State of Tennessee

2014 Highway Safety Performance Plan
July 1, 2013
Governor's Highway Safety Office

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Governor
State of Tennessee

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Commissioner
Department of Transportation

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CONTENTS

SUMMARY OF DATA
SOURCES

- Tennessee Department of Safety and Homeland Security Planning, Research and Development
  (DOS)

- National Highway Traffic Safety Administration (NHTSA); Fatality Reporting System

  (FARS) Tennessee Integrated Traffic Analysis Network

- Youth Risk Behavior Survey

- Distraction.gov

  - Thinkfast Interactive Game Show Pre and Post Surveys

I INTRODUCTION

This Federal Fiscal Year 2013-14 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 2013-2014. This FFY 2013-14 Highway Safety Performance Plan is based on **Tennessee Strategic Highway Safety Plan approved by Governor Haslam in the Calendar Year (CY) 2012.**

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

Motor vehicle crashes are a serious health, economic, and social issue. Thousands of people are killed or injured on Tennessee's roadways each year. Collectively, almost 45,000 persons are killed or injured in traffic crashes in USA. Individually, the toll is devastating; collectively, the economic cost is more than 4.2 billion dollars per year.

<u>Vision:</u> 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.

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

<u>Goal:</u> More than 1000 people lost their lives on Tennessee roadways in 2012. Tennessee has been able to reduce traffic fatalities by more than 33 percent over the past eight years, reaching the goals set forth by the State Strategic Highway Safety Plan. The long-range goal is to reduce that number to 900 or fewer fatality by 2014.

<u>Tennessee's Challenge</u>

Tennessee had more than 4 million licensed drivers and vehicles in 2012. The key to sustaining a sound and safe roadway system is the maintenance of a strong foundation. That foundation must be composed of the following basic elements:

A robust traffic safety data collection and analysis system;

Well-trained and equipped law enforcement personnel;

Well-trained and informed engineers, planners, and roadway operations and maintenance personnel;

Well- informed state, county, and city governmental agencies;

An effective and efficient vehicle operator licensing system designed to monitor operator licensing and personal performance on the roadway system;

An effective emergency medical and trauma systems composed of well-trained and equipped personnel strategically located around the state for quick response to roadway crashes;

An effective, well-coordinated multi-agency/jurisdictional incident management process and plan;

An effective and responsive court system with well-trained and informed judges, prosecutors, and other legal and support personnel;

Roadway users' well-trained and educated in good driving behaviors, regulations, and "share the road" techniques;

Sound and effective roadway safety laws and ordinances; and

A strong multidisciplinary community coalition organized to identify strategies to address roadway safety problems, strategically deploy those strategies, and monitor the impact of their collective efforts.

Without these vital elements in place, the roadway safety system deteriorates in efficiency and effectiveness. Most of the foundational elements cannot be tracked directly to the prevention of crashes and injuries; however, they are critical in understanding elements of the crash problem. These elements include planning, designing, building,

operating, and maintaining the roadway; verifying legal operators; controlling and documenting high risk driving behaviors, responding appropriately to crash incidents; properly prosecuting violators; and providing quality treatment of injured victims. In addition, another key element is integrating through a strong coalition of engineering, enforcement, education, and emergency medical services into a coordinated roadway safety plan.

Moving Forward: Strategies for Success

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

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

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

Emphasis Areas:

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

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.

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 notfollowthese 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.

FFY2013-14

II. PROGRAM GOALS

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

Based on our performance for calendar year 2011, we have established the following Core (C) outcome measures for our Governor's Highway Safety Office Performance Plan.

Traffic Fatalities
C-1) To decrease traffic fatalities from the 2011 calendar base year of 1,015 to 900 by December 31, 2014.

Serious Traffic Injuries

C-2) To decrease serious traffic injuries from the 2011 calendar base year of 7,352 to 6,200 by December 31, 2014.

Overall Fatalities/VMT

C-3a) To decrease fatalities/VMT from the 2012 calendar base year of 1.43 to 1.30 by December 31, 2014.

Rural Fatalities/VMT

C-3b) To decrease rural fatalities/VMT from the 2012 calendar base year of 1.96 to 1.80 by December 31, 2014.

Urban Fatalities/VMT

C3c) To decrease urban fatalities/VMT from the 2012 calendar base year of 1.13 to 0.90 by December 31, 2014.

Unrestrained Passenger Vehicle Occupant Fatalities

C-4) To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5 percent from the 2012 calendar base year of 413 to less than 400 by December 31, 2014.

Alcohol-Impaired Driving Fatalities

C-5) To decrease alcohol impaired driving fatalities from the 2012 calendar year of 288 to 235 by December 31, 2014. (Driver with Blood Alcohol Content of .08 or greater)

Speeding Related Fatalities

C-6) To decrease speeding-related fatalities from the 2011 calendar base year of 215 to 190 by December 31, 2012.

Motorcyclist Fatalities

C-7) To decrease motorcyclist fatalities from the 2012 calendar base year of 114 to 109 by December 31, 2014.

Un-helmeted Motorcyclist Fatalities

C- 8) To decrease un-helmeted motorcyclist fatalities from the 2012 calendar base year of 9 to less than 20 by December 31, 2014.

Drivers Age 24 or Younger Involved in Fatal Crashes

C-9) To decrease drivers age 24 or younger involved in fatal crashes from 279 for the CY 2012 to 250 by December 31, 2014.

Pedestrian Fatalities

C-10) To reduce pedestrian fatalities from the 2012 calendar base year of 80 to 70 by December 31, 2014.

III. HIGHWAY SAFETY PLAN PROCESS

OVERVIEW:

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

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

Process for Identifying Safety Problems:

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

Process for Performance Goal Selection:

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

Process for Project Development:

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

Determining the cause of injuries or fatal crashes- The collection of crash data is very important in the determination of safety problems. Grantees will be encouraged to look deep within their community to unmask the root causes for over-representation in the data-defined problem area. Potential grantees for FFY 2013-14 were informed that the GHSO would consider any data-driven problem that they identified, but that the following areas were of high priority:

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

IV. PROCESS STRATEGY

The Governor's Highway Safety Office and The National Highway Traffic Safety Administration Regional Program Manager reviewed the 2010 through 2012 data to determine the high priority areas that would be addressed with 402 and 405 funding in FFY 2013-14.

An announcement regarding the FFY 2013-14 Highway Safety Program were mailed and emailed to potential state and local grantees, including all Tennessee Mayors (County as well as Cities), Police Chiefs and Sheriff's. Potential Grantees were informed that the Tennessee GHSO was particularly interested in funding projects that possess the following characteristics:

- Interventions that focus on reducing injury-producing crashes;

- Specific problem-identification procedures that are data-driven and that thoroughly document a local crash injury problem;

- Specific systems for insuring high quality crash reporting by law enforcement (e.g., accuracy and completeness of forms, supervisory oversight, training, etc.);

- Specific plans for following up on crash injuries by linking crash data to medical information concerning such variables as: severity of injury cost of treatment, degree of incapacitation, etc;

- With respect to which specific interventions are chosen for funding, documentation of the rationale underlying the belief that the intervention has a reasonable probability of being effective;

- An adequate intervention design that will provide meaningful outcome data on the degree of success in reducing injury crashes. Among other things, this priority requires that the applicant describes how the program's effectiveness will be measured, and the comparison data against which the program's outcome will be evaluated;

- Where local conditions permit, initiatives to coordinate crash-injury reduction efforts with other injury-reduction activities within the community, by participating in cooperative efforts with other professionals and citizens (e.g., educational, civic, judicial, business, medical, etc.) involved in creating a safe community.

Potential grantees were informed that a full grant proposal for FFY 2013-14 funding had to be submitted that detailed:

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

A total of 550 submitted applications (276 programmatic and 274 High Visibility). Our tentative total number of awarded grants is 450 (250 programmatic and 200 High Visibility). These grant proposals were evaluated by a team of reviewers consisting of the members of Tennessee GHSO, Based upon this analysis, recommendations for funding were made to the TDOT Commissioner of Transportation.

After completed grant applications and contracts are received, each is reviewed in detail to determine if they meet the GHSO goals and objectives and project design requirements.

A project director is assigned for each project. The project director is the person who submitted the project or the person responsible for the "subject" of the project. A Program Manager is assigned from the Governor's Highway Safety Office to provide assistance and oversight to each Grantee during the fiscal year based on

program area. This person monitors the activity of his/her grantees, reviews billings and makes recommendations to the Director for continuation of the program

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

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

HIGHWAY SAFETY GRANT APPLICATION AND REVIEW SCHEDULE

FY 2014 (Tentative)

April 1	Grant application period begins online
April 30	Grant application deadline
May 1 - May 31	Grant application review process
May 15	GHSO apply for Delegated Grant Authority (DGA)
May 15	GHSO creates non-compete/sports marketing contracts
June 3	GHSO Management meeting to finalize grants awards
June 10	Grant assignment meeting
June 14	Create spreadsheet and update online system with grant numbers, etc.
June 14 - 28	Modification of grants (programmatic and financial)
July 1	Highway safety performance plan due
July 15	Meet with TDOT Legal about contract format and language
August 15	Spreadsheet to Megan and then forwarded to BJ (TDOT) for press release
August 15	Denial letters go out to grantee
August 15	Create grantee file folders
August 15 - 31	Grantees sent grant contract and attachments for signatures
September 2 - 13	Grant contracts submitted to Finance, Legal and Commissioner for approval
September 2 - 27	Grants awarded, with a copy placed in the grantee file
October 1	Grant year begins
December 1 - 14	Closeout process complete
December 31	Annual report due

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TNGHSOGrants.org

- Alcohol Education
- Alcohol Enforcement
- DUI Prosecution
- Distracted Driving
- Driver Education
- DUI / Drug Courts
- Emergency Medical Services / First Responder Training
- High Visibility Enforcement (HVE)

- Impaired Driving Education
- Impaired Driving Enforcement
- Motorcycle Safety
- Occupant Protection
- 3QNKEG 7TCHæE 6GTXKEGU Multiple Violations
- Safe Communities
- Teen Driver Safety
- 7TCHæE 5GEQTFU

Visit WQWWD₃FVDIHW\.RUJ for all GHSO related information including data maps and training opportunities.

Governor's Highway Safety Office
Box 5103
Cookeville, TN 38505

TN Grants

Applicant User Guide
Version 1.0

Table of Contents

1.   System Requirements

TN Grants was designed so that the vast majority of computer users will be able to use the system with little or no changes to their computer environment. The four requirements that are mentioned below are common computer elements that should be already present on most machines.

1.a.   Operating System

TN GRANTS was designed for both of the two most common computer operating systems - Windows and Macintosh. It has not been tested and is not supported on other operating systems such as Linux and Unix. Users accessing the system from a Macintosh environment are required to have MacOS 7.5 or higher running on a PowerPC processor. Windows users are required to have an operating system that is Windows 95 or higher.

1.b.   World Wide Web Connection

TN GRANTS is an Internet application. It is accessed via the Internet and was specifically designed for Internet usage. The Internet is the more general term that is typically used to refer to the World Wide Web. The World Wide Web consists of a vast array of content that is accessible via a web browser. For the purpose of accessing TN GRANTS, the standard Internet connection is via a modem connection. A modem is a piece of hardware that connects to the computer to send data through a phone line to and from the computer. Internet connections that are "faster" than a modem connection, such as cable and DSL, will improve the speed at which the system operates, but are not necessary in order to use the system. If you are in an office environment, you may already have an Internet connection, but if you are unsure, please contact your organization's network administrator.

For those using a dial-up connection over a modem, it is highly recommended that you have a modem connection speed of at least 33.6 kbps (kilobits per second).

1.c.   Web Browser

This system was designed to be compatible with common up-to-date web browsers including Internet Explorer, Firefox, Safari, and Opera.

1.d.   Adobe Acrobat Reader

Adobe Acrobat Reader is used to view PDF (Portable Document Format) documents. The system will automatically generate grant documents in PDF format using information that has been saved into the various narrative and budget pages. Using Adobe Acrobat Reader you may choose to view, print, or save these documents. If you do not have Adobe Acrobat Reader you can go to Adobe and download Acrobat Reader free.

TN Grants System Homepage

To access TN GRANTS, type "www.TN Grants.com" in your web browser and press "Enter." The page you see should look like the image shown below.

Welcome to TN Grants, the online grants management system of the TN Governor's Highway Safety Office. This is where you will apply for future funding opportunities and manage current highway safety projects. (Status reports, claims, etc.)

For more information about the Governor's Highway Safety Office, please visit http://tntrafficsafety.org

If you are new to TN Grants, please register with the system. Just click on "New User" at the top right corner of your screen or click here (link to new user screen). You will be notified by email once you have been approved. The average wait is less than 2 days. Once you have registered, you have the ability to access online help, which features both print and video assistance.

Should you have any questions about TN Grants forms, please contact your GHSO Program Manager directly. For a full list of contacts, click here.

We look forward to working with you to improve the safety of our Tennessee highways.

6.   Initiate an Application

The Project Director security role is permitted to initiate applications. In order to create an application, please follow these steps:

From the Main Menu, click the "View Opportunities" button under the "View Available Opportunities" section on the main menu. This section will show you all of the grant program types where you may apply for a new grant.

For those grant programs where you are eligible to submit a new application you will see a "Apply Now" button under the description of the grant. Click the "Apply Now" button.

A confirmation page will appear asking for confirmation. By clicking the "I Agree" button you accept the conditions outlined in the RFA. An application will be created and you will be taken to the "Application Menu" where you can begin filling out the pages.

The document information will be displayed at the top of the Application Menu.

Application Menu

Document Information: GHSO-2013-IrisTest-00029

▼ Details

Info	Document Type	Organization	Role	Current Status	Period Date / Date Due
	Application	Iris Test	Project Director	Application In Process	09/01/2012 - N/A 10/01/2020 11:59PM EST

📄 View, Edit and Complete Forms

Select the **View Forms** button below to view, edit, and complete forms.

VIEW FORMS

Following the creation of an application, a new task for that document will be under the "View My Tasks" section on the main menu. When logging into TN GRANTS, click the "Open My Tasks" button to return to any application previously initiated.

My Tasks

Export Results to |Screen ., | Sort by : -- Se ect.. ------- ., |

Info	Document Type	Organization	Name	Current Status	Date Received	Date Due
	Application	Iris Test	GHS0-2013-IrisTest-00006	Application In Process	10/18/2012	10/1/2020
	Application	Iris Test	GHS0-2013-IrisTest-00007	Modification Requested	11/6/2012	10/1/2020
	Application	Iris Test	GHS0-2013-IrisTest-00029 ion In Process		1/9/2013	10/1/2020
	Application	Iris Test	GHS0-2008-IrisTest-00028	Grant Awarded	12/28/2012	
	EDISON Information	Iris Test	ED-2013-IrisTest -00001	Initiate Document	10/17/2012	

10. Submitting your Application

The Project Director security role is the only role authorized to submit an Application.   When the application is believed to be complete and no more changes are required, the Project Directors may choose to submit.

To submit, the Project Director must click the "View Status Options" button under the "Change the Status" header on the "Application Menu."
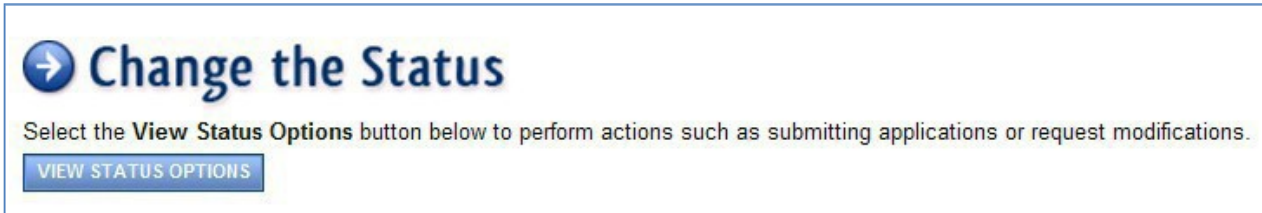
A list of the possible status changes will be shown on this page.   Simply click the "Apply Status" button under the appropriate status change.
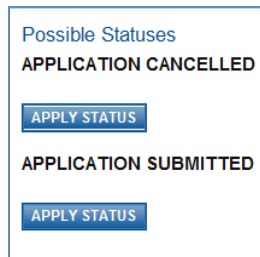
If any errors exist on any of the application's forms when the Project Director attempts to submit, they will receive an error message directing them to the form(s) with errors.   All errors must be fixed before TN GRANTS will allow an application to be submitted. If no errors exist, the Project Director will be prompted to confirm his or her decision.
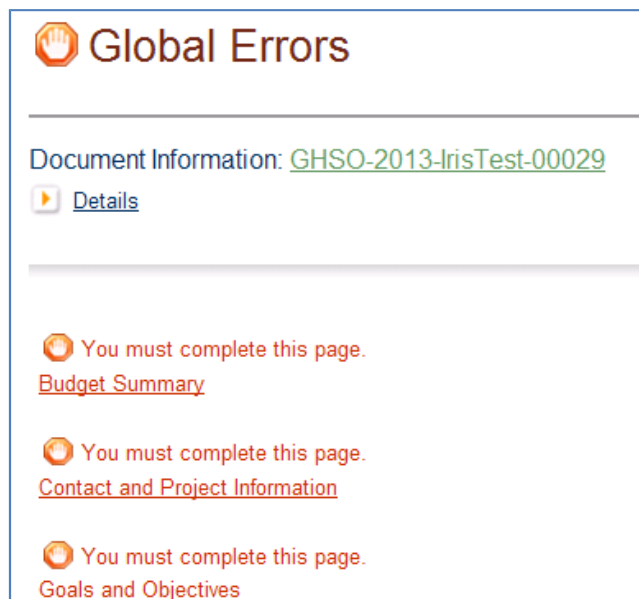
Program Descriptions:

Alcohol Education

Alcohol education programs include underage drinking prevention and diverse community outreach.

Underage drinking is America's number one youth drug problem, killing more people under the age of 21 than all other illicit drugs combined. Also, underage drinkers are responsible for between 10 and 20 percent of all alcohol consumed in the United States. Alcohol causes serious consequences in young people, including death, injury, poor health, and weak academic performance. Underage drinking prevention programs work to reduce the social and retail availability of alcohol to minors, increase education and enforcement of the Zero Tolerance Law, and to support local law enforcement with education and training. We also encourage the 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.

Tennessee's diverse communities and minority population have indicated a lack of knowledge of Tennessee laws related to drinking and driving, as highlighted by local surveys. 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 events associated with various institutions, and development of localized messages.

Alcohol Enforcement

Alcohol Enforcement grants provide law enforcement agencies with funding for overtime and/or equipment for DUI enforcement. Officers involved in DUI enforcement should be SFST certified or attend SFST training within the first 3 months of the grant year.

Funding will be based on the following criteria:

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

DUI Prosecution and Education

Funding provides one DUI Prosecutor and one DUI Coordinator (additional positions must have justification shown through strong data and will only be taken into account based on the level of Federal funding provided to the Governors Highway Safety Office). This grant program helps reduce the time taken to dispose of DUI related cases and increase conviction rates with an emphasis on multiple offenders.

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. A Traffic Safety Resource Prosecutor (TSRP) program will be funded to keep prosecutors, judges, law enforcement agencies and legislators informed of new appellate decisions, defenses, trends and technological developments. TSRPs also increase advocacy skills of prosecutors through training, provides information to citizens, legislators and entities to permit them to be well informed when they propose new laws.

Distracted Driving

The primary responsibility of a driver is to operate a motor vehicle safely. The task of driving requires full attention and focus. Drivers should resist engaging in any activity that takes their eyes and attention off the road even for only a couple of seconds. In some circumstances even a second or two can make all the difference in a driver being able to avoid a crash. Of special concern is the use of electronic entertainment and communication devices, especially cell phones.

Funding for distracted driving can be used to:

1) Educate the public through advertising containing information about the dangers of texting or using a cell phone while driving
2) For traffic signs that notify drivers about the distracted driving law of the State
3) For law enforcement costs related to the enforcement of the distracted driving law

DUI / Drug Courts

Funding includes court monitoring/partnerships and DUI / Drug court rehabilitation programs. Court partnerships will offer much-needed support to DUI prosecutors as well as encouraging judges and court systems to adjudicate DUI-related offenses consistently and resolutely. Court partnerships help victims find a more victim-sensitive court system, and ultimately, helps reduce the rate of repeat offenses and fatal crashes among offenders.

Drug courts are specialized court programs that engage in a team approach with court and community-based professionals. Built around theoretical concepts such as therapeutic justice and procedural justice, these specialized courts provide therapy and treatment for people in the criminal justice system typically with non-violent offenses that also have an addiction which exacerbates criminal behavior. The goal is to provide rehabilitation as an alternative to incarceration thereby saving tax dollars, reducing recidivism, and improving the lives of the participants and their families.

Emergency Medical Services (EMS)

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 chances for survival diminish the longer a patient with a life threatening injury has to wait for medical personnel to arrive. This training is necessary to enhance survival rate and the ability to assess and provide emergency medical care within the "Golden Hour."

Grants will be awarded for first responder training program. The criteria for these awards will be based on a ranking of one of the top 65 counties in overall crashes. The agency must also be in a rural county in order to qualify for funding.

Impaired Driving Education

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

Impaired Driving Enforcement

Agencies may use these grant funds to implement impaired driving programs. Funding can be used for overtime and equipment for law enforcement agencies. Law enforcement agencies are encouraged to participate in drug recognition expert (DRE) training. Funding for impaired driving enforcement will follow the guidelines and criteria for alcohol enforcement grants.

Motorcycle Safety

Funding for motorcycle safety may be used only for motorcyclist safety training and motorcyclist awareness programs. These programs include improvement of training curricula, delivery of training, recruitment or retention of motorcyclist safety instructors, and public awareness and outreach programs. Funding for motorcycle enforcement must be requested under the Police Traffic Services category.

Occupant Protection

Many adults and teens are unaware of the risks associated with unsecured occupants in moving vehicles. Adults and teens need to be educated and informed of the importance of buckling-up by creating a social norm that makes such usage not only important but an acceptable behavior for safety. Programs administered through schools can educate students by introducing and reinforcing the habit of using a seat belt/child restraint device as an integrated portion of their school educational and social experience.

Proper child restraint and seat belt usage is crucial to minimizing injuries and reducing deaths in motor vehicle crashes. According to NHTSA, these crashes are the leading cause of pediatric mortality in the United States. Child safety seats reduce fatal injury in passenger cars by 71 percent for infants less than 1 year old and by 54 percent for toddlers 1 to 4 years of age. For

children 4 to 7 years of age, booster seats have been shown to reduce injury risk by 59 percent compared to safety belts alone. The Tennessee Child Passenger Safety (CPS) Center provides nationally recognized training to safety groups, churches, schools and law enforcement agencies to protect children in our communities.

Planning and Administration

Behavioral highway safety programs require statewide coordination of many programs, employing funds from several sources, and with overlapping regulations, objectives and responsibilities. Program Management, the Law Enforcement Liaison (LEL) program, statewide seatbelt surveys, and media campaigns and evaluations are all funded under Planning and Administration.

Police Traffic Services

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

Funding will be based on the following criteria:

1) County ranking in overall crash rates provided by the TN Department of Safety
2) Population served by the agency and agency size
3) Number of qualifying applicants for each level of funding
4) Funds will be awarded based on GHSO funding availability

Teen Driver Safety

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 because the brain is in its final stages of development according to the Center for Disease Control (CDC). This group needs to be provided with training and encouragement from a variety of community resources to combat the problem associated with youth and risky driving behaviors. In addition, the courts and law enforcement need to be utilized to provide adequate cause and effect demonstrations to gain the attention of today's youth.

Traffic Records

Funding for traffic records will be used to implement effective programs to improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of State data that is needed to identify priorities for national, State, and local highway and traffic safety programs. Funding is only to be used for the implementation of data improvement programs by the TN Department of Safety and other State of TN Departments.

VI. OVERVIEW of HIGHWAY SAFETY in TENNESSEE

A. Snapshot of the State

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

The 2010 U.S. Census Bureau population estimate for Tennessee is **6,346,105** distributed over **95** counties and **580** municipalities. The average state population density is less than 138 per square mile. About 65% of the population is urban and most of the urban areas are in the southeastern quadrant of the state. The state has a long, strong tradition of local control; politically, it is organized into townships, municipalities, and counties with overlapping jurisdictions.

Tennessee had a household population of 6.34 million with 51 percent females and 49 percent males. The median age was 38 years, with 6.4 percent of the population under 5 years, and 13.45 percent 65 years and older. For people reporting one race alone, 77.6 percent were white and 16.7 percent were black or African American. 4.6 percent of the people in Tennessee were Hispanic, 13.6 percent of populations were in the age between 15 to 24.

Tennessee Traffic Fatality Rate per 100 Million VMT

Traffic Fatality Rate in Tennessee										
Year	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatality Rate Per 100 Million VMT	1.73	1.89	1.80	1.82	1.70	1.50	1.40	1.46	1.32	1.43

Source: TN Dept of Safety and Homeland Security, Research, Planning and Development, May 21, 2013.

Tennessee Ten Year Demographic and Statistical Comparison

Square Miles in State: 42,146	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Population	5,841,748	5,900,962	5,962,959	6,038,803	6,156,719	6,214,888	6,296,254	6,346,105	6,403,353	6,456,243
Registered Vehicles	5,691,537	6,119,903	6,065,085	6,376,092	6,731,792	6,228,842	6,478,705	6,685,288	6,813,957	6,738,943
Licensed Drivers	4,228,235	4,279,063	4,372,306	4,384,517	4,431,085	4,455,754	4,484,769	4,520,542	4,559,507	4,597,271
Miles of State & Federal Roadways	13,794	13,808	13,818	13,835	13,887	13,882	13,871	13,867	13,877	13,884
Miles of Interstate	1,104	1,104	1,104	1,104	1,105	1,105	1,104	1,104	1,104	1,104
Total Crashes	167,893	182,137	177,621	179,206	172,306	159,294	158,061	163,521	167,412	171,098
Number of Non-Injury Crashes	121,304	128,328	124,852	126,538	121,732	112,659	111,718	115,816	119,666	122,908
Number of Injury Crashes	45,498	52,618	51,608	51,507	49,463	45,677	45,425	46,747	46,872	47,260
Number of Fatal Crashes	1,091	1,191	1,161	1,161	1,111	958	918	958	874	930
Injuries	69,233	76,852	76,885	75,124	71,446	65,823	65,988	67,812	67,676	68,430
Fatalities	1,193	1,339	1,270	1,284	1,211	1,043	986	1,031	937	1,015
Vehicle Miles Traveled (VMT) in 100 Millions	689.36	708.6	707.04	707.08	712.5	696.61	702.92	704.29	707.45	711.46
Fatality Rate Per 100 Million VMT	1.73	1.89	1.80	1.82	1.70	1.50	1.40	1.46	1.32	1.43

Sources:

TN Dept of Revenue

TN Dept of Safety Licensed Drivers Reports

TN Dept of Transportation Highway Performance Monitoring System 2012, (http://www.tdot.state.tn.us/hpms).

TN Dept of Safety and Homeland Security, Research, Planning and Development, May 21, 2013.

Tennessee Traffic Fatalities
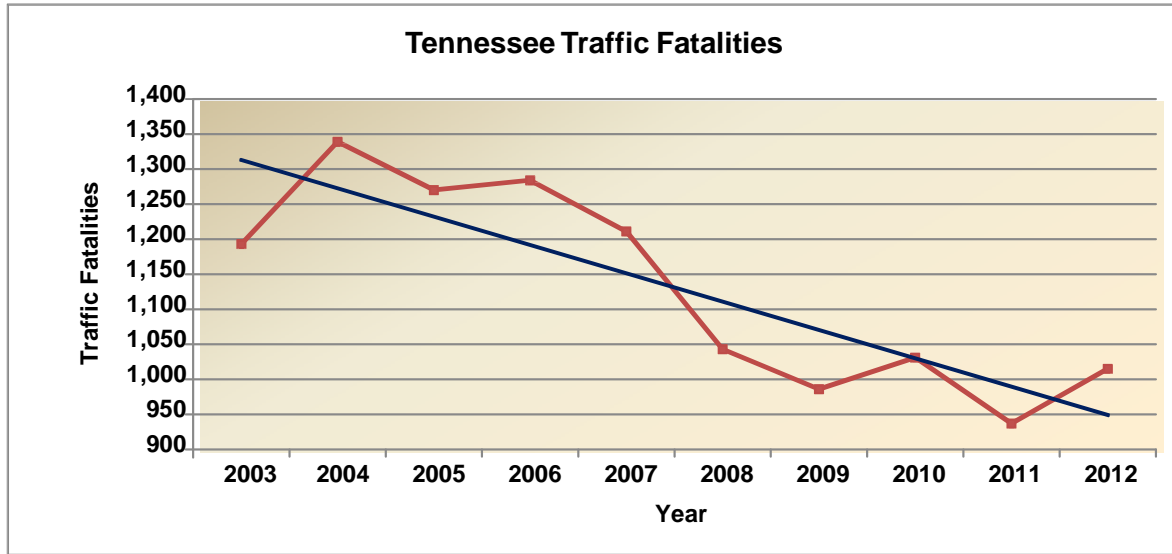
Traffic Fatalities in Tennessee										
Year	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatalities	1,193	1,339	1,270	1,284	1,211	1,043	986	1,031	937	1,015

Source: TN Dept of Safety and Homeland Security, Research, Planning and Development, May 21, 2013.

Fatal Traffic Crashes in Tennessee

1,091   1,191   1,161   1,161   1,111   958   918   958   930   867
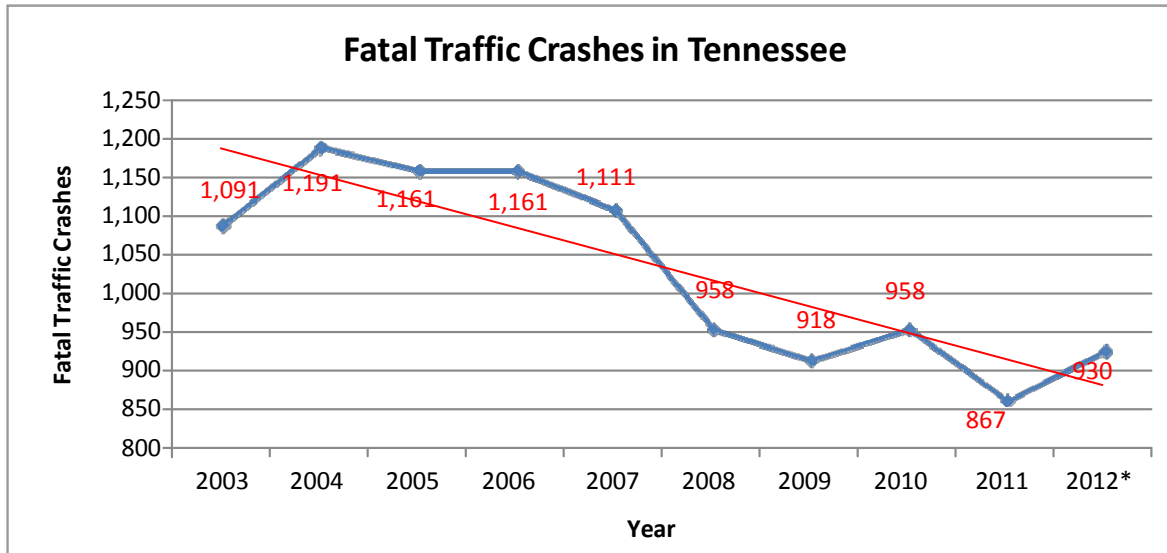
Fatal Traffic Crashes in Tennessee									
Year	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012*
Number of Fatal Crashes	1,091	1,191	1,161	1,161	1,111	958	918	958	867	930

TN Dept of Safety and Homeland Security, Research, Planning and Development, May 21, 2013.

* 2012 data is preliminary.

Serious Injuries in Tennessee Traffic Crashes 2003 - 2012
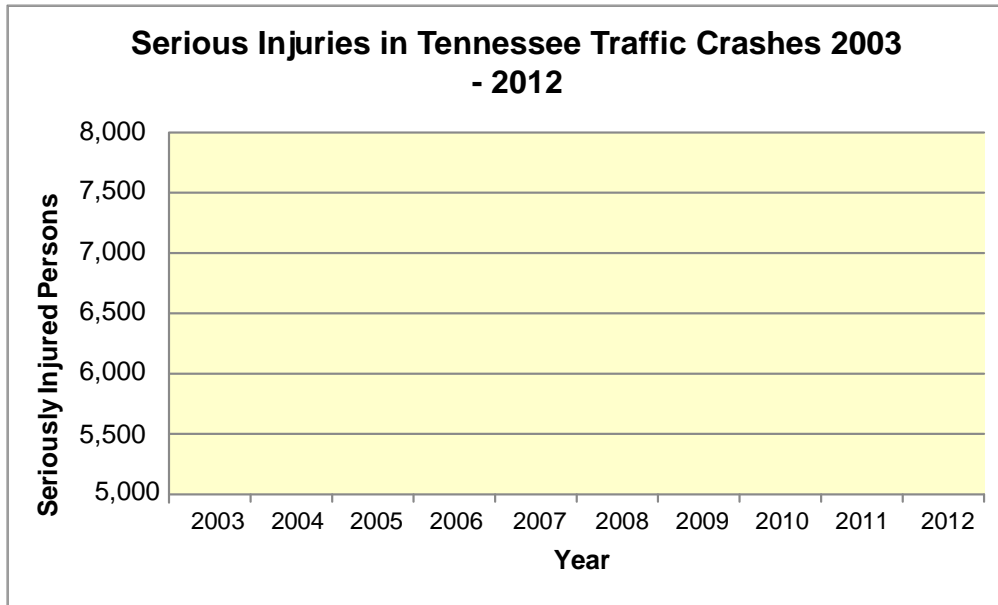
Injuries in Tennessee Traffic Crashes										
Injury Type	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
No Injury Possible Injury	322,105	351,439	344,894	350,034	342,310	313,195	310,963	321,660	333,520	335,846
Nonincapacitating Injury	42,729	46,969	47,188	46,774	44,757	41,491	42,103	43,751	42,422	41,804
Incapacitating Injury	23,251	24,103	22,467	21,406	19,873	18,069	17,237	17,199	17,884	17,931
Fatal Injury	6,910	7,440	6,872	6,694	6,596	6,233	6,604	6,673	7,352	7,575
	1,193	1,339	1,270	1,284	1,211	1,043	986	1,031	946	1,015

TN Dept of Safety and Homeland Security, Research, Planning and Development, May 23, 2013.

* 2012 data is preliminary.

Tennessee Fatal Crashes by Area										
Area	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Urban	457	479	504	512	475	407	388	445	417	446
Rural	634	712	657	649	636	551	527	513	450	484
Total	1,091	1,191	1,161	1,161	1,111	958	915	958	867	930

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

* 2010-2011 data is preliminary from TN Fatality Reporting System.
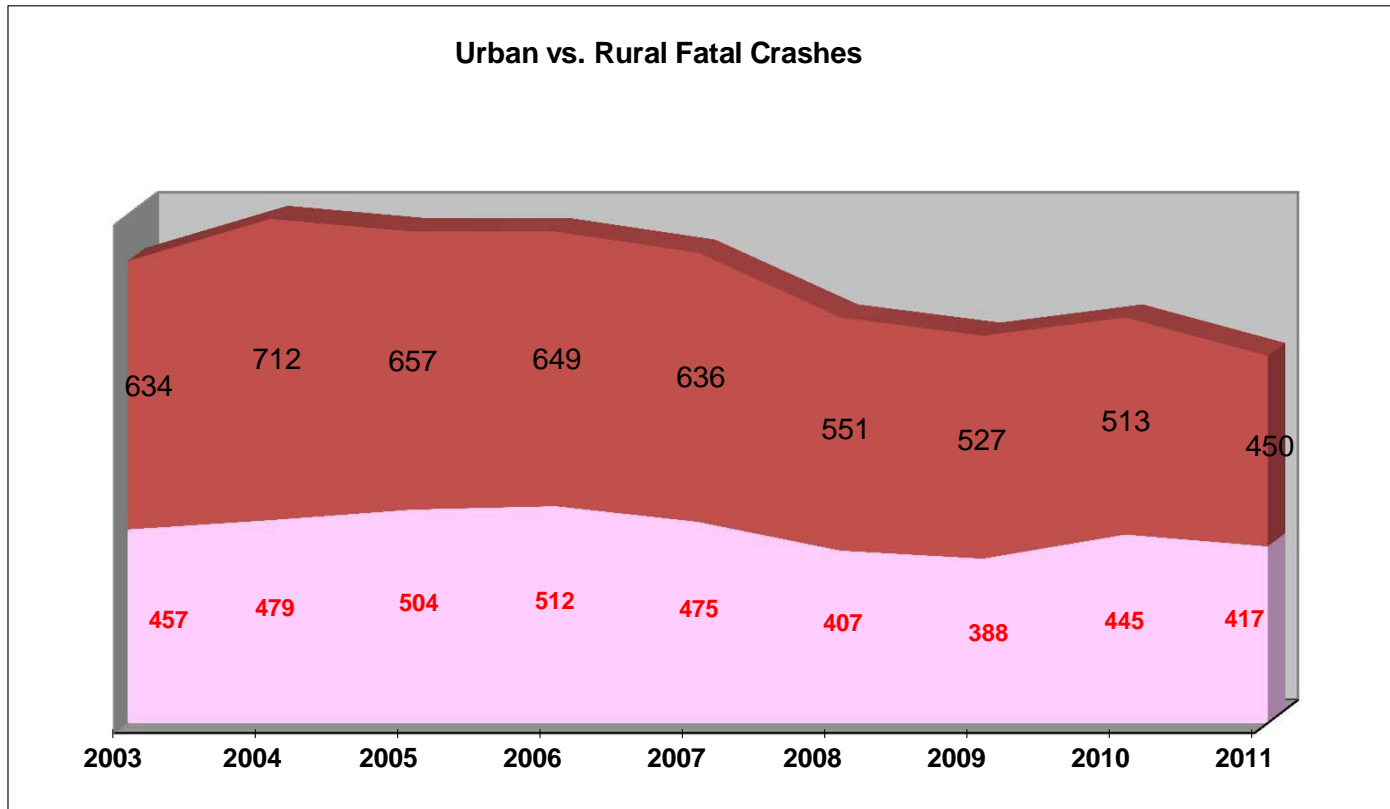
Urban	393.42	412.40	415.38	415.70	419.58	414.51	420.26	420.27	425.43	429.52
Rural	295.94	296.21	291.67	291.36	292.85	282.10	282.63	284.02	282.02	281.94

	2003	2004	2005	2006	2007	2008	2009	2010	2011*	2012*
Urban VMT Rate	1.30	1.30	1.30	1.35	1.22	1.06	0.98	1.13	1.02	1.11
Rural VMT Rate	2.31	2.71	2.50	2.48	2.39	2.14	2.03	1.96	1.78	1.91

TN Fatality Rates per 100 Million VMT By Land Use 2003 - 2012

TN Fatality Rates per 100 Million VMT By Land Use 2003 - 2012

Legend: ■ Urban VMT Rate ■ Rural VMT Rate
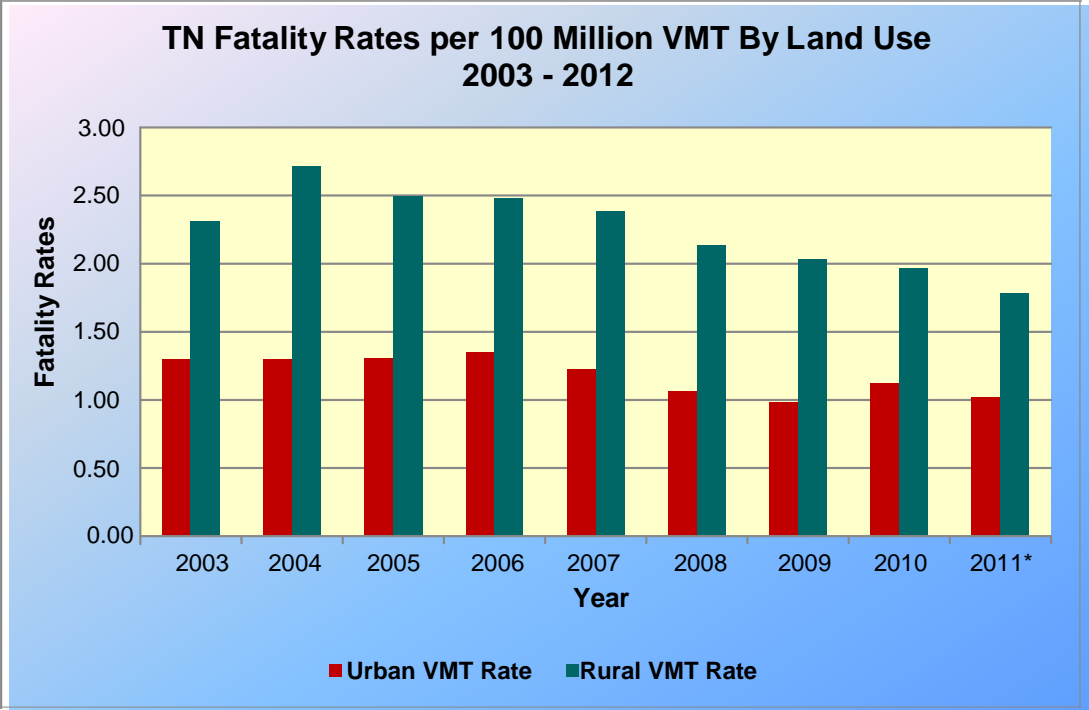
Tennessee Fatalities by Area										
Area	**2003**	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011***	**2012***
Urban	510	535	542	562	512	440	412	473	434	476
Rural	683	804	728	722	699	603	574	558	503	539
Total	1,193	1,339	1,270	1,284	1,211	1,043	986	1,031	937	1,015

Source: NHTSA FARS Encyclopedia, http://www-fars.nhtsa.dot.gov/People/PeopleAllVictims.aspx, accessed July 10,2012.
* 2011-2012 data is preliminary from TN Fatality Reporting System on May 21, 2013.

Tennessee Fatalities per 100 Million VMT By Land Use										
Area	**2003**	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**

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

1. Program Goals and Objectives: Each program area has at least one measurable goal supported by multiple ("SMART" or Specific-Measurable-Achievable-Realistic-Time-framed) objectives. **Goals** are general statements about the overall change desired in the problem based upon problems identified by the process above. Progress toward each goal is measured by process, impact and outcome objectives. **Objectives** are specific statements of measurable, realistic and time-framed changes that will support the goals identified above. **Performance Measures** are statements of the specific means by which the state will track its progress toward each objective and goal. **Baselines** are the points from which progress is measured. When baseline data are not available, they will be gathered during the identified fiscal or calendar year. **Base Year** Data from this date forward are more complete and are comparable from year to year. **Status** is given in terms of the most recent complete calendar year, fiscal year or survey result. The most recent calendar year crash data available is 2011 and the most recent completed fiscal year is 2012.

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

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

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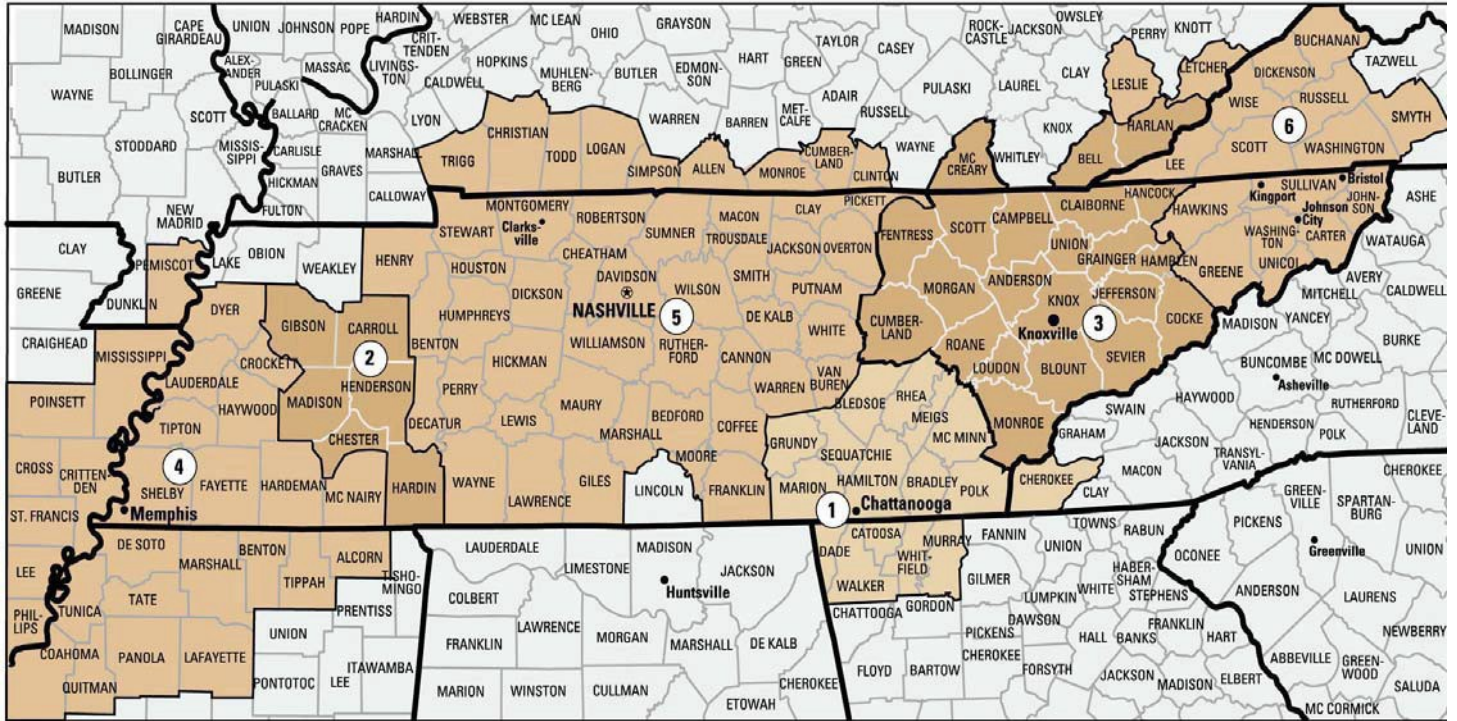
DMAs
1. Chattanooga
2. Jackson
3. Knoxville
4. Memphis
5. Nashville
6. Tri-Cities

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.

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 FFY2013-14 Highway Safety Performance Plan.

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

II. STRATEGIC ACTIVITIES

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

Self-sufficiency: 50% state match for State employee resources

Evaluation: Annual Highway Safety Performance Report

III. STRATEGIES FOR EFFECTIVE MANAGEMENT

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

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

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

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

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

IV. ORGANIZATION AND STAFFING

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

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

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

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

Agencies Funded:

TN Department of Transportation $275,000.00 (402) with State Match $275,000.00
The University of Tennessee $ 1,265,000.00

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                          │    Kendell Poole      │
                          │      Director         │
                          └──────────────────────┘

┌──────────────────┐      ┌──────────────────┐      ┌──────────────────────────┐
│  Richard Holt    │      │   Mia Vickers     │      │      Jason Ivey          │
│ LEL Administrator│      │  Deputy Director  │      │     UT Program           │
└──────────────────┘      └──────────────────┘      │ Management Administrator │
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Richard Holt — LEL Administrator
- Brenda Jones — LEL - West TN Region
- Tony Burnett — LEL - Middle TN Region
- Clint Shrum — LEL- Cumberland Region
- Steve Dilliard — LEL - East TN Region
- Jessie Seagroves — Training Coordinator

Mia Vickers — Deputy Director
- Joe Waldrum Finance and Marketing Administrator
- Brij Singh — Program Monitor II
- Steven Harrison — Program Monitor II
- Judy Baldwin — Claims Analyst
- Janie Holland — Claims Analyst
- Vacant — Administrative Assistant

Jason Ivey — UT Program Management Administrator
- Kevin Hager — Assistant Program Management Administrator
- Linda Crosslin — Program Manager
- Deborah Scruggs — Program Manager
- Kim Van Atta — Program Manager
- Megan Buell — PIO / Meeting Planner
- Shandi Smith — Administrative Specialist III
- Jodi Williams — Administrative Specialist I

**Tennessee
Governor's Highway Safety Office**

Activity: Observational Survey – Safety Belts:

Problem
Longitudinal data on safety belt and child safety seat use and motorcycle helmet use are required by the federal government and for State program design and analysis. The last observational survey took place in 2008.   The data was used for program planning and evaluation. TN is scheduled for an Occupant Protection Special Management Review in August of FFY 2013. Additionally, observational surveys are required prior to and following periods of enforcement known as Click It or Ticket Mobilizations.

Objective
1. Review and revise survey protocol. Support automation if available.
2. Perform statewide survey during 2013-2014, identifying vehicle type, driver/passenger, age, and gender.
3. Analyze and publish survey results by November 2014
4. Revise collection method based on NHTSA regulations

Activities
Quarterly and Final reports
Conduct Surveys
Publish Results

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

NOTE: These resources are estimated and are based on the 2013-2014 grant year funding. The GHSO does not guarantee funding levels, however we have provided a best estimate. Our resource estimates may change by the time this grant is authorized for 2013-2014 grant year. Approved grantees will be notified of any changes.

Self-sufficiency
This is a highway safety program management responsibility.

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

Funded Agency:

The University of Tennessee	Statewide	$65,000.00

I.GOALS and OBJECTIVES

A. Goals

Goal 1: To increase the statewide average safety belt use by 2.5% from the baseline CY12 from 83.7% to 86.2% in CY13.

Goal 2: To decrease the percentage of unrestrained fatalities by 2.5% each year from 52.7% in the CY12 baseline to 50.2% in CY13.

Goal 3: To increase the proportion of child safety restraint use in Fatal Crashes by 2.5% each year from 76.5% in the CY12 baseline to 79% in CY13.

B. Objectives

Objective 1: To increase average safety belt use to 86.2% by the end of CY13.
Performance Measure: Percent of restrained occupants in all front-seat positions in passenger motor vehicles and light trucks.
Baseline: 83.7% in CY12.
Status: The April **2013** statewide observational survey found **85.45%** average statewide use. This is an increase from 83.7% in CY12.

Objective 2: To increase the usage of restraints by Pick-Up Truck Drivers to 84% in CY13.
Performance Measure: Percent restrained by observational survey.
Baseline: 75.5% in CY12
Status: As of April 2013 pre-observational survey is 74.79% use rate.

Objective 3: To increase statewide average correct child safety seat use to 20% by the end of CY13.
Performance Measure: Percent of child safety seats correctly installed.
Baseline: No current baseline data for correct use is available.
Status: Data will be collected at checkpoints in CY13.
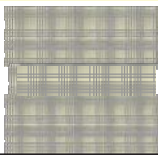
II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

Goal 1: To increase the statewide average safety belt use by 2.5% from baseline CY12 from 83.7% to 86.2% in CY13.

Percent Restraint Use: Observed Overall and Among Fatally Injured Passenger Vehicle Occupants Passenger Vehicle Occupants 2011		
	Observed Restraint Use % (State Survey)	**Daytime Front Seat (Outboard Only) Passenger Vehicle Occupant Fatality Aged 5 and Over, by Percent Restraint Use***
Tennessee	87%	56%
USA	84%	59%
Source: National Center for Statistics and Analysis STSI, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2011/47_TN_2011.htm, accessed May 21, 2013.		

Seatbelts do not prevent crashes from occurring; not all crashes are survivable and seatbelts are not 100% effective in preventing fatal

injuries in serious crashes. They are, however, generally accepted as the most effective means of reducing fatalities when crashes do occur. National research indicates that seatbelts (i.e., properly used lap/shoulder belts) lower the risk of fatal injuries for front seat auto occupants by 45% and by 60% for light truck occupants

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

Daytime Front seat (Outboard Only)
Passenger Vehicle Occupants Observed
Aged 5 and Over by Percent Restraint Use**

Daytime Front Seat (Outboard Only)
Passenger Vehicle Occupants Observed Aged
5 and Over, by Percent Restraint Use**
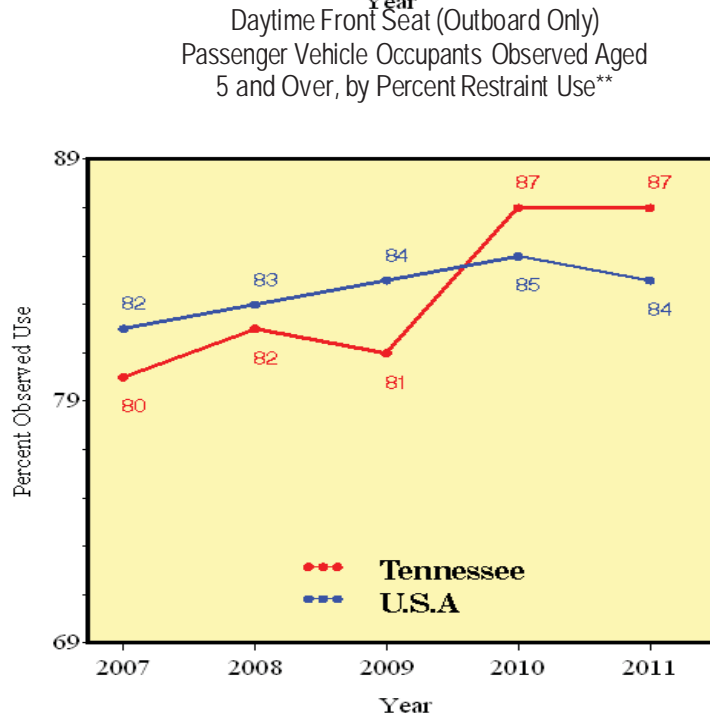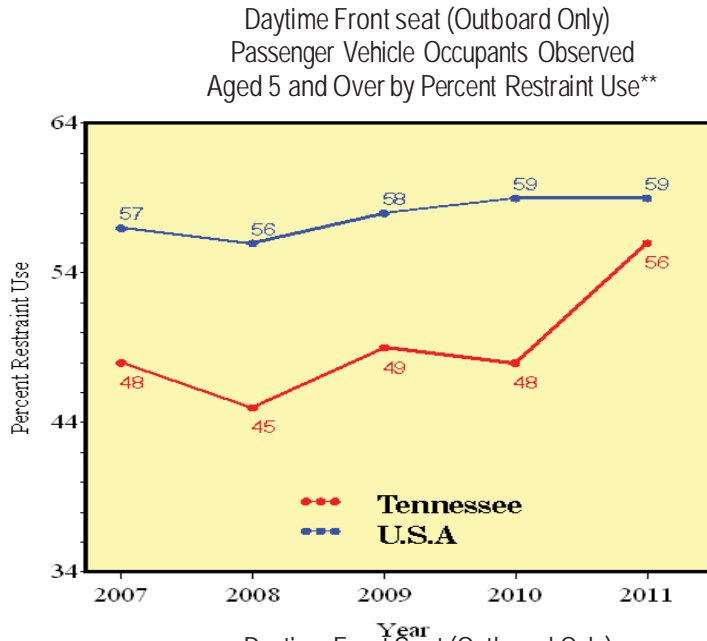
Percent Based Only Where Restraint Use Was Known
**NCSA National Occupant Protection Use Survey (NOPUS),
Tennessee (State Survey)

According to the Survey of Safety Belt and Helmet Usage in Tennessee Report for 2008 conducted by the University of Tennessee Center for Transportation Research, 2006 was a very significant year in Tennessee's highway safety community. For the sixth year in a row, the Tennessee Governor's Highway Safety Office (GHSO) participated in NHTSA's Click-It-Or-Ticket safety campaign. Additionally, the Tennessee Highway Patrol conducted a safety and enforcement campaign called "One Hundred Days of Summer Heat." While this effort targeted speeding and impaired drivers, it does compliment the Click-It-Or-Ticket program by providing high visibility traffic enforcement across the state. Finally, in 2004, the Tennessee State Legislature enacted a bill that makes failure to wear a seatbelt a primary offense in the State of Tennessee. The 2006 statewide survey of seatbelt and motorcycle helmet usage is the second statistically significant statewide check of seatbelt trends to be completed in its entirety since the primary enforcement law took effect.

Tennessee Seatbelt Usage, 2003-2012					
Survey Year	Passenger Cars	Pickup Trucks	Vans	Sport Utility Vehicles	All Vehicles
2003	72.5%	55.0%	71.3%	75.4%	68.4%
2004	76.1%	57.5%	75.7%	77.3%	72.0%
2005	78.2%	62.6%	77.3%	79.5%	74.4%
2006	82.1%	69.4%	80.0%	82.0%	78.6%
2007	83.3%	72.3%	80.8%	82.7%	80.2%
2008	84.5%	75.1%	83.9%	78.3%	81.5%
2009	81.7%	73.4%	82.7%	84.6%	80.6%
2010	88.9%	81.8%	88.1%	88.6%	87.1%
2011	90.1%	77.9%	88.9%	88.4%	87.4%
2012	85.1%	75.5%	87.1%	88.8%	83.7%

Source: TN Safety Belt Use Statewide Observational Survey

For 2011, the final statistically-adjusted statewide seatbelt usage rate was 87.4%. By comparison, the final usage rate for 2012 was 83.7%. While most experts agree that passage of a primary seatbelt law results in usage rates approximately 10% higher than with a secondary seatbelt law, Tennessee experienced a major increase rate from 2009 to 2010. Several factors may contribute to this phenomenon, foremost among them being the previous five years of the Click-It-or-Ticket campaign. Also, despite the fact that most of the 2005 seatbelt survey observations were completed prior to the July 1, 2004 effective date of the primary law, there was much discussion of the impending change in all forms of news media at the time these observations were made.

III. STRATEGIES FOR DECREASING DEATHS & INJURIES
A. Strategies Selected for 2013

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

TENNESSEE SEAT BELT USAGE: 2003 - 2012
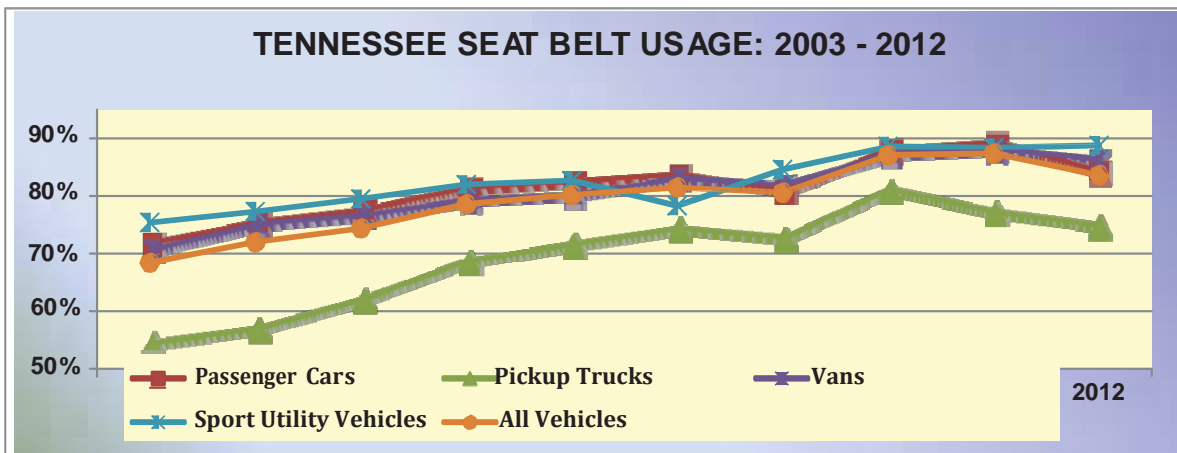
Strategy: Enforcement of Safety Belt and Child Passenger Safety laws. Numerous studies have shown that after belt use laws are passed, there is an initial wave of voluntary compliance. However, highly publicized and visible waves of enforcement of belt laws are necessary for the public perception of risk of citation and which is key to increased safety belt compliance by those risk-takers who are least likely to buckle up.

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

Enforcement Mobilizations: Mobilizations are high-profile law enforcement programs, combined with paid and earned media, and evaluated in terms of observations of belt use and surveys of public awareness and public changes in behavior. These mobilizations consist of 5 actions: 1) Two Weeks of High-intensity Traffic Law Enforcement; 2) Intense Publicity paid and earned, using messages that increase the perception of risk; 3) Pre/post Observational Surveys; 4) Pre-post Knowledge/Attitude/Behavior Surveys; and 5) Immediate reporting of enforcement and media activity.

Education and training: Child safety seat use is so complicated that, ideally, every individual should be educated in correct installation and use of their specific equipment in their specific vehicle. In an effort to provide adequate training and education to caregivers across the state, TN has over 90 fitting stations staffed with certified child passenger safety technicians available upon request. The TN Statewide Child Passenger Safety Training Center will implement certification training programs and resources to injury prevention customers and partnering agencies to ensure that education and training is provided to maintain the number of child passenger safety certified technicians and training instructors.

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

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

IV. STRATEGIES/ ACTIVITIES

STRATEGY-PROGRAMS

Activity: Child Passenger Safety Training and Community Education

Problem
Almost 90% of child safety seats are used incorrectly. This is because fitting a seat to a car and a child to a seat is confusing and difficult. Difficulties arise because child restraints are not always compatible with the vehicle, recalls may have been made, parts may be missing from the seat, etc. According to the National Highway Traffic Safety Administration (NHTSA), car crashes are a leading killer of children 1 to 12 years old in the United States. The best way to protect them in the car is to put them in the right seat, at the right time, and use it the right way. In addition, the National Survey of the Use of Booster Seats (2011) found that about 25 percent of children 4 to 7 years old were prematurely graduated to seat belts and 10 percent were unrestrained.

Objective
1. Provide child passenger safety (CPS) certification, re-certification, and renewal training classes on an annual basis Statewide.
2. Provide mentoring/assistance to CPS Technicians in a minimum of 30 communities.
3. Evaluate/modify and develop child passenger safety public information and education materials
4. Provide free technical assistance and staffing for a CPS 800 phone number
5. Conduct statewide child safety seat checkpoints
6. Provide child safety seats at child safety seat checkpoint events upon availability
7. Coordinate child passenger safety training courses statewide
8. Maintain database of CPS Technicians/Instructors

9. Maintain contact with local and national Safe Kids USA coalitions
10. Maintain recall list of child seat restraints
11. Continue to provide resources to child passenger safety inspection stations throughout TN
12 Car seats must be purchased from State bid or comparable pricing

Activities

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

Resources

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

NOTE: These resources are estimated and are based on the 2012-2013 grant year funding. The GHSO does not guarantee funding levels, however we have provided a best estimate. Our resource estimates may change by the time this grant is authorized for the 2013-2014 grant year. Approved grantees will be notified of any changes.

Self-sufficiency

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

Evaluation

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

Funded Agencies:

Agency	Location	Amount
Meharry Medical College	Statewide	000,000.00
Hamilton County Sheriff's Office	Hamilton	00,000.00
	Total	$000,000.00

Goal 2: To decrease the percentage of unrestrained fatalities by 2.5% each year from 52.7% in the CY12 baseline
to 50.2% in CY13

Fatalities by Restraint Usage									
Year	2004	2005	2006	2007	2008	2009	2010	2011	2012
Restrained	372	366	370	336	275	295	312	288	311
Unrestrained	668	563	562	535	467	429	423	374	413
Unknown	71	81	63	57	60	43	54	57	60
Total	1111	1010	995	928	802	767	789	719	784
Year	2004	2005	2006	2007	2008	2009	2010	2011	2012
% of Restrained Fatalities	33.5%	36.2%	37.2%	36.2%	34.3%	38.5%	39.5%	40.1%	39.7%
% of Unrestrained Fatalities	60.1%	55.7%	56.5%	57.7%	58.2%	55.9%	53.6%	52.0%	52.7%

Sources: http://wwwwnrd.nhtsa.dot.gov/departments/nrdw30/ncsa/STSI/47_TN/2010/47_TN_2010.htm

Percentage of Motor Vehicle Occupant Fatalities by Restraint Use

Legend: ■ % of Restrained Fatalities ▲ % of Unrestrained Fatalities

% of Unrestrained Fatalities: 60.1%, 55.7%, 56.5%, 57.7%, 58.2%, 55.9%, 53.6%, 52.0%, 52.7%

% of Restrained Fatalities: 33.5%, 36.2%, 37.2%, 36.2%, 34.3%, 38.5%, 39.5%, 40.1%, 39.7%

Years: 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012

Axis Title (y-axis): 25%, 30%, 35%, 40%, 45%, 50%, 55%, 60%, 65%
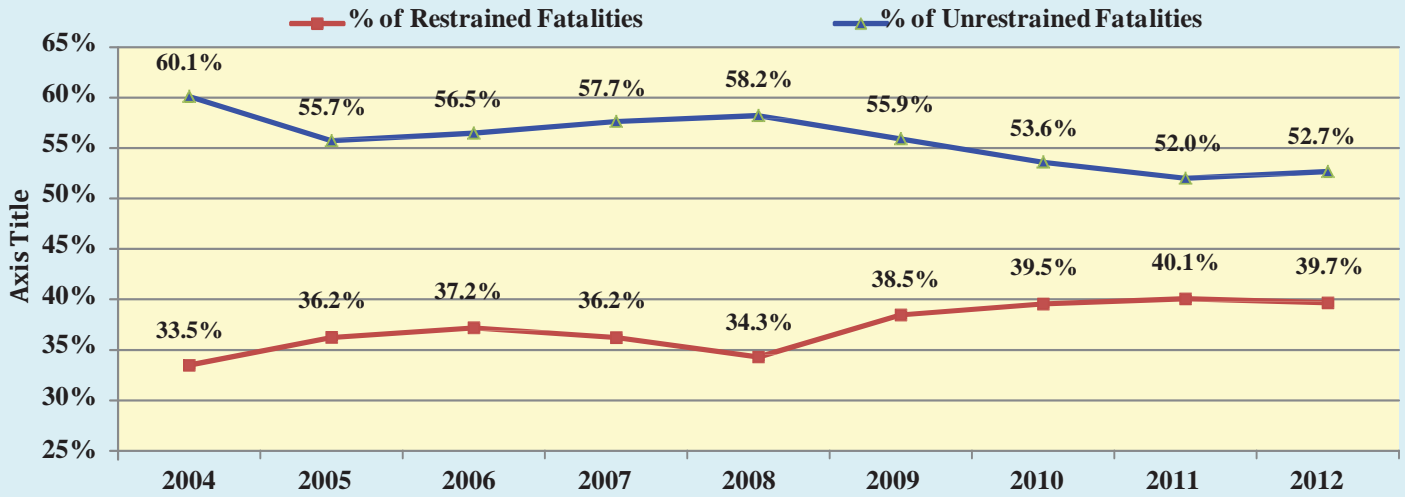
Child Fatalities by Restraint Usage									
Year	2004	2005	2006	2007	2008	2009	2010	2011	2012
Restrained	16	21	26	17	11	8	18	14	13
Unrestrained	29	18	24	17	17	16	8	9	4
Unknown	0	0	0	0	0	0	0	6	0
Total	45	39	50	34	28	24	26	29	17
Year	2004	2005	2006	2007	2008	2009	2010	2011	2011
% of Restrained Fatalities	35.6%	53.8%	52.0%	50.0%	39.3%	33.3%	69.2%	48.3%	76.5%
% of Unrestrained Fatalities	64.4%	46.2%	48.0%	50.0%	60.7%	66.7%	30.8%	31.0%	23.5%

Child refers to age 14 and under.

STRATEGY -- EVALUATION Surveys & Studies

ctivity: Observational Survey – Safety Belts:

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

Objective
1. Review and revise survey protocol. Support automation if available.
2. Perform statewide survey during 2013-2014, identifying vehicle type, driver/passenger, age, and gender.
3. Analyze and publish survey results by November 2014
4. Revise collection method based on NHTSA regulations

Activities
Quarterly and Final reports
Conduct Surveys
Publish Results

Resources
$00,000 (Contract for survey and raw data)

NOTE: These resources are estimated and are based on the 2012-2013 grant year funding. The GHSO does not guarantee funding levels, however we have provided a best estimate. Our resource estimates may change by the time this grant is authorized for 2013-2014 grant year. Approved grantees will be notified of any changes.

Self-sufficiency
This is a highway safety program management responsibility.

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

Funded Agency:
The University of Tennessee   Statewide $00,000.00

TRAFFIC RECORDS

I. GOALS and OBJECTIVES

A. Goals

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

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

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

B. Objectives

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

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

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

Status: All THP crash reporting is currently done through the TITAN system. Most larger agencies have been added and the initial phases of implementation for the smaller agencies are underway. Currently, over 85% of all crash volume is reported electronically through TITAN which includes 309 law enforcement agencies. The remaining 42 agencies that work crashes not yet on TITAN are being pursued.

Tennessee LEAs Using TITAN

Law Enforcement Agencies

- 2011: 259
- 2012: 302
- YTD 2013: 309
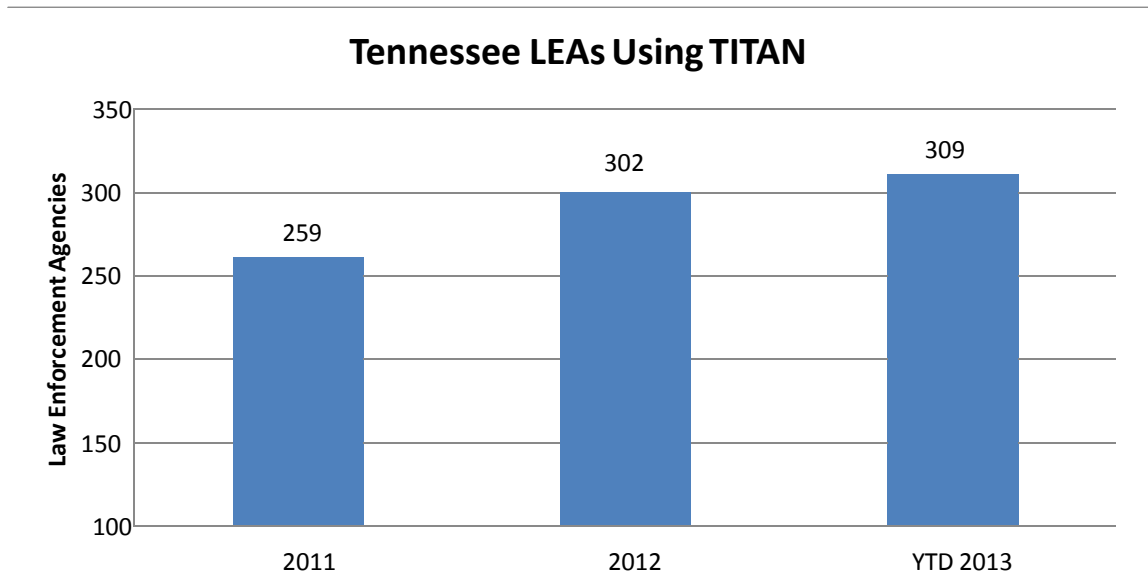
Objective 2: Implement and maintain a formalized process with detailed documentation for Electronic Crash collection, and a statewide support process for both RMS and TITAN users.

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

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

Status: The state is currently under contract for the development and maintenance of the statewide system. This contract went into effect in May 2013. The existing contract will end May 2018. The second phase has been completed and agencies are submitting data. Comprehensive statewide "Tennessee Integrated Traffic Analysis Network" (TITAN) training has been offered since late October of 2008. Help Desk technicians are in place for site visits and remote technical support for local agencies. A TITAN web-site has been developed which includes: access to crash reports, statistical querying and reporting, mapping of crash locations, manuals, and other services for TITAN users. Legislation passed during the 2012 Legislative Session requires all law enforcement agencies in Tennessee to submit crash reports electronically by July 1, 2015. 100% of crash reports will be submitted electronically by this date.

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

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

Baseline: The centralized data submission system is in place.

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

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

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

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

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

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

A. Nature of the Traffic Records System

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

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

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

Behavior Change/Social Survey Data: Since a majority of crash causation (85% to 95%) results from human behavior, Traffic Records Systems should also contain data about knowledge, attitudes, and behaviors of people who are at the greatest risk of traffic injury. Tennessee conducts yearly seatbelt surveys to understand the

impact of various law enforcement campaigns and advertising. The HSP plan includes concentration on this segment of the population. Other perceptions measured by a GHSO grantee include perceptions for law enforcement, punishment costs, the open container laws, DWI and DUI laws, and the potential problems created by cell phone usage while driving.

III. STRATEGIES/ ACTIVITIES

STRATEGY-ADMINISTRATION

Activity: TR- Program Management

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

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

Evaluation: This project will be administratively assessed.

Activity: TR – Strategic Plan Oversight

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

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

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

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

STRATEGY-DATA

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

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

Tennessee is one of 19 states and Canadian provinces participating in the Iowa National Model Program for Automation of Law Enforcement Reporting. Tennessee's 3-phase crash module project is well into its third phase. Automated crash and citation data collection, including automated location information will improve the usefulness of these reports to many end users.

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

Activities:
Provide post-certified training for law enforcement agencies to see that the Tennessee Department of Safety (TDOS) receives electronic crash reports on time. Assist in standardizing reports and data collection. Provide a help desk. Provide TraCS and XML test plans and Life Cycle plans. Deploy electronic data collection. Work on updating paper reports for temporary usage in concert with TRCC Strategic Plans. Scan and document monthly results to GHSO. Implement the new TITAN Wizard system which allows ease of use for agencies for electronic crash reporting.

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

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

Agency Funded:
TDOS – TITAN Wizard Deployment and Support   Statewide $1,689,425.61

Statewide Impaired Driving Plan

RESERVED- to be submitted by September 1, 2013

ALCOHOL and OTHER DRUGS COUNTERMEASURES

I. GOALS and OBJECTIVES

A. Goal
To decrease the number of impaired driving fatalities, injuries and crashes by the end of FY14.

B. Objectives:

Objective 1: To decrease by 5% the number of impaired driving fatalities from 257 in CY11 to 244 by CY14

Objective 2: To decrease the number of impaired driving crashes by 5% from 7,303 CY12 to 6,938 by CY14. There was a 6% increase in impaired driving crashes from CY11 to CY12.

Objective 3: To decrease the number of driver fatalities with BACs of 0.08 or greater by 2.5% by the end of 2012 from 257 (CY11) to 250 by CY14

Objective 4: To train 350 traffic enforcement officers in SFST, 25 officers as DREs, 150 officers in Advanced Roadside Impaired Driving Education (ARIDE) and to expand Judges and Prosecutor Training to 150 by December 2014.

Objective 5: To sustain the twenty two (22) judicial districts, of a maximum thirty-one (31) with the Impaired Driving Prosecution program and potentially increase.

II. SUPPORT DATA

Objective 1:
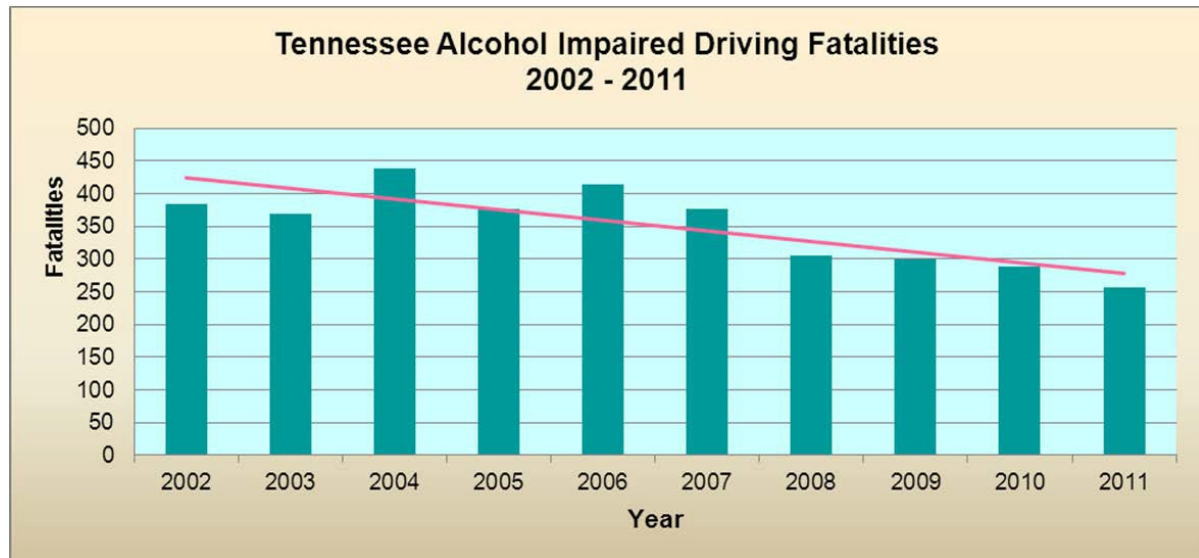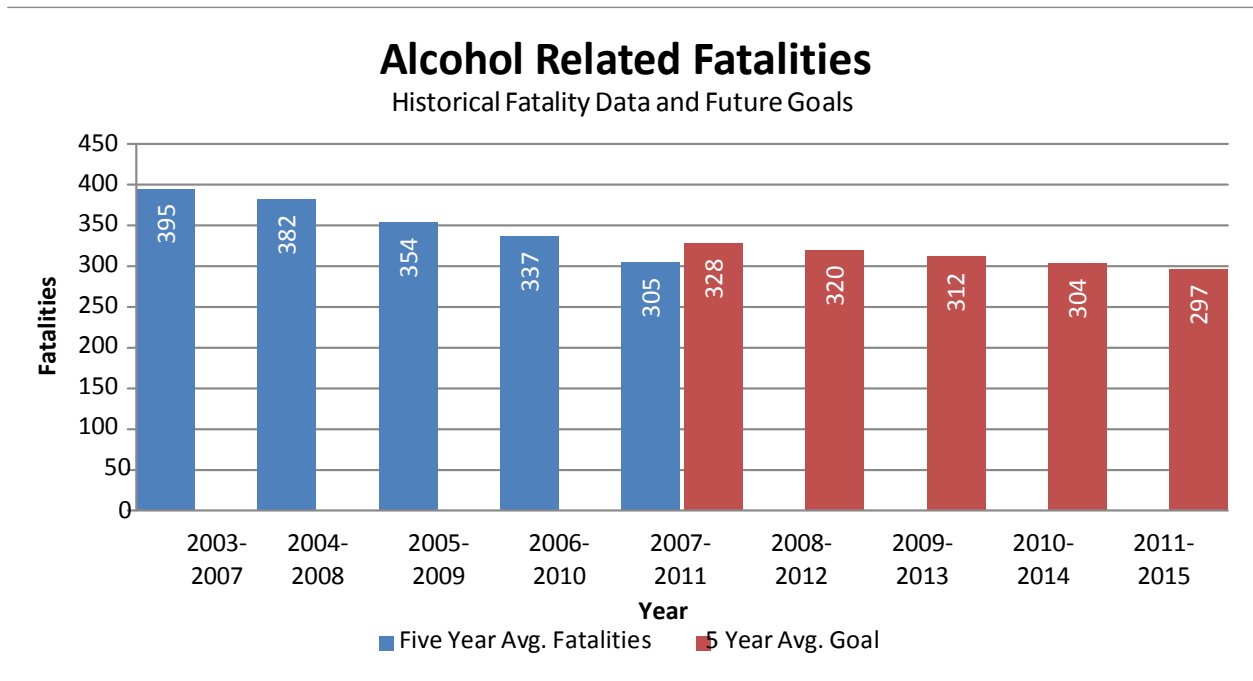
Alcohol Related Fatalities
Historical Fatality Data and Future Goals

- Five Year Avg. Fatalities
- 5 Year Avg. Goal

Year	Value
2003-2007	395
2004-2008	382
2005-2009	354
2006-2010	337
2007-2011	305 / 328
2008-2012	320
2009-2013	312
2010-2014	304
2011-2015	297

Tennessee Alcohol Impaired Driving Fatalities 2002 - 2011

Proportion of Alcohol Impaired Fatalities•										
Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Alcohol Impaired Fatalities	384	370	439	376	414	377	306	299	288	257

Alcohol Impaired Driving Fatalities as a Proportion of Overall Traffic Fatalities
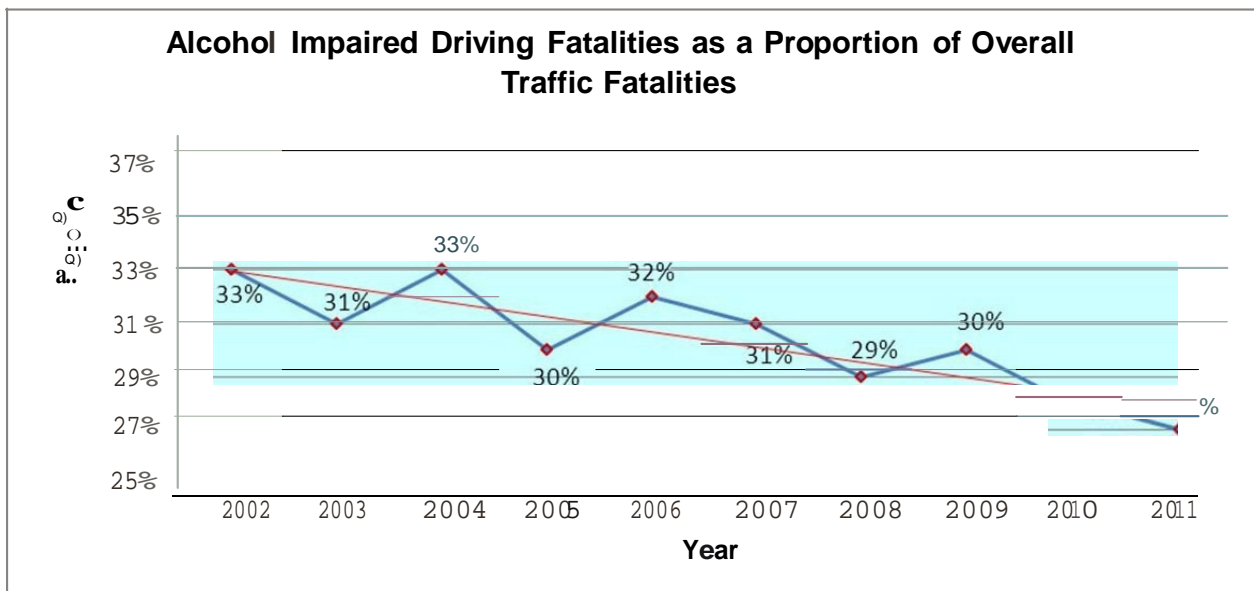
Proportion of Alcohol Impaired Fatalities										
Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
% of Alcohol Impaired Fatalities	33%	31%	33%	30%	32%	31%	29%	30%	28%	27%

Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Alcohol Impaired Fatalities	384	370	439	376	414	377	306	299	288	257
Vehicle Miles Traveled (VMn in 100 Millions	683.16	689.36	708.6	707.04	707.08	712.5	696.61	702.92	704.29	707.45
Fatality Rate per 100 Million VMT	0.56	0.54	0.62	0.53	0.59	0.53	0.44	0.43	0.41	0.36

TENNESSEE ALCOHOL-RELATED FATALITIES PER 100 MILLION VMT
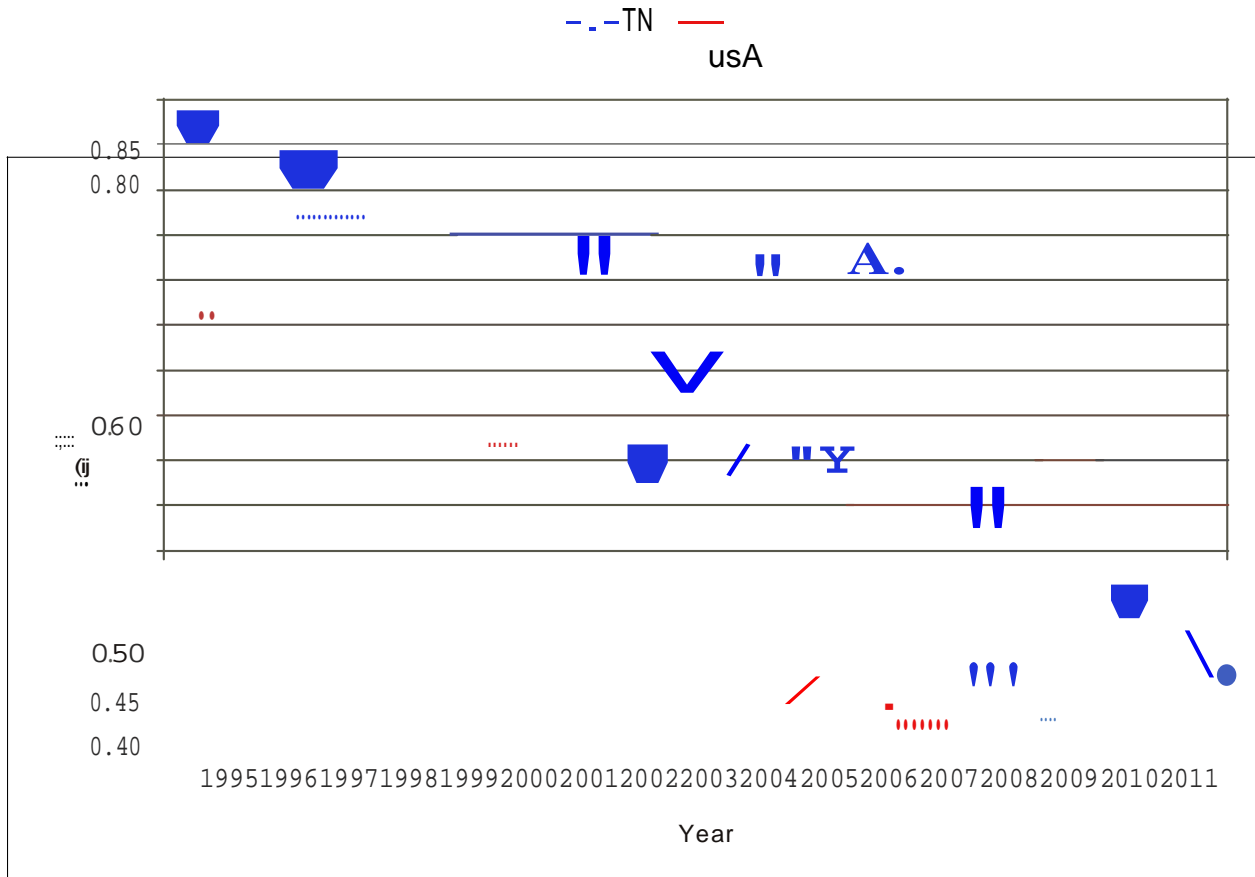
Alcolloi-Related Fatalities per 100 lillio• \"liT•																
	1995	1996	1997	1998	1999	000	001	00	003	0ll	00;	006	001	0s	009	010	0u
T:\	0ss	083	0.78	0.76	0.76	0.75	0.75	0.67	060	0.JJ	0.67	03	0.66	05	0.54	0.54	0.43
1SA	0ss	0.64	0.ss	0.s7	0.ss	0.57	0.56	0.55	0 53	0.s2	09	09	0.57	0.52	0As	0.45	0.45

Source: http://www.fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx, accessed May 21, 2013.
Not.- 2010.2011 Doto is prc1minory

Based on NHTSA's Old Definition for Alcohol Fatalities

TENNESSEE ALCOHOL-IMPAIRED DRIVING FATALITIES PER 100 MILLION
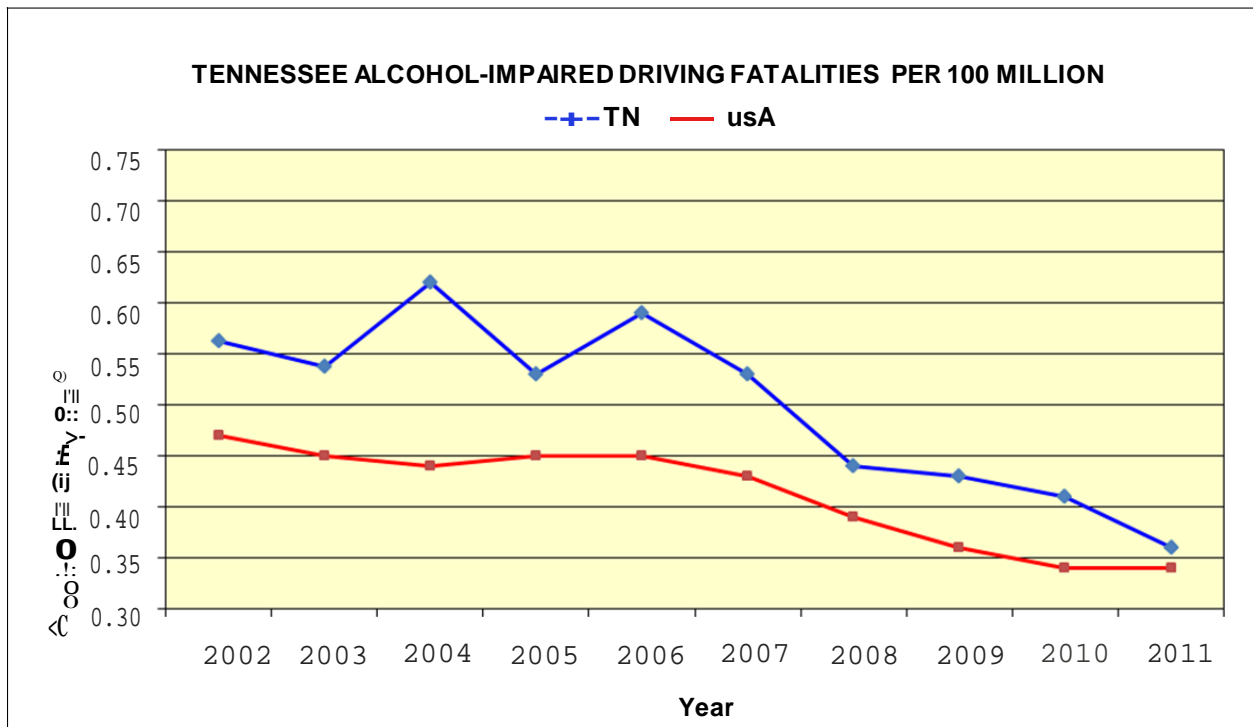
Alcohol-Impaired Driving Fatalities per 100 Million VMT*											
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
T	0.65	0.56	0.54	0.62	0.53	0.59	0.53	0.44	0.43	0.41	0.36
l:SA	0.48	0.47	0.45	0.44	0.45	0.45	0.43	0.39	0.36	0.34	0.34

Source. hhttp/Avlvlv-nrd.nhtsa.dot.govldepartments/nrd-30/ncsa/STS/#7_ TN/2009#7_ TN_2009.htm. accessed May 21. 2013.

Based or. .YHJ&rs Defir.itior. oflcol:ol -Intva:red Dri -ir.g Fatalities.

Tennessee DriYers in Fatal Crashes by Gender and BAC						
	:\1ale			Female		
Year	All :\1ale DriYers	Percent		All Female DriYers	Percent	
		BAC=.01+	BAC=.08+		BAC=.01+	BAC=.08+
1994	1,163	32%	27%	455	16%	14%
1995	1,248	33%	29%	435	12%	10%
1996	1,222	32%	27%	461	13%	11%
1997	1,1-2	31%	28%	480	12%	9%
1998	1,231	30%	26%	459	15%	13%
1999	1,281	31%	T%	489	12%	10%
2000	1,2B	29%	25%	r4	18%	14%
2001	1,230	32%	27%	460	15%	13%
2002	1,1B	31%	26%	416	1-%	13%
2003	1,126	T%	24%	479	15%	13%
2004	1,291	30%	26%	48-	14%	12%
2005	1,269	27%	23%	463	14%	12%
2006	1,243	30%	25%	461	16%	14%
2007	1,18-	30%	25%	439	13%	11%
2008	1,022	T%	23%	371	18%	13%
2009	9T	29%	25%	367	15%	13%
2010	982	28%	23%	391	15%	13%
2011	96-	24%	20%	355	14%	12%

Source: YHTSA FARS Ellcyclopedia, lmp:l/lnnrfa rs.l!lltsa.dot.goliTrel!ds! Trel!dsA/cohol.aspx, accessed .\fa\·21, 2013.

Tennessee Drivers Involved in FatalCrashes, by Previous Driving Record and License Status- 2011								
	License Status						Total (1,332}	
	Valid License (1,161		Invalid License (160}		Unknown (11}			
Previous Convictions	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	229	19.7%	26	16.3%	0	0.0%	255	19.1%
Previous Recorded Suspensions or Revocations	76	6.5%	59	36.9%	0	0.0%	135	10.1%
Previous DM11 Convictions	14	1.2%	13	8.1%	0	0.0%	27	2.0%
Previous Speeding Convictions	202	17.4%	25	15.6%	0	0.0%	227	17.0%
Previous Other Harmful Moving Convictions	78	6.7%	17	10.6%	0	0.0%	95	7.1%
Drivers with No Previous	725	62.4%	81	50.6%	11	100%	817	61.3%

Source: .\"HTS.J FA:?.S D:cyc/opedia, lmp: lnnr jars. l?.hrsa.dor.go,· People PeopleDn,·ers.aspx, accessed.\lay 2 201>.

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Fatal Crashes and Percent Alcohol-Impaired Driving, by Time of Day and Crash Type - 2011									
	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
Day	Number	Alcohol-impaired driving	Percent Alcohol-impaired driving	Number	Alcohol-impaired driving	Percent Alcohol-impaired driving	Number	Alcohol-impaired driving	Percent Alcohol-impaired driving
Midnight to 2:59 a.m.	55	34	61%	17	12	69%	72	45	63%
3 a.m. to 5:59 a.m.	57	33	57%	16	3	16%	73	35	48%
6 a.m. to 8:59 a.m.	43	3	8%	55	4	7%	98	7	7%
9 a.m. to 11:59 a.m.	40	3	8%	48	3	6%	88	6	7%
Noon to 2:59 p.m.	51	4	8%	69	8	11%	120	12	10%
3 p.m. to 5:59 p.m.	72	17	24%	67	8	12%	139	25	18%
6 p.m. to 8:59 p.m.	83	26	31%	48	7	14%	131	33	25%
9 p.m. to 11:59 p.m.	84	40	48%	24	9	37%	108	49	45%
Unknown	40	18	46%	5	3	60%	45	21	47%
Total	525	178	34%	349	55	16%	874	234	27%

Source: NHTSA FARS Encyclopedia, http://www-fars.nhtsa.dot.gov/Crashes/CrashesAlcohol.aspx, accessed May 23, 2013.
Note: NHTSA estimates alcohol involvement when alcohol test results are unknown.

Objective 2:
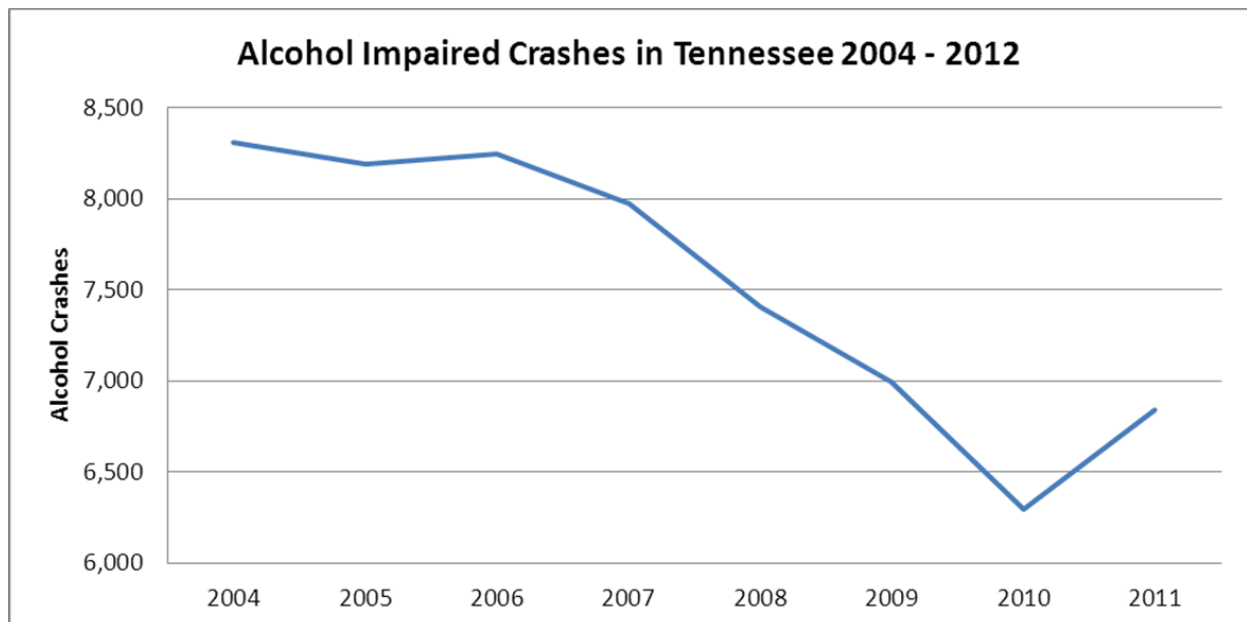
Alcohol Impaired Tennessee Traffic Crashes 2004-2012									
Year	2004	2005	2006	2007	2008	2009	2010	2011	2012
Crashes	8,305	8,188	8,243	7,971	7,407	6,991	6,295	6,844	7,303

Objective 3:

Year	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
1994	743	61%	67	6%	398	33%	465	38%	1,214
1995	760	60%	59	5%	437	35%	497	39%	1,259
1996	749	60%	60	5%	423	34%	483	39%	1,239
1997	745	61%	57	5%	415	34%	472	39%	1,225
1998	732	60%	72	6%	404	33%	476	39%	1,216
1999	806	62%	62	5%	433	33%	495	38%	1,302
2000	800	61%	80	6%	415	32%	495	38%	1,307
2001	733	59%	69	6%	439	35%	508	41%	1,251
2002	720	61%	72	6%	384	33%	457	39%	1,177
2003	778	65%	43	4%	370	31%	413	35%	1,193
2004	825	62%	70	5%	439	33%	509	38%	1,339
2005	824	65%	68	5%	376	30%	444	35%	1,270
2006	797	62%	72	6%	414	32%	486	38%	1,284
2007	764	63%	67	6%	377	31%	444	37%	1,211
2008	667	64%	69	7%	306	29%	375	36%	1,043
2009	636	64%	49	5%	299	30%	348	35%	986
2010	683	66%	58	6%	288	28%	347	34%	1,032
2011	639	68%	50	5%	257	27%	307	32%	946

Persons Killed, by Highest Driver Blood Alcohol Concentration (BAC) in the Crash, 1994 - 2011

Source: http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx, accessed May 21, 2013.

Objective 4:

In CY 2012, 245 were trained in basic DUI and SFST, 19 trained in SFST Instructor, 59 trained in DRE In-Service, 17 officers completed DRE training, 358 officers were trained in ARIDE. In the legal/prosecutorial areas, there were 740 prosecutors and 1522 law enforcement officers trained.

Objective 5:

DUI Arrests in Tennessee

Year	DUI Arrests
2002	27,65
2003	27,27
2004	26,30
2005	25,62
2006	26,2
2007	30,49
2008	29,60
2009	27,6
2010	23,59
2011	26,340
2012	29,093
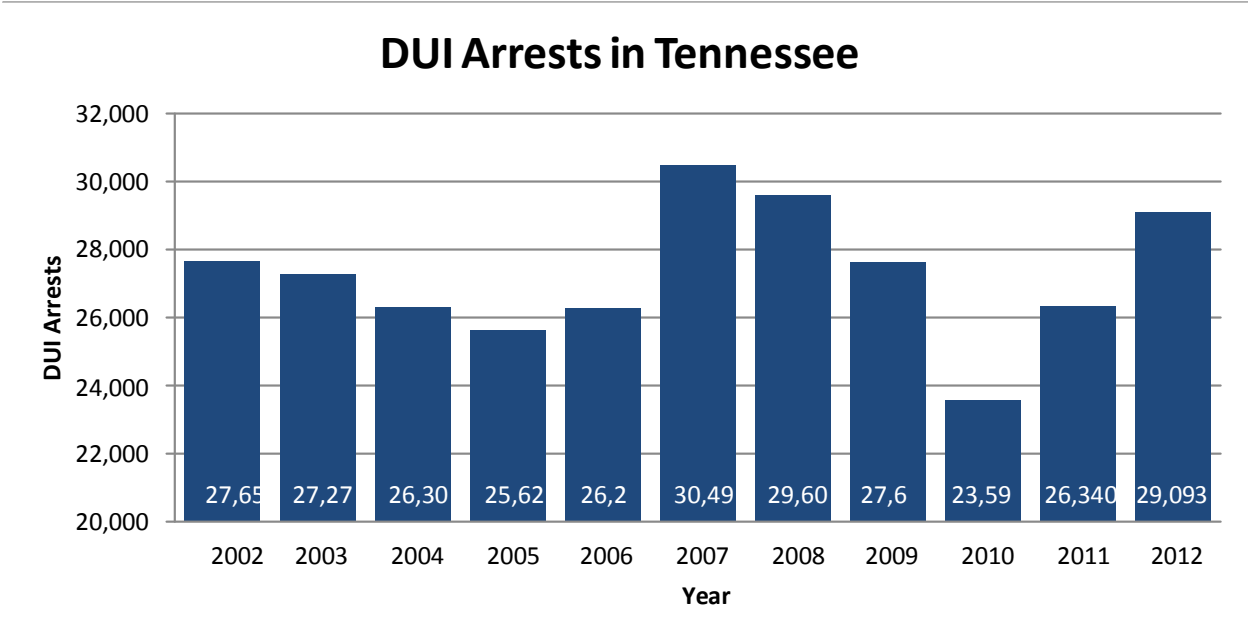
III. STRATEGIES FOR DECREASING FATALITIES & INJURIES

A. Strategies Selected for 2014

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):

Enforcement: Saturation Patrols are law enforcement efforts that combine a high level of sustained enforcement with intense enforcement mobilizations around the Memorial Day weekend (typically May is one of Tennessee's deadliest months for traffic fatalities), the July 4 week-end, 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 DUI operations by agencies serving at least 50 % of the state's population; 3) Intense Publicity of paid and earned; 4) Pre/post Knowledge/Attitude/Behavior Surveys; and 5) Monthly Reporting of enforcement and media activity. Tennessee will organize a December holiday alcohol enforcement mobilization and a mid-summer traffic law enforcement mobilization concentrating on alcohol on 16 consecutive nights spanning three consecutive weekends by agencies serving at least 85% of the population. The agencies participating in the mobilizations will be required to maintain a high level of sustained enforcement by deploying monthly patrols combined with speed and other high-risk behavior enforcement efforts funded through the Police Traffic Services program.

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

Based on the Tennessee General Assembly's passage of the No Refusal Law in 2012, there will be a collective effort of law enforcement, prosecutors and judges to execute numerous No Refusal Weekends throughout the year. These will be strategically targeted zones of the state where high impaired driving crashes and fatalities have occurred.

Traffic Records- DUI Tracker System: The first DUI Offender Tracking System (Tracker) was a model (web-based DUI tracking system) that collected information on variables based on NHTSA standards and data requirements. The system, developed by The University of Memphis, had been in operation since 2003 and was populated with arrest and prosecution information resulting from the activities of GHSO-funded special DUI prosecutors in 22 Judicial Districts throughout the State. A new system was designed with the Tennessee Department of Safety in 2012 which merged the University of Memphis DUI Tracker data. To date, the DUI tracking system contains approximately over 80,000 arrest records.

Training of Law Enforcement Officers: Standard Field Sobriety Test (SFST) is a NHTSA-approved curriculum. All agencies receiving highway safety grants for traffic law enforcement require SFST training of their traffic officers. A grant-funded position in GHSO schedules and administers SFST training. Drug Recognition Expert (DRE) training produces certified officers who can reliably detect drug impaired drivers approximately 90% of the time. The DRE program is a valid method for identifying and classifying drug-impaired drivers. The DRE program requires scientifically sound support by the laboratory. A full-time DRE-trained former officer serves as the state's DRE training coordinator. The ARIDE program (Advanced Roadside Impaired Driving Education) will be offered statewide.

<u>Training of the Prosecutorial and Judicial Community:</u>   The dissemination and sharing of information is a formidable task, especially with statute changes, new case law and ever changing technology. Getting correct information to judges, prosecutors, law enforcement, defense attorneys, legislators and educators is an ongoing challenge as is changing behavior. Highway-safety funded positions in the District Attorney Generals Conference perform legal research and write articles, provide information and consultation about impaired driving issues and policies to judges, prosecutors, defense attorneys, legislators and educators and organize the annual state impaired driving conference. Under the National Highway Safety Administration's (NHTSA) model, the position of a Judicial Outreach Liaison (JOL) has been created with the desire to find a highly qualified candidate. This person would perform outreach for the judiciary of Tennessee, much like the two Tennessee Traffic Safety Resource Prosecutors do for the prosecution community.

IV. ACTIVITIES FOR DECREASING FATALITIES & INJURIES

Specialized DUI Prosecution

Description Problem

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

- Inability to manage traffic safety caseloads and oppose delay tactics typically practiced by the defendant and permitted by the courts

- Extreme backlog of cases due to lack of funding for Assistant District Attorneys

- Inconsistent disposition determinations in courtrooms concerning impaired driving

- Inability to specialize in area traffic safety due to broad responsibilities of most Assistant District Attorneys

- Lack of time to teach officers proper procedures and law concerning traffic safety

Objective

- Reduction in the time taken to complete cases at all levels and number of case resets.

- Support DUI treatment Courts and use of technology including but not limited to trans-dermal alcohol monitoring and ignition interlock for offenders to reduce the number of repeat offenses.

- Properly identify multiple offenders and prosecute them accordingly.

- Support the use of the DUI Tracking system to support the collection of empirical data

- Develop specialized knowledge in traffic safety to enable better management of caseloads

- Develop specialized knowledge to assist the Traffic Safety Resource Prosecutor in teaching local officers proper procedures and law

Activities

- Establish Assistant DA to handle DUI citations, arrests and adjudication

- Establish DUI Coordinator to support the ADA

- Enter all information into the DUI Tracker

- Handle only DUI cases that come before courts within jurisdiction

- Provide quarterly reports and billing to the GHSO

- Work with local law enforcement

- Work with area region LEL group to assist them on understanding prosecution needs

Resources

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

Self-sufficiency

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

Evaluation

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

- Attend at least one DUI Specialized Training course per year to develop expertise in traffic safety to use as a resource in the jurisdiction.

- Teach in at least one course for law enforcement concerning DUI in courses approved by the GHSO Training Division or the District Attorneys DUI Training Division.

- Enter data into the DUI Tracking system (Tracker) and retrieve data from the system to determine how cases are being handled within the local jurisdiction. Seek to improve advocacy and litigation results.

- Identify and prioritize multiple offender cases for trial docketing. Generate a policy for Criminal Court to resolve such cases or set a trial date for the case within 120 days of defense counsels appointment or retention .

Enforcement: Alcohol Saturation Patrols / Roadside Sobriety Checkpoints

Problem

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

Overtime must be for active enforcement only.

Funding will be based on the following criteria:

- The top two counties/cities by population will receive the highest awards.

- Ranking in alcohol crash rates by the TDOS.

- Population served by the agency & the agency size.

- Number of qualifying applicants for each level of funding. Awards will vary and may differ from those received in previous grant years.

Objective

- 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.

- Participate in the national NHTSA campaigns

Activities

Organize and schedule Alcohol Selective Traffic Enforcement in community saturation patrols or roadside sobriety checkpoints during FFY14. Officers involved in enforcement should attend SFST training if they have not already done so (needs to be done within first 3 months of the grant year). Train officers in NHTSA DUI Detection Check list. Have or implement TITAN or other software compatible with Department of Safety.

Resources

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

Self-sufficiency

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

Evaluation

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

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

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

Court Partnership Project Alcohol Countermeasures

Problem

Problem One: There were 297 fatal crashes involving alcohol in 2011 accounting for 27% of all Tennessee traffic fatalities. Alcohol or other drug related crashes account for more than half of all fatal crashes between the hours of 9 p.m. and 6 a.m. In 2012, 29,093 persons were arrested for DUI, the highest number since 2008.

One national study found that fatally-injured drivers in alcohol-related crashes were eight times more likely to have had DUI convictions in the previous five years than drivers randomly selected from the general population of licensed drivers. Repeat DUI offenders are among the most stubborn, persistent, and deadly threats on U.S. roads. Repeat DUI offenders account for about 21% of DUI arrests. 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 impaired driving as a serious issue, and they rarely feel too impaired to drive. The challenge is to reduce recidivism among repeat impaired driving offenders while also deterring all drivers from drinking and driving. Effective enforcement of impaired driving laws is also critical.

Problem Two: Treatment of victims/survivors

- 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.

- Victims often endure months of observing court with numerous continuances or delays.

Objective

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

- Advocate for just dispositions in all DUI, Vehicular Assault and Vehicular Homicide by Intoxication cases with the goal that all guilty offenders be found guilty.

- Advocate for just sentences that punish an offender appropriately and reduces the likelihood of recidivism through the use of incarceration, treatment and monitoring.

- Seek to eliminate the dismissal of DUI cases, unless a dismissal is necessary to maintain justice within the court system.
  - Seek to eliminate the reduction of DUI cases to lesser-included charges, unless the reduction is necessary to speedily require an offender to use monitoring devices, attend treatment, a victim impact panel and/or other measures to reduce the likelihood of recidivism.

Activities

Analyze court data to develop educational information for Judges, Prosecutors, law enforcement, probation officers and the public.

Resources

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

Self-sufficiency

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

Evaluation

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

Assisting Toxicology Backlog at the Tennessee Bureau of Investigation

PROBLEM:

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

In addition to improving turnaround time, Toxicologists are faced with an ever-increasing number of potential drugs. These new drugs require more sophisticated instrumentation, additional training, and additional manpower for method development and case analysis. Since starting benzodiazepine casework using LC/MS/MS, two things have quickly become apparent.

The first is that this instrument is revolutionary in terms of sensitivity and selectivity for drug testing in DUI / motor vehicle related cases. This technology is allowing us to detect drugs and drug levels not previously possible. For example, in February 2011 using LC/MS/MS we identified alprazolam 354 times in casework. Approximately half of those would not have been previously detectable without LC/MS/MS. We also identified clonazepam in 94 cases, 7-amino-clonazepam in 111 cases, and lorazepam in 20 cases; none of these drugs would have been detected without LC/MS/MS.

The second is that the instrument is running at full capacity currently testing for benzodiazepines in casework, leaving no possibility of new method development. TBI does not have methodology for opiates or parent compound marijuana testing, and expansion will not be possible without additional LC/MS/MS instrumentation. This means that many drugs, for example heroin, morphine, hydromorphone, oxymorphone, buprenorphine, naloxone, and delta-9-THC, are presently not detected in driving related cases.

Objective

- Continued training and education for all scientists in the breath alcohol and toxicology sections of the TBI labs will keep the scientists up to date on new technologies and new defense issues.

- New instrumentation, LC/MS/MS instruments, for the toxicology sections will allow scientists the ability to find more types of drugs and smaller quantities from drivers in DUI cases.

- Additional handheld evidentiary breath alcohol instruments (ASV-XL) for active DRE officers and TWRA officers.

Activities

- Request bids on Gas Chromatograph/Mass Spectrometer/Mass Spectrometer.

- Order and Install instruments.

- Scientists attend training meetings and conferences.

- Purchase additional LC/MS/MS instruments. I'm requesting two new instruments

- Utilize new technology that will improve efficiency and also the quality of the product.

- The purchase of three (3) new ELISA Drug Detection instruments for each of the laboratories in the state. This new technology will allow us to the ability to screen for over 300 compounds some of which we can currently not screen for or identify. The new technology would be utilized on almost all cases that require a drug screen analysis.

- Purchase sixty (60) additional ASV-XL for active DRE officers and twenty (20) for TWRA officers.

Resources

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

Self-sufficiency

The TBI will maintain and repair all instrumentation purchased with this grant.

Evaluation

A reduction in the case backlog and a decrease in turnaround time will evaluate success of this endeavor. Reducing current turnaround times and case backlog in Toxicology by 10%.

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

Problem

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

- Most prosecutors Judges, police chiefs and sheriffs lack time to keep up to date concerning new appellate decisions, defenses, trends and technological developments concerning traffic safety cases.

- Most prosecutors lack time to develop advocacy skills needed to successfully prosecute the difficult DUI and vehicular homicide cases.

- Prosecutors are not effective if law enforcement officers do not make good arrests, keep good records of arrest and know how to testify

- Concerned citizens, legislators and public entities commonly propose laws that are well intentioned but cause problems in the courts.

Objective

- Keep prosecutors, Judges, police chiefs, sheriffs and legislators informed of new appellate decisions, defenses, trends and technological developments.

- Increase advocacy skills of prosecutors through training.

- Support the training of law enforcement in testimonial training and through cooperation with the Standardized Field Sobriety Test and Drug Recognition state coordinators.

- Provide information to citizens, legislators and entities to permit them to be well informed when they propose new laws.

- Encourage use of the DUI Tracker to keep Prosecutors informed of their disposition information.

Activities

- Provide information to all the States Prosecutors, Judges, police chiefs, sheriffs, legislators and concerned entities by publishing and delivering a quarterly newsletter to 1,400 involved parties per quarter.

- Provide technical assistance including e-mail updates to prosecutors and interested law enforcement officers bi-weekly or as often as is necessary.

- Provide and update Trial manuals for the prosecution of DUI cases and Vehicular Homicide or assault cases for two hundred prosecutors involved in traffic safety.

- Provide trial advocacy training to specialized prosecutors and other prosecutors to enable them to increase trial advocacy skills and become more effective advocates in DUI cases.

- Provide training to law enforcement officers to enable them to becomes more effective witnesses in court.

- 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.

- Conduct informational meetings to inform prosecutors about new laws and new appellate decisions effecting the prosecution of DUI, Vehicular Assault and Vehicular Homicide cases.

- Provide traffic safety training including all basic information about toxicology, technology, drug impairment and field sobriety testing to new prosecutors

- Serve as a resource to the State DUI Task Force concerning the drafting and implementation of new laws.

Resources

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

Self-sufficiency

State Administered through grant support

Evaluation

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

- Technical assistance

- Publication of quarterly newsletter with distribution to all District Attorneys, Judges, Sheriffs, Police Chiefs and members of the Highway Patrol to include approximately 1,400 persons

- Training to District Attorneys, law enforcement officers and other advocates for traffic safety

- Train at least 50 court and law enforcement personnel on SFST and DUI recognition.

DISTRACTED DRIVING

What is distracted driving?

Distracted driving is any activity that could divert a person's attention away from the primary task of driving. Some of these distractions include:

- Texting
- x Talking on cellphones
- x Talking to passengers
- x Eating
- x Adjusting radios, CD/DVD players
- x Grooming

Texting is by far the distraction that has garnered the most attention because it requires not only visual attention from the driver, but cognitive and manual as well.

According to Distraction.gov, in 2011, 3,331 people were killed in crashes involving a distracted driver, compared to 3,267 in 2010. An additional, 387,000 people were injured in motor vehicle crashes involving a distracted driver, compared to 416,000 injured in 2010.
Nationally, 10% of injury crashes were tied to distraction affected crashes. .

TN has several distraction related laws on the books. They include:
1. Ban on all cell phone use (handheld and hands-free) for novice drivers (Primary law)
    Note: Tennessee defines novice drivers as all drivers with a learner's permit or intermediate license
2. Ban on texting for all drivers (Primary law)

I. GOALS and OBJECTIVES

A. Goals
Goal 1: To decrease the number of distracted driving crashes and fatalities by the end of 2014.

B. Objectives

Objective 1: Decrease the number of distracted driving crashes by utilizing education and enforcement

Objective 2: Decrease the number of distracted driving fatalities by utilizing education and enforcement

Tennessee Traffic Crashes by Driver Actions

Tennessee

Driver Action	2003	2004	2005	2006	2007	Total
No Contributing Actions	115,591	125,334	123,169	124,787	116,940	605,821
Inattentive	9,505	11,495	10,987	10,573	10,147	52,707
Interfered with by Passenger	431	438	396	363	337	1,965
Driving Left of Center	3,800	4,286	4,028	3,632	3,363	19,109
Driving Wrong Way on One-Way Roadway	251	228	226	215	194	1,114
Failure to Comply with License Restrictions	796	794	749	694	633	3,666
Failure to Keep in Proper Lane or Running Off Road	28,944	32,775	32,605	32,877	30,120	157,321
Failure to Yield Right of Way	33,299	36,076	34,994	34,047	31,220	169,636
Failure to Obey Traffic Controls	6,976	7,401	7,573	6,938	6,338	35,226
Failure to Observe Warnings or Instructions	752	772	735	827	716	3,802
Failure to Signal Intentions	584	605	529	491	442	2,651
Failure to Use Lights	217	199	183	193	164	956
Following Improperly	27,034	30,810	31,396	31,600	30,925	151,765
Improper Backing	3,363	3,633	3,778	3,723	3,591	18,088
Improper Lane Changing	4,683	5,164	5,354	5,146	4,725	25,072
Improper Passing	2,132	2,231	2,186	2,124	1,850	10,523
Improper Turn	4,491	4,636	4,792	4,618	4,118	22,655
Improperly Towing or Pushing Vehicle	98	87	68	66	53	372
Improperly Carrying Hazardous Cargo	4	3	4	9	9	29
Improper Loading of Vehicle Cargo or Passengers	209	185	225	220	189	1,028
Operator Inexperience	4,271	4,947	4,675	4,477	3,917	22,287
Operating without Required Equipment	248	255	287	225	199	1,214
Over Correcting	5,602	6,056	5,801	5,681	5,098	28,238
Careless or Erratic Driving	8,062	8,661	8,792	8,417	7,637	41,569
Reckless or Negligent Driving	6,757	7,220	7,126	6,707	5,716	33,526
Speed Too Fast	11,514	12,607	11,474	10,744	9,146	55,485
Speed Too Slow	168	154	149	151	103	725
Vision Obstructed	2,874	2,840	2,430	2,445	2,075	12,664
Using Telephone or Two-Way Radio	583	586	642	669	569	3,049
Other	29,510	30,453	28,793	28,648	26,591	143,995
Unknown	6,524	7,723	8,374	8,432	7,898	38,951
Not Indicated	7,618	7,446	7,285	8,332	8,296	38,977

Tennessee Traffic Crashes Where Cell Phone Usage was Indicated*
2003 - 2012

County	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Total
Anderson	3	3	4	6	2	3	9	7	10	10	57
Bedford	2	4	6	6	8	8	11	11	10	12	78
Benton	1	1	0	1	1	4	1	2	1	0	12
Bledsoe	0	0	1	1	0	0	2	0	0	0	4
Blount	18	14	11	11	11	10	9	15	27	15	141
Bradley	10	13	4	7	7	10	15	20	17	22	125
Campbell	4	5	4	4	3	2	7	7	4	3	43
Cannon	2	1	1	4	2	1	4	2	1	3	21
Carroll	0	3	1	2	3	3	0	4	5	4	25
Carter	10	7	3	3	2	2	3	2	7	6	45
Cheatham	2	2	6	9	2	4	5	1	4	4	39
Chester	0	1	2	0	2	3	1	0	2	3	14
Claiborne	1	1	0	4	3	3	0	2	1	3	18
Clay	0	1	1	0	0	1	2	1	0	0	6
Cocke	2	3	2	3	4	4	7	6	3	5	39
Coffee	3	5	5	10	5	7	8	13	12	12	80
Crockett	0	0	1	2	0	2	0	1	1	2	9
Cumberland	6	6	6	9	7	5	7	10	7	6	69
Davidson	88	67	85	76	61	76	90	70	84	67	764
Decatur	0	0	1	1	1	2	1	1	0	4	11
De Kalb	0	2	4	3	3	3	6	1	3	4	29
Dickson	6	9	5	6	9	8	15	5	14	7	84
Dyer	1	6	7	6	6	9	9	6	9	6	65
Fayette	0	1	2	4	3	2	7	11	2	1	33
Fentress	0	1	1	0	0	1	1	1	5	0	10
Franklin	2	4	1	2	3	6	1	0	3	4	26
Gibson	1	1	7	7	2	9	11	11	8	8	65
Giles	0	1	2	3	1	4	3	3	5	6	28
Grainger	1	1	0	2	1	1	1	1	1	3	12
Greene	4	8	6	8	4	3	8	9	18	11	79
Grundy	0	0	2	0	1	1	2	0	0	2	8
Hamblen	6	1	9	4	1	8	6	9	7	9	60
Hamilton	39	39	32	39	26	21	44	54	70	72	436
Hancock	0	0	0	0	0	0	0	0	0	0	0
Hardeman	1	2	3	3	2	3	4	0	4	2	24
Hardin	0	1	0	1	1	6	4	8	4	2	27
Hawkins	2	4	6	0	2	5	10	5	6	11	51
Haywood	1	0	0	1	0	4	6	4	3	1	20
Henderson	2	1	1	0	4	4	5	3	8	6	34
Henry	5	1	3	6	0	1	8	2	6	3	35
Hickman	0	2	4	2	0	2	1	2	1	0	14
Houston	0	0	1	1	0	1	0	2	0	1	6
Humphreys	3	1	0	0	2	2	0	0	3	2	13
Jackson	0	0	0	0	0	0	1	1	0	1	3
Jefferson	4	8	3	2	8	3	7	8	8	6	57
Johnson	0	2	1	1	0	2	2	0	2	0	10
Knox	39	52	53	60	48	43	89	102	88	94	668
Lake	0	0	0	0	0	0	0	0	0	1	1
Lauderdale	1	0	1	2	1	0	4	3	2	4	18
Lawrence	8	1	3	1	1	0	3	6	7	5	35
Lewis	1	1	0	1	1	2	3	1	3	1	14
Lincoln	0	1	2	3	2	5	6	3	6	7	35
Loudon	2	7	3	11	4	6	7	6	6	9	61
McMinn	4	4	3	4	4	4	12	13	7	12	67
McNairy	1	2	1	0	0	4	1	2	6	4	21
Macon	1	0	3	1	1	0	7	6	2	2	23
Madison	14	18	12	9	18	12	17	32	29	26	187
Marion	1	5	5	4	5	3	4	4	3	3	37
Marshall	3	0	3	2	3	3	5	3	3	7	32
Maury	3	10	8	8	8	11	12	6	9	17	92
Meigs	1	1	1	0	2	0	0	2	1	1	9
Monroe	0	0	2	2	1	2	7	1	5	0	20
Montgomery	17	20	18	18	12	37	17	22	30	65	256
Moore	0	2	1	1	0	1	2	1	1	0	9
Morgan	1	0	0	0	0	2	3	3	1	1	11
Obion	2	6	7	2	4	2	3	3	4	7	40
Overton	2	3	2	3	2	7	2	6	6	3	36
Perry	1	1	0	0	0	1	0	0	0	0	3

Tennessee Traffic Crashes Where Cell Phone Usage was Indicated*
2003 - 2012

County	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Total
Pickett	1	0	0	0	0	1	0	0	0	0	2
Polk	2	0	0	0	0	3	2	1	0	2	10
Putnam	14	3	15	15	10	17	20	24	19	27	164
Rhea	5	3	1	2	0	2	0	1	3	3	20
Roane	10	2	0	3	3	2	7	10	9	13	59
Robertson	8	5	6	8	4	5	13	11	12	16	88
Rutherford	27	33	34	27	34	32	29	39	45	78	378
Scott	1	0	1	0	1	2	3	0	1	0	9
Sequatchie	0	3	0	0	0	2	2	2	2	3	14
Sevier	13	9	21	14	15	8	16	11	8	13	128
Shelby	75	80	97	81	92	72	110	124	194	199	1,124
Smith	1	0	0	4	5	8	4	4	6	2	34
Stewart	0	1	0	0	0	1	1	3	1	4	11
Sullivan	20	12	14	16	19	11	16	18	29	30	185
Sumner	21	18	17	19	20	36	24	27	34	46	262
Tipton	3	3	6	17	4	2	10	7	11	12	75
Trousdale	0	1	1	1	0	3	1	1	1	2	11
Unicoi	1	0	2	5	3	0	1	0	4	5	21
Union	1	0	0	1	0	2	1	1	1	3	10
Van Buren	0	0	0	0	0	0	0	2	2	1	5
Warren	5	1	3	3	6	2	4	5	11	12	52
Washington	10	21	14	18	20	6	16	21	26	26	178
Wayne	0	0	2	1	0	2	1	1	3	1	11
Weakley	1	2	2	1	3	5	5	8	9	4	40
White	0	0	2	0	0	0	6	2	2	6	18
Williamson	9	14	24	27	13	13	38	56	46	61	301
Wilson	14	8	8	11	5	12	16	34	26	33	167
Unknown	4	0	0	0	0	0	0	0	0	0	4
Total	578	586	642	666	577	653	894	959	1,110	1,220	7,885

Source: TN Dept. of Safety and Homeland Security, Research, Planning and Development Division, 1/25/2013. 2012 data is preliminary.

* Two-way radio usage included.

Note: Includes crashes where more than one driver had cellphone usage.

MOTORCYCLE SAFETY

I. Goals and Objectives

Goals
- Reduce the number of motorcycle crashes by 10% from baseline CY 2012 from 3,330 to 2997 by December 31, 2015.
- Reduce the number of motorcycle fatalities by 10% from baseline CY 2012 from 139 to 125 by December 31, 2015.

Objective 1: To decrease number of motorcycle crashes to 2,997, and number of fatalities to 125 by December 31, 2015.
- Performance Measure: Annual number of motorcycle crashes and motorcyclists killed as reported on police crash report form, averaged over three years.
- Baseline: In CY 2012, 139 motorcycle riders died in 3,330 crashes.
- Status: In CY 2012, 139 motorcycle riders died in 3,330 crashes. Helmet use increased to 95%

Objective 2: To participate in a Motorcycle Safety Assessment for the State of Tennessee by the end of 2013.
- Performance Measure: Identify key and prioritize motorcycle safety issues within the state, strategize and put into place a plan and organize a partnership team to address the issues.
- Status: Request the Assessment to the appropriate NHTSA officials and set date within federal fiscal year 2013.

II. Problem Identification and Program Justification

Magnitude and Severity of the Motorcycle Crash Problem
The number of motorcycle crashes has increased significantly since 2003 in which there were a total of 1,986 motorcycle crashes of which 1,462 involved injuries. The number of motorcycle crashes in 2012 was 3,330 of which 2,505 involved injuries. That is an increase in crashes of 50% and injuries increased 50%.

With the increase in motorcycle crashes there was also an increase in fatalities. Motorcycle crashes with fatalities increased from 81 in 2003 to 135 in 2012. That is an increase of 50%.

Motorcycle crashes involving the use of alcohol has increased since 2003. There was a major increase in crashes between 2008 and 2012. In 2003 there were 80 alcohol related crashes. That number increased to 179 in 2012. The number of injuries also increased from 55 in 2003 to 139 in 2012.

The number of fatalities as a result of alcohol related motorcycle crashes increased during this same period. There were 17 fatalities in 2003. That was an increase to 28 fatalities due to alcohol

Tennessee Motorcycle Crashes: 2003 - 2012
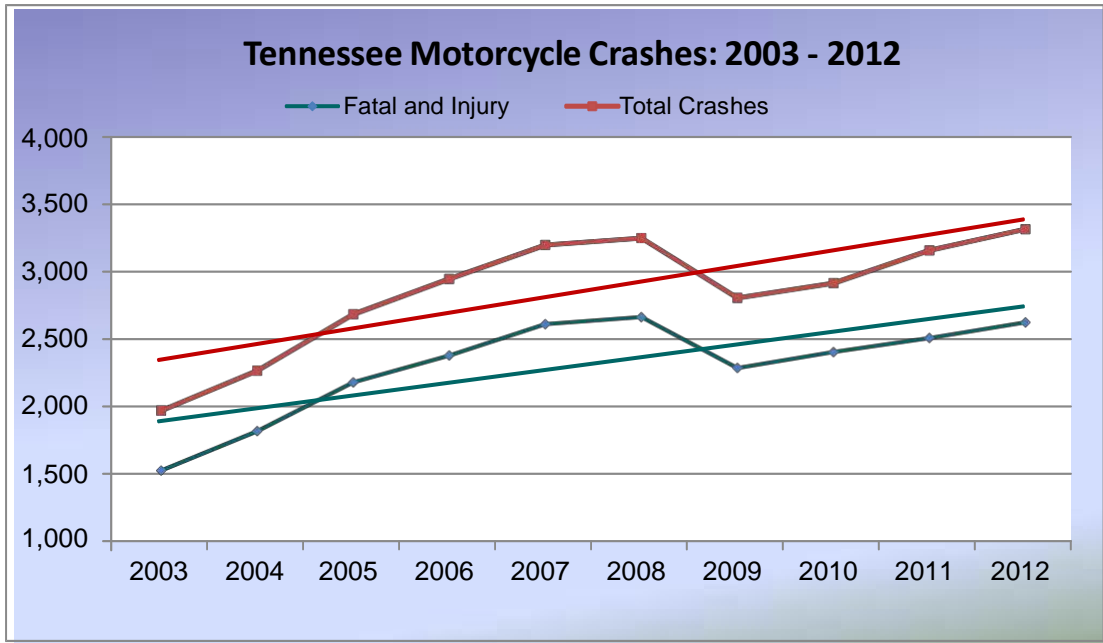
Tennessee Motorcycle Crashes 2003 - 2012										
Crash Type	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal	81	93	125	132	137	130	114	137	113	135
Injury	1,462	1,741	2,071	2,263	2,490	2,549	2,188	2,283	2,411	2,505
PDO	443	448	504	567	586	585	519	510	649	690
Fatal and Injury	1,543	1,834	2,196	2,395	2,627	2,679	2,302	2,420	2,524	2,640
Total Crashes	1,986	2,282	2,700	2,962	3,213	3,264	2,821	2,930	3,173	3,330
Source: TN Dept of Safety and Homeland Security, Research , Planning and Development, May 24, 2013.										
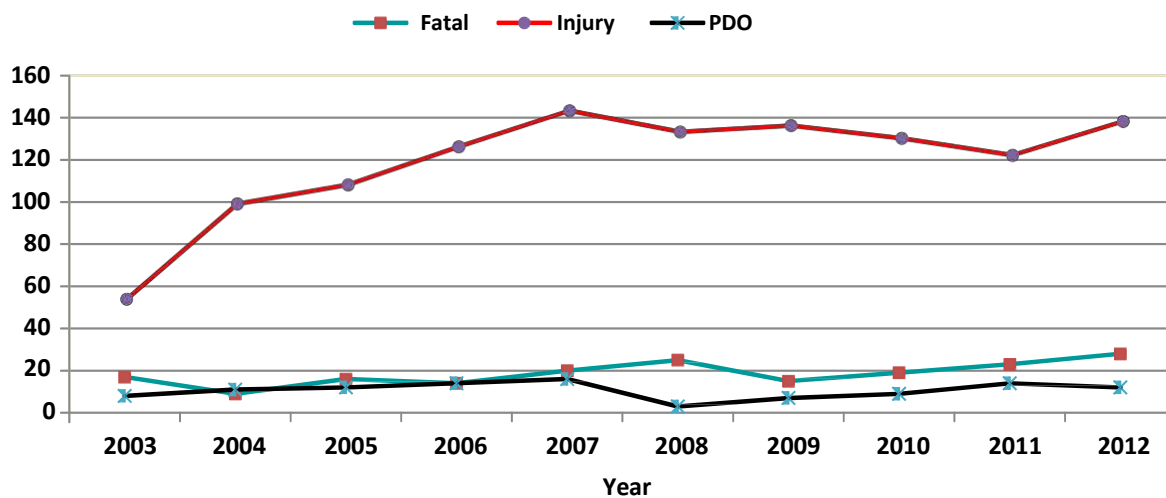
Tennessee Alcohol Related Motorcycle Crashes

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Tennessee Alcohol Related Motorcycle Crashes										
Fatal	17	9	16	14	20	25	15	19	23	28
Injury	55	100	109	127	144	134	137	131	123	139
PDO	8	11	12	14	16	3	7	9	14	12
Total	80	120	137	155	180	162	159	159	160	179

Source: TN Dept of Safety, Office of Research, Statistics, and Analysis, May 24, 2013.
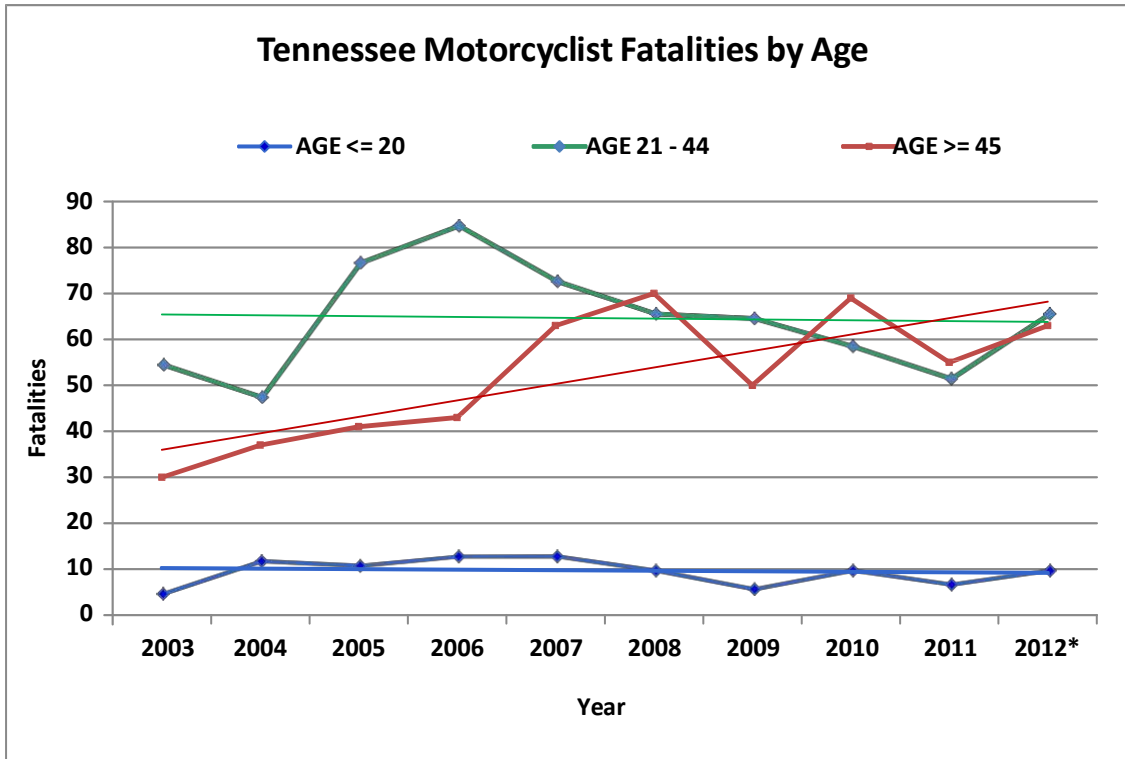
Tennessee Motorcyclist Fatalities by Age

Age Groups	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012*
AGE <= 20	5	12	11	13	13	10	6	10	7	10
AGE 21 - 44	55	48	77	85	73	66	65	59	52	66
AGE >= 45	30	37	41	43	63	70	50	69	55	63
TOTAL	90	97	129	141	149	146	121	138	114	139

Sources: TN Fatality Analysis Reporting System, May 24, 2013.

* 2012 Data is preliminary.

Motorcycle Rider Deaths by Helmet Use 2002 - 2011										
Year	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012*
Helmeted	75	84	107	119	129	125	94	131	105	130
Unhelmeted	15	13	20	21	19	16	24	7	9	8
Unknown	0	0	2	1	1	5	4	0	0	1
Total	90	97	129	141	149	146	122	138	114	139

2011-2012 data is preliminary from TN Fatality Reporting System

POLICE TRAFFIC SERVICES
I. PROGRAM DESCRIPTION

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

The enforcement of traffic laws

Training in traffic enforcement skills

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

Support for community-based efforts to discourage speeding, aggressive driving, DUI checkpoints, and other unsafe driving behaviors.

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

Goal 1: To decrease the number of fatalities related to speeding from base calendar year 2009 of 209 to 190 by December 31, 2012

Objective 1: To decrease the number of speed-related fatalities from the 2010 calendar base year data.
Performance Measure: 229 speeding-related fatalities from the base year 2010 to 190 by December 31, 2012

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

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

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

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

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

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

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

disregard of traffic signs and signals

following too closely or tailgating

erratic and improper passing

improperly signaling lane changes

disobeying red lights and flashing lights

reckless, careless, or inattentive driving

driving while suspended license

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

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

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

III. ACTION PLANS FOR REDUCING FATAL CRASHES & INJURIES

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

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

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

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

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

IV. PROGRAM ADMINISTRATION

Activity- POLICE TRAFFIC SERVICES - PROGRAM MANAGEMENT

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

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

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

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

Agency Funded:

Agency	$ Amount
The University of Tennessee (LEL)	$1,245,290.85

ENFORCEMENT

Activity - High Visibility Law Enforcement Campaigns

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

AGENCIES FUNDED: (agencies and amount awarded is estimated)

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

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

Activity - Network Law Enforcement Grants

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

compensated for the time they put in to this effort. Local Area Network Coordinators will be required to:

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

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

Evaluation:
Network Coordinators will submit the following items to both the GHSO and the Regional LEL each month:
1. A copy of the Network Meeting Agenda
2. A list of those who attended and the agencies represented
3. Minutes of the meeting Network Coordinators
4. Submit quarterly reports to the GHSO following the end of each quarter.

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

AGENCIES FUNDED: (agencies and amount awarded is estimated)

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

TRAINING

Activity-State Law Enforcement Training

Activity:
Standardized Statewide Traffic-Related Law Enforcement Training

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

Scope:
The main scope is to create the Tennessee Highway Safety Training Center. The Center will build on and coordinate current training resources offered by the Tennessee Law Enforcement Training Officers Association and Partners in Training Spanish for Law Enforcement to expand and improve Tennessee Law Officers' response to traffic safety. Standardized, statewide training that offers quality content and methods, as well as content specific to the laws of Tennessee will be emphasized. Interact with law enforcement networks that provide live updates on trends within their respective areas and training needs that require immediate attention. This coordinated effort will improve law enforcement's overall response to highway safety, thus protecting lives and preventing future harm.

Activities:

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

RADAR/LIDAR Operations

Strategies and Tactics of Patrol Stops (STOPS) Instructor

Basic Spanish Communication for Law Enforcement

Enhanced Spanish Communication for Law Enforcement

At Scene Traffic Crash Investigation

Advanced Traffic Crash Investigation

Auto/Pedestrian Crash Investigation

Utilizing Digital Photography at Crash Scenes

Motorcycle Accident Scene Training

Traffic Crash Reconstruction

Law Enforcement Instructor Development

Spanish Instructor Training

Traffic Safety Action Plan Development

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

AGENCIES **FUNDED**

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

High Visibility Enforcement

Overview:

High Visibility Enforcement (HVE) combines enforcement, visibility elements, and a publicity strategy to educate the public and promote voluntary compliance with the law. Checkpoints, saturation patrols and other HVE strategies should include increased publicity and warnings to the public. Although forewarning the public might seem counterproductive to apprehending violators, it actually increases the deterrent effect.

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

This is a one-year award program of $5,000. Those agencies that will receive a programmatic grant are not eligible to receive this grant.

Activities:

High visibility enforcement should be conducted in locations that are chosen based on data. Enforcement should be in areas that are easily visible to the motoring public and indicate a specific enforcement need due to crashes or crashes and crime. Using geo-mapping to identify "hot spots" – areas of high incidence of crimes and crashes will help you target locations where your enforcement can play two roles in fighting crime and reducing crashes and traffic violations.

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

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

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

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

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

High Visibility Enforcement

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

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 TITAN system.

Agencies Funded: (TBD)

Network Coordinator Program

Overview:

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

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

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

Objectives:

1. To promote an organization through which information (e.g. training, enforcement campaigns) can be efficiently distributed.
2. To provide a means of collecting data from agencies across the state in an efficient and expedient manner.
3. To utilize list-serve technology to expedite communication within and among the networks.

Activities:

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. Local Area Network Coordinators will be required to:

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

Network Coordinator Program

Evaluation:

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

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

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

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

Agencies Funded:

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

Emergency Medical Services

Overview:

Emergency Medical Service (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 chances for survival diminish the longer a patient with a life threatening injury has to wait for medical personnel to arrive. This training is necessary to enhance survival rate and the ability to assess and provide emergency medical care within the "Golden Hour."

Objectives:

1. Provide First Responder/Extrication training in rural communities
2. Reduce overall response time within each community
3. Maintain certification and training for existing First Responders

Activities:

In order to decrease fatalities related to traffic crashes it is paramount that we increase the training to first responders. First responders are typically the first to arrive at the scene of a motor vehicle crash. Proper training and equipment is vital in preventing fatalities when a serious crash occurs.

1. Demonstrate existing response times
2. Conduct First Responder/Extrication training in rural communities
3. Provide certification testing for all participants following the classroom instruction
4. Purchase and distribute equipment and supplies necessary for first response/extrication
5. Compare data of response times and fatalities following the training program

Evaluation:

Evaluation will be measured in multiple ways. First, agencies must demonstrate their response time prior to the first responder training. A measureable reduction should be documented following the training and certification of new first responders. Second, documentation should be presented showing a comparison in the number of crashes and fatalities within the community. Finally, the quality of the training should be captured. This can be measured by the number of students registered for the training vs. the number of students passing the final exam and receiving state certification.

Agencies Funded: (TBD)

Continue to support efforts to develop VRISM for the collection of all vital statistics data.

Continue to support the EMITS system and encourage the creation of quality data checks.

Capture EMS run report number on the crash report to aid direct linkage between crash and health care files.

Capture crash report number on the EMS run sheet to aid direct linkage between crash and health care files.

Explore strategies to reduce the lag time in the availability of annual hospital discharge and ED data sets.

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

Train and equip First Responder groups in high motor vehicle crash risk locations.

Provide skills development for dealing with crash scenes and crash-related injuries, and skills development for

crash injury prevention activities.

Train Emergency Medical Communicators via distance learning to reach more people who do not have the time or

resources for long-distance travel.

IV. ACTIVITIES/STRATEGIES

STRATEGY – TRAINING and EMPOWERMENT

Activity - First Responder Training

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

Objective

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

Activities

1. Demonstrate existing response times.
2. Develop program to aid in reducing response times to accident victims.
3. Provide appropriate courses or training.

Resources

$10,000 for first responder training.

NOTE: These resources are estimated and are based on the 2012-2013 grant year funding. The
GHSO does not guarantee funding levels, however we have provided a best estimate. Our resource estimates may change by the time this grant is authorized for 2012-2013 grant year. Approved grantees will be notified of any changes.

Self-sufficiency

One-time funding. First Responder organizations will be required to provide continuing education. EMS organizations will seek additional state or local funding as necessary.

Evaluation

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

AGENCIES FUNDED: (agencies and amount awarded is estimated)

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

TRAINING

Activity- State Law Enforcement Training

Activity**:**
Standardized Statewide Traffic-Related Law Enforcement Training

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

Scope:
The main scope is to build on the Tennessee Highway Safety Training Center. The Center will develop and coordinate current training resources offered by the Tennessee Law Enforcement Training Officers Association and Partners in Training Spanish for Law Enforcement to expand and improve Tennessee Law Officers' response to traffic safety. Standardized, statewide training that offers quality content and methods, as well as content specific to the laws of Tennessee will be emphasized. Interact with law enforcement networks that provide live updates on trends within their respective areas and training needs that require immediate attention. This coordinated effort will improve law enforcement's overall response to highway safety, thus protecting lives and preventing future harm.

Activities:

The TN Highway Safety Training Center will include statewide training in 14 class types listed as follows:

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

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

AGENCIES **FUNDED**

Agency	County	$Amount
Columbia State Community College	TN statewide	$469,887.14

TEEN TRAFFIC SAFETY

I. GOALS and OBJECTIVES

A. Goal

To decrease the number of 15 to 24-year-old drivers and passengers killed or seriously injured in all traffic crashes by CY 2013 by the end of CY 2014.

B. Objectives

Objective 1: To decrease the number of Youth ages 15-19 killed or seriously injured in motor vehicle crashes by 2.5 % by the end of CY 2014.
Baseline: In CY2010, 45 15-19 year old drivers were killed.
Status: In CY 2011, 52 15-19 year olds were killed.
Baseline: In CY 2010, 510 15-19 year old drivers were seriously injured.
Status: In CY 2011, 516 15-19 year olds were seriously injured

Objective 2: To decrease the number and percentage of 20 to 24-year-old drivers involved in fatal traffic crashes by 2.5% by the end of CY 2014.

Performance Measure: Number of 20-24 year old drinking drivers in crashes as a percentage of the total of all drinking drivers involved in crashes.
Baseline: In CY 2010, 177 fatalities
Status: In CY2011, 159 fatalities

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

Performance Measure: Number of 15 to 17-year old drivers obtaining a Learner's Permit.
Baseline: in CY 2007, 132,411 drivers ages 15 to 17 held Learner's Permits. (Aged 14 to 17 is 132,479).
Status: in CY 2011, 130,829 drivers ages 15 to 17 held Learner's Permits. (Aged 14 to 17 is 130,839).

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

In Tennessee 47, 266 16 year olds held a driver's license and 54,858 17 year olds held a driver's license

Objective 4: To increase the number of youth aged 15 to 18-year olds that practice safe driving behaviors.

Performance Measure: Number of 15 to 18-year olds who rarely wore or never wore a seat belt

Baseline: in CY 2009, 9.6% admitted to rarely or never wore a seat belt
Status: in CY 2011, 10% 15 to 18 admitted to rarely or never wearing a seat belt

Baseline: in CY 2009, 22.2% of students rode 1 or more times in the past 30 days who have ridden in a vehicle with someone that had been drinking
Status: in CY 2011, 20.3% of students rode 1 or more times in the past 30 days who have ridden in a vehicle with someone that had been drinking

Drivers Involved in Fatal Crashes by Age 2001 - 2011

Driver Age	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011*
≤ 15	7	5	14	6	8	13	8	5	4	5
16-17	78	61	71	69	64	58	48	42	34	30
18-19	116	101	115	101	104	119	83	71	64	74
20-24	236	202	247	233	238	211	180	163	177	159
25-34	297	329	351	335	345	287	255	255	256	263
35-44	290	326	336	314	308	301	229	206	245	223
45-54	212	235	274	273	280	266	244	226	234	229
55-64	135	162	212	207	157	183	159	164	185	159
≥ 65	172	182	158	194	198	185	185	162	171	180
Unk	14	12	10	15	17	18	7	8	10	10
Total	1,557	1,615	1,788	1,747	1,719	1,641	1,398	1,302	1,380	1,332

Source: TN Dept of Safety and Homeland Security, Research, Planning and Development, May 24, 2013.

* 2011 Data is preliminary.

Drivers Involved in Fatal Crashes by Age 2002 - 2011

Year	Drivers Involved in Fatal Crashes by Age	
	20 to 24 Year Old Drivers	Other Age Drivers
2001	14%	86%
2002	15%	85%
2003	13%	87%
2004	14%	86%
2005	13%	87%
2006	14%	86%
2007	13%	87%
2008	13%	87%
2009	13%	87%
2010	13%	87%
2011	12%	88%

	20-24	Other	Total	%
2001	244	1458	1702	14%
2002	236	1321	1557	15%
2003	202	1413	1615	13%
2004	247	1541	1788	14%
2005	233	1514	1747	13%
2006	238	1481	1719	14%
2007	211	1430	1641	13%
2008	180	1218	1398	13%
2009	163	1139	1302	13%
2010	177	1203	1380	13%
2011	159	1173	1332	12%

Source: TN Dept of Safety and Homeland Security, Research, Planning and Development, May 24, 2013.

http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/Report.aspx

Representation of Drivers Between Ages 15 and 19 in Fatal and Injury Crashes

Category	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Change
Drivers Between Ages 15 & 19 in Fatal & Injury Crashes	10,192	12,297	12,243	11,986	11,464	10,099	10,007	9,440	9,032	8,878	-12.9%
Percentage of Drivers in Fatal & Injury Crashes Between Ages 15 & 19	12.67%	13.09%	13.10%	12.96%	12.93%	12.49%	12.45%	11.36%	10.86%	10.55%	-16.7%
Licensed Drivers Between Ages 15 & 19	246,133	249,468	251,745	257,218	263,428	263,428	263,214	262,171	261,493	258,049	4.8%
Percentage of Licensed Drivers Between Ages 15& 19	5.8%	5.8%	5.8%	5.9%	5.9%	5.9%	5.9%	5.8%	5.7%	5.6%	-3.6%
Over-representation of Drivers Between Ages 15& 19	2.18	2.25	2.27	2.21	2.18	2.11	2.12	1.96	1.89	1.88	-13.6%

Source: Drivers in Fatal and Injury Crashes - TN Dept of Safety Crash Databases, May 24, 2013.

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

Year	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
All Lic. Drivers	4228235	4279063	4372306	4384517	4431085	4455754	4,484,769	4520542	4,559,507	4,597,271
All Lic. Drivers Aged 15 to 19	246,133	249,468	251,745	257,218	263,428	263,428	263,214	262,171	261,493	258,049
Drivers Aged 15 to 19 in Fatal & Injury Crashes	10,192	12,297	12,243	11,986	11,464	10,099	10,007	9,440	9,032	8,878
All Drivers in Fatal and Injury Crashes	80465	93933	93487	92454	88628	80847	80387	83074	83161	84161
	12.7%	13.1%	13.1%	13.0%	12.9%	12.5%	12.4%	11.4%	10.9%	10.5%
	5.8%	5.8%	5.8%	5.9%	5.9%	5.9%	5.9%	5.8%	5.7%	5.6%

Persons 15 to 19 Years Old Killed in Tennessee Traffic Crashes by Person Type			
Year	Drivers	Persons Other Than Drivers	Total
2000	87	66	153
2001	85	59	144
2002	104	60	164
2003	85	58	143
2004	102	65	167
2005	74	49	123
2006	88	65	153
2007	100	53	153
2008	72	33	105
2009	48	42	90
2010	46	30	76
2011	52	25	77
2012*	57	32	89

Source: Federal FARS website: http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/SelectYear.aspx, accessed May 23, 2013.
* 2012 Data is preliminary from the TN Fatality Reporting System.

Year	Drivers Involved in Fatal Crashes by Age	
	20 to 24 Year Old Drivers	Other Age Drivers
2001	14%	86%
2002	15%	85%
2003	13%	87%
2004	14%	86%
2005	13%	87%
2006	14%	86%
2007	13%	87%
2008	13%	87%
2009	13%	87%
2010	13%	87%
2011	12%	88%

	20-24	Other	Total	%
2001	244	1458	1702	14%
2002	236	1321	1557	15%
2003	202	1413	1615	13%
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2008	180	1218	1398	13%
2009	163	1139	1302	13%
2010	177	1203	1380	13%
2011	159	1173	1332	12%

Source: TN Dept of Safety and Homeland Security, Research, Planning and Development, May 24, 2013.

http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/Report.aspx

C. Related National Goals

The National Highway Traffic Safety Administration's (NHTSA) number one priority is Safety. In 2012 major focus will continue to be placed on Teen Driver Safety and Distracted Driving. Young drivers, ages 15 to 20 years are especially vulnerable to death and injury on roadways – traffic crashes are the leading cause of death for teenagers in America. Each year, more than 5,000 teens (ages 16-20) are killed in passenger vehicle crashes. During 2006, a teen died in a traffic crash an average of once every hour on weekends and nearly once every two hours during the week. Research shows which behaviors contribute to teen-related crashes. Inexperience and immaturity combined with speed, drinking and driving, not wearing seat belts, distracted driving (cell phone use, loud music, other teen passengers, etc.), drowsy driving, nighttime driving, and other drug use aggravate this problem.

According to (NHTSA/NHTSA Data Query):

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

Nationally in 2009, 3,349 vehicle occupants, ages 16 to 20, were killed in motor vehicle crashes, and 56.1 percent (1,880) were unrestrained at the time of the fatal crash.

During 2009, a vehicle occupant age 16 to 20 years died in a traffic crash approximately every two hours on weekends and every three hours during weekdays.

When comparing occupants 21 and older in fatal motor vehicle crashes, the age groups least likely to wear their seat belts are 21-to 24-year-olds and 25-to 34- years-olds. Among passenger vehicle occupants 21 to 34 who were killed in crashes from 2004-2008, 65 percent were not buckled up.

In 2008, 70 percent of the passenger vehicle occupants 13 to 15 years old killed in traffic crashes were not buckled up – the highest percentage of all age groups.

NHTSA has developed a three- tiered strategy to prevent motor-vehicle-related deaths and injuries for teens: increasing seat belt use, implementing graduated driver licensing and reducing teens' access to alcohol.

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

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

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

II. PROBLEM IDENTIFICATION and PROGRAM

A. Magnitude and Severity of the Youthful Driver Crash Problem

Introduction: Motor vehicle crashes are the leading cause of death for young people 15 to 20 years of age. The Center for Disease Control and the National Institute on Alcohol Abuse report that alcohol is a factor in the four leading causes of death among persons ages 20 to 24. These four causes are motor-vehicle crashes, unintentional injuries, homicide and suicide. Though progress is being made, underage drinking remains a persistent problem among youth. According to the 2007 National Survey on Drug Use and Health, about 10.7 million Americans between ages 12-20 report current alcohol consumption; this represents nearly 28% of this age group for whom alcohol use is illegal.

Teen Drivers (15 to 19 Years Old):

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

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

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

A.   In a recent report conducted by Allstate on *America's Teen Driving Hot Spots*, Tennessee was ranked 6th in the nation for its rate of teen fatal crashes per capita from 2000 to 2006. Those aged eighteen (32.2%) and nineteen (26.8%) were most likely to die in a crash, with males (68.8%) being twice as likely to meet this end as females (31.2%). Fatal crashes were also 68.9% more likely to occur in rural locations. This report went on to name the Nashville-Davidson-Murfreesboro-Metropolitan area as the 4th deadliest place in the nation for teen drivers with the leading contributing factors cited as lack of seatbelt use (46.2%), speeding (30.4%), alcohol (13.9%), and other drugs (2.6%), with June, July, and October being the deadliest months respectively.

B.   According to an article by AF Williams in a 2006 *Injury Prevention* issue titled "Young Driver Risk Factors: successful and unsuccessful approaches for dealing with them and an agendas for the future," having a strong GDL policy, as well as ensuring compliance with the GDL process is key for seeing changes in the behavior of young drivers.

   a.   Tennessee currently employs a Graduated Driver's Licensing (GDL) policy which was recently given the highest quality rating of "Good" by the Insurance Institute for Highway Safety.

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

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

Persons 15 to 19 Years Old Seriously Injured (A) in Tennessee Traffic Crashes			
Year	Drivers	Persons Other Than Drivers	Total
2003	618	367	985
2004	726	410	1,136
2005	662	385	1,047
2006	584	382	966
2007	606	304	910
2008	541	332	873
2009	580	294	874
2010	510	289	799
2011*	516	330	846
Total	5,343	3,093	8,436
Source: TN. Dept. of Safety and Homeland Security, Planning, Research and Development, August 15, 2012.			
*2011 Data is preliminary.			

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

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

Age	2008	2009	2010	2011	2012
16	47,320	46,798	47,451	47,868	47,266
17	56,355	54,657	54,621	54,855	54,858

License Holders by Age (16 & 17) in Tennessee

— 16 Year Old License Holders — 17 Year Old License Holders
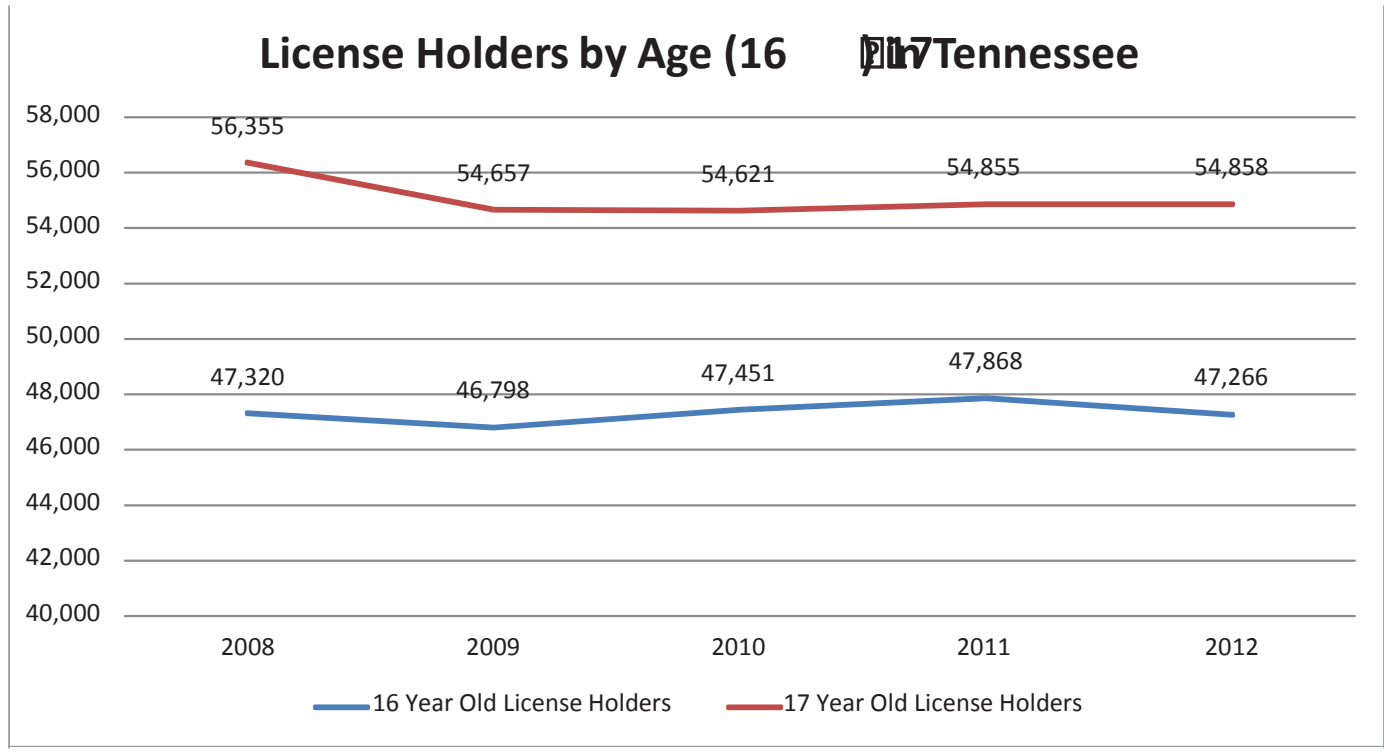
TN does not currently have consistent Driver's Education policies and this data suggests that many teens in TN may be waiting until they are age 18, then get their unrestricted license often with little to no education, experience, or without the benefit of slowly increasing their driving privileges through GDL.

Youthful Drivers (20 to 24 Years Old):

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

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

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

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

Speeding

Wrong Side of Road

Failure to Yield

Reckless Driving

Drinking

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

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

2010	32,904	94.65%	1.90%	0.18%	0.11%	0.64%	0.41%	1.78%
	0.34%							

Through leveraged funding from various partners (State Farm Insurance, Nissan North America, Bridgestone Tires), TN GHSO has been able to provide coordinated teen programming since 2008. These programs have focused on collecting information to understand teen perspectives on GDL related behaviors and has focused specifically on identifying and cultivating a group of teen leaders in localities across the state. While teen-led interventions have yet to become proven practices, those guided by known evidence about what works in changing behaviors do show promise. Program evaluation data collected from each is summarized below…..

TN GHSO data summary: GDL related behaviors from ThinkFast

2012:

Table: Teen's self-reported approval of the risky behaviors of others						
Do you approve of:	**Yes**		**No**		**Not sure**	
	Frequency	*%*	*Frequency*	*%*	*Frequency*	*%*
Underage drinking	212	30.5%	324	46.6%	157	22.6%
Illegal drug use	134	19.3%	423	60.9%	134	19.3%

Table: Teen's Self-report of their own risky behaviors						
How often do you:	*Most often or Always*		*Sometimes*		*Very Rarely or Never*	
	Frequency	*%*	*Frequency*	*%*	*Frequency*	*%*
Ride with an intoxicated driver?	102	14.7%	331	47.6%	257	37.0%
Wear your seatbelt?	364	52.4%	282	40.6%	49	7.1%
Drive under the influence?	37	5.3%	140	20.1%	366	52.7%
Talk on a cell while driving?	125	18.0%	259	37.3%	156	22.4%
Text on cell while driving?	72	10.4%	233	33.5%	236	34.0%
Exceed speed limit by 10 mph or more?	121	17.4%	285	41.0%	135	19.4%

2011:

Table: Teen's self-reported approval of the risky behaviors of others						
Do you:	*Yes*		*No*		*No Answer*	
	Frequency	*%*	*Frequency*	*%*	*Frequency*	*%*
Drink Alcohol		18		81		1
Use illegal drugs		12		86		2

Table: Teen's Self-report of their own risky behaviors						
How often do you:	*Most often or Always*		*Sometimes*		*Very Rarely or Never*	
	Frequency	*%*	*Frequency*	*%*	*Frequency*	*%*
Ride with an intoxicated driver?		6		36		58
Wear your seatbelt?		59		35		6
Obey passenger restrictions?		40		27		12
Drive under the influence?		3		7		70
Talk on a cell while driving?		7		28		45
Text on cell while driving?		7		22		51
Exceed speed limit by 10 mph or more?		12		29		39

2010:

Table: Teen's self-reported approval of the risky behaviors of others						
Do you:	***Yes***		***No***		***No Answer***	
	Frequency	*%*	*Frequency*	*%*	*Frequency*	*%*
Drink Alcohol		24		74		2
Use illegal drugs		16		81		3

Table: Teen's Self-report of their own risky behaviors						
How often do you:	***Most often or Always***		***Sometimes***		***Very Rarely or Never***	
	Frequency	*%*	*Frequency*	*%*	*Frequency*	*%*
Ride with an intoxicated driver?		9		39		52
Wear your seatbelt?		59		35		6
Obey passenger restrictions?		57		29		14
Drive under the influence?		3		12		85
Talk on a cell while driving?		7		35		58
Text on cell while driving?		7		28		65
Exceed speed limit by 10 mph or more?		13		39		48

2009:

Table: Teen's self-reported approval of the risky behaviors of others (pre test)						
Do you/Have you:	*Yes*		*No*		*No Answer*	
	Frequency	%	Frequency	%	Frequency	%
Drink Alcohol	225	26.9	608	72.8		
Driven under the influence?	65	7.8	769	92.1		
Ridden with an influenced driver?	560	67.1	274	32.8		
Taken Driver's Ed?	98	11.9	735	88.0		
Been in an auto crash?	354	42.4	479	57.4		

Percentage of students who rode one or more times during the past 30 days in a car or other vehicle driven by someone who had been drinking alcohol

Year	Percentage
2003	~26.50%
2005	~25.00%
2007	~24.00%
2009	~22.00%
2011	~20.25%
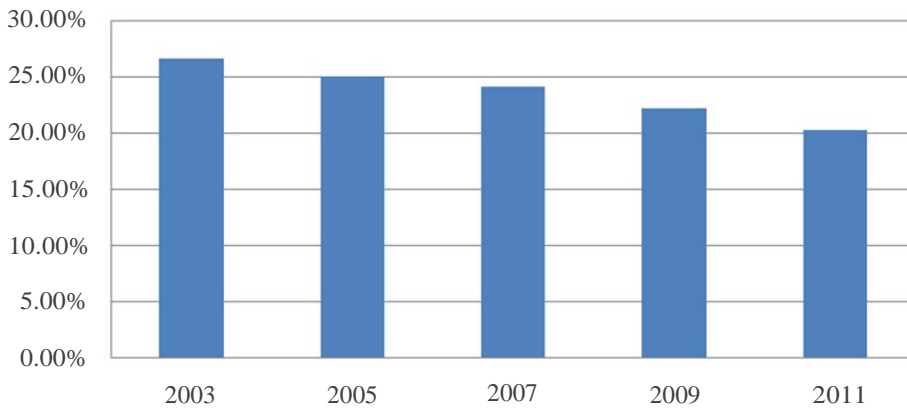
Percentage of students who drove a car or other vehicle one or more times during the past 30 days when they had been drinking alcohol

Year	Percentage
2003	~11.20%
2005	~10.80%
2007	~8.40%
2009	~7.80%
2011	~7.60%
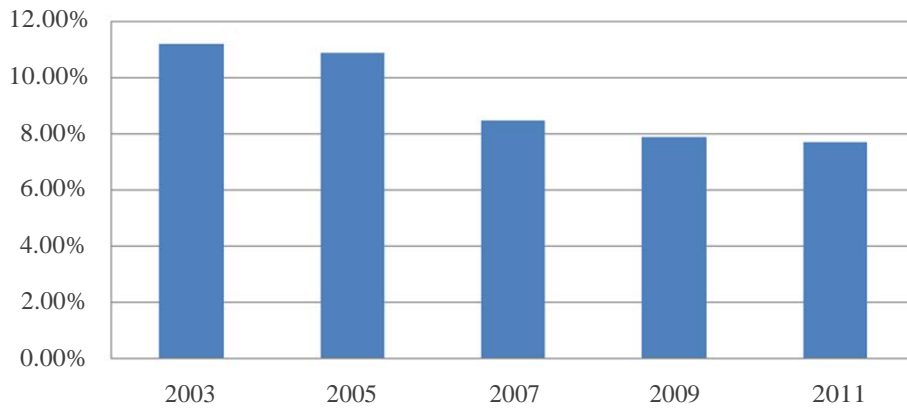
Percentage of students who never or rarely wore a seat belt when riding in a car driven by someone else

2003	2005	2007	2009	2011

16.00%
14.00%
12.00%
10.00%
8.00%
6.00%
4.00%
2.00%
0.00%
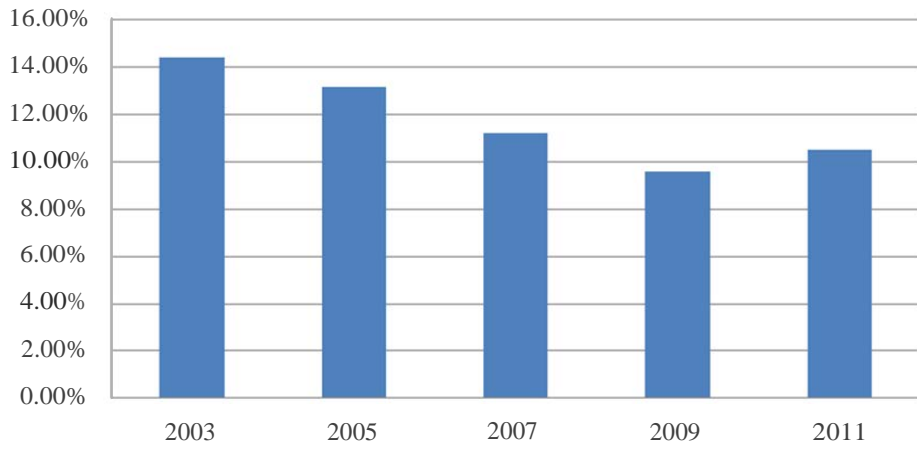
Drivers Age 20 to 24 in Tennessee Traffic Crashes by Alcohol Test Results, 2003 – 2011*									
Year	Alcohol Test Results								
	Test Not Given	Test Given, No Results	0.00	0.01 – 0.07	0.08+	Test Refused	Test Given, Insufficient Sample	Unknown	Total
2003	87.60%	1.74%	0.12%	0.07%	0.53%	0.96%	0.04%	8.94%	40,171
2004	89.65%	1.84%	0.04%	0.06%	0.45%	0.90%	0.03%	7.03%	44,850
2005	90.88%	1.96%	0.12%	0.07%	0.51%	0.95%	0.05%	5.46%	42,774
2006	89.95%	1.99%	0.11%	0.05%	0.43%	0.99%	0.05%	6.43%	43,054
2007	87.45%	1.79%	0.10%	0.04%	0.46%	1.03%	0.05%	9.08%	40,982
2008	87.55%	1.71%	0.15%	0.05%	0.50%	0.88%	0.06%	9.11%	37,042
2009	91.78%	1.68%	0.16%	0.07%	0.56%	0.58%	0.07%	5.09%	37,354
2010	94.65%	1.75%	0.19%	0.11%	0.64%	0.42%	0.08%	2.17%	33,866
2011*	93.37%	2.79%	0.37%	0.17%	1.48%	0.32%	0.04%	1.46%	21,456
Total	90.07%	1.88%	0.13%	0.07%	0.57%	0.82%	0.05%	6.41%	341,549

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

*2011 Data is preliminary.

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

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

* 2010 Data is preliminary.

II. STRATEGIES FOR DECREASING DEATHS & INJURIES

Strategies Selected (all targeted teen age groups)

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

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

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

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

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

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

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

IV. STRATEGIES/ ACTIVITIES

STRATEGY EMPOWERMENT- Community Programs

Activity: Youth Safety-Comprehensive Alcohol Risk reDuction (C.A.R.D.)

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

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

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

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

Funded Agencies:

Department of Safety	$ 00,000.00	Davidson
Dickson County Sheriff's Department	$ 00,000.00	Weakley
McMinn County Rescue Squad	$ 00,000.00	McMinn
Memphis Police Department	$ 00,000.00	Shelby

Activity: Elementary and Secondary Schools

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

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

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

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

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

Agency Funded:

Tennessee Tech	Statewide	$00,000
Washington Co. Sheriff's Dept.	Washington County	$00, 000.00
Shelby County Schools	Shelby County	$00,00.00

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

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

Objectives:
To assist 12-13 post-secondary institutions and their communities to implement new and effective impaired driving prevention programs and activities during FFY 14.

Activities:
Encourage and assist university/college communities to develop, implement and evaluate alcohol/ impaired driving prevention programs/ activities.
-Disseminate information about DUI enforcement.
-Determine extent of problem drinking on campus.
-Provide sober ride efforts during key campus special events where alcohol is consumed.

Self-sufficiency:
Communities will provide manpower requirements and will continue efforts once GHSO funding has expired.

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

Agency Funded:

JACOA	$	00,000.00	Statewide
TjohnE Productions, Inc.	$	00,000.00	Davidson
Tennessee Independent Colleges and Universities Association	$	00,000.00	Davidson

Activity: DUI – Highway Safety Education Team

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

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

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

Self-sufficiency:
Project will be documented and shared with other campuses, private schools, technical colleges.

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

Agency Funded:
Tennessee Secondary School Athletic Association Statewide $60, 000.00

Activity: Underage Drinking Prevention

Problem:
Underage drinking is America's number one youth drug problem, killing more people under the age of 21 than all other illicit drugs combined. Underage drinkers are responsible for between 10 and 20 percent of all alcohol

consumed in the United States. Alcohol causes serious problems in young people, including death, injury, poor health, and weak academic performance.

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

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

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

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

Self-sufficiency:

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

Agency Funded:
 Mothers Against Drunk Driving   Statewide $00,000.00

PAID AND EARNED MEDIA
Integrated Communications Plan
Earned and Paid Media

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

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

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

Objectives: Provide educational messages through brand association geared towards changes of social norm behavior.
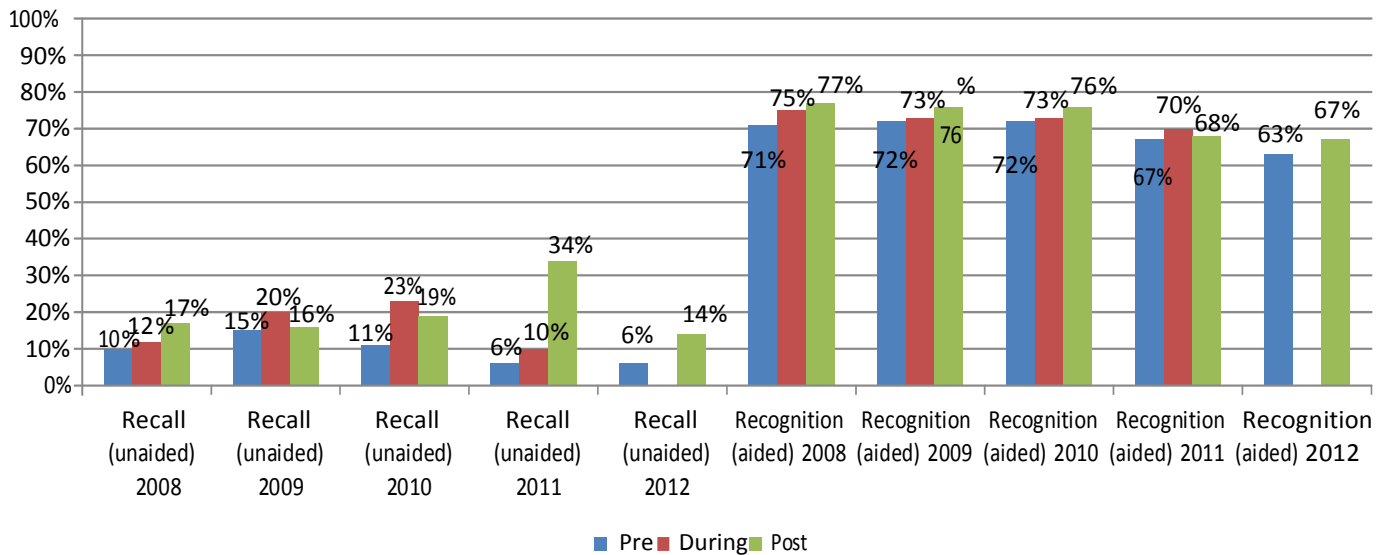
Evaluation: Attitudes and perceptions evaluation for each campaign in excess of $100,000 will be conducted to determine if awareness has changed over time. Baseline evaluations have been conducted for each of these campaigns and will be compared to the results gathered in 2008-2012.

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

Funds: Federal Funding for the media marketing will include 410, 402, 154, 405, 406, 408 and 2010, along with any new funding sources as they are made available to the Governor's Highway Safety Office.

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

Recall and Recognition of Booze it and Lose it

Chart legend: ■ Pre ■ During ■ Post

Data labels by category:
- Recall (unaided) 2008: Pre 10%, During 12%, Post 17%
- Recall (unaided) 2009: Pre 15%, During 20%, Post 16%
- Recall (unaided) 2010: Pre 11%, During 23%, Post 19%
- Recall (unaided) 2011: Pre 6%, During 10%, Post 34%
- Recall (unaided) 2012: Pre 6%, Post 14%
- Recognition (aided) 2008: Pre 71%, During 75%, Post 77%
- Recognition (aided) 2009: Pre 72%, During 73%, Post 76%
- Recognition (aided) 2010: Pre 72%, During 73%, Post 76%
- Recognition (aided) 2011: Pre 67%, During 70%, Post 68%
- Recognition (aided) 2012: Pre 63%, Post 67%

Booze It and Lose It / High Visibility Demonstration Project

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

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

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

A tertiary component of the Booze It and Lose It campaign will include the "Everywhere" and "Backseat" messages designated driver promotion targeting college students, ages 18-22, male skewed and "risk takers" and will focus on Halloween activities. This promotion will include paid and earned media, and will utilize partnerships with college and professional athletic teams and events, statewide media outlets, and various events the target audience patronize.

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

Click It or Ticket/High Visibility Demonstration Project

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

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

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

In complementing the Click It or Ticket campaign, the GHSO in conjunction with AAA partnered with Governor Bill Haslam to produce the "Shattered" PSA. This PSA is to remind Tennesseans of the lives shattered due to unrestrained traffic fatalities. The commercial ran during the month of May 2013.

Teen **Drivers**

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

The GHSO also provided 4,900,000 tickets for high schools to sell during sporting events. These tickets promoted the Booze It and Lose It message and received the highest praise from students, parents and school administrators across the state of Tennessee.

Additionally, the Lead and Live annual youth alcohol conference is held in February 2013, to mentor and teach teens about the deadly effects of impaired driving. This 3 day, intense course teaches teens the skills to talk to their peers about drinking and driving, the effects of alcohol, and stories of injuries and death by those affected by alcohol related crashes.

Summer Promotion

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

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

Motorcycle Safety

With motorcycles fatalities on the rise since 1998, Tennessee has embarked on a motorcycle safety awareness campaign targeting men 25-54 whom are the predominant group represented statistically in fatalities since 2001. In 2007 the Tennessee Governor's Highway Safety Office partnered with the Tennessee Department of Safety and created a video package for motorcycle training and motorcycle safety awareness. The motorcycle spot ran statewide as a public service announcement in May of 2009 and radio spots were purchased for an awareness campaign. A press event was conducted in May to announce May as Motorcycle Awareness Month. The Press Event included State Officials and members of the Tennessee Highway Patrol urging Tennesseans to Share the Road with motorcyclists.

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

REAL ID

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

Events and Activities 2013/2014

Month		Theme/Date		Media/Activities		Applications/Evaluation
October		National Teen		Press Release		
		Driver Safety Week/Halloween		DMS Board		
		Occupant Protection/Buzzed Driving		National Media		
				Social Media		
November		Thanksgiving Season		Press Release/Social Media		
		Occupant Protection/Impaired Driving		DMS Board		
				National Media		
December		Holiday		DMS Board		Attitudes/Perceptions
		Drive Sober Get Pulled Over		National Media		
		Buzzed Driving		Press Event/Social Media		
January		Holiday		DMS Board		Attitudes/Perceptions
				National Media		
				Social Media		
February		Super Bowl Sunday		Press Release/Event/Social Media		
				DMS Boards		
		Booze It and Lose It		Checkpoints		
March		St. Patrick's Day		DMS Boards		
				Press Release		

Month						
April		National Distracted		Press Event		
		Driving Awareness		DMS Boards		
		Month/COMET		Sobriety Checkpoints		
				Media Purchase		
		National Lifesaver's Conference		Press Release		
				Social Media		
May		Motorcycle Awareness Month		Press Release/Event		
		Click It or Ticket		Media Purchase		
				Social Media		
				Sobriety Checkpoints		
				DMS Boards		
June		Enforcement Efforts		DMS Boards		Attitudes/Perceptions
		100 Days of Summer Heat		Sobriety Checkpoints		
				Media Purchase		
				National Media		
				Social Media		
July		Fourth of July		Press Release/Event		
		Impaired Driving		DMS Boards		
		Buzzed Driving		Sobriety Checkpoints		
				Social Media		
				National Media		
August		Back to School Safety		Press Release		
		Impaired Driving		Media Purchase		
				Sobriety Checkpoints		
				National Media		
				DMS Boards		
				Social Media		
September		Child Passenger Safety Week		Press Release		
				National Media		
				Social Media		
		Lifesaver's Conference		Press Release		

Equipment Approval for Purchases over $5,000.00

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

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

State: Tennessee

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

Highway Safety Plan Cost Summary

2014-HSP-1

For Approval

Page: 1

Report Date: 07/01/2013

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2014-00-00-00		$.00	$275,000.00	$.00	$275,000.00	$275,000.00	$.00
Planning and Administration Total			$.00	$275,000.00	$.00	$275,000.00	$275,000.00	$.00
Emergency Medical Services								
	EM-2014-00-00-00		$.00	$30,000.00	$.00	$150,000.00	$150,000.00	$60,000.00
Emergency Medical Services Total			$.00	$30,000.00	$.00	$150,000.00	$150,000.00	$60,000.00
Motorcycle Safety								
	MC-2014-00-00-00		$.00	$32,000.00	$.00	$160,000.00	$160,000.00	$64,000.00
Motorcycle Safety Total			$.00	$32,000.00	$.00	$160,000.00	$160,000.00	$64,000.00
Police Traffic Services								
	PT-2014-00-00-00		$.00	$570,000.00	$.00	$2,850,000.00	$2,850,000.00	$1,140,000.00
Police Traffic Services Total			$.00	$570,000.00	$.00	$2,850,000.00	$2,850,000.00	$1,140,000.00
Traffic Records								
	TR-2014-00-00-00		$.00	$200,000.00	$.00	$1,000,000.00	$1,000,000.00	$1,000,000.00
Traffic Records Total			$.00	$200,000.00	$.00	$1,000,000.00	$1,000,000.00	$1,000,000.00
Driver Education								
	DE-2014-00-00-00		$.00	$18,000.00	$.00	$90,000.00	$90,000.00	$36,000.00
Driver Education Total			$.00	$18,000.00	$.00	$90,000.00	$90,000.00	$36,000.00
Safe Communities								
	SA-2014-00-00-00		$.00	$74,000.00	$.00	$370,000.00	$370,000.00	$148,000.00
Safe Communities Total			$.00	$74,000.00	$.00	$370,000.00	$370,000.00	$148,000.00
Teen Safety Program								
	TSP-2014-00-00-00		$.00	$28,000.00	$.00	$140,000.00	$140,000.00	$56,000.00

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

Highway Safety Plan Cost Summary

2014-HSP-1

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
Teen Safety Program Total			$.00	$28,000.00	$.00	$140,000.00	$140,000.00	$56,000.00
NHTSA 402 Total			*$.00*	*$1,227,000.00*	*$.00*	*$5,035,000.00*	*$5,035,000.00*	*$2,504,000.00*
408 Data Program SAFETEA-LU								
K9-2014-00-00-00			$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
408 Data Program Incentive Total			$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
408 Data Program SAFETEA-LU Total			*$.00*	*$.00*	*$.00*	*$10,000.00*	*$10,000.00*	*$.00*
410 Alcohol SAFETEA-LU								
K8-2014-00-00-00			$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
410 Alcohol SAFETEA-LU Total			$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
410 Alcohol SAFETEA-LU Total			*$.00*	*$.00*	*$.00*	*$10,000.00*	*$10,000.00*	*$.00*
2010 Motorcycle Safety								
K6-2014-00-00-00			$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
2010 Motorcycle Safety Incentive Total			$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
2010 Motorcycle Safety Total			*$.00*	*$.00*	*$.00*	*$10,000.00*	*$10,000.00*	*$.00*
154 Transfer Funds								
154AL-2014-00-00-00			$.00	$.00	$.00	$10,800,000.00	$10,800,000.00	$10,800,000.00
154 Alcohol Total			$.00	$.00	$.00	$10,800,000.00	$10,800,000.00	$10,800,000.00
154 Paid Media								
154PM-2014-00-00-00			$.00	$.00	$.00	$3,000,000.00	$3,000,000.00	$.00
154 Paid Media Total			$.00	$.00	$.00	$3,000,000.00	$3,000,000.00	$.00
154 Transfer Funds Total			*$.00*	*$.00*	*$.00*	*$13,800,000.00*	*$13,800,000.00*	*$10,800,000.00*
MAP 21 405b OP Low								
M2PE-2014-00-00-00			$.00	$.00	$.00	$300,000.00	$300,000.00	$.00
405b Low Public Education Total			$.00	$.00	$.00	$300,000.00	$300,000.00	$.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2014-HSP-1
For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
405b Low Community CPS Services								
	M2CPS-2014-00-00-00		$.00	$.00	$.00	$550,000.00	$550,000.00	$.00
405b Low Community CPS Services Total			**$.00**	**$.00**	**$.00**	**$550,000.00**	**$550,000.00**	**$.00**
MAP 21 405b OP Low Total			*$.00*	*$.00*	*$.00*	*$850,000.00*	*$850,000.00*	*$.00*
MAP 21 405c Data Program								
	M3DA-2014-00-00-00		$.00	$.00	$.00	$750,000.00	$750,000.00	$.00
405c Data Program Total			**$.00**	**$.00**	**$.00**	**$750,000.00**	**$750,000.00**	**$.00**
MAP 21 405c Data Program Total			*$.00*	*$.00*	*$.00*	*$750,000.00*	*$750,000.00*	*$.00*
MAP 21 405d Impaired Driving Mid								
	M5HVE-2014-00-00-00		$.00	$.00	$.00	$675,000.00	$675,000.00	$.00
405d Mid HVE Total			**$.00**	**$.00**	**$.00**	**$675,000.00**	**$675,000.00**	**$.00**
405d Mid Court Support								
	M5CS-2014-00-00-00		$.00	$.00	$.00	$670,000.00	$670,000.00	$.00
405d Mid Court Support Total			**$.00**	**$.00**	**$.00**	**$670,000.00**	**$670,000.00**	**$.00**
405d Mid BAC Testing/Reporting								
	M5BAC-2014-00-00-00		$.00	$.00	$.00	$500,000.00	$500,000.00	$.00
405d Mid BAC Testing/Reporting Total			**$.00**	**$.00**	**$.00**	**$500,000.00**	**$500,000.00**	**$.00**
405d Mid Other Based on Problem ID								
	M5OT-2014-00-00-00		$.00	$.00	$.00	$785,000.00	$785,000.00	$.00
405d Mid Other Based on Problem ID Total			**$.00**	**$.00**	**$.00**	**$785,000.00**	**$785,000.00**	**$.00**
MAP 21 405d Impaired Driving Mid Total			*$.00*	*$.00*	*$.00*	*$2,630,000.00*	*$2,630,000.00*	*$.00*
MAP 21 405f Motorcycle Programs								
	M9MA-2014-00-00-00		$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
405f Motorcyclist Awareness Total			**$.00**	**$.00**	**$.00**	**$100,000.00**	**$100,000.00**	**$.00**

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

State: Tennessee

Highway Safety Plan Cost Summary

2014-HSP-1

For Approval

Page: 4

Report Date: 07/01/2013

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
MAP 21 405f Motorcycle Programs Total			*$.00*	*$.00*	*$.00*	*$100,000.00*	*$100,000.00*	*$.00*
NHTSA Total			*$.00*	*$1,227,000.00*	*$.00*	*$23,195,000.00*	*$23,195,000.00*	*$13,304,000.00*
Total			*$.00*	*$1,227,000.00*	*$.00*	*$23,195,000.00*	*$23,195,000.00*	*$13,304,000.00*

Organization	ProjectTitle	Project Type	Estimated Award	Funding Source
Alcoa Police Department	Traffic Services	Police Traffic Services	$ 41,046.72	402
Anderson County Sheriff's Department	Reducing Fatalities in Anderson County: Alcohol/DUI/Seatbelt/Distracted Driving Enforcement:	Police Traffic Services	$ 40,000.25	402
Arlington High School	Alive at 25 New Driver Program	Driver Education	$ 11,900.00	402
Ashland City Fire Department	First Responder and Extrication Training	Emergency Medical Services	$ 10,873.05	402
Athens Rural Fire Department	ARFD High Visibility	Emergency Medical Services	$ 4,930.00	402
Athens Rural Fire Department	TADDDS	Teen Driver Safety	$ 11,000.00	402
Belle Meade Police Department	TITAN Network	Police Traffic Services	$ 14,924.88	402
Belle Meade Police Department	E-Tickets	Police Traffic Services	$ 34,996.00	402
Benton Police Department	network coordinator	Police Traffic Services	$ 14,999.96	402
Blount County Sheriff's Department	2013-14 BCSO Network Coordinator	Police Traffic Services	$ 14,960.00	402
Blount County Sheriff's Department	2013-14 Motorcycle/Motorist Safety - The Dragon	Motorcycle Safety	$ 89,880.32	402
Bradford Police Department	High Visibility Law Enforcement Campaigns	Police Traffic Services	$ 14,500.00	402
Brownsville Police Department	Brownsville Network Coordinator Grant	Police Traffic Services	$ 15,000.00	402
Brownsville Police Department	West Tennessee Drive Safe Grant	Distracted Driving	$ 20,000.00	402
Catons Chapel - Richardson Cove Volunteer Fire Department	Project Golden Hour	Emergency Medical Services	$ 32,339.00	402
Chapel Hill Volunteer Fire Department	First Responder	Emergency Medical Services	$ 7,239.90	402
Chattanooga Police Department	Chattanooga Crash Cause Identification and Reduction	Police Traffic Services	$ 22,278.00	402
Collegedale Police Department	Collegedale Multiple Violations Program	Police Traffic Services	$ 39,000.00	402
Collierville Police Department	Police Traffic Services Multiple violations	Police Traffic Services	$ 31,537.90	402
Columbia State Community College	Standardized Statewide Traffic Training for Law Enforcement	Police Traffic Services	$ 450,000.00	402
Cookeville Police Department	Traffic Education Saves Teens (TEST)	Teen Driver Safety	$ 11,996.75	402
Cookeville Police Department	Cookeville Network Coordinator Grant	Police Traffic Services	$ 14,999.00	402
Cornersville Fire Department	Cornersville Protecting Residence One Life at a Time	Emergency Medical Services	$ 9,099.29	402
Cornersville Police Department	You Can Lead with out Speed	Police Traffic Services	$ 42,221.63	402
Crossroads Volunteer Fire Department	Enhanced Emergency Scene Safety	Emergency Medical Services	$ 5,775.00	402
Crossville Police Department	Network Coordinator	Police Traffic Services	$ 16,220.00	402
Crossville Police Department	Young Driver Crash Reduction	Police Traffic Services	$ 19,535.00	402
Dickson Police Department	Multiple Violations	Police Traffic Services	$ 25,000.00	402
Dover Police Department	Network Grant	Police Traffic Services	$ 14,803.98	402
Dover Police Department	Continued Effective & Efficient Enforcement Through Technology	Police Traffic Services	$ 14,823.56	402
East Tennessee State University, Department of Public Safety	Law Enforcement Coordinator	Police Traffic Services	$ 15,000.00	402
Gallatin Police Department	Speed Stealth and Traffic Safety	Safe Communities	$ 5,075.00	402

Organization	ProjectTitle	Project Type	Estimated Award	Funding Source
Gatlinburg Police Department	Gatlinburg Police Traffic Enforcement	Police Traffic Services	$ 20,000.00	402
Greenbrier Police Department	Special Traffic Enforcement Program-STEP	Police Traffic Services	$ 20,000.00	402
Grundy County Sheriff's Department	Grundy County Sheriff's Traffic Enforcement Program	Police Traffic Services	$ 46,640.00	402
Hendersonville Police Department	Speed Enforcement/D.U.I. Enforcement and Traffic Safety	Police Traffic Services	$ 50,000.00	402
Hohenwald Fire Department	EMS/First Responder Training or Equipment	Emergency Medical Services	$ 9,807.90	402
Hohenwald Police Department	Network Coordinator	Police Traffic Services	$ 15,000.27	402
Jackson County Rescue Squad	Jackson County Rescue Squad Grant	Emergency Medical Services	$ 10,000.00	402
Jefferson City Police Department	Jefferson City Police Department Traffic and Alcohol Enforcement	Police Traffic Services	$ 44,793.84	402
Jellico Community Hospital	Improving the Quality of Emergency Medical Services in Campbell County	Emergency Medical Services	$ 16,095.00	402
Kimball Police Department	Network Coordinator	Police Traffic Services	$ 15,249.96	402
Kingsport Police Department	Kingsport Police Department Multiple Traffic Violation / Crash Reduction Campaign	Police Traffic Services	$ 38,616.00	402
Knox County Sheriff's Office	GHSO-2014-KnoxSheriff-PT-00346	Police Traffic Services	$ 75,000.00	402
Lewisburg Police Department	Network Coordinator	Police Traffic Services	$ 14,998.00	402
Lexington Police Department	Network Coordinator	Police Traffic Services	$ 14,960.00	402
Madison County Sheriff's Department	Network Lawenforcement Grants- Network Coordinator	Police Traffic Services	$ 14,329.28	402
Madison County Sheriff's Department	Traffic Law Enforcement Agency Services - Multiple violations	Police Traffic Services	$ 31,029.28	402
Marshall County EMS	Extrication/First Responders 2013	Emergency Medical Services	$ 10,000.00	402
Memphis Police Department	Network Coordinator	Police Traffic Services	$ 15,000.00	402
Metro Moore County EMA	First Responder	Emergency Medical Services	$ 7,762.90	402
Metro Moore County Sheriffs Department	Network Coordinator Grant	Police Traffic Services	$ 15,000.00	402
Montgomery County Sheriff's Department	Selective Traffic Enforcement	Police Traffic Services	$ 76,616.20	402
Moscow Police Department	Moscow Police Traffic Services Grant	Police Traffic Services	$ 25,000.00	402
Mount Carmel Police Department	Network Coordinator Grant	Police Traffic Services	$ 14,990.00	402
Niota Police Department	High Visibility 2014	Distracted Driving	$ 2,044.26	402
Pleasant View Volunteer Fire Department	Distracted Driving Education and Prevention	Distracted Driving	$ 12,900.00	402
Roane County Sheriff's Department	Network coordinator	Police Traffic Services	$ 15,000.00	402
Roane County Sheriff's Department	A safer TN through saturations and checkpoints	Police Traffic Services	$ 70,850.00	402
Robertson County Sheriff's Department	High Visibility Law Enforcement Campaigns	Police Traffic Services	$ 40,000.00	402
Sevier County Sheriff's Office	Reduce DUI/Drugged Driving, Crashes, Injuries and Fatalities in Sevier County	Police Traffic Services	$ 40,000.00	402

Organization	ProjectTitle	Project Type	Estimated Award	Funding Source
Sevierville Police Department	Prevention of Accidents/Crashes through Education and Enforcement (PACE)	Police Traffic Services	$ 40,000.00	402
Shelby County Sheriff's Office	Network Coordinator	Police Traffic Services	$ 15,000.00	402
Soddy-Daisy Police Department	Chattanooga Area Network Coordinator	Police Traffic Services	$ 15,000.00	402
Sparta Police Department	Sparta Police Department Speed Enforcement Enhancement	Police Traffic Services	$ 19,608.00	402
Statewide (approximately 20 agencies)	High Visibility Law Enforcement Campaigns	Police Traffic Services	$ 100,000.00	402
Tennessee Association of Chiefs of Police	Highway Safety Training for Chief Law Enforcement	Police Traffic Services	$ 47,650.00	402
Tennessee City Volunteer Fire Department	Keep our scene safe	Emergency Medical Services	$ 19,910.00	402
Tennessee Department of Safety & Homeland Security	State Law Enforcement Management Training	Police Traffic Services	$ 32,160.00	402
Tennessee Department of Safety & Homeland Security	Bristol Motor Speedway Traffic Enforcement	Police Traffic Services	$ 35,913.60	402
Tennessee Department of Safety & Homeland Security	TITAN WIzard Deployment and Support	Traffic Records	$ 1,000,000.00	402
Tennessee Department of Safety District 1	Dragon (US 129)	Police Traffic Services	$ 71,116.80	402
Tennessee Operation Lifesaver	Railroad Crossing Safety	Driver Education	$ 44,851.60	402
Tennessee Technological University	Tennessee Traffic Safety Resource Service	Safe Communities	$ 363,762.00	402
Tennessee Trucking Foundation	Teens & Trucks Share the Road	Teen Driver Safety	$ 58,670.00	402
The University of Tennessee	Law Enforcement Liaison Administration	Police Traffic Services	$ 400,000.00	402
The University of Tennessee	UT Program Admin Grant	Police Traffic Services	$ 400,000.00	402
Tracy City Police Department	Tracy City Traffic Enforcement Program	Police Traffic Services	$ 20,000.00	402
Trenton Police Department	Trenton Police Department Electronic Citation Program	Police Traffic Services	$ 20,000.00	402
Tullahoma Police Department	Tullahoma High Visibility Law Enforcement Campaign	Police Traffic Services	$ 13,760.00	402
Union City Police Department	Network Coordinator	Police Traffic Services	$ 15,000.00	402
Washington County Sheriff's Department	Network Coordinator	Police Traffic Services	$ 15,000.01	402
Washington County Sheriff's Department	Teens Exercising "Xemplary" Travel (T.E.X.T.)	Teen Driver Safety	$ 60,000.00	402
West Polk Fire & Rescue	High Visibility Rescuers	Emergency Medical Services	$ 10,110.00	402
Ashland City Police Department	Impaired Driving Enfocement and Prosecution	Alcohol Enforcement	$ 25,000.00	154AL
Athens Police Department	Safe Roads for Athens	Alcohol Enforcement	$ 27,060.00	154AL
Bean Station Police Department	Bean Station Police Department Alcohol Enforcemnet	Alcohol Enforcement	$ 15,022.08	154AL
Bedford County Sheriff's Department	Alcohol Saturations in Bedford County	Alcohol Enforcement	$ 19,038.00	154AL
Benton Police Department	Alcohol Impaired Driving	Alcohol Enforcement	$ 18,900.00	154AL
Blount County Sheriff's Department	2013-14 BCSO Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Alcohol Enforcement	$ 75,248.64	154AL
Bolivar Police Department	"RID" Reduce Impaired Driving	Alcohol Enforcement	$ 25,000.00	154AL
Bradley County Sheriff's Department	Operation Safe Streets II	Alcohol Enforcement	$ 40,000.00	154AL
Bristol Police Department	Bristol Impaired Driving Saturation Patrols	Alcohol Enforcement	$ 47,732.50	154AL

Organization	ProjectTitle	Project Type	Estimated Award	Funding Source
Brownsville Police Department	Brownsville Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Alcohol Enforcement	$ 20,000.00	154AL
Campbell County Sheriff's Department	Knock Out Impaired Driving Phase 3	Alcohol Enforcement	$ 72,881.24	154AL
Cannon County Sheriff's Department	Cannon Co Alcohol Enforcement Project	Alcohol Enforcement	$ 20,000.00	154AL
Cheatham County Sheriff's Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Alcohol Enforcement	$ 25,260.00	154AL
Clarksville Police Department	Clarksville 2014 Alcohol Countermeasures	Alcohol Enforcement	$ 100,881.07	154AL
Cocke County Sheriff's Department	SAFE (Stop Alcohol Fatalities Enforcement)	Alcohol Enforcement	$ 75,000.00	154AL
Cookeville Police Department	Cookeville Safe Streets	Alcohol Enforcement	$ 24,998.00	154AL
Crossville Police Department	Alcohol Saturation /Roadside Checkpoints	Alcohol Enforcement	$ 27,900.00	154AL
Cumberland County Sheriff's Department	DUI Enforcement	Alcohol Enforcement	$ 40,000.00	154AL
Dayton Police Department	UPGRADE for Alcohol Enforcement	Alcohol Enforcement	$ 25,000.00	154AL
Decatur County Sheriff's Office	Decatur County Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	DUI Prosecution	$ 20,000.00	154AL
Decherd Police Department	Decherd Alcohol Enforcement Patrol Grant	Alcohol Enforcement	$ 23,629.75	154AL
Dickson County Sheriff's Office	DUI Enforcement Campaign 2014	Alcohol Enforcement	$ 25,000.00	154AL
Dresden Police Department	Alcohol Saturation	Alcohol Enforcement	$ 19,600.00	154AL
Dunlap Police Department	2013-2014 Dunlap Police Dept Alcohol Countermeasures	Alcohol Enforcement	$ 20,000.00	154AL
Etowah Police Department	Keeping the City of Etowah Streets Safe	Alcohol Enforcement	$ 18,454.40	154AL
Fairview Police Department	Fairview Alcohol Free Streets Continued	Alcohol Enforcement	$ 36,500.00	154AL
Fayette County Sheriff's Office	Rural DUI Abatement Program	Alcohol Enforcement	$ 25,000.00	154AL
Fentress County Sheriff's Department	Fentress County Impaired Driving Enforcement Program	Alcohol Enforcement	$ 17,494.05	154AL
Franklin County Sheriff's Department	Franklin County Impaired Driving Program	Alcohol Enforcement	$ 26,077.17	154AL
Franklin Police Department	Franklin's Fight Against Impaired Driving	Alcohol Enforcement	$ 50,000.00	154AL
Greene County Sheriff's Department	Greene County DUI Enforcement 2013-2014	Alcohol Enforcement	$ 40,000.00	154AL
Hamilton County Sheriff's Office	Remove Impaired Intoxicated Drivers	Alcohol Enforcement	$ 87,546.54	154AL
Hardin County Sheriff's Department	Law Enforcement Services Hardin County Alcohol Saturation Project	Alcohol Enforcement	$ 26,856.50	154AL
Hawkins County Sheriff's Department	Hawkins County DUI enforcement	Alcohol Enforcement	$ 50,000.00	154AL
Henry County Sheriff's Office	A Safer Henry County	Alcohol Enforcement	$ 25,000.00	154AL
Humphreys County Sheriff's Office	High Visibility Law Enforcement Campaigns	Alcohol Enforcement	$ 20,000.00	154AL
Jackson County Sheriff's Department	Jackson County Saturation Patrols / Awareness / Roadside Checkpoints (SPARC)	Alcohol Enforcement	$ 20,000.00	154AL
Jackson Police Department	ACT Alcohol Countermeasures Team	Alcohol Enforcement	$ 40,000.00	154AL
Jamestown Police Department	Jamestown Impaired Driving and Occupational Safety Enforcement	Alcohol Enforcement	$ 20,000.00	154AL

Organization	ProjectTitle	Project Type	Estimated Award	Funding Source
Jasper Police Department	Jasper Alcohol Driving Enforcement Program	Alcohol Enforcement	$ 25,000.00	154AL
Johnson City Police Department	Safer Johnson City Streets VI	Alcohol Enforcement	$ 21,331.50	154AL
Knoxville Police Department	Knoxville's FY 2014 DUI Enforcement Program	Alcohol Enforcement	$ 75,000.00	154AL
Lauderdale County Sheriff's Department	Alcohol Countermeasures	Alcohol Enforcement	$ 25,000.00	154AL
LaVergne Police Department	LaVergne PD Alcohol Saturation Patrols	Alcohol Enforcement	$ 55,897.92	154AL
Lebanon Police Department	Lebanon PD DUI Enforcement Initiative	Alcohol Enforcement	$ 30,419.37	154AL
Lenoir City Police Department	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Enforcement	$ 12,000.00	154AL
Lexington Police Department	LPD DUI Countermeasures Project 2014	Alcohol Enforcement	$ 25,000.00	154AL
Lincoln County Sheriff's Department	Lincoln County Impaired Driver Initiative	Alcohol Enforcement	$ 25,000.00	154AL
Macon County Sheriff's Department	Macon County Sheriff's Office In-car Video Grant	Alcohol Enforcement	$ 25,000.00	154AL
Manchester Police Department	City of Manchester Impaired Driver Enforcement	Alcohol Enforcement	$ 33,017.20	154AL
Maryville Police Department	2013-14 MPD Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Alcohol Enforcement	$ 69,120.00	154AL
Maury County Sheriff's Department	Maury County 2014 Grant	Alcohol Enforcement	$ 40,000.00	154AL
McKenzie Police Department	Operation Clean Sweep	Alcohol Enforcement	$ 25,000.00	154AL
McMinn County Sheriff's Department	McMinn County Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Alcohol Enforcement	$ 40,000.00	154AL
McMinnville Police Department	Be A Survivor Get A Designated Driver	Alcohol Enforcement	$ 25,000.00	154AL
Medina Police Department	Alcohol-Related Crash Reduction Overtime Project	Alcohol Enforcement	$ 24,188.24	154AL
Meigs County Sheriff's Department	Meigs County DUI Enforcement Program 2014	Alcohol Enforcement	$ 20,000.00	154AL
Memphis Police Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Alcohol Enforcement	$ 414,937.36	154AL
Metro Moore County Sheriffs Department	Alcohol Saturation Patrol	Alcohol Enforcement	$ 15,000.00	154AL
Metropolitan Drug Commission	Raising the Bar on Youth Retail Compliance	Alcohol Enforcement	$ 79,639.74	154AL
Metropolitan Nashville Police Department	Nashville Highway Safety Initiative	Alcohol Enforcement	$ 399,089.55	154AL
Middleton Police Department	middleton alcohol task force	Alcohol Enforcement	$ 25,000.00	154AL
Morristown Police Department	Traffic Safety and Impaired Driving Prevention Program	Alcohol Enforcement	$ 20,000.00	154AL
Mount Carmel Police Department	Carters Valley Road Impaired Driver Enforcement	Alcohol Enforcement	$ 20,985.00	154AL
Oak Ridge Police Department	Alcohol Saturation and Checkpoints	Alcohol Enforcement	$ 25,299.40	154AL
Oakland Police Department	Alcohol Saturation	Alcohol Enforcement	$ 25,000.00	154AL
Obion Police Department	DUI Enforcement and Detection	Impaired Driving Enforcement	$ 4,728.28	154AL
Overton County Sheriff's Department	Saturating for Safety	Alcohol Enforcement	$ 26,630.00	154AL
Red Bank Police Department	City of Red Bank Impaired Driving Enforcement Program	Alcohol Enforcement	$ 14,994.00	154AL
Rhea County Sheriff's Department	Rhea County Impaired Driving Enforcement Countermeasures	Alcohol Enforcement	$ 25,000.00	154AL

Organization	ProjectTitle	Project Type	Estimated Award	Funding Source
Ridgetop Police Department	Alcohol Education and Enforcement	Alcohol Enforcement	$ 20,000.00	154AL
Rutherford County Sheriff's Office	Rutherford County ASP/RSC	Alcohol Enforcement	$ 110,887.73	154AL
Rutledge Police Department	Alcohol Saturation Checkpoint	Alcohol Enforcement	$ 25,000.00	154AL
Saint Joseph Police Department	Project Safe Stateline	Alcohol Enforcement	$ 9,984.00	154AL
Sequatchie County Sheriff's Department	Sequatchie County Alcohol Reduction Enforcement	Alcohol Enforcement	$ 20,000.00	154AL
Shelby County Sheriff's Office	Alcohol Countermeasures	Alcohol Enforcement	$ 200,000.00	154AL
Smithville Police Department	Smithville Impaired Driving Enforcment	Alcohol Enforcement	$ 20,000.00	154AL
Smyrna Police Department	SMYRNA ALCOHOL COUNTERMEASURES (SAC)	Alcohol Enforcement	$ 25,000.00	154AL
Soddy-Daisy Police Department	Alcohol Coutnermeasures, Alcohol Saturation/Roadside Sobriety Check points	Alcohol Enforcement	$ 26,215.28	154AL
Springfield Police Department	Special Traffic Enfocement Program - STEP	Alcohol Enforcement	$ 40,000.00	154AL
Statewide (approximately 180 agencies)	High Visibile Law Enforcement Campaigns	Alcohol Enforcement	$ 900,000.00	154AL
Stewart County Sheriff's Office	Alcohol Crash Reduction	Alcohol Enforcement	$ 20,000.00	154AL
Sullivan County Sheriff's Department	Sullivan County Sheriff's Office - Impaired Driving Enforcement	Impaired Driving Enforcement	$ 75,000.00	154AL
TBD	Media Campaigns - AL	Media	$ 3,000,000.00	154AL
Tennessee Department of Safety & Homeland Security	SOBER UP TENNESSEE	Alcohol Enforcement	$ 317,350.32	154AL
Tennessee District Attorney General, 01st Judicial District	Special DUI Prosecutor Program	DUI Prosecution	$ 150,981.68	154AL
Tennessee District Attorney General, 02nd Judicial District	DUI Abatement / Prosecution Enhancement	DUI Prosecution	$ 165,240.76	154AL
Tennessee District Attorney General, 04th Judicial District	DUI Abatement / Prosecution Enhancement	DUI Prosecution	$ 182,600.08	154AL
Tennessee District Attorney General, 05th Judicial District	5th Judicial District 2012-2013 DUI Abatement/Prosecution Enhancement	DUI Prosecution	$ 155,496.56	154AL
Tennessee District Attorney General, 06th Judicial District	DUI ABATEMENT/PROSECUTION ENHANCEMENT	DUI Prosecution	$ 222,151.56	154AL
Tennessee District Attorney General, 07th Judicial District	2013-2014 DUI Abatement/Prosecution Enhancement Grant	DUI Prosecution	$ 178,147.52	154AL
Tennessee District Attorney General, 08th Judicial District	Special DUI Prosecutor- 8th District	DUI Prosecution	$ 186,569.36	154AL
Tennessee District Attorney General, 09th Judicial District	DUI Prosecutor	DUI Prosecution	$ 183,460.44	154AL
Tennessee District Attorney General, 10th Judicial District	DUI Abatement/Prosecution Enhancement	DUI Prosecution	$ 158,307.68	154AL
Tennessee District Attorney General, 11th Judicial District	DUI Prosecution	DUI Prosecution	$ 154,968.00	154AL
Tennessee District Attorney General, 13th Judicial District	Better Enforcement Stopping Tragedy (B.E.S.T.)	DUI Prosecution	$ 208,426.32	154AL
Tennessee District Attorney General, 15th Judicial District	Continuation of Protecting Lives: Effective Prosecution of Impaired Drivers Initiative	DUI Prosecution	$ 170,940.04	154AL
Tennessee District Attorney General, 17th Judicial District	DUI PROSECUTOR GRANT 2014	DUI Prosecution	$ 162,906.76	154AL
Tennessee District Attorney General, 19th Judicial District	DUI Abatement/Prosecution Enhancement	DUI Prosecution	$ 189,519.20	154AL
Tennessee District Attorney General, 20th Judicial District	Specialized Traffic Offender Prosecution Team	DUI Prosecution	$ 390,835.48	154AL
Tennessee District Attorney General, 21st Judicial District	DUI Abatement/Prosecution Enhancement	DUI Prosecution	$ 149,744.08	154AL

Organization	ProjectTitle	Project Type	Estimated Award	Funding Source
Tennessee District Attorney General, 22nd Judicial District	DUI Abatement/Prosecution Enhancement	DUI Prosecution	$ 158,031.16	154AL
Tennessee District Attorney General, 23rd Judicial District	DUI ABATEMENT / PROSECUTION ENHANCEMENT	DUI Prosecution	$ 155,726.60	154AL
Tennessee District Attorney General, 24th Judicial District	24th Judicial District DUI Prosecution Enhancement Grant	DUI Prosecution	$ 192,510.68	154AL
Tennessee District Attorney General, 25th Judicial District	DUI Prosecution Unit, 25th Judicial District of Tennessee	DUI Prosecution	$ 179,333.56	154AL
Tennessee District Attorney General, 26th Judicial District	DUI Abatement/Prosecution Enhancement	DUI Prosecution	$ 165,276.16	154AL
Tennessee District Attorney General, 30th Judicial District	DUI Abatement/Prosecution Enhancement	DUI Prosecution	$ 264,191.40	154AL
Tennessee District Attorney General, 31st Judicial District	DUI Abatement/Prosecution Enhancement 2013/2014	DUI Prosecution	$ 179,234.60	154AL
The University of Tennessee	Law Enforcement Liaison Administration	Police Traffic Services	$ 600,000.00	154AL
The University of Tennessee	UT Program Admin Grant	Police Traffic Services	$ 600,000.00	154AL
Tipton County Sheriff's Department	Tipton County SO Alcohol Enforcement Project	Alcohol Enforcement	$ 40,000.00	154AL
Toone Police Department	Wide Area Saturation Patrol "WASP"	Alcohol Enforcement	$ 22,499.65	154AL
Union City Police Department	Alcohol Countermeasures Enforcement	Alcohol Enforcement	$ 25,000.00	154AL
Union County Sheriff's Department	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Enforcement	$ 19,999.94	154AL
University of Memphis, Police Services	Alcohol Enforcement	Alcohol Enforcement	$ 42,233.98	154AL
Warren County Sheriff's Department	Warren County Impaired Driving Enforcement	Alcohol Enforcement	$ 31,002.00	154AL
Washington County Sheriff's Department	Rural Alcohol Traffic Enforcement Strategies (R.A.T.E.S.)	Alcohol Enforcement	$ 75,000.72	154AL
Westmoreland Police Department	High Visibility Law Enforcement Campaigns	Alcohol Enforcement	$ 5,000.00	154AL
White County Sheriff's Department	Wide Area Saturation Patrols	Alcohol Enforcement	$ 25,000.00	154AL
White House Police Department	DUI Detection/ Alcohol Countermeasures/ Traffic Enforcement	Alcohol Enforcement	$ 19,992.00	154AL
Whiteville Police Department	Local Space	Alcohol Enforcement	$ 15,000.00	154AL
Williamson County Sheriff's Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Alcohol Enforcement	$ 66,999.84	154AL
Wilson County Sheriff's Department	Nailed	Alcohol Enforcement	$ 71,085.16	154AL
Woodbury Police Department	Woodbury Alcohol Countermeasures	Alcohol Enforcement	$ 22,926.72	154AL
Ashland City Fire Department	Car Seat Awareness and Proper Installation	Occupant Protection	$ 3,820.00	405b
Hamilton County Sheriff's Office	Safe Journey	Occupant Protection	$ 98,858.32	405b
Meharry Medical College	Tennessee Child Passenger Safety Center	Occupant Protection	$ 300,000.00	405b
Open Door Pregnancy Center	Child Safety Protection Awareness	Occupant Protection	$ 7,250.00	405b
TBD	Media Campaigns - OP	Media	$ 100,000.00	405b
Tennessee Technological University	Ollie Otter, Booster Seat and Seat Belt Education	Occupant Protection	$ 142,199.46	405b
The University of Tennessee	Fiscal Year 2014 Statewide Survey of Safety Belt and Motorcycle Helmet Usage in Tennessee	Occupant Protection	$ 66,188.19	405b
The University of Tennessee	Media Evaluations	Occupant Protection	$ 131,922.83	405b
Tennessee Department of Health	Ambulance and Trauma Evaluation Systems	Traffic Records	$ 61,706.58	405c

Organization	ProjectTitle	Project Type	Estimated Award	Funding Source
Tennessee Department of Health	Statewide Injury Surveillance System	Traffic Records	$ 88,284.00	405c
Tennessee Department of Safety & Homeland Security	TITAN WIzard Deployment and Support	Traffic Records	$ 500,000.00	405c
Tennessee Supreme Court	Integrated Criminal Justice Portal Access	Traffic Records	$ 91,000.00	405c
21st Drug Court Inc.	21st Drug Court Program	DUI / Drug Courts	$ 50,000.00	405d
23rd Judicial District Drug Court	23rd Judicial District DUI Court	DUI / Drug Courts	$ 60,000.00	405d
Cheatham County Schools	T.I.E.S. Teach Involve Encourage & Save	Alcohol Education	$ 14,000.00	405d
Conexion Americas	Latino Highway Safety Campaign	Impaired Driving Education	$ 144,615.10	405d
Cowan Police Department	Cowan Police Impaired Driving Enforcement	Impaired Driving Enforcement	$ 25,000.00	405d
Decatur Police Department	2014 Decatur Impaired Driving Enforcement	Impaired Driving Enforcement	$ 14,982.90	405d
Dickson County Sheriff's Office	DUI Traffic Safety Awareness and Education Program 2014	Teen Driver Safety	$ 74,220.80	405d
Fayetteville Police Department	Fayetteville City Impaired Initative Driving Program	Impaired Driving Enforcement	$ 25,000.00	405d
Giles County Sheriff's Department	Giles County Imaired Driver Initiative	Impaired Driving Enforcement	$ 25,000.00	405d
Houston County Sheriff's Department	engaging the battle of impaired drivers 4	Impaired Driving Enforcement	$ 15,000.00	405d
Jackson Area Council on Alcohol and Drug Dependency (JACOA)	SADD Tennessee	Teen Driver Safety	$ 113,777.73	405d
Martin Police Department	C.A.R.D.	Alcohol Education	$ 25,000.00	405d
Memphis Police Department	Comprehensive Alcohol Risk reDuction (C.A.R.D.)	Alcohol Education	$ 107,664.00	405d
Mother's Against Drunk Driving	Court Partnership - Decreasing DUIs Through Court Observations and Victim Impact Panel Expansion	DUI / Drug Courts	$ 87,844.19	405d
Mother's Against Drunk Driving	Underage Drinking Prevention	Alcohol Education	$ 90,449.36	405d
Rutherford County Drug Court Program	Rutherford County DUI Court Program	DUI / Drug Courts	$ 60,146.28	405d
Sumner County Drug Court	18th Judicial Drug Court, Sumner County	DUI / Drug Courts	$ 55,165.79	405d
Sumner County Sheriff's Department	Impaired Driving Enforcement	Impaired Driving Enforcement	$ 22,775.00	405d
Tennessee Bureau of Investigation	Assisting TBI to Improve DUI Casework and Convictions	Alcohol Enforcement	$ 500,000.00	405d
Tennessee Department of Safety & Homeland Security	DUI Tracker	Traffic Records	$ 100,000.00	405d
Tennessee District Attorneys General Conference	Tennessee Traffic Safety Resource Prosecutors: Training on Impaired Driving/Outreach to Legal Community	DUI Prosecution	$ 173,965.00	405d
Tennessee Independent Colleges and Universities Association	The Coalition for Healthy and Safe Campus Communities (CHASCo): Reducing impaired driving among Tennessee's college students	Impaired Driving Education	$ 20,044.50	405d
The University of Tennessee	Judicial Outreach Liaison Program (JOL)	DUI Prosecution	$ 54,674.73	405d
The University of Tennessee	Law Enforcement Liaison Administration	Police Traffic Services	$ 264,856.87	405d
The University of Tennessee	UT Program Admin Grant	Police Traffic Services	$ 265,001.47	405d
TjohnE Productions, Inc.	Think Fast Young Adult Impairment Driving Prevention Project	Teen Driver Safety	$ 94,500.00	405d

Organization	ProjectTitle	Project Type	Estimated Award	Funding Source
University of Tennessee Police Department	Alcohol Education: Young Adult Impaired Driving Prevention Projects for decrease in the amount of young adults driving under the influence	Alcohol Education	$ 924.60	405d
Warren County of Tennessee	31st Judicial District DWI Court	DUI / Drug Courts	$ 51,138.00	405d
Wayne County Sheriff's Department	GHSO 2014	Impaired Driving Enforcement	$ 20,000.00	405d
Williamson County Trustee	Williamson County General Sessions DUI Court	DUI / Drug Courts	$ 76,016.00	405d
TBD	Media Campaigns - MC	Media	$ 100,000.00	405f

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
Governor's Highway Safety Office

Section 405 – National Priority Programs Application
Table of Contents

APPENDIX A TO PART 1200-
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: Tennessee   Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

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

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

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

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

- 23 U.S.C. Chapter 4– Highway Safety Act of 1966, as amended
- 49 CFR Part 18- Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200- Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, <u>OMB Guidance on FFATA Subward and Executive Compensation Reporting</u>, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFA TA_Subaward_and_Executive Com pensation_Reporting_0827201 O.pdf) by reporting to FSRS.gov for each sub-grant awarded:
- Name of the entity receiving the award;
- Amount of the award;

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

NONDISCRIMINATION
(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. I00-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
  - The dangers of drug abuse in the workplace.
  - The grantee's policy of maintaining a drug-free workplace.
  - Any available drug counseling, rehabilitation, and employee assistance programs.
  - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will-
  - Abide by the terms of the statement.
  - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- 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-
  - Taking appropriate personnel action against such an employee, up to and including termination.
  - 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT
(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323U)), 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 T ansportation 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)
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by.or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in co!Ulection 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 co!Ulection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as weU as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification

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 fumjsh 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 prosp ctive 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 Goverrunent, 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, b1ibery, 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 establislunent 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 ofthese 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 govenunent, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physical!y handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402U))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations 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.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

_____   _7-!-1.1_____
Signature Governor's Representative for Highway Safety   Date

John C. Schroer-
_____
Printed name of Governor's Representative for Highway Safety

State: **Tennessee**   Fiscal Year: **2014**

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.

- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.

- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.

- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.

_____   7.,{ -**I7**
Signature Governor's Representative for Highway Safety   Date

John C. Schroer

Printed name of Governor's Representative for Highway Safety

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

Ⅲ Part 1: Occupant Protection (23 CFR 1200.21)

All States: *[Fill in all blanks below.]*

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))

- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # OP-3

- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page #_O_P_-1

- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # _0_P_-2

- The State's plan for child passenger safety technicians is provided as HSP attachment or page # OP-1 (pages 4-5)

Lower Seat belt Use States: *[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

D The State's primary seat belt use law, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. Legal citation(s):

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

Legal citations:

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

- Coverage of all passenger motor vehicles:

- Minimum fine of at least $25:

- Exemptions from restraint requirements:

III The State's **seat belt enforcement plan** is provided as HSP attachment or page#
OP-3
_____

III The State's **high risk population countermeasure program** is provided as HSP attachment orpage#_O_P_4_____

O The State's **comprehensive occupant protection program** is provided as HSP attachment#
_____

III The State's **occupant protection program assessment:** *[Check **one box** below and fill in anv blanks under that checked box.]*

1!1 The State's NHTSA-facilitated occupant protection program assessment was conducted on
Scheduled 08/05/2013- 08/09/2013
_____

OR

[] The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

Ill Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[Fill in at least one blank {or each bullet below.]

- A copy of *[check one box only]* the ꙅꙋꙅ TRCC charter or the ꙅꙋꙅ statute legally mandating a State TRCC is provided as HSP attachment# _D_at_a-_1_____ ___
or submitted electronically through the TRIPRS database on _____ ___

- A copy ofTRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # _D_a_ta_-2_____ _
or submitted electronically through the TRIPRS database on _____ ___

- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _
or submitted electronically through the TRIPRS database on _51_1_11_20_1_2_____ _

- The name and title of the State's Traffic Records Coordinator is
  Kim VanAtta, program manager
  _____

- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment#
  Data-3
  _____
  or submitted electronically through the TRIPRS database on _____ _

- *[Check one box below and fill in any blanks under that checked box.]*
  El The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages
  Data-3, pages 25-72
  _____
  OR
  1:1 If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on _5_12_21_20_0_9_____ ___

Ⅲ Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

AJI States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010and2011.

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
  The statewide impaired driving plan approved by a statewide impai ed driving task force was issued on 9/1/2013   and is provided as HSP attachment#
   ID-1, RESERVED- to be submitted by September 1, 2013
  _____
  OR

  D For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # RESERVED- to be submitted by September 1, 2013

High-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
  r:J A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____ _____
  OR

  Ll For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

- *[Check one box below and fill in any blanks under that checked box.]*
  [] For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
  OR

  [] For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on   is provided as HSP attachment #
  _____

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____

Ignition Interlock Law: *[Fill in **all** blanks below.]*

- The State's ignition interlock law was enacted on _____ and last amended on _____,is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):**

D **Part 4: Distracted Driving** (23 **CFR 1200.24)**

*[Fill in **all** blanks below.]*

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least $25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:

- Definition of covered wireless communication devices:

- Minimum fine of at least $25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from texting ban:

Prohibition on Youth CeH Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least $25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:

- Driver license testing of distracted driving issues:

- Minimum fine of at least $25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from youth cell phone use ban:

Ⅲ Part 5: Motorcyclist Safety (23 CFR 1200.25)

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

Ⅲ Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment# _M c -1_____

- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment #
  MC-2 _____

- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _M c -3_____

- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment #
  TCA 55-51-103 _____

- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # MC 4 _

O Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _

- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment# _____

- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page# _____

- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page #
  _____

- Copy of the State strategic communications plan is provided as HSP attachment #
  _____

D **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____

- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _

D **Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page# _____

- Detailed description of the State's impaired driving program is provided as HSP attachment or page# _____ ___

- The State law or regulation that defines impairment.
  Legal citation(s):

D **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____

- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _

- The State law or regulation that defines impairment.
  Legal citation(s):

O Use of fees collected from motorcyclists for motorcycle programs: *[Check one box below and fill in any blanks under the checked box.]*

    1!1 Applying as a Law State-

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.
Legal citation(s):

  MC-1 (TCA 55-51-104)

  AND

- The State's law appropriating funds for FY 2014 that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.
Legal citation(s):

  TCA 4-3-1016

    r:J Applyjng as a Data State –

- Data and/or documentation from <u>official</u> State records from the previous fiscal year showing that <u>all</u> fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment #

D **Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

*[Fill in **all** applicable blanks below.]*

The State's graduated driver licensing statute, requiring both a Ieamer's permit stage and intennediate stage prior to receiving a full driver's license, was enacted on
_____ and last amended on   , is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage- requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:

- Driving restrictions:

- Minimum duration:

- Applicability to novice drivers younger than 21 years of age:

- Exemptions from graduated driver licensing law:

Intermediate Stage- requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner's permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:

- Minimum duration:

- Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age:

- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner's Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.
Legal citation(s):

Requirement that the driver who possesses a Ieamer's permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.
Legal citation(s):

License Distinguishability *(Check one box below and fill in any blanks under that checked box.)*

r:J Requirement that the State Ieamer's permit, intermediate license, and full driver's license are visually distinguishable.
Legal citation(s):

OR

r:J Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment# _____ _____ _____

OR

1:1 Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment# _____ _____ ____

APPENDIX C TO PART 1200-
ASSURANCES FOR TEEN TRAFFIC
SAFETY PROGRAM

State: Tennessee   Fiscal Year: 2014

The State has elected to implement a Teen Traffic Safety Program-a statewide program to improve traffic safety for teen drivers-in accordance with 23 U.S.C. 402(m).

In my capacity as the Governor's Representative for Highway Safety, I have verified that-

- The Teen Traffic Safety Program is a separately described Program Area in the Highway Safety Plan, including a specific description of the strategies and projects, and appears in HSP page number(s)_____

- as required under 23 U.S.C. 402(m), the statewide efforts described in the pages identified above include peer-to-peer education and prevention strategies the State will use in schools and communities that are designed to--
    o   increase seat belt use;
    o   reduce speeding;
    o   reduce impaired and distracted driving;
    o   reduce underage drinking; and
    o   reduce other behaviors by teen drivers that lead to injuries and fatalities.

_____   **7-/-/.f**
Signature Governor's Representative for Highway Safety   Date

--Ja htJ C. S c hro .er
Printed name of Governor's Representative for Highway Safety