibility Law Enforcement Campaigns
Sumner County Sheriff's Department	High Visibility Law Enforcement Campaigns

Surgoinville Police Department	High Visibility Law Enforcement Campaigns
Sweetwater Police Department	High Visibility Law Enforcement Campaigns
Sycamore Shoals State Park	High Visibility Law Enforcement Campaigns
T O Fuller State Park	High Visibility Law Enforcement Campaigns
Tennessee Association of Chiefs of Police	Highway Safety Training for Chief Law Enforcement
Tennessee Bureau of Investigation	Breath Alcohol/Tox Grant
Tennessee Department of Health	Crash Outcome Data Evaluation System
Tennessee Department of Safety	STRIKE THREE
Tennessee Department of Safety	S.T.E.P. Selective Traffic Enforcement
Tennessee Department of Safety	State Law Enforcement Management Training
Tennessee Department of Safety	C.A.R. (Work Zone Crash Reduction and Enf
Tennessee Department of Commerce and Insurance	Statewide Traffic Officer Certification Program
Tennessee Department of Safety	T.R.I.P. Traffic Records Improvement Program
Tennessee District Attorney General, 10th Judicial	DUI Special Team Prosecution
Tennessee District Attorney General, 11th Judicial	DUI Prosecution
Tennessee District Attorney General, 13th Judicial	B.E.S.T. Better Enforcement Stopping Tragedy, Spec
Tennessee District Attorney General, 15th Judicial	Continuation of Protecting Lives and Countermeasur
Tennessee District Attorney General, 17th Judicial	DUI Prosecutor Grant 2007
Tennessee District Attorney General, 19th Judicial	DUI Abatement/Prosecution Enhancement
Tennessee District Attorney General, 1st Judicial	Special DUI Prosecutor
Tennessee District Attorney General, 20th Judicial	Specialized Traffic Offender Prosecution Team 20th
Tennessee District Attorney General, 21st Judicial	21st District DUI Prosecutor/Coordinator
Tennessee District Attorney General, 22nd Judicial	DUI Abatement/Prosecution Enhancement
Tennessee District Attorney General, 23rd Judicial	DUI Abatement Plan/DUI Special Prosecutor 2006-200
Tennessee District Attorney General, 26th Judicial	DUI abatement/Prosecution Enhancement 2006-2007
Tennessee District Attorney General, 2nd Judicial	DUI Abatement Plan & DUI Special Prosecutor
Tennessee District Attorney General, 30th Judicial	Chief Administrative Officer
Tennessee District Attorney General, 4th Judicial	DUI Abatement/Prosecution Enhancement - Continuati
Tennessee District Attorney General, 5th Judicial	5th Judicial District 2006/2007 Year 2 DUI Abateme
Tennessee District Attorney General, 6th Judicial	DUI Prosecution Enhancement
Tennessee District Attorney General, 8th Judicial	Special DUI Prosecutor-8th
Tennessee District Attorneys General Conference	Traffic Safety Resource Prosecutor Specialized DUI
Tennessee Highway Patrol 10th District	High Visibility Law Enforcement Campaigns
Tennessee Highway Patrol 2nd District	High Visibility Law Enforcement Campaigns
Tennessee Highway Patrol 4th District	High Visibility Law Enforcement Campaigns
Tennessee Highway Patrol 6th District	High Visibility Law Enforcement Campaigns
Tennessee Highway Patrol 7th District	High Visibility Law Enforcement Campaigns
Tennessee Law Enforcement Training Officers Assoc.	Statewide Standardized Train the Trainer Program f
Tennessee Secondary School Athletic Association	Right Team
Tennessee Sheriffs' Association	Network Grant
Tennessee State University	Children Are Restrained for Enhanced Safety (C.A.R)
The University of Tennessee	UT Law Enforcement Liaison Program
The University of Tennessee	High Visibility Evaluations
The University of Tennessee	Program Implementation, Public Information and Education
The University of Tennessee	Survey of Safety Belt and Motorcycle Helmets
The University of Tennessee	TN Traffic Safety Resource Center
Tims Ford State Park	High Visibility Law Enforcement Campaigns
Tipton County Sheriff's Department	High Visibility Law Enforcement Campaigns
Toone Police Department	High Visibility Law Enforcement Campaigns
Tracy City Police Department	High Visibility Law Enforcement Campaigns
Trenton Police Department	High Visibility Law Enforcement Campaigns

Tri-Cities Regional Airport Public Safety	High Visibility Law Enforcement Campaigns
Trousdale County Sheriff's Department	High Visibility Law Enforcement Campaigns
Tullahoma Police Department	High Visibility Law Enforcement Campaigns
Tusculum Police Department	High Visibility Law Enforcement Campaigns
Unicoi County Sheriff's Department	High Visibility Law Enforcement Campaigns
Union City Police Department	High Visibility Law Enforcement Campaigns
Union County Sheriff's Department	High Visibility Law Enforcement Campaigns
University of Memphis	DUI Behavioral Tracking System
University of Memphis	Driving Under the Influence Tracking System
University of Memphis	Integrated Traffic Records System
University of Memphis	High Visibility Law Enforcement Campaigns
Van Buren County Sheriff's Department	High Visibility Law Enforcement Campaigns
Vanderbilt University Police Department	High Visibility Law Enforcement Campaigns
Vonore Police Department	High Visibility Law Enforcement Campaigns
Walters State Campus Police	High Visibility Law Enforcement Campaigns
Warren County Sheriff's Department	High Visibility Law Enforcement Campaigns
Warriors Path State Park	High Visibility Law Enforcement Campaigns
Washington County Sheriff's Department	Network Law Enforcement Grant
Washington County Sheriff's Department	High Visibility Law Enforcement Campaigns
Watertown Police Department	High Visibility Law Enforcement Campaigns
Waverly Police Department	High Visibility Law Enforcement Campaigns
Waynesboro Police Department	High Visibility Law Enforcement Campaigns
Weakley County Sheriff's Department	High Visibility Law Enforcement Campaigns
West TN Safety & Security - State Parks	High Visibility Law Enforcement Campaigns
Westmoreland Police Department	High Visibility Law Enforcement Campaigns
White Bluff Police Department	High Visibility Law Enforcement Campaigns
White House Police Department	High Visibility Law Enforcement Campaigns
Whiteville Police Department	High Visibility Law Enforcement Campaigns
Whitwell Police Department	High Visibility Law Enforcement Campaigns
Williamson County Sheriff's Department	Law Enforcement Network Grant
Williamson County Sheriff's Department	High Visibility Law Enforcement Campaigns
Williamson County Sheriff's Department	Alcohol Saturation Patrols
Wilson County Sheriff's Department	DUI Saturation
Wilson County Sheriff's Department	High Visibility Law Enforcement Campaigns
Winchester Police Department	Reduce Impaired Driving
Winchester Police Department	High Visibility Law Enforcement Campaigns
Woodbury Police Department	Safer Highways Of Tennessee Network Coordinator
Woodbury Police Department	Slow Down
Woodbury Police Department	High Visibility Law Enforcement Campaigns