

*State of Tennessee*

# **2016 Highway Safety Plan**

July 1, 2015

**Governor's Highway Safety Office**



**Bill Haslam**

*Governor  
State of Tennessee*

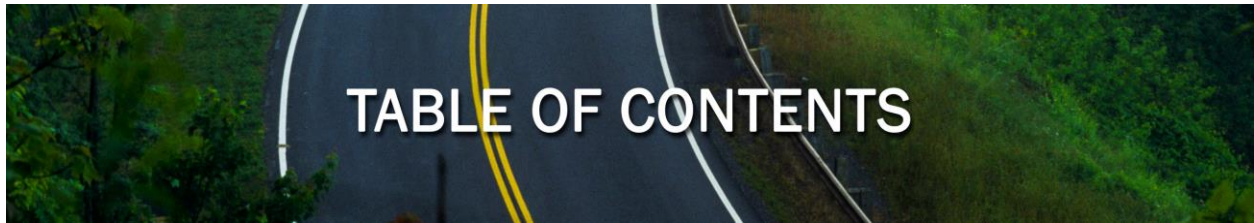
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# EXECUTIVE SUMMARY

Tennessee's Governor's Highway Safety (GHSO) is pleased to present the Federal Fiscal Year 2016 Highway Safety Plan (HSP). This plan serves as both a guide for implementing highway safety initiatives and as an application for federal grant funding from the National Highway Traffic Safety Administration (NHTSA). Further, the HSP is used to justify, develop, implement, monitor, and evaluate traffic safety activities for improvements throughout the federal fiscal year. The plan is in alignment with the Tennessee Strategic Highway Safety Plan approved by Governor Bill Haslam in Calendar Year (CY) 2014.

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

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

## **Mission Statement**

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

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

## **Coordination with Strategic Highway Safety Plan**

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

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



modifying road user behaviors (education, enforcement, driver license); and the design and maintenance of vehicles.

The Tennessee Strategic Highway Safety Plan Committee has taken on the responsibility of implementing this safety plan to reduce fatalities in Tennessee. The team includes multiple transportation agencies—Tennessee Department of Transportation (TDOT), Tennessee Department of Safety (TDOS), 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 and Homeland Security regarding activities and progress.

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

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

### **Legislative Achievement**

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

## **OVERVIEW: HIGHWAY SAFETY IN TENNESSEE**

The state of Tennessee is centrally located in the Southeast and is bordered by the states of North Carolina, Virginia, Kentucky, Georgia, Alabama, Mississippi, Missouri, and Arkansas. Sharing a border with eight (8) states gives Tennessee the distinction of having more neighboring states than any other state in the nation. Of the 50 states, Tennessee ranks 36th in total area and 19th in the number of persons per square mile. Tennessee encompasses 42, 146 square miles of mountains, rolling hills, and plains. Tennessee is also located on the nation's inland waterway system and enjoys the benefits of more than 1,062 miles of navigable

waterways.

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

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

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

#### **Tennessee Demographic Data**

	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
<b>Population</b>	5,703,719	6,356,628	6,398,389	6,455,177	6,497,269
<b>Registered Vehicles</b>	6,478,705	6,685,288	6,813,957	6,738,943	6,896,339
<b>Licensed Drivers</b>	4,484,769	4,520,542	4,559,507	4,597,271	4,640,609
<b>Miles of State &amp; Federal Roadways</b>	13,871	13,867	13,877	13,884	13,898
<b>Miles of Interstate</b>	1,104	1,104	1,104	1,104	1,104
<b>Total Crashes</b>	158,040	163,653	168,258	172,913	173,411
<b>Number of Non-Injury Crashes</b>	111,719	115,905	120,388	124,138	126,908
<b>Number of Injury Crashes</b>	45,406	46,790	47,003	47,847	45,592
<b>Number of Fatal Crashes</b>	915	958	867	928	911

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



# CORE PERFORMANCE MEASURES & TARGETS

Based on the state's performance for calendar year (CY) 2013, the Tennessee Governor's Highway Safety Office has established the following Core (C) outcome measures for FFY 2016.

- C-1** Decrease traffic fatalities by 4.12 percent from the 2013 calendar base year of 995 to 954 by December 31, 2016. (5-year linear regression)
- C-2** Decrease serious traffic injuries by 7.39 percent from the 2013 calendar base year of 6939 to 6,426 by December 31, 2016. (4-year linear regression)
- C-3a** Decrease fatalities/VMT from the 2013 calendar base year of 1.40 to 1.35 by December 31, 2016. (5-year linear regression)
- C-3b** Decrease rural fatalities/VMT from the 2013 calendar base year of 1.90 to 1.82 by December 31, 2016. (5-year linear regression)
- C-3c** Decrease urban fatalities/VMT from the 2013 calendar base year of 1.08 to 0.93 by December 31, 2016. (3-year alternative baseline)
- C-4** Decrease the percentage of unrestrained fatalities by 11.11 percentage points from the 2013 calendar base year of 351 to 312 by December 31, 2016. (5-year linear regression)
- C-5** Decrease alcohol impaired driving fatalities by 6.50 from the 2013 calendar year of 277 to 259 by December 31, 2016. (5-year linear regression)
- C-6** Decrease speeding-related fatalities from a 3-year alternative baseline average (2011- 2013) of 216 to 190 by December 31, 2016. (3-year alternative baseline)
- C-7** Decrease motorcyclist fatalities from the 2013 calendar base year of 137 to 124 by December 31, 2016. (5-year alternative baseline)
- C-8** Decrease un-helmeted motorcyclist fatalities from the 2013 calendar base year of 11 to 9 by December 31, 2016. (4-year linear regression)
- C-9** Decrease drivers age 20 or younger involved in fatal crashes 7.76 percentage points from the 2013 calendar base year of 116 to 107 by December 31, 2016. (5-year linear regression)
- C-10** Reduce pedestrian fatalities from the 2013 calendar base year of 80 to 76 by December 31, 2016. (5-year linear regression)
- C-11** Reduce pedalcyclist fatalities from the 2013 calendar year of 8 to 7 by December 31, 2016. (5-year linear regression)

**B-1** To increase statewide observed seat belt use 2 percentage points from the 2014 calendar year usage rate of 87.7% to 89.7% by December 31, 2016.

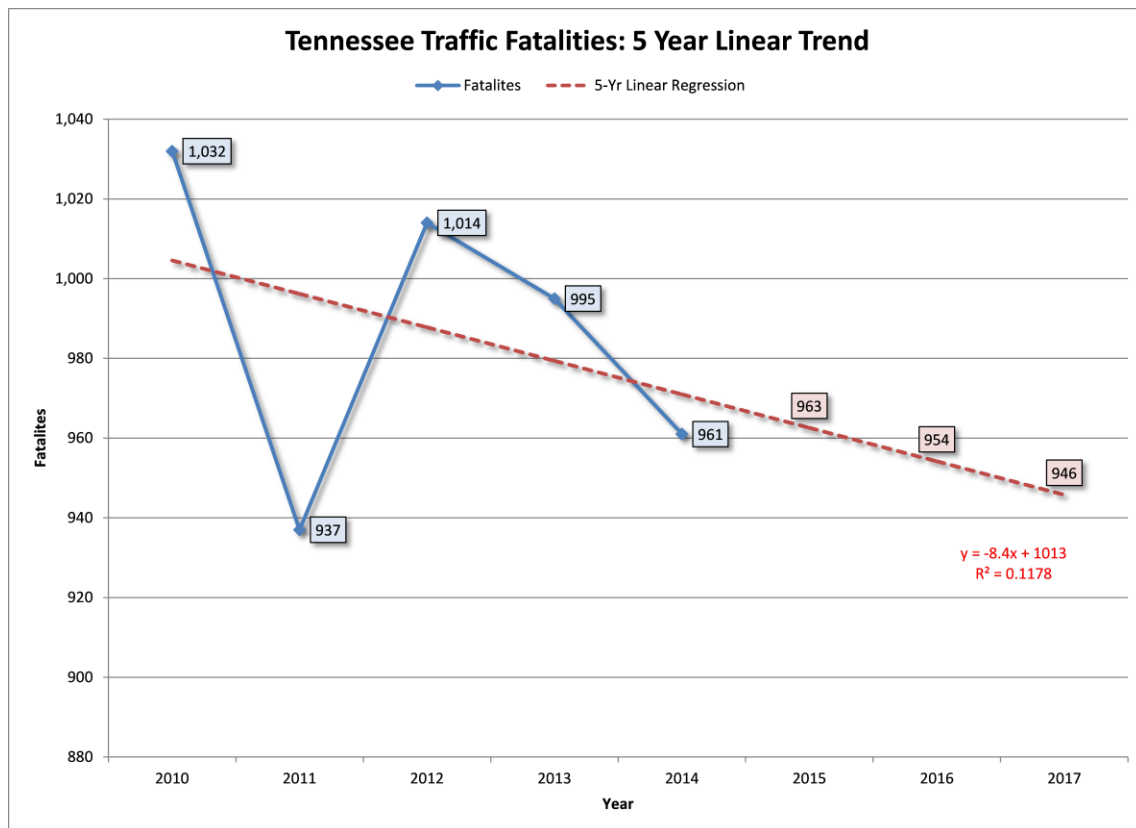
**A-1** 28,399 seatbelt citations issued during enforcement campaigns in 2014.

**A-2** 5,428 impaired driving citations issued and arrests made during enforcement campaigns in 2014.

**A-3** 79,994 speeding citations issued and arrests made during enforcement campaigns in 2014.

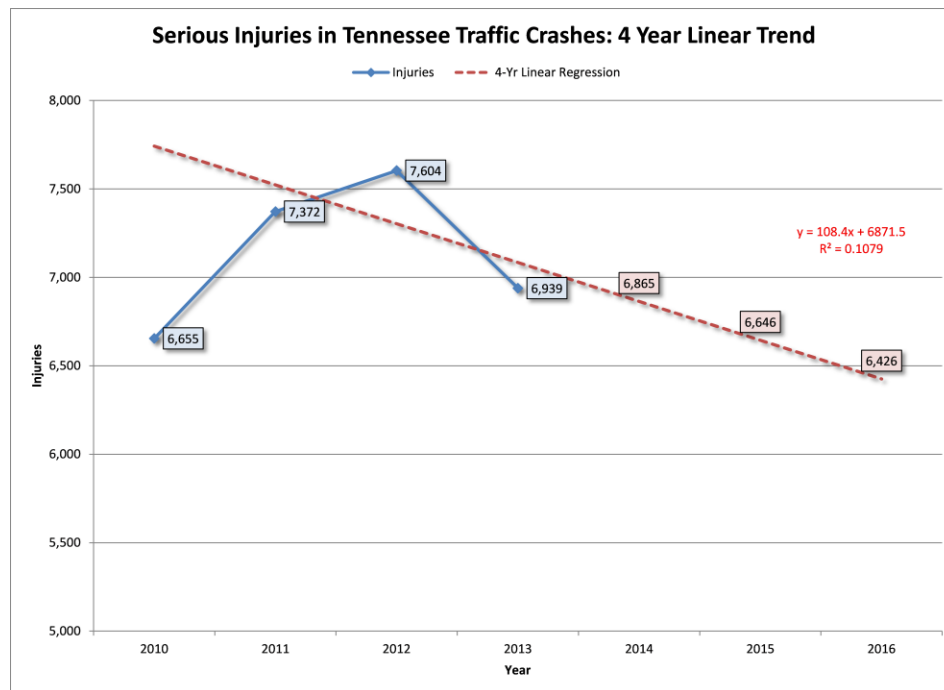
### SUPPORTING DATA

C-1) Decrease traffic fatalities by 4.12 percent from the 2013 calendar base year of 995 to 954 by December 31, 2016. (5-year linear regression)

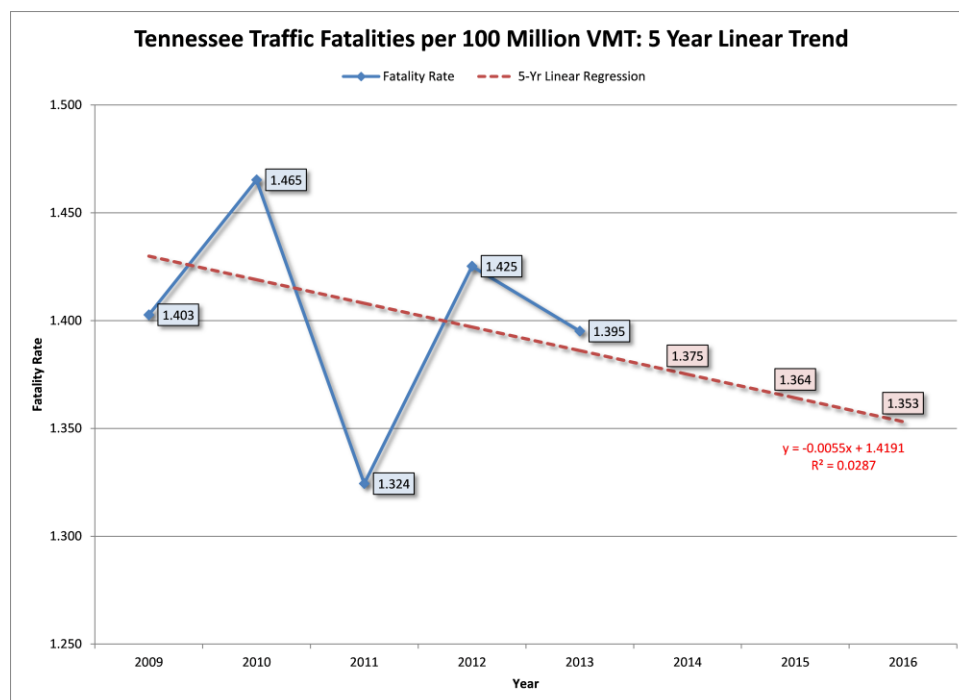




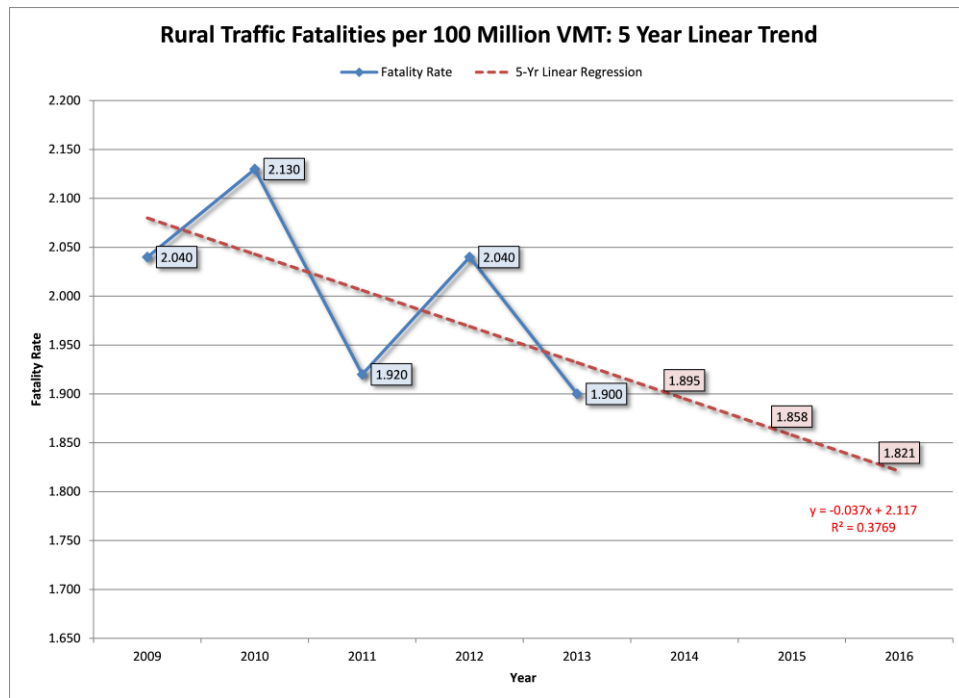
C-2) Decrease serious traffic injuries by 7.39 percentage points from the 2013 calendar base year of 6,939 to 6,426 by December 31, 2016. (4-year linear regression)



C-3a) Decrease fatalities/VMT from the 2013 calendar base year of 1.40 to 1.35 by December 31, 2016. (5-year linear regression)



C-3b) Decrease rural fatalities/VMT from the 2013 calendar base year of 1.90 to 1.82 by December 31, 2016. (5-year linear regression)

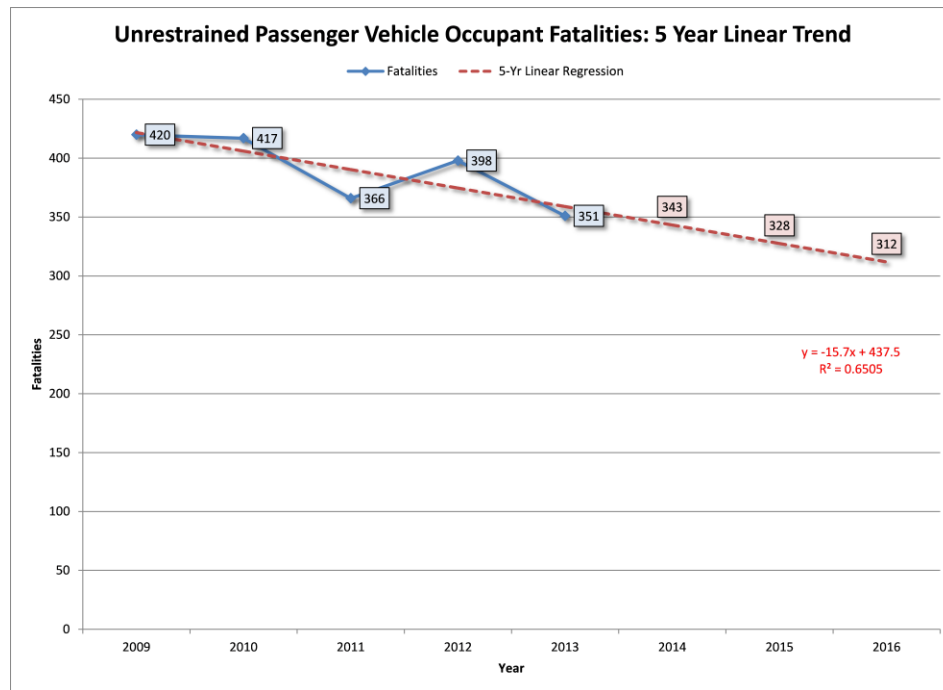


C-3c) Decrease urban fatalities/VMT from the 2013 calendar base year of 1.08 to 0.93 by December 31, 2016. (3-year alternative baseline)

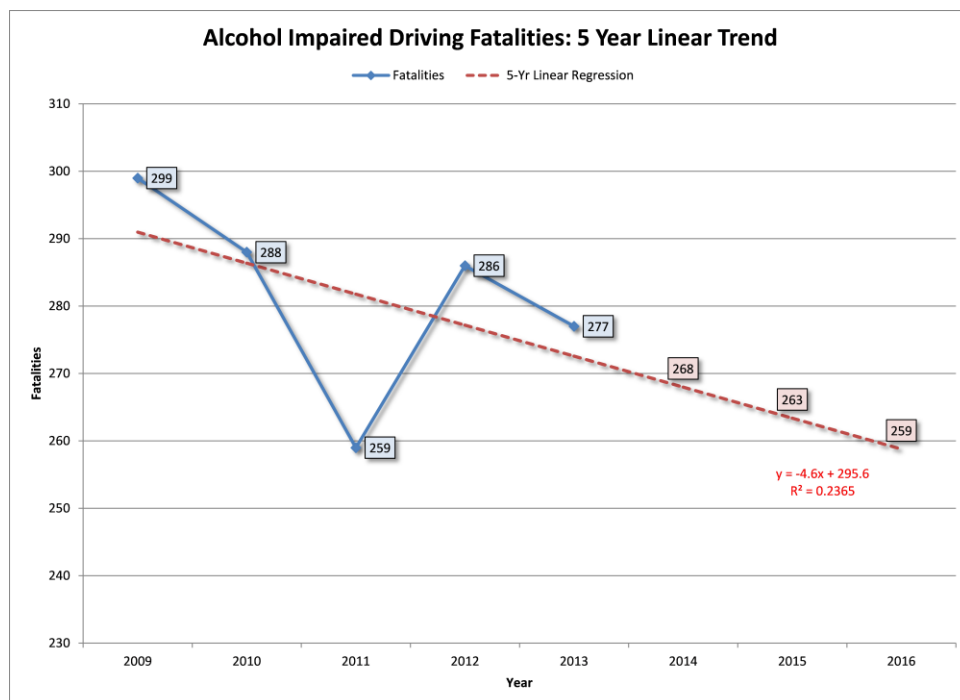
Three Year Alternative Baseline Analysis				
Baseline Period		Comparison Year		% Change
2006 - 2008 Avg.	1.210	2011	0.930	-23.1%
2007 - 2009 Avg.	1.087	2012	1.020	-6.1%
2008 - 2010 Avg.	1.017	2013	1.080	6.2%
Current Mutli-Year Base		Target Year	Estimate	Avg % Change
2011 - 2013 Avg.	1.010	2016	0.932	-7.7%



C-4) Decrease the percentage of unrestrained fatalities by 11.11 percentage points from the 2013 calendar base year of 351 to 312 by December 31, 2016. (5-year linear regression)



C-5) Decrease alcohol impaired driving fatalities by 6.50 percentage points from the 2013 calendar year of 277 to 259 by December 31, 2016. (5-year linear regression)



C-6) Decrease speeding-related fatalities from a 3-year alternative baseline average (2011-2013) of 216 to 190 by December 31, 2016. (3-year alternative baseline)

**Three Year Alternative Baseline Analysis**

Baseline Period		Comparison Year		% Change
2006 - 2008 Avg.	270	2011	215	-20.4%
2007 - 2009 Avg.	242	2012	197	-18.5%
2008 - 2010 Avg.	228	2013	236	3.4%
Current Mutli-Year Base		Target Year	Estimate	Avg % Change
2011 - 2013 Avg.	216	2016	190	-11.8%

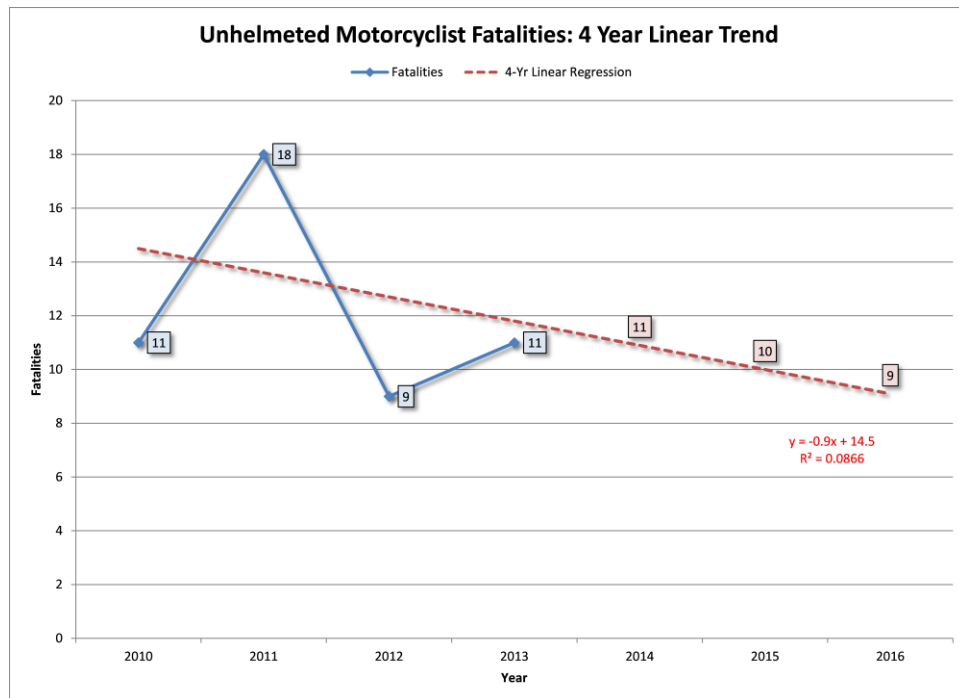
C-7) Decrease motorcyclist fatalities from the 2013 calendar base year of 137 to 124 by December 31, 2016. (5-year alternative baseline analysis)

**Five Year Alternative Baseline Analysis**

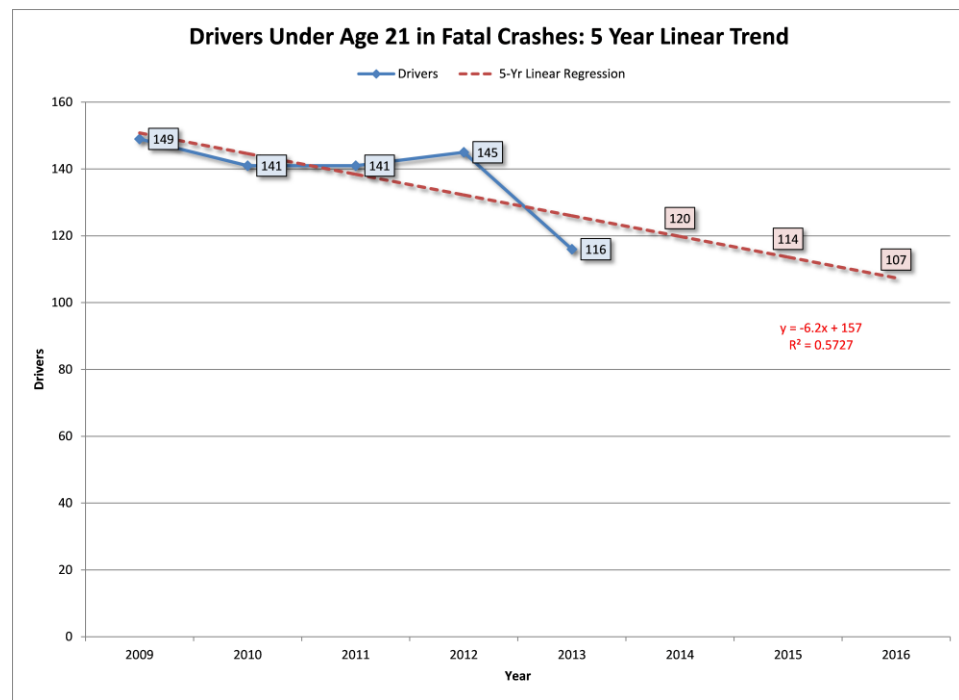
Baseline Period		Comparison Year		% Change
2004 - 2008 Avg.	132	2011	115	-13.1%
2005 - 2009 Avg.	137	2012	139	1.2%
2006 - 2010 Avg.	139	2013	137	-1.4%
Current Mutli-Year Base		Target Year	Estimate	Avg % Change
2009 - 2013 Avg.	130	2016	124	-4.5%



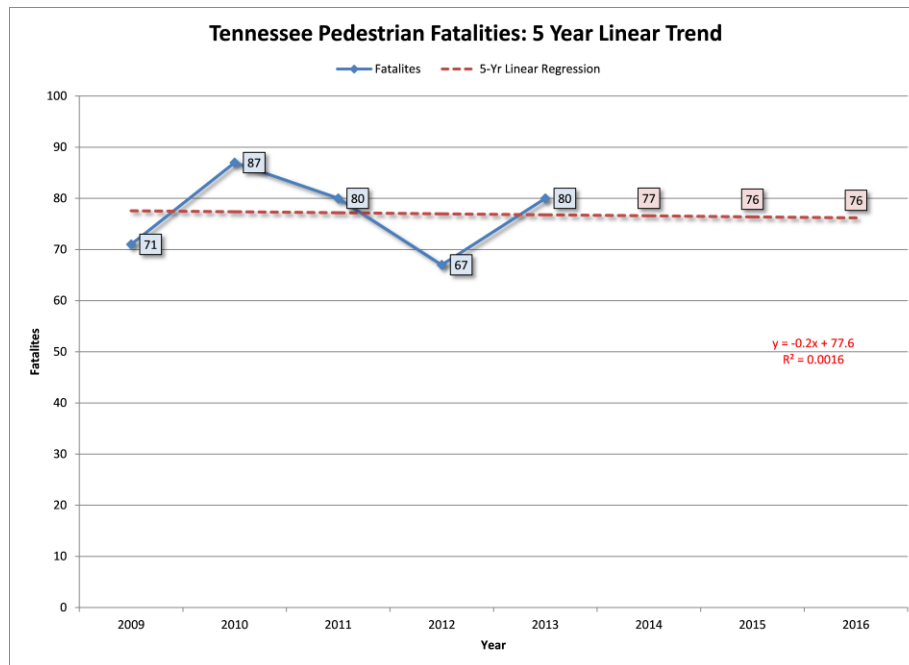
C-8) Decrease un-helmeted motorcyclist fatalities from the 2013 calendar base year of 11 to 9 by December 31, 2016. (4-year linear regression)



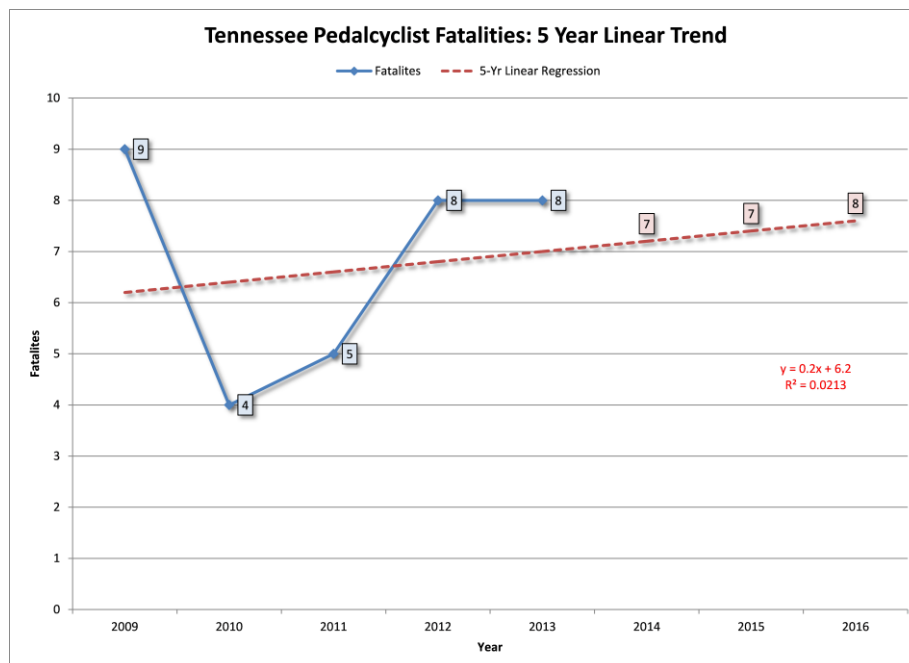
C-9) Decrease drivers age 20 or younger involved in fatal crashes 7.76 percentage points from the 2013 calendar base year of 116 to 107 by December 31, 2016. (5-year linear regression)



C-10) Reduce pedestrian fatalities from the 2013 calendar base year of 80 to 76 by December 31, 2016. (5-year linear regression)



C-11) Reduce pedalcyclist fatalities from the 2013 calendar year of 8 to 7 by December 31, 2016. (5-year linear regression)



Based on the 5-year linear trend, the state could have 8 fatalities; however, Tennessee believes that number can be reduced as a result of the strategies and activities being implemented in FFY 2016.

FY2016 Tennessee Performance Trends and Goals									
	Actual					Trend Used	Goals		
	2009	2010	2011	2012	2013	5 Year Average	2014 Goal	2015 Goal	2016 Goal
<b>Performance Measures</b>									
C-1: Traffic Fatalities	986	1,032	937	1,015	995	993	5 yr linear	961	954
C-2: Serious Traffic Injuries	6,497	6,655	7,372	7,604	6,939	7,013	4yr linear	6,865	6,426
C-3a: Fatalities per 100 Million VMT	1.40	1.47	1.32	1.43	1.40	1.40	5 yr linear	1.375	1.35
C-3b: Rural Fatalities per 100 Million VMT	2.04	2.13	1.92	2.04	1.9	2.00	5 yr linear	1,895	1,821
C-3c: Urban Fatalities per 100 Million VMT	0.98	1.01	0.93	1.02	1.08	1.00	5 yr linear	1.031	.932
C-4: Unrestrained Passenger Vehicle Occupant Fatalities	420	417	366	398	351	390	5 yr linear	343	312
C-5: Fatalities Involving Driver or Motorcycle Operator with >0.08 BAC	299	288	259	286	277	282	5 yr linear	268	259
C-6: Speeding-Related Fatalities	212	229	215	197	236	218	3 yr alt	221	190
C-7: Motorcyclist Fatalities	122	137	115	139	137	130	5 yr alt	133	124
C-8: Unhelmeted Motorcycle Fatalities	24	11	18	9	11	15	4 yr linear	11	9
C-9: Drivers Age 20 or Younger Involved in Fatal Crashes	149	141	141	145	116	138	5 yr linear	120	107
C-10: Pedestrian Fatalities	71	87	80	67	80	77	5 yr linear	77	76
C-11: Bicyclist Fatalities	9	4	5	8	8	7	5 yr linear	7	7
B-1: Seat Belt Usage	81	87	87	84	85	84.8	N/A	87.7	89.7
A-1: Speeding Citations during Enforcement Campaigns	61,899	78,582	69,089	75,786	70,051	71,081	N/A	79,994	N/A
A-2: Seatbelt Citations during Enforcement Campaigns	20,932	21,205	18,222	21,758	22,521	20,928	N/A	28,399	N/A
A-3: DUI Arrests during Enforcement Campaigns	4,208	3,984	4,390	4,754	4,509	4,369	N/A	5,428	N/A



## Tennessee Progress in Meeting NHTSA Core Performance Measures Identified in FY 2015 HSP

Program Area	Performance Target	Status (Based on 2013 FARS)	Achieved/Not Achieved
C-1) Traffic Fatalities	983	995	Not achieved
C-2) Serious Injuries *	7,498	6,939	Achieved
C-3a) Fatalities per VMT	1.385	1.4	Not achieved
C-4) Unrestrained Passenger Vehicle Occupant Fatalities	340	351	Not achieved
C-5) Fatalities Involving Driver or Motorcycle Operator with 0.08 BAC	267	277	Not achieved
C-6) Speed-Related Fatalities	185	236	Not achieved
C-7) Motorcyclist Fatalities	130	137	Not achieved
C-8) Number of Unhelmeted Motorcyclist Fatalities	10	11	Not achieved
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	138	116	Achieved
C-10) Pedestrian Fatalities	66	80	Not achieved
C-11) Bicycle Fatalities	7	8	Not achieved
B-1) Selt Belt Usage *	87.9	87.7	Not achieved

### Areas Tracked But No Targets Set

Program Area	2013 Data	2014 Data
Speeding Citations*	70,051	79,994
Seat Belt Citations*	22, 521	28,399
DUI Arrests*	4,509	5,428
* From state data files		



# HIGHWAY SAFETY PLAN PROCESS

## OVERVIEW

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

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

## PROCESS FOR IDENTIFYING TENNESSEE'S HIGHWAY SAFETY PROBLEMS

The FFY 2016 problem identification process began with a review of the state's performance utilizing 2009 to 2013 trend data. Data from the Department of Safety and Homeland Security's Research and Planning Division and from grantees' annual reports helped provide the GHSO management staff an understanding of the highway safety problems within the state of Tennessee and identify promising programs and strategies utilized in 2014. Management staff convened to determine funding priorities, both programmatic and geographic, and developed a plan for project development for FFY 2016.

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

## PLANNING PARTICIPANTS

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

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

- TN Department of Safety and Homeland Security (Communication)
- Tennessee Association of Chiefs of Police (Law Enforcement)
- TN Department of Safety & Homeland Security (Ignition Interlock)
- TN Department of Safety and Homeland Security (Driver Licensing)
- Governor's Highway Safety Office (Law Enforcement)
- District Attorneys General Conference Prosecution
- Research, Planning, & Development / TITAN, TN Department of Safety & Homeland Security (Data and Traffic Records)
- Judge, Hamilton County/Chattanooga (Adjudication)
- TN Department of Correction (Probation)
- Tennessee Highway Patrol Law Enforcement

## DATA SOURCES REVIEWED

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

- Tennessee Traffic Crash Data: County Rankings and Statistics by Emphasis Area, 2008 – 2014, Tennessee Department of Safety and Homeland Security Planning, Research and Development (TDOS)
- DUI Tracker, Tennessee Department of Safety and Homeland Security Planning, Research and Development (TDOS)
- Research Notes, Crash Stats, and Traffic Safety Fact Sheets, National Highway Traffic Safety Administration (NHTSA)
- Fatality Analysis Reporting System (FARS)
- State Traffic Safety Information for Year 2013
- Uniform Guidelines for State Highway Safety Programs
- Tennessee Integrated Traffic Analysis Network (TITAN)
- Youth Risk Behavior Survey
- Thinkfast Interactive Game Show Pre and Post Surveys
- Tennessee Strategic Highway Safety Plan, 2014
- Arbogast, K.B., Jermakian, J.S., Kallian, M.J., and Durbin, D.R. (2009, November). Effectiveness of belt positioning booster seats: an updated assessment. *Pediatrics*. 124(5),1281-1286.
- Goodwin, A., Kirley, B., Sandt, L., Hall, W., Thomas, L., O'Brien, N., & Summerlin, D. (2013, April). Countermeasures That Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices. 7th edition (Report No. DOT HS 811 727). Washington, DC: National Highway Traffic Safety Administration.
- Emergency Medical Services Performance Measures: Recommended Attributes and Indicators for System and Service Performance. (December 2009) (Report No. DOT HS 811 211).
- Centers for Disease Control website
- National Center on Senior Transportation

## **PROCESS FOR DEVELOPING AND SELECTING EVIDENCE-BASED COUNTERMEASURES AND PROJECTS**

Potential grantees for FFY 2015-16 were informed that the GHSO would consider any data-driven problem that was identified, but that the following were high priority areas:

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

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

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

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

## **PROCESS FOR PROJECT SELECTION AND DEVELOPMENT**

The Governor's Highway Safety Office reviewed the data to determine the high priority areas that would be addressed with 402 and 405 funding in FFY 2015-16.

Announcements regarding the FFY 2015-16 Highway Safety Program were mailed and emailed to potential state and local grantees, including all Tennessee mayors (county as well as city mayors), police chiefs, and sheriffs. An example is provided at the end of this section. Notification was also posted on the GHSO's website ([tntrafficsafety.org](http://tntrafficsafety.org)) and mentioned on social media sites, Facebook, and Twitter. 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. This priority requires that the applicant describe how the program's effectiveness will be measured and the comparison data against which the program's outcome will be evaluated;
- Where local conditions permit, initiatives to coordinate crash-injury reduction efforts with other injury-reduction activities within the community, by participating in cooperative efforts with other professionals and citizens (e.g., educational, civic, judicial, business, medical, etc.) involved in creating a safe community.

Potential grantees were informed that a full grant proposal for FFY 2016 funding had to be submitted that detailed the following:

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

The deadline for Highway Safety grant applications for FFY 2016 funding was March 31, 2015. A total of 565 applications (298 programmatic and 267 High Visibility Enforcement) were submitted to the GHSO. After grant applications are received, each application is reviewed in detail to determine if it meets the GHSO's goals, objectives, and project design requirements and is given a score. Based upon this analysis, the GHSO management team discussed the application scores and other considerations (current or past grant performance; likelihood of project to significantly reduce crashes, injuries, and fatalities; multi-jurisdictional nature of the project) to reach a general consensus on the grant applications.

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

Recommendations for funding are then made to the TDOT Commissioner of Transportation, Tennessee's Governor Representative. The tentative total number of awarded grants for FFY 2016 is 440 (225 programmatic and 215 High Visibility).



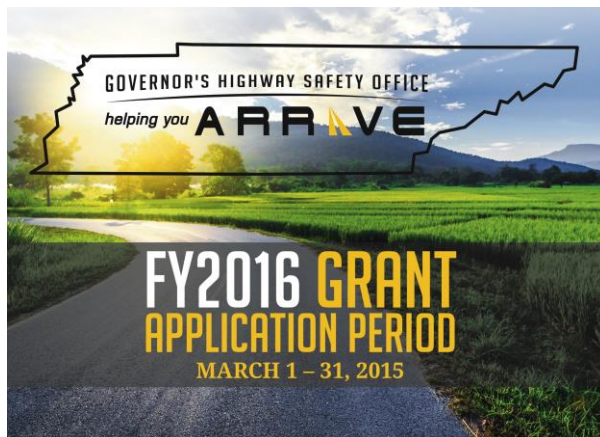
A project director is assigned for each project; this is typically the person who submitted the project or the person responsible for the “subject” of the agency’s project. Further, a program manager from the Governor’s Highway Safety Office is assigned to provide assistance and oversight to each grantee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

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

<b>FFY 2016 HIGHWAY SAFETY PROGRAM PLANNING SCHEDULE (Tentative)</b>	
<b>January-February</b>	Data collection and review for problem identification
<b>March 1</b>	Grant application period begins online; establish a draft budget for management review
<b>March</b>	Attend LEL network meetings to discuss application process and help agencies apply for HVE grants.
<b>March 31</b>	Grant application deadline
<b>April 16 - May 29</b>	Grant application review process
<b>May 1</b>	GHSO applies for Delegated Purchase Authority (DPA) for sports/media contracts
<b>June 12</b>	GHSO applies for Delegated Grant Authority (DGA)
<b>June 12</b>	GHSO Management meeting to finalize grants awards
<b>June 26</b>	Grant assignment meeting
<b>June 26</b>	Create spreadsheet and update online system with grant numbers, etc.
<b>June 29 – July 17</b>	Grant application revisions (programmatic and financial)
<b>July 1</b>	Highway Safety Plan and 405 application due
<b>July 10</b>	Meet with TDOT Legal about contract format and language
<b>August 7</b>	Spreadsheet to PIO and then forwarded to TDOT for press release
<b>August 7</b>	Denial letters go out to grantee

<b>August 7</b>	Create grantee file folders
<b>August 10 - 21</b>	Grantees sent grant contract and attachments for signatures
<b>August-September</b>	Grant contracts submitted to Finance, Legal, and Commissioner for approval
<b>September 30</b>	Grants awarded, with a copy placed in the grantee file
<b>October 1</b>	Grant year begins; begin work on the Annual Report
<b>October-November</b>	Grant orientation workshops
<b>December 1 - 14</b>	Closeout process complete
<b>December 31</b>	Annual Report due

Sample of FY 2016 grant announcement:



[Front]



[Back]

# **Tennessee Traffic Crash Data**

## **County Rankings and Statistics by Emphasis Area 2008 – 2014**



**Tennessee Department of Safety and Homeland Security  
Research, Planning, and Development**

**February 2015**  
Revised 3/2/2015

**County Rankings by Emphasis Area Performance - Rankings**  
**2008 - 2014**

County	Licensed Drivers Rank	Overall Crash Rate Rank	Fatal Crash Rate Rank	Injury Crash Rate Rank	Motorcycle Crash Rate Rank	Alcohol Impaired Fatality Rate Rank	Alcohol Impaired Crash Rate Rank	Speeding Crash Rate Rank	Young Driver (15 to 24) Crash Rate Rank	Senior Driver (65+) Crash Rate Rank
Anderson	17	29	76	37	36	73	86	13	31	25
Bedford	34	24	37	20	48	26	3	32	21	27
Benton	72	55	6	26	52	4	26	38	52	61
Bledsoe	85	95	73	95	95	14	87	86	94	95
Blount	10	35	77	51	1	88	60	18	25	21
Bradley	14	16	90	43	35	70	65	56	10	11
Campbell	39	18	11	8	32	62	79	30	23	14
Cannon	78	59	38	74	73	89	55	36	54	64
Carroll	52	77	42	73	70	27	90	93	74	69
Carter	25	44	83	62	54	90	81	57	30	30
Cheatham	36	47	70	66	65	57	12	27	63	55
Chester	75	43	47	36	51	33	58	28	38	32
Claiborne	45	72	34	79	86	32	93	62	62	49
Clay	90	88	52	89	91	5	10	91	88	86
Cocke	43	13	35	11	15	19	23	26	15	15
Coffee	27	26	56	24	64	51	56	70	27	16
Crockett	81	74	20	57	66	77	76	53	81	65
Cumberland	21	32	50	34	45	31	28	10	18	52
Davidson	2	1	88	1	7	82	27	1	1	3
Decatur	84	50	22	40	24	16	1	82	44	75
DeKalb	67	51	13	41	19	15	22	43	41	66
Dickson	30	19	23	15	43	25	16	40	29	19
Dyer	41	31	58	27	44	80	30	58	33	17
Fayette	38	87	74	85	89	81	89	76	87	77
Fentress	69	93	32	90	87	76	92	89	93	85
Franklin	37	75	79	78	80	55	80	77	75	53
Gibson	32	67	59	72	68	49	47	87	69	50
Giles	51	33	29	38	55	30	11	8	43	45
Grainger	57	80	17	64	77	10	48	35	76	76
Greene	19	15	36	9	38	63	62	16	12	18
Grundy	80	53	1	35	9	6	54	3	61	79
Hamblen	23	20	72	39	29	68	69	81	14	12
Hamilton	4	4	89	12	10	74	38	2	6	4
Hancock	92	73	18	87	85	71	50	6	70	78
Hardeman	59	65	45	33	46	92	67	34	71	68
Hardin	54	22	44	17	12	42	6	78	22	29
Hawkins	24	64	64	61	81	50	59	47	55	58
Haywood	74	11	2	10	42	20	13	22	34	23
Henderson	53	10	10	22	23	13	7	66	11	13
Henry	44	84	48	63	39	29	84	92	77	67
Hickman	58	34	39	14	41	67	39	75	50	48
Houston	88	86	14	60	20	12	24	59	80	80
Humphreys	64	52	25	25	31	9	29	54	57	63
Jackson	86	68	24	86	28	34	33	68	67	92
Jefferson	31	41	51	55	61	53	52	17	36	47
Johnson	73	28	55	70	8	87	43	64	42	41
Knox	3	8	84	19	34	69	46	19	8	8
Lake	95	94	91	94	93	36	70	94	95	94
Lauderdale	60	76	12	48	58	18	25	63	82	73
Lawrence	35	54	62	54	79	45	35	88	64	34
Lewis	83	69	57	76	75	66	73	72	66	62
Lincoln	42	38	43	47	40	38	5	71	37	31
Loudon	26	25	75	52	53	72	51	39	20	40
McMinn	29	23	40	16	49	35	57	61	26	26
McNairy	56	62	15	49	30	58	37	44	72	71
Macon	61	56	26	59	83	93	45	46	47	57
Madison	15	3	61	2	13	47	21	25	2	1
Marion	49	42	5	28	37	7	53	4	59	39
Marshall	50	40	66	53	60	46	44	23	48	43
Maury	16	21	69	18	62	52	20	29	19	20
Meigs	82	89	3	82	67	37	32	60	89	91
Monroe	33	58	31	32	3	39	68	80	49	51
Montgomery	7	14	82	6	11	79	14	50	13	7
Moore	91	78	28	68	21	22	19	31	58	81
Morgan	65	70	30	42	27	43	64	51	86	88
Obion	47	48	63	67	33	61	72	74	53	37
Overton	62	39	33	30	22	44	63	37	35	46
Perry	87	60	9	13	16	21	4	20	68	89

Note: Alcohol impaired fatality rates per 100,000 population, all other rates per 1,000 licensed drivers. 2014 data is preliminary.  
Source: TN Dept. of Safety and Homeland Security, Research, Planning and Development, February 20, 2015.

**County Rankings by Emphasis Area Performance - Rankings  
2008 - 2014**

County	Licensed Drivers Rank	Overall Crash Rate Rank	Fatal Crash Rate Rank	Injury Crash Rate Rank	Motorcycle Crash Rate Rank	Alcohol Impaired Fatality Rate Rank	Alcohol Impaired Crash Rate Rank	Speeding Crash Rate Rank	Young Driver (15 to 24) Crash Rate Rank	Senior Driver (65+) Crash Rate Rank
Pickett	94	90	68	92	57	54	71	95	90	93
Polk	70	82	21	46	4	3	34	14	83	70
Putnam	18	5	81	4	17	75	18	7	4	9
Rhea	46	92	78	93	94	95	95	90	91	84
Roane	28	45	53	29	63	48	66	48	40	44
Robertson	20	36	65	50	84	40	15	42	46	35
Rutherford	5	7	92	5	26	91	17	21	5	6
Scott	63	91	54	91	92	78	94	85	92	83
Sequatchie	76	79	49	83	74	2	61	69	73	56
Sevier	13	6	67	7	14	64	41	5	9	5
Shelby	1	2	87	3	6	86	74	73	3	2
Smith	66	17	8	21	50	24	9	33	17	42
Stewart	79	81	27	65	5	17	49	52	79	90
Sullivan	9	27	85	31	72	84	85	49	24	22
Sumner	8	49	93	69	56	85	75	11	39	33
Tipton	22	83	71	88	69	59	83	79	84	60
Trousdale	89	12	4	23	18	8	2	41	16	24
Unicoi	68	66	86	84	88	65	82	12	60	59
Union	71	85	16	71	90	11	91	67	85	82
Van Buren	93	37	7	44	2	1	36	24	45	72
Warren	40	30	46	58	78	23	31	15	28	28
Washington	12	9	94	75	47	83	77	9	7	10
Wayne	77	63	19	56	25	28	8	84	78	87
Weakley	48	71	60	77	71	41	42	83	51	74
White	55	61	41	81	59	56	78	65	56	54
Williamson	6	57	95	80	82	94	88	55	65	38
Wilson	11	46	80	45	76	60	40	45	32	36





# HIGHWAY SAFETY PROGRAM PLANS

## ORGANIZATION

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

FFY 2016 priority program areas for the Highway Safety Plan include the following:

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

Each program plan typically contains the following sections:

1. One or more program targets that support the statewide primary mission and a set of one-year objectives,
2. Data describing the problem and justification for fund use,
3. Description of effective strategies for addressing the problem, and
4. A set of projects or activities that support program objectives.



# PLANNING AND ADMINISTRATION

## PROBLEM IDENTIFICATION

When comparing fatalities from 2012 to 2013, one can see a decrease, from 1,015 fatalities in 2012 to 995 in 2013. While the reduction is promising, Tennessee still sees entirely too many injuries and fatalities on its roads.

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013, does not include any information regarding the administration or management of programs.

## TARGET AND PERFORMANCE MEASURES

### Targets

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

### Performance Measures

1. Produce required plans and documentation.

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

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

Performance Measure: Analysis of program effectiveness based on reviewing three-, four-, and five-year averages of state motor vehicle crashes, death and injury data, and trend data along with annual and episodic observational and opinion surveys.

3. 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 the Governor's Highway Safety Office takes an active role.

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

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

## **OBJECTIVES**

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

### **Self-sufficiency**

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

### **Evaluation**

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

## **STRATEGIES FOR EFFECTIVE MANAGEMENT**

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

A Strategic Planning Committee has been developed incorporating individuals from the GHSO, Tennessee Department of Safety, Federal Highways, Tennessee Department of Transportation, Finance and Administration, and the Tennessee Department of Health. The Strategic Planning

Committee developed a comprehensive strategic highway safety plan in 2014 encompassing all areas of the state highway safety problem.

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

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

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

## **ORGANIZATION AND STAFFING**

The 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 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 the 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 (14) full-time University of Tennessee grants' employees.

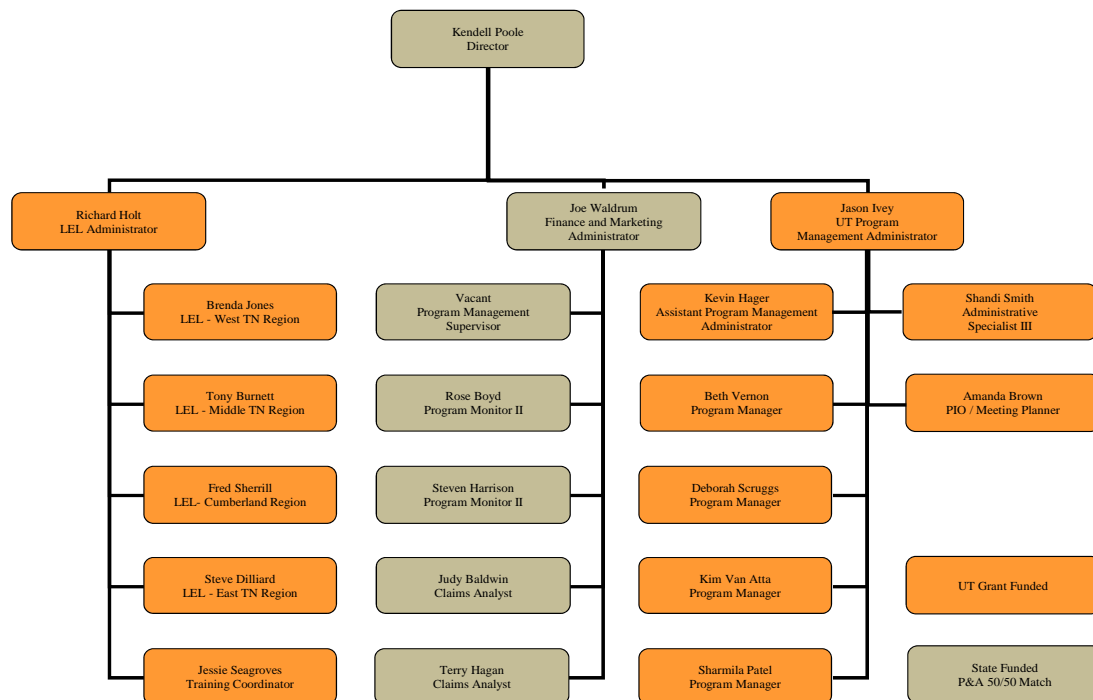
The safety mission of the Governor's Highway Safety Office is to develop, execute and evaluate programs to reduce the number of fatalities, injuries and related economic losses resulting from traffic crashes on Tennessee's roadways. This requires coordination of multidisciplinary programs supported by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

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

## Organizational Chart

Listed below is a chart that details the organizational structure of the Governor's Highway Safety Office.



Tennessee  
Governor's Highway Safety Office

## Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2015-2016	Funding Sources
The University of TN	Statewide	\$1,289,668.50	402/154AL/405d
The University of TN	Statewide	\$1,295,000.00	402/154AL/405d
TN Department of Transportation	Statewide	\$275,000.00	402
TN State University	Statewide	\$60,000.00	402

NOTE: These resources are estimated and are based on the 2014-2015 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 the grant is authorized for the FFY 2016 grant year. Approved grantees will be notified of any changes.





# COMMUNITY TRAFFIC SAFETY OUTREACH

## PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

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

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

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

Single-strategy approaches in mass media or law enforcement campaigns have been shown to be ineffective in attaining long-term behavior change. Market-savvy information should be integrated into multiple-strategy social marketing campaigns, generally developed at the community level, that not only get drivers’ attention, but motivate them to change their behavior. While the Tennessee population is primarily white, census data shows that our population is becoming increasingly diverse, and “one size fits all” strategies, messages, and approaches are no longer effective. We must learn from our partners in the human services how to achieve our safety goals while being culturally appropriate and sensitive to the differences between diverse populations in order to achieve the desired behavior changes.

## TARGETS AND OBJECTIVES

### Targets

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

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

### Objectives

1. Fulfill 400 product orders through the [tntrafficsafety.org](http://tntrafficsafety.org) website, phone orders, and ReduceTNCrashes in FFY 2016.

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

2. Increase public awareness to individuals, program providers, educators, law enforcement, and other safety advocates through the [tntrafficsafety.org](http://tntrafficsafety.org) website by having more than 70,000 unique visitors to the website in FFY 2016.

Performance Measure: Number of unique visitors to the [tntrafficsafety.org](http://tntrafficsafety.org) website, amount of time spent on the website, frequency of visitors, etc.

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

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

## STRATEGIES/ACTIVITIES

### Community Outreach Activities—Diverse Communities

#### Problem

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

According to the 2010 census, Tennessee's Latino population has grown 134.2% since 2000

and now amount to more than 290,000 in the state. The Latino community is growing rapidly and, without a continuation of our significant and long-term Spanish-language, culturally-relevant campaign to educate some of the newest members of the Tennessee community about highway safety laws, fatalities, both among Hispanics and everyone with whom they share the road, likely would increase.

## Strategies

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

- Collaborate with local law enforcement to determine the issues and problems that they find within their communities with diversity issues and knowledge of Tennessee laws.
- Attend relevant events throughout the year (festivals, sporting events, the Mexican consulate etc.) to reach at least 25,000 Latinos.
- Share information about Tennessee's impaired driving laws with the 6,000 Latinos and their families that are served at Casa Azafran annually.
- Share information about Tennessee's impaired laws with over 800 Latino individuals on our e-mail distribution list through weekly newsletters as well as through the agency website and social media.
- Distribute literature to at least ten key distribution points (churches, restaurants, bars and stores) each quarter.
- Partner with Latino radio, TV, and newspaper through a targeted media campaign.

## Evaluation

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

## Agency Funded

Funded Agencies	Areas of Operation	Estimated 2015-2016	Funding Source
Conexion Americas	Davidson	\$139,466.18	154AL

## Safe Communities Educational Resource—TN Traffic Safety Resource Service

### Problem

In order to decrease the number of automobile deaths and injuries in Tennessee, there is an urgent need to continue the positive and coordinated GHSA educational efforts statewide through Internet-based marketing. Finding sustainable creative marketing and promotional strategies is essential for building effective relationships with the various target markets and Tennessee stakeholders. The creation of an innovative marketing program is crucial in order to

lower motor vehicle injuries and deaths and empower traffic safety stakeholders with the technology and motivation to share GHSO's vision of having all highway users arrive at their destination.

## Strategies

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

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

## Evaluation

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

## Agency Funded

Funded Agency	Areas of Operation	Estimated 2015-2016	Funding Source
TN Technological University	Statewide	\$459,359.77	402



## PROBLEM IDENTIFICATION

Occupant protection refers to the use of seat belts and child safety seats in vehicles. The Centers for Disease Control (CDC) in Atlanta, Georgia, reports that motor vehicle crashes are a leading cause of death among those aged 1-54 in the US. More than 2.2 million adult drivers and passengers were treated in emergency departments as the result of being injured in motor vehicle crashes in 2012. Adult seat belt use is the most effective way to save lives and reduce injuries in crashes. Yet millions of adults still do not wear their seat belts every time on every trip. In fact, 49% of passenger vehicle occupants killed in 2013 were unrestrained (Traffic Safety Facts, May 2015). Further, seat belts reduce serious crash-related injuries and deaths by approximately 50%. While airbags provide added protection, they are not a substitute for seat belts. Airbags plus seat belts provide the greatest protection for adults. According to NHTSA, an estimated 2,388 lives of those 13 and older were saved by frontal air bags (Traffic Safety Facts, May 2015).

Tennessee's challenge is to convince all passenger vehicle occupants to buckle up. The nationwide seat belt use rate was 87 percent in 2014 as measured by NHTSA's National Occupant Protection Use Survey (NOPUS). Seat belt use in Tennessee was slightly above the national average, coming in at 87.7%, which was a 2.9% increase over the year before (Traffic Safety Facts, May 2015). While these numbers are promising, the Tennessee Governor's Highway Safety Office (GHSO) wants to see this number increased to 100%.

Child passenger safety is another important component of occupant protection. According to NHTSA's Countermeasures that Work, 7<sup>th</sup> edition, research has shown that correct use of an appropriate child restraint or seat belt is the single most effective way to save lives and reduce injuries in crashes. Child restraints reduce fatalities by 71% for infants younger than one year old and by 54% for children one to four years old in passenger cars. In addition, research conducted by the Partners for Child Passenger Safety program at the Children's Hospital of Philadelphia (CHOP) found that belt-positioning booster seats reduce the risk of injury to children ages four to eight in crashes by 45% when compared to the effectiveness of seatbelts alone (Arbogast, Jermakian, Kallan & Durbin, 2009).

## TARGET AND PERFORMANCE MEASURES

### Target

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

## **Performance Measures:**

**Goal 1: To increase the observed seat belt usage rate by 2 percentage points, from a 2014 baseline of 87.7% to 89.7% in 2016.**

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

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

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

**Goal 2: To reduce the rate of unbelted passenger occupant fatalities by 2 percentage points, from a 2013 baseline of 49% (351) to 47% in 2016.**

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

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

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

**Goal 3: To reduce the state misuse percentage of incorrectly installed child passenger safety seats from a baseline of 84% in 2015 to 83% in 2016.**

Objective 1: Utilize educational strategies that include the following: 1) the recruitment and training of a minimum of 5% new Child Passenger Seat (CPS) technicians; 2) Conduct at a minimum a 2-4% increase in the number of CPS checkpoint events from 2015.

Objective 2: Work with the Tennessee Child Passenger Safety Center at Meharry and Tennessee Technological University to develop a research methodology to collect uniform, relevant, and timely data from regional districts pertaining to incorrectly installed seats from CPS events throughout Tennessee.

NOTE: Only children under 4 years old are required per T.C.A. 55-9-603 to use a CRD. When you restrict the data to this subset of occupants, the variable exhibits highly



random characteristics, because the number of fatalities under age four is extremely low, and of course, the number using the CRD is even lower. The 3- and 5- year moving averages have remained near 50% since 2004 and the variance in the data is very high (Std. Error +/- 20%).

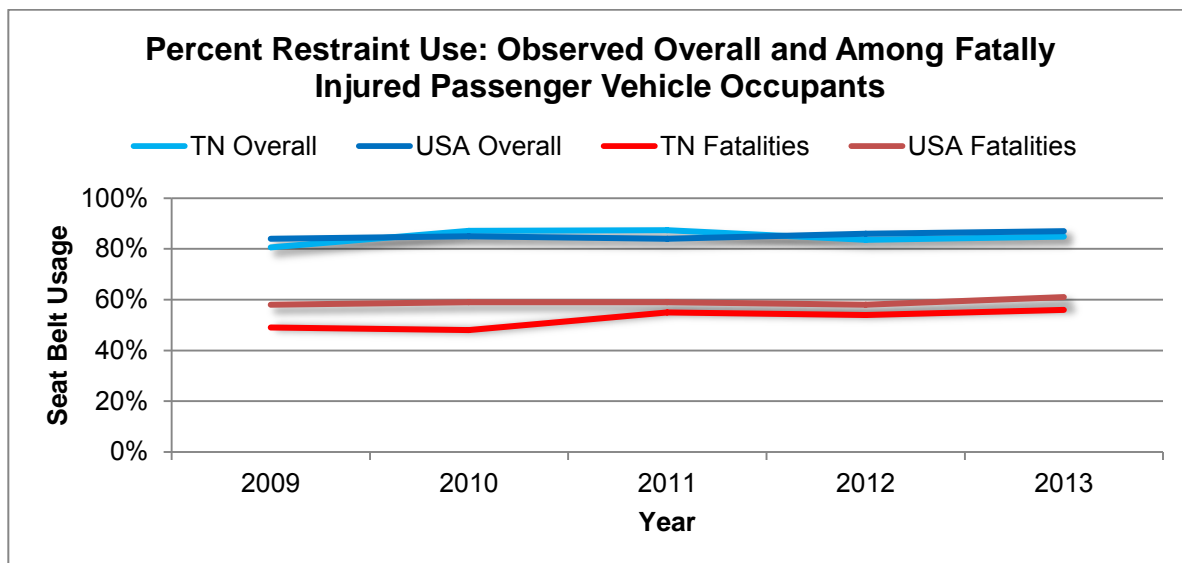
## SUPPORT DATA

**Goal 1: To increase the observed seat belt usage rate by 2 percentage points, from a 2014 baseline of 87.7% to 89.7% in 2016.**

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

1. The usage of seatbelts in the USA increased from 84% in 2009 to 87% in 2013;
2. The usage of seatbelts in Tennessee increased from 81% in 2009 to 84.8% in 2013 and 87.7 in 2014; and
3. Among fatally injured vehicle occupants, 61% of US occupants were not restrained, and 56% of Tennessee occupants were not restrained.

**Figure 1**



**Percent Restraint Use: Observed Overall & Among Fatally Injured  
Passenger Vehicle Occupants**

<b>Observed Restraint Use (State Survey)</b>					
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
<b>Tennessee</b>	81%	87%	87%	84%	85%
<b>USA</b>	84%	85%	84%	86%	87%
<b>Daytime Front Seat (Outboard Only) Passenger Vehicle Occupant Fatality Aged 5 and Over, by Percent Restraint Use*</b>					
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
<b>Tennessee</b>	49%	48%	55%	54%	56%
<b>USA</b>	58%	59%	59%	58%	61%

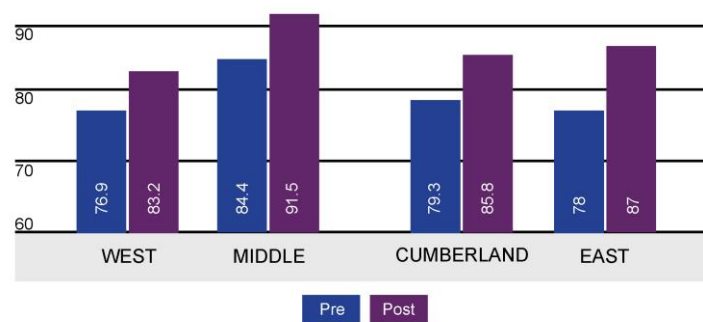
*Source: NHTSA. State Traffic Safety Information; online at [http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nca/STSI/47\\_TN/2013/47\\_TN\\_2013.htm](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nca/STSI/47_TN/2013/47_TN_2013.htm), accessed 09 Jun 2015.*

Seat belts do not prevent crashes from occurring; not all crashes are survivable, and seat belts 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 seat belts (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. Further, proper safety belt use reduces the risk of moderate to critical injury by 50 percent. Seat belt use rates have steadily increased over time. In 1994, the overall observed seat belt use rate was 58 percent. By 2014, the national average was 87 percent. Many factors have contributed to the increase in seat belt use, including:

- Changing secondary laws to primary enforcement,
- Upgrading seating positions affected,
- Increased fines,
- Seat belt reminders in vehicles,
- Addressing racial profiling concerns, and
- Education.

Since 2008, the Tennessee Governor's Highway Safety Office (GHSO) has participated in NHTSA's "Click it or Ticket" (CIOT) safety campaign. In addition to CIOT, the Tennessee Highway Patrol and the GHSO conducted safety enforcement campaigns entitled One Hundred Days of Summer Heat (OHDSH) and Seatbelts Are for Everyone (SAFE). The SAFE campaign is a six to seven-month long initiative that, for 2015, will run from January 1, 2015 through July 31, 2015. While the OHDSH effort targets speeding and impaired drivers, it does complement the CIOT program by providing high visibility traffic enforcement across the state. Figure 2 illustrates seat belt usage rates for regions in Tennessee. These regions include West, Middle, Cumberland, and East. Over 90 agencies participated in the SAFE Campaign. The seat belt rates comparisons for pre (blue) and post (purple) survey reveal significant increases in every region.

**Figure 2: Comparison of Pre and Post Seatbelt Usage by Region in Tennessee in 2014**

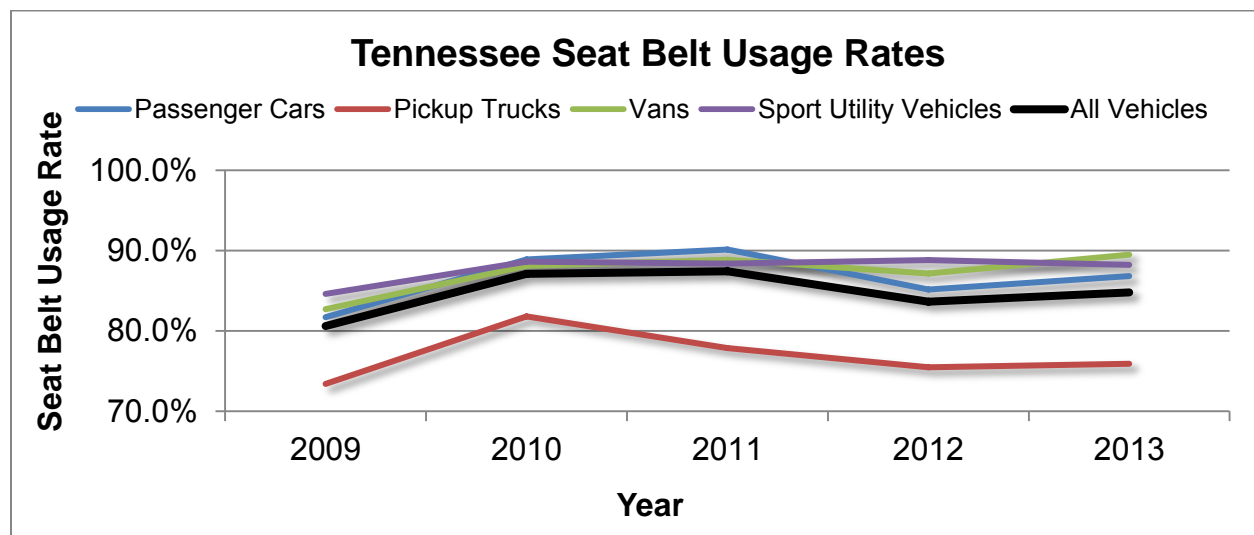


Results from the second year that the Governor's Highway Safety Office has sponsored the SAFE Campaign yielded the following results:

- 1,718 child restraint violations,
- 30,147 seat belt citations, and
- 773 other seat belt enforcement activities.

Figure 3 depicts Tennessee seat belt usage rates for passenger cars, pickup trucks, vans, sport utility vehicles, and all vehicles for years 2009-2013. The highest percent of usage was observed in the van (green) category, which went from 82.7% in 2009 to 89.5% in 2013. The lowest percent of seat belt users was observed to be in the pickup truck occupant category, which illustrates only a very small increase of 73.4% in 2009 to 75.0% in 2013. It also illustrates the population that needs to be targeted to reach the desired status of a high seat belt usage rate of 90%. Seatbelt usage for pickup truck drivers remains consistently lower than other classes of vehicles. Tennessee has classified pickup drivers and their occupants as a high-risk population. Drivers on rural roadways are another high-risk population.

**Figure 3**

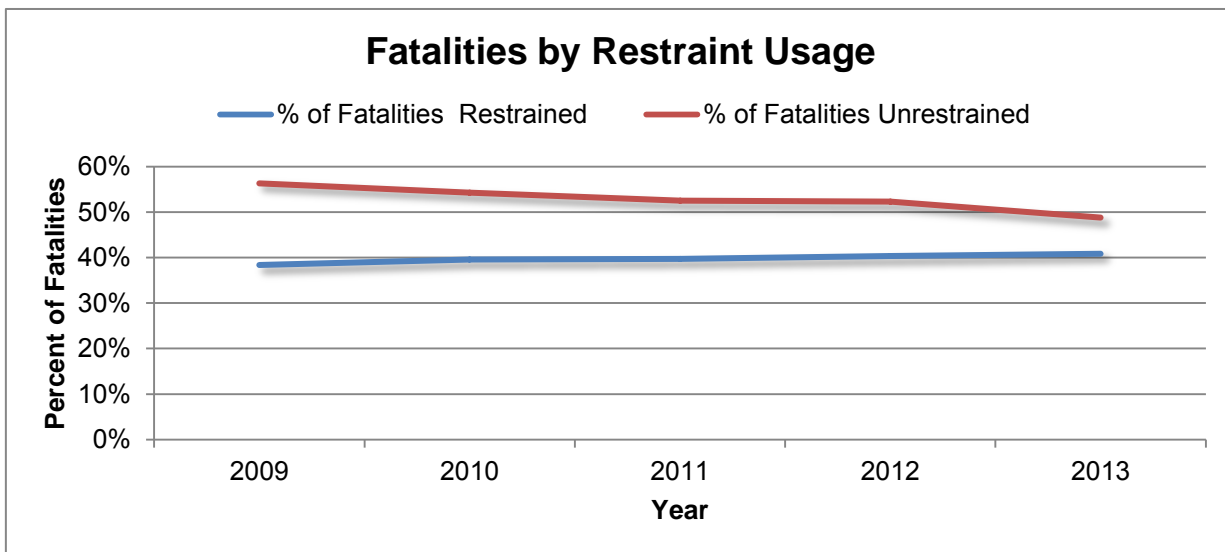


Source: Center for Transportation Research: Annual Surveys of Safety Belt and Motorcycle Helmet Usage. Knoxville, TN: University of Tennessee.

**Goal 2: To reduce the rate of unbelted passenger occupant fatalities by 2% from a 2013 baseline of 49% to 47% in 2016.**

Tennessee has seen a positive decrease in the percentage of unrestrained fatalities between 2012 and 2013. This is illustrated in Figure 4.

**Figure 4**



**Fatalities by Restraint Usage**

Restraint Use	2009	2010	2011	2012	2013
Restrained	286	304	277	307	294
Unrestrained	420	417	366	398	351
Unknown	39	47	54	56	74
Total	745	768	697	761	719
% of Fatalities Restrained	38%	40%	40%	40%	41%
% of Fatalities Unrestrained	56%	54%	53%	52%	49%

Source: NHTSA; State Traffic Safety Information. Online at [http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47\\_TN\\_2013.htm](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN_2013.htm) accessed 04Jun 2015.

Figure 5 illustrates that Tennessee has seen a 10% increase in the number of unrestrained fatalities in children between the same years. Motor vehicle deaths of children are tragic; most could be prevented through the correct use of child restraint devices.

**Goal 3: To reduce the state misuse percentage of incorrectly installed child passenger safety seats from a baseline of 84% in 2015 to 82% in 2016.**

The misuse rate has remained high in Tennessee. In FY15, 358 Child Passenger Safety checkup events were held. A total of 1,538 child safety seats were checked, and 1,297, or 84% were determined to be misused.

## STRATEGIES FOR DECREASING DEATHS AND INJURIES

Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013, stresses the importance of this emphasis area and outlines countermeasures for occupant protection, such as primary seat belt enforcement, short-term high visibility belt enforcement in alignment with the “Click it or Ticket” model, nighttime enforcement, and targeted communication strategies. All of these are utilized by Tennessee.

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

### Strategies Selected for FFY 2016

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

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

Within the GHSO, occupant protection grants are determined based on overall crash rankings, fatal crash rankings, and injury crash rankings.

### A. Enforcement Mobilizations

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

1. Two weeks of high-intensity traffic law enforcement;
2. Intense publicity, both paid and earned, using messages that increase the perception of risk;
3. Pre/post observational surveys;
4. Pre-post knowledge/attitude/behavior surveys; and
5. Immediate reporting of enforcement and media activity.

## **Nighttime Seatbelt Usage**

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

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

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

## **Evaluation**

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

## **Communication Strategies**

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

Occupant protection information can be found on the GHSO website. Further, the GHSO Public Information Officer (PIO) regularly encourages law enforcement agencies throughout the state to advertise their enforcement activities. The PIO offers assistance to any agency on the



preparation of press releases or the dissemination of information via social media. Additional information is provided in the Media section of the HSP.

### **Agencies Funded**

<b>Funded Agencies</b>	<b>Areas of Operation</b>	<b>Estimated 2015-2016</b>	<b>Funding Source</b>
Blount County Sheriff's Department	Blount	\$10,000.00	405b
Knoxville Police Department	Knox	\$10,000.00	405b
Loudon County Sheriff's Department	Roane	\$10,000.00	405b
Roane County Sheriff's Office	Loudon	\$10,000.00	405b
Sevier County Sheriff's Office	Sevier	\$10,000.00	405b
TN Department of Safety, District 1	Knox	\$10,000.00	405b
TN Department of Safety & Homeland Security	Statewide	\$130,068.48	405b

## **B. 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 can be confusing and difficult. Difficulties arise because child restraints are not always compatible with the vehicle, recalls may have been made, the tendency to use “hand me down” seats, etc. According to the National Highway Traffic Safety Administration (NHTSA), car crashes are a leading killer of children 1 to 14 years old in the United States. The best way to protect them in the car is to put them in the right seat, at the right time, using the seat the right way. In addition, the National Survey of the Use of Booster Seats (2011) found that about 25 percent of children 4 to 7 years old were prematurely graduated to seat belts, and 10 percent were unrestrained. Using effective programs can reduce the number of deaths and injuries. Given the societal challenges of automobile deaths and injuries among children, there is an urgent need to increase awareness, interest, and action for a greater use of child safety seats.

According to Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 7<sup>th</sup> edition, strengthening child/youth occupant restraint laws is a highly effective countermeasure. Tennessee was the first state in the country to pass a law requiring children traveling in motor vehicles to be restrained in child restraints appropriate for the child's age and size. The state added new requirements for 4- to 8-year-olds in 2005. Utilizing high-visibility, short-duration belt law enforcement programs is another recommended countermeasure. For instance, child restraint and booster seat use and enforcement are an important part of Tennessee's “Click it or Ticket” campaign. Another countermeasure is communications and outreach campaigns directed at booster-seat-age children. Tennessee's efforts are best described in the Ollie Otter Seat Belt and Booster Seat Education Campaign discussed later in this section.

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

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

## **Objectives**

1. Provide a minimum of three child passenger safety (CPS) certification, renewal, and re-certification training classes each on an annual basis statewide.
2. Evaluate/modify and develop CPS public information and education materials.
3. Provide free technical assistance and staffing for a CPS toll free number.
4. Conduct on an average 150 statewide child safety seat check-up events.
5. Provide replacement child safety seats at child safety seat check-up events.
6. Maintain a database of CPS technicians/instructors.
7. Maintain a recall list of child seat restraints online.
8. Purchase car seats from state bid or comparable pricing.
9. Participate in NHTSA's CPS Week by conducting child safety seat check-up events, hosting community health fairs to include CPS education sessions, posting CPS messages on the digital messaging system (DMS) statewide, as well as partnering with local media outlets to promote CPS events throughout the State.
10. Recruit new CPS technicians by attending regional LEL network meetings, local coalition meetings, and communicating with training coordinators at local agencies.
11. Increase the number of certified child passenger safety training instructors from 26 to 41.
12. Maintain fitting stations by providing resources such as training, child seat restraints, educational materials, and additional technical assistance as required. Agencies are kept informed of statewide activities/updates by the Tennessee Traffic Resource Center ([www.tntrafficsafety.org](http://www.tntrafficsafety.org)) as needed. CPS technicians from the CPS fitting stations are also invited to attend local LEL network meetings.
13. Increase the number of Ollie Otter presentations and events to 350.
14. Increase the number of volunteers trained to present Ollie Otter program curriculum from 150 to 235 volunteers.

## **Education and Training for Adults**

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

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

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

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

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

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

There are currently 26 certified child passenger safety training instructors who provide CPS training throughout the state. Instructors are recruited through individual agency contacts and by training coordinators and are teamed with mentors to assist in the Instructor Candidacy process to produce quality instructors.

In East Tennessee, the Safe Journey program of the Hamilton County Sheriff's Office conducts weekly checkpoints at four locations within the county. These checkpoints are located in popular areas of Hamilton County (Chattanooga) and are promoted through media, websites, flyers, and posters. The checkpoint locations are also promoted through agencies and organizations serving families with children in the target age range, birth through age 9. Safe Journey's target

audience includes low-income populations, minority groups, and rural underserved populations. Further, Safe Journey staff provides education and information to parents and caregivers in addition to providing child seat restraints when possible to those in need. This is one example of how Tennessee reaches its diverse populations. The staff of Safe Journey was awarded the Blue Diamond Award from the Tennessee Child Passenger Safety Center in September of 2014 in recognition of its accomplishments.

### **Education and Training for Children**

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

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

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

### **Resources**

Over \$700,000.00 has been allocated for instructor training fees and expenses, educational materials for training classes, child seat restraints, and other instructional materials related to public information and education. Further, salaries and benefits should not exceed a 3% increase over prior year.

## Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2015-2016	Funding Source
Meharry Medical College	Statewide	\$ 475,000.00	405b
Hamilton County Sheriff's Office	Hamilton County	\$ 125,000.00	405b
Tennessee Technological University	Statewide	\$ 156,116.57	405b

NOTE: These resources are estimated and are based on the 2014-2015 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 the grant is authorized for the FFY 2016 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).

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

## Evaluation

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

Through the Tennessee Child Passenger Safety Center and its partners, child passenger safety fitting station sites have been established in over 95 different locations to distribute safety seats to underserved populations in Tennessee. A total of 104 fitting stations are currently located within 48 counties across the state. This accounts for over 81% of the state's population, including the top 15 most populated counties. A detailed listing is provided in Attachment D, Section 405 Application.

## C. Evaluation Surveys & Studies—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. NHTSA requires each state to conduct an annual survey of safety belt usage in compliance with 23 CFR Part 1340—Uniform Criteria for State Observational Surveys of Seat Belt Use—as a determining factor for the allocation of certain highway safety funding. Changes finalized and made effective in the April 1, 2011, Federal Register were incorporated into Tennessee's 2012 safety belt

survey. The University of Tennessee Center for Transportation Research has conducted past surveys of safety belt, CRD, and helmet use in Tennessee through grants with the Governors Highway Safety Office and the National Highway Traffic Safety Administration (NHTSA). The resulting data provides Tennessee lawmakers, traffic safety officials, and law enforcement agencies with timely information to make appropriate policy and program decisions regarding occupant restraint issues.

### **Objectives**

1. Review and revise survey protocol in accordance with the revised Uniform Criteria for State Observational Surveys of Seat Belt Use.
2. Perform statewide survey during 2015-2016, identifying vehicle type, driver/passenger, age, and gender.
3. Collect observation data at 190 sites across the state.
4. Analyze and publish survey results.

### **Activities**

- Review previous year's survey results and, if necessary, conduct follow up interviews with survey staff to identify any necessary or recommended adjustments to survey methodology;
- Begin preparation of maps, data collection forms, observation instructions, and other materials necessary to collect safety belt usage data;
- Conduct spring survey to develop a baseline;
- Conduct official observational survey; and
- Prepare report and disseminate results.

### **Agencies Funded**

<b>Funded Agency</b>	<b>Areas of Operation</b>	<b>Estimated 2015-2016</b>	<b>Funding Source</b>
The University of Tennessee	Statewide	\$166,133.59	405b

NOTE: These resources are estimated and are based on the 2014-2015 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 the grant is authorized for 2015-2016 grant year. Approved grantees will be notified of any changes.

### **Self-Sufficiency**

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



## **Evaluation**

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



## **PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION**

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

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

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

- The Department of Revenue now issues vehicle registrations with barcodes so that VIN and registration data can be captured more accurately on crash reports and eCitations.
- Statistical crash data is now more readily available through the TITAN system through dashboards. The eCrash software is now more streamlined for Property Damage <\$400 and Property Damage <\$400 crashes to save time and resources for investigating officers.
- The Tennessee Highway Patrol (THP) has begun issuing eCitations as part of a pilot program in three counties.

All of these advancements have come about as part of recommendations in the Traffic Records Assessment. Furthermore, Tennessee received much praise for its traffic records systems, particularly for crash and roadway and their advanced state compared with other

agencies across the nation. Tennessee has 100% mandatory electronic eCrash reporting as of January 1, 2015. Tennessee is one of the few states to accomplish this, and one of only several that has the requirement as part of state law.

### **Uses of Traffic Records**

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

### **Behavior Change/Social Survey Data**

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

## **TARGETS AND PERFORMANCE MEASURES**

### **Targets**

- Implement and simplify traffic safety data collection through electronic field data collection systems for state, local, and federal highway safety stakeholders' use.
- Continue to develop and use data linkage partnerships so that collected data is provided to a diverse set of users, agencies, and jurisdictions to improve traffic safety analyses to reduce injuries and deaths.
- Promote the use of predictive analytics as a law enforcement tool to identify areas and times where law enforcement presence and visibility can have the greatest impact on traffic safety.

### **Performance Measures**

1. **Increase the use of electronic traffic citation collection through a coordinated multi-agency program and promote data-driven highway safety decision-making in Tennessee State, local organizations and other data users during FFY 2015.**

### Measures

- Number of TN counties where the THP issues eCitations.
- Percentage of THP Citations issued electronically.

### Baselines

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

### Status

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

### Strategies

- Implement the TITAN eCitation software to THP Statewide and have all State Troopers issuing eCitations by December 31, 2017.
  - Provide training to all THP Troopers in each county on issuance of eCitations.
  - Continue to develop and foster partnerships with court clerks in each respective county working together jointly on transition of THP to eCitation issuance.
  - Provide technical and operational support to all users of the TITAN eCitation software.
- 2. Maintain and sustain the TITAN eCrash reporting system and promote the use of accurate and reliable mapping tools for eCrash reporting and increase the percentage of records capturing latitude and longitude location coordinates for traffic crash reports submitted to TITAN, the statewide repository for crash records during FFY 2016.**

### Measures

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

### Baselines

- During FFY 2014, 89.1% of crash reports submitted by TITAN users included latitude and longitude coordinates.

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

### Status

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

### Strategies

- Updates to shape files will be made available to TITAN users on a quarterly basis.
  - Proper use of mapping tools will continue to be incorporated as part of all TITAN training provided to law enforcement officers.
  - We will coordinate with law enforcement agencies utilizing 3<sup>rd</sup> party vendor software for eCrash reporting software to improve the reliability, accuracy, and frequency of crash reports submitted with latitude and longitude coordinates.
  - Agency by agency reports will be distributed informing agencies of their % of reports being submitted with and without location coordinates. Reports by investigating officer will be made available upon request.
  - Consideration will be given to make the capture of latitude and longitude coordinate data mandatory for fatal, injury, FMCSA reportable, and other crashes once updated shape files are available to users.
- 3. Implement the new electronic Court Disposition Records (CDR) System into TITAN. This will allow any disposition required to be posted to a driving record, including those involving a CDL offense, to be received and transmitted electronically. It is the Department's Goal to improve the timeliness of reporting of commercial vehicle driver convictions.**

### Performance Measures

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

## Baselines

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

## Status

The state's goal is to have approximately 50 court clerks utilizing the CDR system in TITAN and to receive 25% of dispositions electronically by the end of FFY 2016. Ultimately, the state intends to receive all dispositions via submission of electronic file from the court clerks. Clerks, however, will be able to utilize a data entry form via the TITAN online portal where the disposition data can be manually entered into the TITAN CDR system. This would also help reduce paper submissions and would be considered an electronic submission for our purposes.

## Strategies

- Implement the new CDR system during the next FFY and begin facilitation of transitioning court clerks from the old system to the new TITAN reporting system.
  - Identify and partner with court clerks still submitting paper dispositions to the department and help facilitate their adoption of an electronic reporting process for their dispositions.
  - Provide training and instruction to court clerks regarding the transition to the new system and how errors are to be handled.
  - Continue to strengthen and build relationships with court clerks and judges to help facilitate a healthy transition to eCitation and electronic reporting of court dispositions in the State of Tennessee.
4. **The Department of Safety and Homeland Security will continue providing statistical analysis services and maintain and expand its traffic safety predictive analytics program. This program consists of building predictive models and interactive GIS tools for use in allocation of traffic safety and traffic enforcement resources in areas with the highest risk based on various traffic related factors such as fatal crashes, serious injury crashes, impaired driving events, and commercial motor vehicle crashes.**

## Performance Measures

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



## Baselines

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

## Status

The state's goal is to sustain the current program and to expand access and usability to local law enforcement officers, who currently do not have access to these resource allocation tools.

## Strategies

- Continue to update the models and GIS tools on a weekly or quarterly basis, respectively.
- Research alternative methods for dissemination of predictive modeling results, including cloud-based GIS solutions where tools are made available online with the ability to restrict access to law enforcement.
- Continue to research and seek additional human resources and funding to strengthen, sustain and expand the program.

## **STRATEGIES/ ACTIVITIES**

### **STRATEGY-ADMINISTRATION**

#### **Activity: Traffic Records—Program Management**

#### Problem

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

#### Objectives

1. Assist in the development of the Highway Safety Plan based upon the timelines established by the GHSA.
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: Traffic Records—Strategic Plan Oversight**

### Problem

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

### Objectives

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

### Self-sufficiency

This is a multi-year grant.

### Evaluation

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

## **STRATEGY-DATA**

## **Activity: TR- Data Improvements- Automated Crash Reporting System (DOS)**

### Problem

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

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

### Objectives

1. Continue implementation of the Tennessee crash and citation reporting systems and support automation of related law enforcement officer reports to Tennessee law enforcement agencies.
2. Improve automated crash location by enhancing and expanding the Map-It program.

3. Maintain a coordinated statewide TITAN project by continuing to work with local agencies to adopt electronic crash and citation reporting.
4. Provide statistical analysis of traffic records data.
5. Develop tools to provide access to descriptive statistics.
6. Increase the quality of information gathered for traffic offenses, crashes, and citations. Modify the TITAN collection reports to adhere to the current standard data sets approved by THP administration.
7. Continue to provide updates and upgrades to the TITAN platform utilized by law enforcement agencies statewide.

### Activities

Provide post-certified training for law enforcement agencies to see that the Tennessee Department of Safety and Homeland Security (TDOSHS) receives electronic crash reports in a timely manner from local law enforcement. Assist in standardizing reports and data collection. Provide 24/7 technical support for TITAN users. Deploy electronic traffic safety data collection software. Provide quarterly status reports results to GHSO. Continue to maintain the TITAN system which allows ease of use for agencies for electronic crash reporting.

### Self-sufficiency

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

### Evaluation

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

### **Agencies Funded**

<b>Funded Agencies</b>	<b>Areas of Operation</b>	<b>Estimated 2015-2016</b>	<b>Funding Source</b>
TN Department of Health	Statewide	\$88,284.00	405c
TN Department of Health	Statewide	\$90,000.00	402
TN Department of Safety & Homeland Security	Statewide	\$48,000.00	405d
TN Department of Safety & Homeland Security	Statewide	\$1,600,000.00	402/405c
TN Supreme Court	Statewide	\$91,000.00	405c



# IMPAIRED DRIVING COUNTERMEASURES

## PROBLEM IDENTIFICATION

### Magnitude and Severity of the Impaired Driving Problem

Alcohol intoxication is the principal drug addiction in many countries of the world, affecting all age groups, both sexes, and almost all socio-economic groups.

According to the National Highway Traffic Safety Administration, 10,076 people were killed in alcohol-impaired-driving crashes in 2013. These alcohol-impaired driving fatalities accounted for 30.79 percent of the total motor vehicle traffic fatalities in the United States. This was a slight decrease from 31 percent in 2012. Tennessee is slightly lower than the national average at 27.83 percent for 2013.

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

## TARGET AND PERFORMANCE MEASURES

### Target

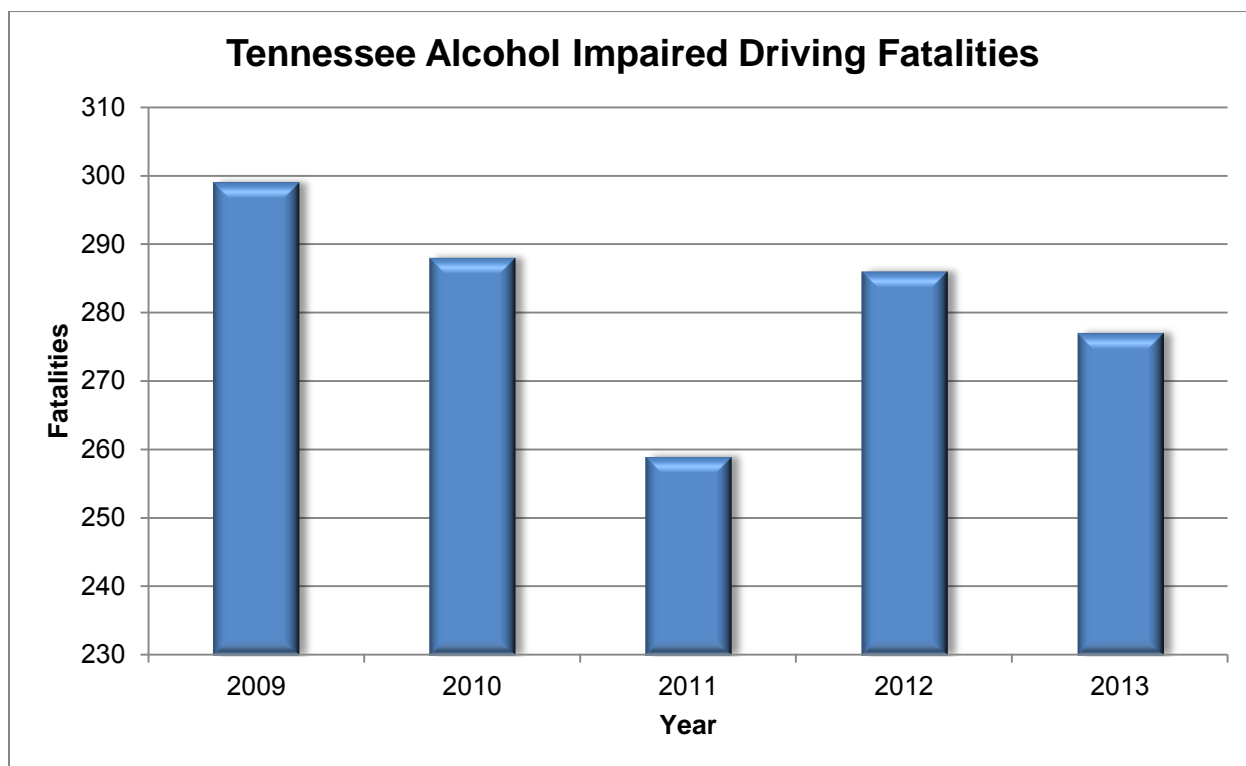
To decrease the number of impaired driving fatalities, injuries, and crashes.

### Performance Measures

1. **Core Performance Measure** - To reduce the number of impaired driving fatalities from a 2013 baseline of 277 to 259 in 2016 (based on a 5-year Linear Regression Trend Analysis)
2. To maintain or decrease the number of alcohol impaired driving crashes from the 2013 baseline of 6,997 (based on a 5-year Linear Regression Trend Analysis)
3. To expand judges and prosecutor training to 175 people in 2016
4. To increase from twenty-five (25) judicial districts to twenty-six (26), of a maximum thirty-one (31), with the Specialized Impaired Driving Prosecution program
5. To identify the factors that may contribute to an increase in impaired driving crashes based upon the 5-year Linear Regression Trend Analysis

## SUPPORT DATA

**Performance Measure 1:** To reduce the number of impaired driving fatalities from a 2013 baseline of 277 to 259 in 2016 (based on a 5-year Linear Regression Trend Analysis)

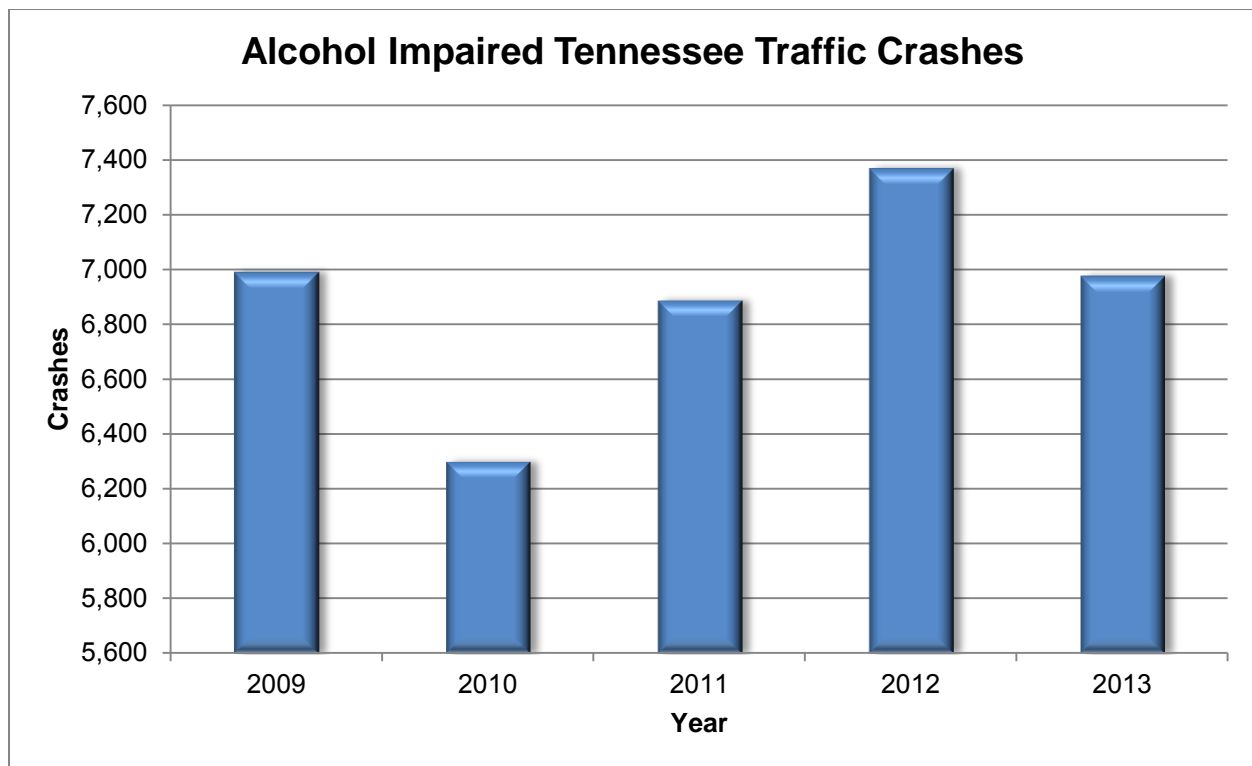


**Tennessee Alcohol Impaired Driving Fatalities**

	2009	2010	2011	2012	2013
Fatalities	299	288	259	286	277

Source: NHTSA. State Traffic Safety Information. Online at [http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47\\_TN/2013/47\\_TN\\_2013.htm](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2013/47_TN_2013.htm), accessed 04 Jun 2015.

**Performance Measure 2:** To deter an increase in the number of alcohol impaired driving crashes of no more than 2.1 percent from a 2013 baseline of 6,997 to 7,146 in 2016 (based on a 5-year Linear Regression Trend Analysis)



**Alcohol Impaired Tennessee Traffic Crashes**

	2009	2010	2011	2012	2013
<b>Crashes</b>	6,991	6,300	6,888	7,370	6,977

*Source: TN Dept. of Safety and Homeland Security, TITAN Division, 04 Jun 2015. (TITAN)*

**Performance Measure 3:** To expand judges and prosecutor training to 175 people in 2016

**Performance Measure 4:** To increase from twenty-five (25) judicial districts to twenty-six (26), of a maximum thirty-one (31), with the Specialized Impaired Driving Prosecution program

**Performance Measure 5:** To lead, facilitate, and direct discussion on the potential increase in the number of impaired driving crashes with the Impaired Driving Task Force

## STRATEGIES FOR DECREASING IMPAIRED DRIVING FATALITIES & INJURIES

### Strategies Selected for 2016

Safety professionals seeking to develop effective strategies to counter impaired driving must first recognize that drinking is both a social behavior and a public health problem, and then must be able to identify the relationships between motivations to drink and socioeconomic constraints on drinking, drinking patterns, and routine activities related to drinking and associated



consequences. These may vary between states, between communities, and within communities where there are marked differences in social groupings.

NHTSA's publication, *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Seventh Edition, 2013, highlights the significance of this emphasis area, outlines several strategies to reduce impaired driving, and discusses appropriate countermeasures to bring about alcohol and drug-impaired driving reductions. The five basic strategies identified to reduce impaired driving are deterrence laws; enforcement; prosecution and adjudication; prevention, communications, outreach; and alcohol treatment. Tennessee's plan includes all five strategies.

The Impaired Driving Strategic Plan has been approved and finalized by the Law Enforcement Task Force on Impaired Driving. The plan, with supporting documentation, has been included in Appendix D, 405 Application.

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

### **Program Management**

Continue to enhance the identity of the GHSO. Increase state and local input into the Safety Plan development process. Coordinate and consolidate impaired driving task forces and efforts. Continue the function of the established Law Enforcement Task Force on Impaired Driving. Encourage enforcement agencies to make DUI a priority. This will extend into other drugs causing impairment when operating a motor vehicle. These recommendations accord with Section 1 of Highway Safety Program Guideline No. 8, Program Management and Strategic Planning.

### **Enforcement**

Enforcement is a strategy within Section 3 of Highway Safety Program Guideline No. 8, Criminal Justice System. Saturation patrols are law enforcement efforts that combine a high level of sustained enforcement with intense enforcement mobilizations around the Memorial Day weekend (typically May is one of Tennessee's deadliest months for traffic fatalities), the July 4 weekend, Labor Day (September), and December holiday periods. Mobilizations are high-profile law enforcement programs combined with paid and earned media, and evaluated in terms of public awareness and public changes in behavior.

These saturation patrols will consist of 4 actions: 1) sustained enforcement of monthly DUI operations by agencies serving at least 50 percent of the state's population; 2) intense publicity, paid and earned; 3) pre/post knowledge/attitude/behavior surveys; and 4) monthly reporting of enforcement and media activity. Tennessee will organize a December holiday alcohol enforcement mobilization and a mid-summer traffic law enforcement mobilization concentrating on alcohol on 16 consecutive nights spanning three consecutive weekends by agencies serving at least 85 percent of the population. The agencies participating in the mobilizations will be required to maintain a high level of sustained enforcement by deploying monthly patrols combined with speed and other high-risk behavior enforcement efforts funded through the Police Traffic Services program.

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

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 in the state where high impaired driving crashes and fatalities have occurred. Also, because of the passage of Public Chapter 769 in 2014, electronic search warrants will be allowed for the first time.

### **Traffic Records—DUI Tracker System**

The first web-based DUI Offender Tracking System (Tracker) was a model that collected information on variables based on NHTSA standards and data requirements. The system, developed by the University of Memphis, had been in operation since 2003 and was populated with arrest and prosecution information resulting from the activities of GHSA-funded special DUI prosecutors in 24 Judicial Districts throughout the State. A new system was designed with the Tennessee Department of Safety in 2012 that merged the University of Memphis DUI Tracker data. To date, the DUI tracking system contains over 91,987 arrest records. This aligns with with Section 1 of Highway Safety Program Guideline No. 8, Program Management and Strategic Planning, and with Section 4, Program Evaluation and Data.

### **Training of Law Enforcement Officers**

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

### **Training of the Prosecutorial and Judicial Community**

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

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

Resource Prosecutors do for the prosecution community. The JOL was hired in 2015 and begins his second year in 2016.

## **SPECIFIC STRATEGIES**

### **1. Specialized DUI Prosecution**

#### **Problem**

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

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

#### **Objectives**

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

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

#### **Activities**

The aforementioned objectives can be accomplished by conducting the activities listed below as demonstrated in *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Seventh Edition, 2013, section 1-7:

- Establish an Assistant DA position to handle DUI citations, arrests, and adjudication;
- Establish a DUI Coordinator position to support the Assistant DA;
- Enter all information into the DUI Tracker;
- Handle only DUI cases that come before courts within jurisdiction;
- Provide quarterly reports and billing to the GHSO;
- Work with local law enforcement; and

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

Tennessee's specialized DUI prosecution aligns with Section 3 of Highway Safety Program Guideline No. 8, Criminal Justice System.

## Resources

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

## Self-sufficiency

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

## Evaluation

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

- 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; and
- Generate a policy for criminal court to resolve such cases or set a trial date for the case within 120 days of defense counsel's appointment or retention.

## Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2015-2016	Funding Source
TN District Attorney General, 01st Judicial District	Washington	\$152,078.81	154AL
TN District Attorney General, 02nd Judicial District	Sullivan	\$147,134.56	154AL
TN District Attorney General, 04th Judicial District	Sevier	\$180,446.57	154AL
TN District Attorney General, 05th Judicial District	Blount	\$190,818.74	154AL
TN District Attorney General, 06th Judicial District	Knox	\$282,111.86	154AL
TN District Attorney General, 07th Judicial District	Anderson	\$205,140.96	154AL
TN District Attorney General, 08th Judicial District	Scott	\$138,973.52	154AL

TN District Attorney General, 09th Judicial District	Loudon	\$166,325.98	154AL
TN District Attorney General, 10th Judicial District	Bradley	\$133,851.79	154AL
TN District Attorney General, 11th Judicial District	Hamilton	\$165,673.81	154AL
TN District Attorney General, 13th Judicial District	Putnam	\$162,641.29	154AL
TN District Attorney General, 14th Judicial District	Coffee	\$159,898.04	154AL
TN District Attorney General, 15th Judicial District	Trousdale	\$165,982.87	154AL
TN District Attorney General, 16th Judicial District	Rutherford	\$142,920.68	154AL
TN District Attorney General, 17th Judicial District	Lincoln	\$179,388.01	154AL
TN District Attorney General, 19th Judicial District	Montgomery	\$197,927.57	154AL
TN District Attorney General, 20th Judicial District	Davidson	\$389,506.50	154AL
TN District Attorney General, 21st Judicial District	Williamson	\$169,784.07	154AL
TN District Attorney General, 22nd Judicial District	Lawrence	\$183,063.58	154AL
TN District Attorney General, 23rd Judicial District	Dickson	\$154,367.22	154AL
TN District Attorney General, 24th Judicial District	Carroll	\$217,984.38	154AL
TN District Attorney General, 25th Judicial District	Lauderdale	\$199,265.24	154AL
TN District Attorney General, 26th Judicial District	Madison	\$160,382.80	154AL
TN District Attorney General, 30th Judicial District	Shelby	\$294,217.96	154AL
TN District Attorney General, 31st Judicial District	Warren	\$204,759.27	154AL

## 2. Assisting Toxicology Backlog at the Tennessee Bureau of Investigation

### Problem

The Tennessee Bureau of Investigation Crime Lab faces a backlog of casework resulting from the high number of driving under the influence, motor vehicle accident, and vehicular homicide cases. The Toxicology section receives on average 20,716 cases per year for blood alcohol analysis. The vast majority of these cases are directly attributed to highway safety.

The Memphis Crime Laboratory is in need of a compressed air system that provides laboratory gases to the instruments used in the Toxicology Unit. This unit would supply adequate gas flow, pressure, and capacity to supply the growing number of instruments used in Toxicology. This would insure a reliable gas supply to decrease the number of outages and insure that the instruments used in benzodiazepine and blood alcohol analysis have the increased pressure and higher quality of purity that are required.

### Objectives

- Continued training and education for all scientists in the breath alcohol and toxicology sections of the TBI labs, keeping the scientists up to date on new technologies and new defense issues
- Purchase of a Nitrogen/Zero air generator will allow for more sample testing without the need to continue to keep purchased tanks on hand

## Activities

Successful implementation of this program depends upon the following activities. These assist with proven methods presented in *Countermeasures that Work*, section 1-7:

- Request bids on Nitrogen/Zero air generator;
- Scientists attend training meetings and conferences; and
- Order and install instrument.

## Self-sufficiency

Amend current budget to cover the costs of maintaining the new instruments and purchasing supplies for these instruments.

## Evaluation

Maintain statistics on the number of DUI cases submitted to each TBI Crime Lab. Each laboratory will collect data monthly for blood alcohol samples. Breath alcohol data will be collected annually. Monthly stats will be combined and reported quarterly. Breath alcohol data will be reported in the final report.

## Agency Funded

Funded Agencies	Areas of Operation	Estimated 2015-2016	Funding Source
TN Bureau of Investigation	Statewide	\$127,800.00	405d

NOTE: These resources are estimated and are based on the 2014-2015 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 the grant is authorized for the 2015-2016 grant year. Approved grantees will be notified of any changes.

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

#### Problem

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

- Most prosecutors, judges, police chiefs, and sheriffs lack time to keep up to date concerning new appellate decisions, defenses, trends, and technological developments concerning traffic safety cases.
- Most prosecutors lack time to develop advocacy skills needed to successfully prosecute the difficult DUI and vehicular homicide cases.



- Prosecutors are not effective if law enforcement officers do not make good arrests, keep good arrest records, and know how to testify.
- Concerned citizens, legislators, and public entities commonly propose laws that are well intentioned but cause problems in the courts.

## Objectives

- Keep prosecutors, judges, police chiefs, sheriffs, and legislators informed of new appellate decisions, defenses, trends, and technological developments.
- Increase advocacy skills of prosecutors through training.
- Support the training of law enforcement in testimonial training and through cooperation with the Standardized Field Sobriety Testing and Drug Recognition Expert state coordinators.
- Provide information to citizens, legislators, and entities to permit them to be well informed when they propose new laws.
- Encourage use of the DUI Tracker to keep prosecutors informed of their disposition information.

**Activities** – The following are proven methods from *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Seventh Edition, 2013, sections 1-25, 27, 29, and 30:

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

A critical resource is the Legal Resource Center on Impaired Driving, which requires continued funding support for two Traffic Safety Resource Prosecutor positions plus administrative support for the District Attorney Generals Conference for information sharing and dissemination to the legal community by means of telephone consultations. Other responsibilities include organizing annual conference; researching and writing articles for legal publications; and coordinating statewide training sessions. DA Judicial District Offices, GHSO personnel, and consultants shall provide training on a scheduled basis.

## Self-sufficiency

State administered through grant support

## Evaluation

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

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

## Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2015-2016	Funding Source
TN District Attorneys General Conference	Statewide	\$677,094.49	405d
The University of TN	Statewide	\$93,925.10	405d

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

### Problem

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

Overtime must be for active enforcement only.

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

### **Objectives**

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

### **Activities**

Proven methods from *Countermeasures that Work*, sections 1-21, 22, 23, and 24, are instrumental in successful enforcement. Organize and schedule Alcohol Selective Traffic Enforcement in community saturation patrols or roadside sobriety checkpoints during FFY16. Officers involved in enforcement should attend SFST training if they have not done so (needs to be done within first 3 months of the grant year). Train officers in NHTSA DUI Detection Check list. Have or implement TITAN or other software compatible with Department of Safety.

### **Resources**

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

### **Self-sufficiency**

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

### **Evaluation**

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

### Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2015-2016	Funding Source
Athens Police Department	McMinn	\$15,000.00	154AL
Bedford County Sheriff's Department	Bedford	\$20,000.00	154AL
Benton Police Department	Polk	\$15,000.00	154AL
Blount County Sheriff's Department	Blount	\$50,000.00	154AL
Bradley County Sheriff's Department	Bradley	\$35,000.00	154AL
Campbell County Sheriff's Department	Campbell	\$25,000.00	154AL
Cannon County Sheriff's Department	Cannon	\$15,000.00	154AL
Chattanooga Police Department	Hamilton	\$75,000.00	154AL
Cheatham County Sheriff's Department	Cheatham	\$25,000.00	154AL
Cocke County Sheriff's Department	Cocke	\$25,000.00	154AL
Cookeville Police Department	Putnam	\$25,000.00	154AL
Crossville Police Department	Cumberland	\$20,000.00	154AL
Cumberland County Sheriff's Department	Cumberland	\$35,000.00	154AL
Cumberland County Sheriff's Department	Cumberland	\$42,285.00	154AL
Decatur County Sheriff's Office	Decatur	\$15,000.00	154AL
Dickson County Sheriff's Office	Dickson	\$25,000.00	154AL
Dunlap Police Department	Sequatchie	\$15,000.00	154AL
East Ridge Police Department	Hamilton	\$15,000.00	154AL
Etowah Police Department	McMinn	\$15,000.00	154AL
Fairview Police Department	Williamson	\$15,000.00	154AL
Fayette County Sheriff's Office	Fayette	\$25,000.00	154AL
Fentress County Sheriff's Department	Fentress	\$15,000.00	154AL
Franklin County Sheriff's Department	Franklin	\$25,000.00	154AL
Franklin Police Department	Williamson	\$35,000.00	154AL
Grainger County Sheriff's Department	Grainger	\$25,000.00	154AL
Grundy County Sheriff's Department	Grundy	\$15,000.00	154AL
Hardeman County Sheriff's Department	Hardeman	\$25,000.00	154AL
Hardin County Sheriff's Department	Hardin	\$25,000.00	154AL
Hawkins County Sheriff's Department	Hawkins	\$35,000.00	154AL
Humphreys County Sheriff's Office	Humphreys	\$15,000.00	154AL
Jackson County Sheriff's Department	Jackson	\$15,000.00	154AL
Jackson Police Department	Madison	\$30,000.00	154AL
Jasper Police Department	Marion	\$15,000.00	154AL
Johnson City Police Department	Washington	\$20,000.00	154AL
Knoxville Police Department	Knox	\$75,000.00	154AL
Lauderdale County Sheriff's Department	Lauderdale	\$25,000.00	154AL

LaVergne Police Department	Rutherford	\$25,000.00	154AL
Lebanon Police Department	Wilson	\$10,000.00	154AL
Lexington Police Department	Henderson	\$15,000.00	154AL
Madison County Sheriff's Department	Madison	\$35,000.00	154AL
Manchester Police Department	Coffee	\$15,000.00	154AL
Maryville Police Department	Blount	\$25,000.00	154AL
Maury County Sheriff's Department	Maury	\$30,000.00	154AL
McMinn County Sheriff's Department	McMinn	\$35,000.00	154AL
Meigs County Sheriff's Department	Meigs	\$15,000.00	154AL
Memphis Police Department	Shelby	\$300,000.00	154AL
Metro Moore County Sheriffs Department	Moore	\$15,000.00	154AL
Metropolitan Nashville Police Department	Davidson	\$400,000.00	154AL
Monterey Police Department	Putnam	\$15,000.00	154AL
Morristown Police Department	Hamblen	\$15,000.00	154AL
Overton County Sheriff's Department	Overton	\$20,000.00	154AL
Putnam County Sheriff's Department	Putnam	\$30,000.00	154AL
Red Bank Police Department	Hamilton	\$15,000.00	154AL
Rhea County Sheriff's Department	Rhea	\$25,000.00	154AL
Roane County Sheriff's Office	Roane	\$35,000.00	154AL
Rutherford County Sheriff's Office	Rutherford	\$75,000.00	154AL
Rutledge Police Department	Grainger	\$15,000.00	154AL
Saint Joseph Police Department	Lawrence	\$10,000.00	154AL
Sequatchie County Sheriff's Department	Sequatchie	\$20,000.00	154AL
Smyrna Police Department	Rutherford	\$25,000.00	154AL
Soddy-Daisy Police Department	Hamilton	\$15,000.00	154AL
Sullivan County Sheriff's Department	Sullivan	\$50,000.00	154AL
Sumner County Sheriff's Department	Sumner	\$35,000.00	154AL
Tipton County Sheriff's Department	Tipton	\$35,000.00	154AL
Union City Police Department	Obion	\$15,000.00	154AL
Warren County Sheriff's Department	Warren	\$25,000.00	154AL
Washington County Sheriff's Department	Washington	\$40,000.00	154AL
White County Sheriff's Department	White	\$25,000.00	154AL
White House Police Department	Sumner	\$20,000.00	154AL
Williamson County Sheriff's Department	Williamson	\$50,000.00	154AL
Wilson County Sheriff's Department	Wilson	\$15,000.00	154AL
Bartlett Police Department	Shelby	\$25,000.00	405d
Bean Station Police Department	Grainger	\$15,000.00	405d
Bristol Police Department	Sullivan	\$25,000.00	405d
Clarksville Police Department	Montgomery	\$75,000.00	405d
Collegedale Police Department	Hamilton	\$15,000.00	405d

Gallatin Police Department	Sumner	\$20,000.00	405d
Giles County Sheriff's Department	Giles	\$25,000.00	405d
Hamilton County Sheriff's Office	Hamilton	\$75,000.00	405d
Lincoln County Sheriff's Department	Lincoln	\$25,000.00	405d
McMinnville Police Department	Warren	\$15,000.00	405d
Montgomery County Sheriff's Department	Montgomery	\$75,000.00	405d
Nolensville Police Department	Williamson	\$15,000.00	405d
Savannah Police Department	Hardin	\$15,000.00	405d
Sevier County Sheriff's Office	Sevier	\$40,000.00	405d
Shelby County Sheriff's Office	Shelby	\$200,000.00	405d
Shelbyville Police Department	Bedford	\$15,000.00	405d
Spring Hill Police Department	Maury	\$15,000.00	405d
TN Alcoholic Beverage Commission	Statewide	\$100,000.00	405d
TN Department of Safety & Homeland Security	Statewide	\$750,000.00	405d
Union County Sheriff's Department	Union	\$15,000.00	405d
Wayne County Sheriff's Department	Wayne	\$15,000.00	405d

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

According to the National Highway Traffic Safety Administration, Tennesseans share the roads with more than 54,000 drivers who have been convicted of three or more DUIs. In 2013, there were 6,977 alcohol impaired crashes in Tennessee, a decrease from 2012. In 2013, 277 people, or 29 percent of all fatal crashes, lost their lives in Tennessee crashes involving an alcohol-impaired driver.

Traditional methods of dealing with impaired driving offenders have not been successful in lowering crash rates or reducing the incidence of impaired driving. DUI offenders are incarcerated for mandatory sentences, and their driver's licenses are suspended. Further, they are ordered to perform community service, and they must attend substance abuse education classes. Repeat DUI offenders are ordered to attend more intensive treatment programs. For instance, DUI Courts more adequately address specific issues presented by the alcohol-impaired driver. This is based on proven methods in *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Seventh Edition, 2013, sections 1-25, 32, 41 and 42.

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

The DUI Court is based on the Drug Court model, which has been used successfully in the court system throughout the United States for the past 20 years. Using the 10 Guiding Principles and adhering to them should produce a program that will successfully rehabilitate a multiple DUI offender and reduce the recidivism rate for multiple DUI offenses, thereby ensuring less victims and a safer community.

The TN Governor's Highway Safety Office worked in partnership with six DUI/Drug Courts in FY15. These have provided intensive assistance to thirteen of the state's ninety-five counties, with some being in existence for four to five years.

### **Agencies Funded**

<b>Funded Agencies</b>	<b>Areas of Operation</b>	<b>Estimated 2015-2016</b>	<b>Funding Source</b>
23rd Judicial District Drug Court	Dickson	\$60,000.00	405d
Metro Government of Nashville & Davidson County	Davidson	\$58,000.32	405d
Sumner County Drug Court	Sumner	\$60,000.00	405d
21 <sup>st</sup> Drug Court Inc.	Williamson	\$60,000.00	405d
Williamson County Juvenile Court	Williamson	\$60,000.00	405d

## **6. Court Partnership Project Alcohol Countermeasures**

### **Problem**

Problem One: There were 277 fatal crashes involving alcohol in 2013, accounting for 29 percent of all Tennessee traffic fatalities. Alcohol or other drug-related crashes account for more than half of all fatal crashes between the hours of 9:00 p.m. and 6:00 a.m. In 2013, 26,417 persons were arrested for DUI, a 9 percent reduction from 2012.

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 approximately 21 percent of all DUI arrests. Their behavior is difficult to affect since many have alcohol problems and tend to be more aggressive and hostile than other drivers. They do not 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. Consequently, effective enforcement of impaired driving laws is critical.

Problem Two: The tribulations of the victims/survivors only begin with the crash. In addition to the unbearable grief and sorrow that comes from such a situation, victims may be also thrust into an unfamiliar and confusing criminal justice system. Victims often endure months of observing court with numerous continuances or delays.

## **Objective**

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

Court partners perform several functions:

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

## **Activities**

Analyze court data to develop educational information for judges, prosecutors, law enforcement, probation officers, and the public as a proven method in *Countermeasures that Work*, section 1-32.

## **Resources**

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

## **Self-sufficiency**

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

## **Evaluation**

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



## Program Evaluation and Data

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

## Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2015-2016	Funding Source
TN Department of Safety & Homeland Security	Statewide	\$48,000.00	405d
Mothers Against Drunk Driving	Statewide	\$106,372.10	405d



## OVERVIEW

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

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

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

Texting is by far the worse of the distraction tasks. That is because text messaging requires visual, manual, and cognitive attention from the driver.

According to [Distraction.gov](http://Distraction.gov), the number of people killed in distraction-affected crashes decreased slightly from 3,360 in 2011 to 3,328 in 2012. An estimated 421,000 people were injured in motor vehicle crashes from the estimated 387,000 people injured in 2011. Nationally, 10% of all drivers under the age of 20 involved in fatal crashes were reported to be distracted at the time of the crash.

[Distraction.gov](http://Distraction.gov) also recommends that the best way to stop distracted driving is to educate all Americans about the danger it poses.

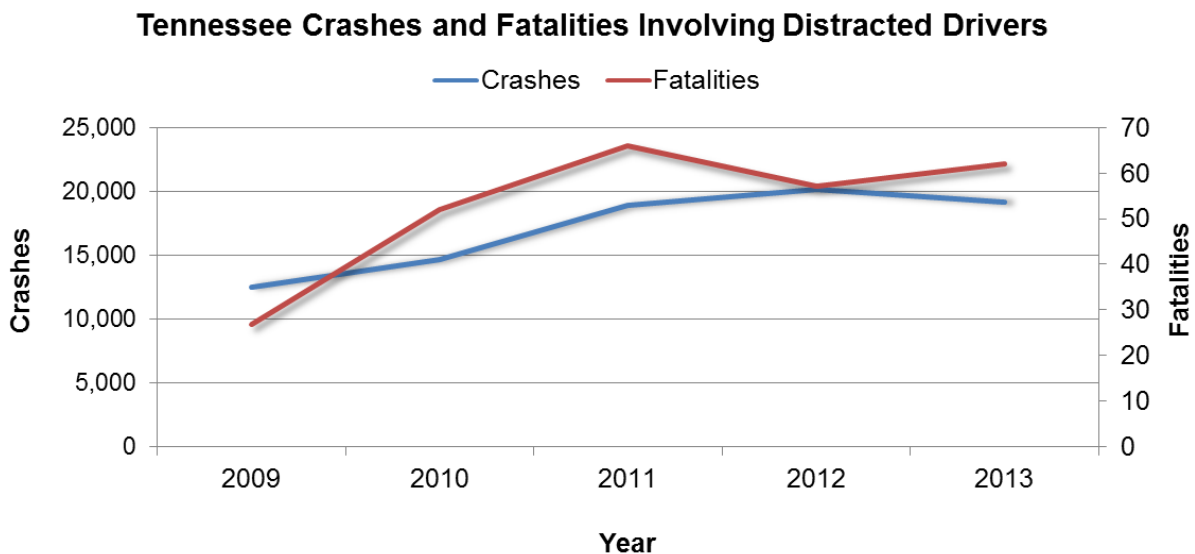
## COUNTERMEASURES

### Laws and Enforcement

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

- 1) GDL requirements for beginning drivers (primary law)
  - No driver possessing a learner permit or intermediate driver license shall operate a motor vehicle in motion on any highway while using a handheld cellular telephone, cellular car telephone, or other mobile telephone.
- 2) Messaging laws for all drivers (primary law)
  - No person while driving a motor vehicle on any public road or highway shall use a handheld mobile telephone or a handheld personal digital assistant to transmit or read a written message.

Tennessee officials in 2013 recorded 62 deaths and 19,146 crashes caused by distracted driving. The table below illustrates both the fatalities and crashes attributed to distracted driving behaviors.



Source: TN Dept. of Safety and Homeland Security, TITAN Division, 07 May 2015. (FARS, TITAN)

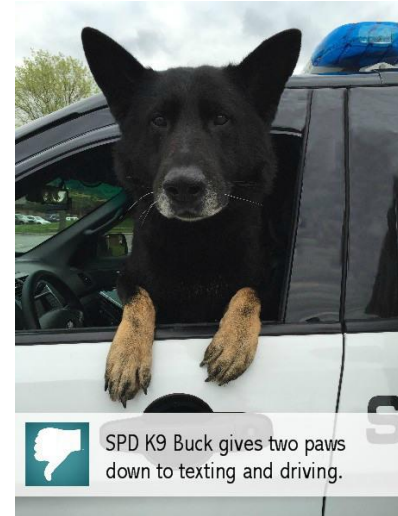
### Communications and Outreach

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

PIO Amanda Brown, Tennessee Governor's Highway Safety Office, to obtain a media toolkit and information about the initiative. An informational website, [www.thumbsdowntn.com](http://www.thumbsdowntn.com), was created to share statistics and information with the general public as it pertains to texting and driving. This website also houses several media resources – radio spots, digital banner advertisements, and a template press release – to assist agencies in educating their communities.

The #ThumbsDownTN hashtag was created to begin a grassroots effort of peer-to-peer influence. GHSEO partners and the public were asked to demonstrate their disapproval of texting while driving by posting thumbs down selfies using the hashtag. This social media campaign engaged over a million users on Twitter, Facebook, and Instagram combined. Some examples of these selfies appear below and include the GHSEO Staff, Tennessee Governor Bill Haslam, TDOT Commissioner John Schroer, GHSEO Director Kendell Poole, Colonel Tracy Trott of Tennessee Highway Patrol, Commissioner Bill Gibbons of Tennessee Department of Safety and Homeland Security, and others.





Employer partners were targeted to sign pledges to ban texting while driving. Coca Cola Bottling Company Consolidated, the Tennessee Department of Transportation, the Tennessee Department of Safety, and other departments within state government participated. Additional pledge signings took place at high school events across the state. Over one thousand Tennesseans pledged to end distracted driving.

GHSO will maintain this campaign next year with new web content, new pledge signing events, and additional media outreach.

## GOALS AND OBJECTIVES

**Goal 1:** Reduce the number of distracted driving crashes by 5% from 2013 by the end of 2016.

**Objective 1:** Utilize education and enforcement strategies to reduce the number of driving crashes resulting from distracted driving on Tennessee roads during 2015-2016.

**Objective 2:** Utilize education and enforcement strategies to reduce the number of driving crash fatalities resulting from distracted driving on Tennessee roads during 2015-2016.

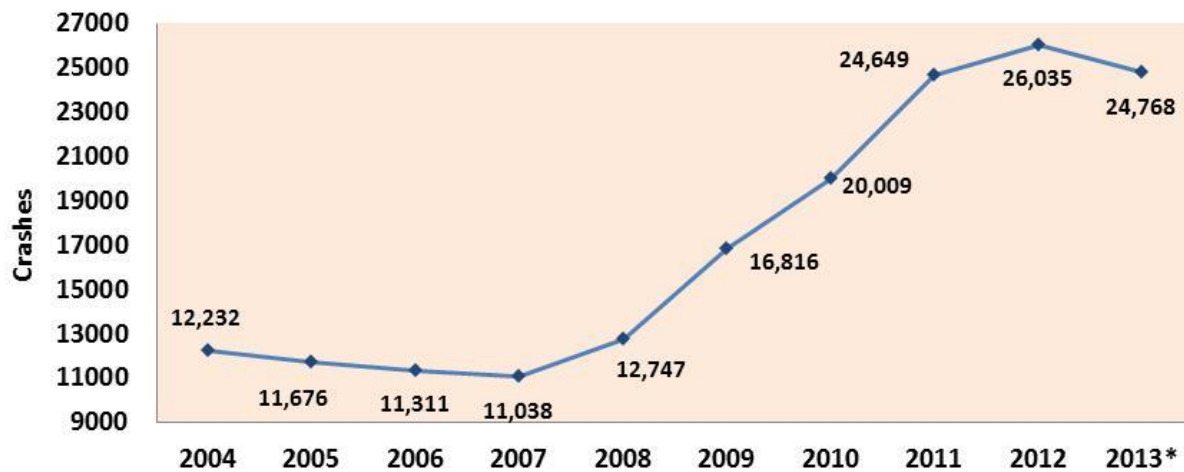
**Objective 3:** Utilize data collection and analysis methods to identify high risk populations for targeted distracted driving initiatives

Table 1 on the next page illustrates Tennessee crash data from the Tennessee Department of Safety and Homeland Security; Research, Planning and Development for the years 2004-2013 which indicates that the number of distracted driver crashes in 2013 have increased by 47% since 2009. However, between the years of 2012 and 2013 there was a slight decrease in the number of distracted driver crashes from 26,035 to 24,768, which was a reduction of 1,267 or 5%.



Table 1

### Tennessee Distracted Driver Crashes



Source: Tennessee Department of Safety and Homeland Security; Research, Planning, and Development; TITAN 5/28/2014; CATS 6/2/2014; 2013\*data is preliminary. Excludes parking lot and private property crashes as well as crashes with less than \$400 damage; Distracted Driver: Inattentive, Texting, PDA/Blackberry, GPS, Cellular/Two-Way Radio in Use, Computer, Fax, Printer, On-Board Navigation System, Other Electronic Device; Two Way Radio, Head Up Display, Other –Inside Vehicle, Other Outside Vehicle.

**Goal 2:** Reduce the number of distracted driving fatalities by 10% from 138 in 2013 by the end of 2016.

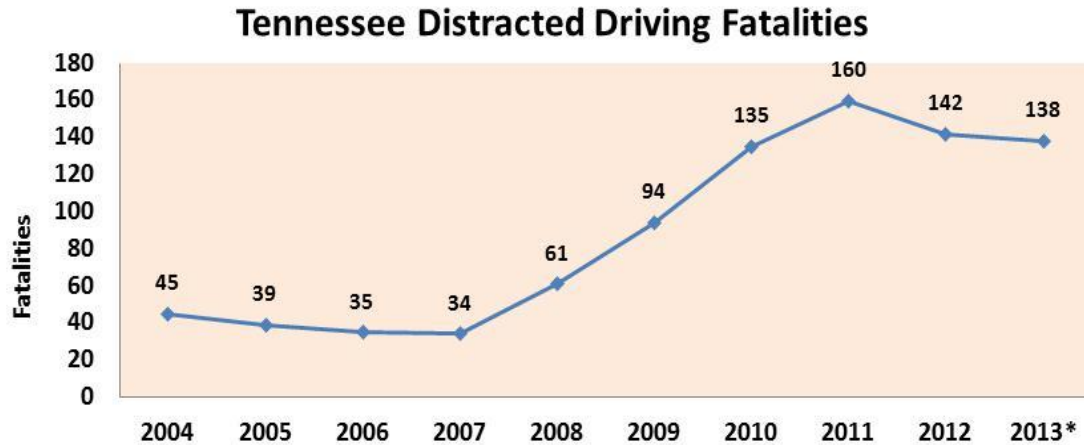
**Objective 1:** Utilize education and enforcement strategies to reduce the number of fatalities resulting from distracted driving on Tennessee roads during 2015-2016.

**Objective 2:** Utilize communication and digital media outreach strategies to reduce the number of driving crash fatalities resulting from distracted driving on Tennessee roads during 2015-2016.

**Objective 3:** Utilize data collection and analysis methods to identify high-risk populations for targeted distracted driving initiatives

Table 2 on the following page illustrates the number of fatalities associated with distracted driving from 2004–2013. While there was a slight reduction between the years 2004 – 2007, the number of distracted driving deaths increased from 61 in 2008 to 138 in 2013, which is an increase of 126% or 77 deaths. Fatalities did, however, decline by 14% between the years 2011 to 2013 from 160 to 138.

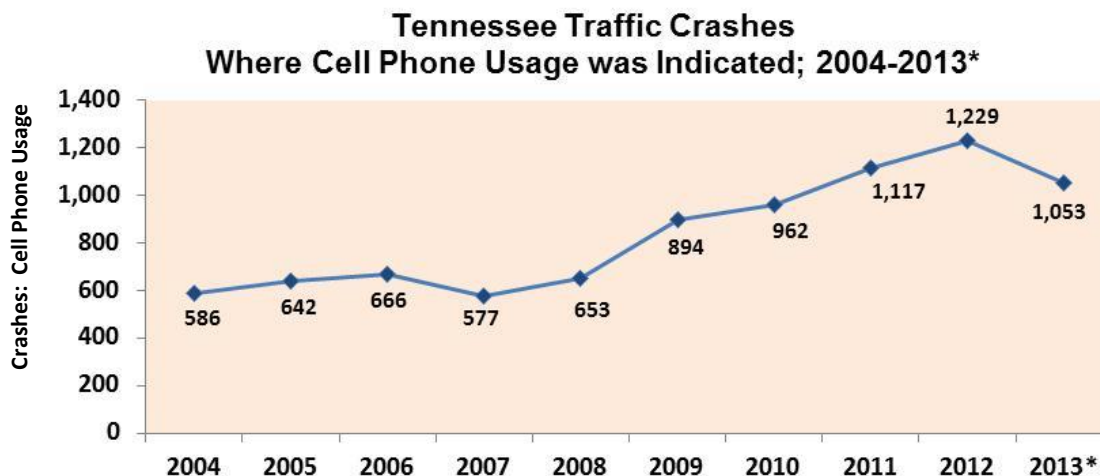
**Table 2**



Source: Tennessee Department of Safety and Homeland Security; Research, Planning, and Development; TITAN 5/28/2014; CATS 6/2/2014; 2013\*data is preliminary. Excludes parking lot and private property crashes as well as crashes with less than \$400 damage; Distracted Driver: Inattentive, Texting, PDA/Blackberry, GPS, Cellular/Two-Way Radio in Use, Computer, Fax, Printer, On-Board Navigation System, Other Electronic Device; Two Way Radio, Head Up Display, Other –Inside Vehicle, Other Outside Vehicle.

Since texting has been identified as the worst distraction task, additional analysis was performed to identify traffic crashes in Tennessee where cell phone usage was indicated as the cause of the crash. Table 3, below, illustrates data for years 2004-2013, which indicates that between 2004-2013, cell phone related crashes increased by 80% from 586 in 2004 to 1,053 in 2013. A reduction of 14% occurred between the years of 2012 and 2013 from 1,229 to 1,053.

**Table 3**



Source: Tennessee Department of Safety and Homeland Security; Research, Planning, and Development; CATS & TITAN; accessed 6/2/2014. 2013 data is preliminary. \*Two-way radio usage included. Note: Includes crashes where more than one driver had two-way radio/cellphone usage indicated.



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

**Objective 1:** Utilize education and enforcement strategies to reduce the number of fatalities resulting from distracted driving on Tennessee roads during FFY 2016.

**Objective 2:** Utilize communication and digital media outreach strategies to reduce the number of driving crash fatalities resulting from distracted driving on Tennessee roads during FFY 2016.

**Objective 3:** Utilize data collection and analysis methods to identify high-risk populations for targeted distracted driving initiatives.

#### **Agencies Funded**

<b>Funded Agencies</b>	<b>Areas of Operation</b>	<b>Estimated 2015-2016</b>	<b>Funding Source</b>
Brownsville Police Department	Haywood	\$15,000.00	402
East Ridge Police Department	Hamilton	\$ 7,760.00	402
East TN State University, Department of Public Safety	Washington	\$15,000.00	402
Putnam County Sheriff's Department	Putnam	\$11,620.00	402



## PROBLEM IDENTIFICATION

Motorcycle safety continues to be an important area for concern in Tennessee. Based on STSI, 137 people died in 2013 as the result of a motorcycle crash. Nonetheless, the state's mission is to reduce the human and economic toll of motorcycle-related crashes, injuries, and deaths on Tennessee's transportation system by implementing proven strategies to reduce motorcycle-related fatalities and serious injuries and promoting education, rider training, and involvement from motorcycle groups.

### Data Findings: Magnitude and Severity of the Motorcycle Crash Problem

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

#### Tennessee Motorcycle Involved Crashes

	2009	2010	2011	2012	2013
<b>Fatal</b>	116	135	115	135	137
<b>Injury</b>	2,186	2,286	2,414	2,535	2,131
<b>PDO</b>	519	511	657	703	625
<b>Total</b>	<b>2,821</b>	<b>2,932</b>	<b>3,186</b>	<b>3,373</b>	<b>2,891</b>

Sources: Fatal Crashes Before 2010: NHTSA. FARS FTP Data Service. Online at <ftp://ftp.nhtsa.dot.gov/FARS>, accessed 03 Jun 2015.

Fatal Crashes After 2009: NHTSA. FARS Encyclopedia: Query FARS Data. Online at <http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/SelectYear.aspx>, accessed 03 Jun 2015.

All Other Crashes: TN Dept. of Safety and Homeland Security, TITAN Division, 03 Jun 2015. (TITAN)

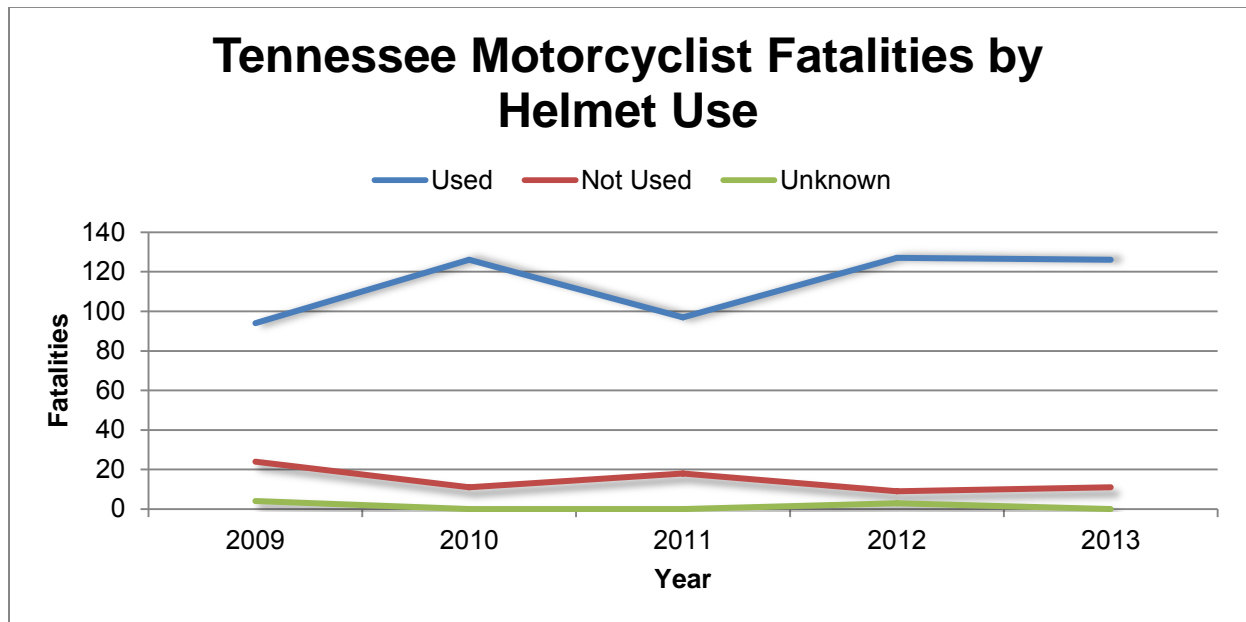
### Who Was Involved in Crashes?

- The highest number of deaths involved motorcyclists between the ages of 21 and 25. The graph and table that follow show motorcycle fatalities over the past five years.
- The highest number of serious injuries involved motorcyclists between the ages of 46 and 50.

#### Tennessee Motorcyclist Fatalities by Age

Age	2009	2010	2011	2012	2013
<b>Under 21 Years Old</b>	6	10	7	10	6
<b>21 to 44 Years Old</b>	66	59	54	66	72
<b>45 and Older</b>	50	68	54	63	59
<b>Total</b>	<b>122</b>	<b>137</b>	<b>115</b>	<b>139</b>	<b>137</b>

Tennessee law requires motorcyclists to wear a helmet. Despite the law, some fatalities still occur where the operator or passenger was not wearing a helmet. The following graph illustrates motorcycle fatalities based on helmet use.



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

#### Tennessee Crashes Involving an Alcohol Impaired\* Motorcycle Driver

	2009	2010	2011	2012	2013
<b>Fatal</b>	15	20	23	30	24
<b>Injury</b>	137	131	123	139	115
<b>PDO</b>	7	9	14	12	10
<b>Total</b>	159	160	160	181	149

## PROGRAM TARGETS AND PERFORMANCE MEASURES

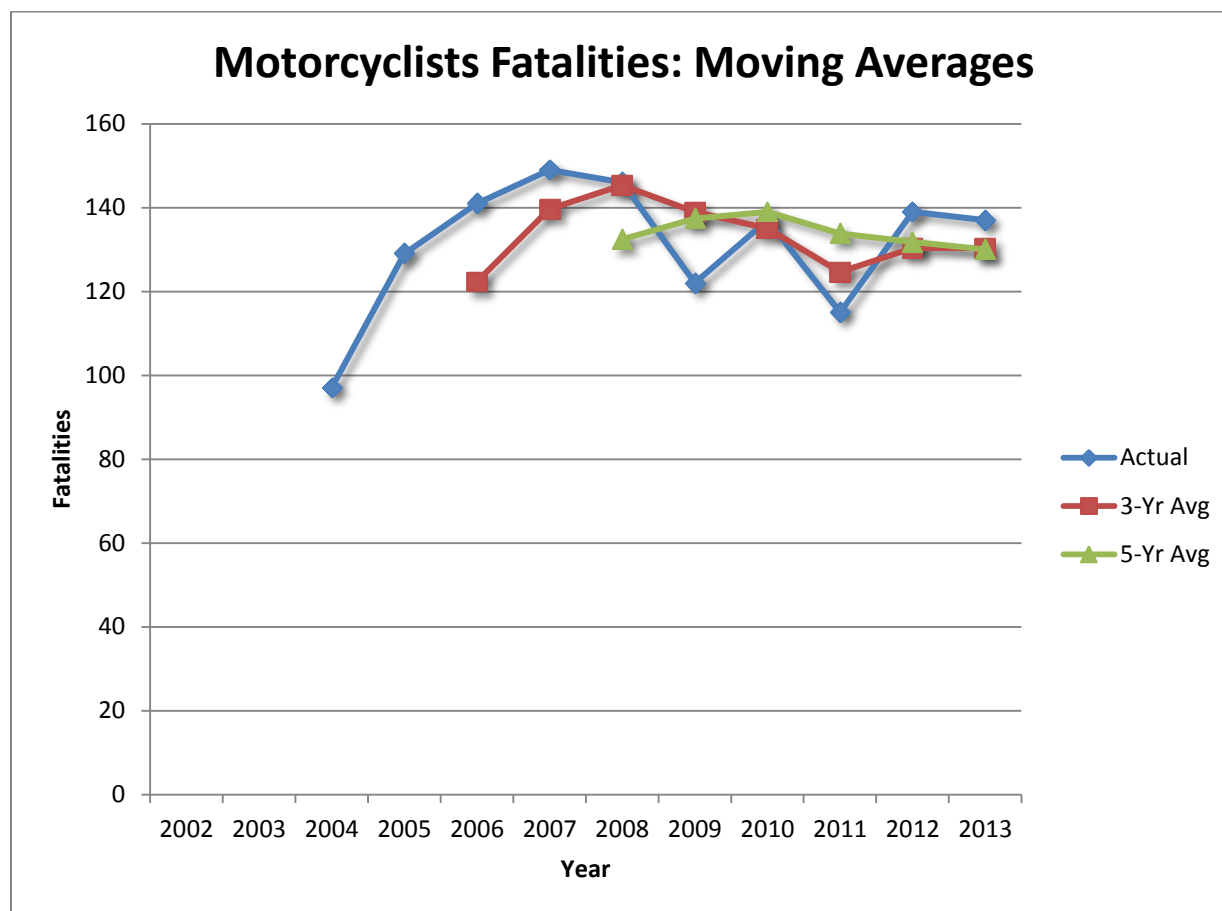
### Target

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

### Performance Measures

1. **Core Performance Measure**—Decrease the number of motorcycle fatalities from a 2013 baseline of 137 to 124. (Based on a 5 Year Alternative Baseline Analysis)
2. Reduce the number of motorcycle crashes by 10% from a 2013 baseline of 2,891 to 2,602 in 2016.

The following graph depicts motorcycle fatalities over the past ten years:



Source: [nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/USA%20WEB%20REPORT.HTM](http://nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/USA%20WEB%20REPORT.HTM), accessed 4/23/2015.

## STRATEGIES AND PROGRAMS FUNDED

Motorcycle safety was also an area identified in Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition. Tennessee has utilized countermeasures listed in the Countermeasures guide, and they are further detailed in the state's Motorcycle Safety Strategic Plan, which is located in the Appendix of this document. The Motorcycle Safety Strategic Plan supports the "Drive toward Zero" campaign and aims to "Ride toward Zero."

To date, Tennessee has completed the NHTSA Motorcycle Safety Program Assessment, a process that was the foundation for developing a comprehensive motorcycle safety program. Once this process was complete, the state received a technical assessment recommendations report. In August 2014, three motorcycle round table meetings were held, one in each grand division of the state, to gather stakeholders and utilize their input and recommendations. In December 2014, Tennessee developed a Motorcycle Safety Coalition of thirteen key players in motorcycle safety. The Motorcycle Safety Strategic Plan was finalized in March 2015. In FY16, Tennessee shall utilize the established Motorcycle Safety Coalition and create an action plan to

target key result areas in the Motorcycle Safety Strategic Plan. This requires identifying key players for the action plan, prioritizing motorcycle safety issues within the state, strategizing and put into place a plan, and organizing a partnership team to address the issues. Tennessee will create the action plan with assistance from Cambridge Systematics and delegate responsibility to the coalition to address key result areas, with plans for completion by the end of 2016.

### **Programs Funded**

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

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

### **Agencies Funded**

<b>Funded Agencies</b>	<b>Areas of Operation</b>	<b>Estimated 2015-2016</b>	<b>Funding Source</b>
Blount County Sheriff's Department	Blount	\$91,448.00	402
TN Department of Safety District 1	Knox	\$71,116.80	402



## PROGRAM DESCRIPTION

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

Major Police Traffic Services includes the following:

1. The enforcement of traffic laws;
2. Training in traffic enforcement skills;
3. Crash and injury prevention activities such as leadership and outreach in communities to encourage safety belt and child safety seat use, use of helmets, and use of protective gear; and
4. Support for community-based efforts to address impaired driving, occupant protection, speed violations, distracted driving, aggressive drivers, and other unsafe driving behaviors.

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.

## TARGET AND PERFORMANCE MEASURES

### Target

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

### Performance Measure and Strategies

1. **Core Performance Measure** — To decrease the number of fatalities related to speeding from a 3-year alternative baseline average (2011- 2013) of 216 to 190 by December 31, 2016.

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

**Strategy 2:** Promote traffic enforcement training for patrol officers.

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

## **MAGNITUDE AND SEVERITY OF DRIVER BEHAVIOR CAUSED FATALITIES AND CRASHES**

### **Aggressive Driving**

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

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

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

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

#### **Tennessee Speeding Related Fatalities**

	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
<b>Total Fatalities</b>	986	1,032	937	1,015	995
<b>Speeding Related Fatalities</b>	212	229	215	197	236

Source: NHTSA. State Traffic Safety Information. Online at [http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47\\_TN/2013/47\\_TN\\_2013.htm](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2013/47_TN_2013.htm), accessed 23 Jun 2015.

#### **Tennessee Crashes and Fatalities Involving Distracted Drivers**

	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
<b>Crashes</b>	12,505	14,674	18,875	20,191	19,146
<b>Fatalities</b>	27	52	66	57	62

Sources:

Crashes: TN Dept of Safety and Homeland Security, TITAN Division, 07 May 2015. (TITAN)

Fatalities: TN Dept of Safety and Homeland Security, TITAN Division, 07 May 2015. (FARS, TITAN)



## **ACTION PLANS FOR REDUCING FATAL CRASHES AND INJURIES**

### **Overview**

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

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

### **Objectives**

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

### **Activities**

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

Funding will be based on the following criteria:

1. County ranking in overall crash rates provided by the TN Department of Safety,
2. Population served by the agency and agency size,
3. Number of qualifying applicants for each level of funding, and
4. GHSO funding availability.

Grants will be awarded in the following areas:

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

Additional information about each of these areas follows this section.

## Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2015-2016	Funding Source
Alcoa Police Department	Blount	\$15,000.00	402
Anderson County Sheriff's Department	Anderson	\$35,000.00	402
Brownsville Police Department	Haywood	\$35,000.00	402
Dickson Police Department	Dickson	\$15,000.00	402
Gatlinburg Police Department	Sevier	\$25,000.00	402
Greenbrier Police Department	Robertson	\$15,000.00	402
Greene County Sheriff's Department	Greene	\$35,000.00	402
Hendersonville Police Department	Sumner	\$20,000.00	402
Jefferson City Police Department	Jefferson	\$25,000.00	402
Kingsport Police Department	Sullivan	\$20,000.00	402
Knox County Sheriff's Office	Knox	\$75,000.00	402
Murfreesboro Police Department	Rutherford	\$75,000.00	402
Oak Ridge Police Department	Anderson	\$25,000.00	402
Ridgetop Police Department	Robertson	\$15,000.00	402
Robertson County Sheriff's Department	Robertson	\$35,000.00	402
Sevierville Police Department	Sevier	\$35,000.00	402
Signal Mountain Police Department	Hamilton	\$15,000.00	402
South Pittsburg Police Department	Marion	\$15,000.00	402
Springfield Police Department	Robertson	\$15,000.00	402
TN Association of Chiefs of Police	Statewide	\$103,550.00	402
TN Department of Safety & Homeland Security	Statewide	\$35,913.60	402
Tullahoma Police Department	Coffee	\$15,000.00	402
University of Memphis, Police Services	Shelby	\$30,000.00	402
Waynesboro Police Department	Wayne	\$15,000.00	402



# LAW ENFORCEMENT LIAISON (LEL) PROGRAM

## OVERVIEW

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

### Objectives

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

### Activities

- Develop networks in four regions of state.
- Coordinate law enforcement agencies to participate in various GHSO-sponsored programs.
- Coordinate the district law enforcement agencies and communicate the Strategic Highway Safety Plan.
- Submit reports to GHSO and NHTSA.
- Develop and implement the 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.
- Coordinate the state's DRE program.

### Evaluation

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



# 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. An important factor in the success of statewide highway safety programs is the involvement of law enforcement agencies on the local level and their enthusiasm and interest in the GHSO traffic safety initiatives.

In order to strengthen state safety initiatives on the local level and to achieve community support for them, the Law Enforcement Liaisons (LELs) in Tennessee established 18 Law Enforcement Networks across the state. These Networks are made up of 20 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 highway safety programs. Network meetings serve as an important tool in training area law enforcement officials to implement the safety programs. In addition, the increased cooperation and communication among neighboring communities benefit the counties, the networks, and the state.

## TARGET AND PERFORMANCE MEASURES

### Target

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

### Performance Measures

1. In FY16, Network Coordinators will work with the regional LEL to strengthen partnerships in their respective area Networks to ensure efficient and effective GHSO Law Enforcement Liaison Officers (LELs) support systems that will result in saving lives. This goal supports education and the relationship between creating awareness about campaigns and the role they play in the reduction of motor vehicle crashes related to impaired driving and occupant protection.

#### Objectives:

- a. Increase communication and area support by communicating regularly with partner agencies and serving as an information resource for program grant questions.

- b. Increase local level community educational opportunities.
  - c. Provide assistance to the LEL as needed.
2. In FY16, each Network Coordinator will work for 100% participation of all grant-funded agencies in all enforcement campaigns. Further, Network Coordinators will encourage other law enforcement agencies within the Network to participate in enforcement campaigns. Increased participation in campaigns will reduce the number of deaths and crashes related to impaired driving and/or lack of proper occupant restraints.

Objectives:

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

### **Activities**

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

1. Provide assistance to the regional LEL as required.
2. Participate in the national/state campaigns as directed by the 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.

### **Evaluation**

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

- A copy of the Network meeting agenda,
- A list of those who attended and the agencies represented,
- Minutes of the Network Coordinator meeting, and
- Quarterly reports to the 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 the following:

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

### Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2015-2016	Funding Source
Belle Meade Police Department	Davidson	\$15,000.00	402
Benton Police Department	Polk	\$15,000.00	402
Blount County Sheriff's Department	Blount	\$14,999.92	402
Brownsville Police Department	Haywood	\$15,000.00	402
Centerville Police Department	Hickman	\$15,000.00	402
Cocke County Sheriff's Department	Cocke	\$15,000.00	402
Cookeville Police Department	Putnam	\$14,999.92	402
Dover Police Department	Stewart	\$15,007.65	402
Kimball Police Department	Marion	\$15,000.00	402
Lewisburg Police Department	Marshall	\$20,000.00	402
Lexington Police Department	Henderson	\$14,989.20	402
Madison County Sheriff's Department	Madison	\$14,948.72	402
Memphis Police Department	Shelby	\$15,126.00	402
Metro Moore County Sheriffs Department	Moore	\$15,000.00	402
Roane County Sheriff's Office	Roane	\$15,000.00	402
Shelby County Sheriff's Office	Shelby	\$15,000.00	402
Soddy-Daisy Police Department	Hamilton	\$15,000.00	402
Unicoi County Sheriff's Department	Unicoi	\$15,000.00	402
Union City Police Department	Obion	\$15,000.00	402
Washington County Sheriff's Department	Washington	\$15,000.00	402





# HIGH VISIBILITY ENFORCEMENT

## OVERVIEW

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

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

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

## EVIDENCED – BASED TRAFFIC SAFETY ENFORCEMENT

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

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

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

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

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



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

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

According to Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013, publicized saturation patrol programs and sobriety checkpoints are effective in reducing alcohol-related fatal crashes and deterring drunk driving (Chapter 1, 2.2).

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

## Evaluation

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

## Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2015-2016	Funding Source
Adamsville Police Department	McNairy	\$ 5,000.00	402
Alamo Police Department	Crockett	\$ 5,000.00	154AL
Alexandria Police Department	DeKalb	\$ 5,000.00	154AL
Algood Police Department	Putnam	\$ 5,000.00	154AL
Ardmore Police Department	Giles	\$ 5,000.00	154AL
Ashland City Police Department	Cheatham	\$ 4,865.00	154AL
Atoka Police Department	Tipton	\$ 5,000.00	154AL
Austin Peay State University Police Department	Montgomery	\$ 5,000.00	154AL
Baileyton Police Department	Greene	\$ 5,000.00	154AL
Baneberry Police Department	Jefferson	\$ 5,000.00	154AL
Baxter Police Department	Putnam	\$ 5,000.00	154AL
Bell Buckle Police Department	Bedford	\$ 5,000.00	154AL
Belle Meade Police Department	Davidson	\$ 5,000.00	154AL
Bells Police Department	Crockett	\$ 5,000.00	154AL
Benton County Sheriff's Department	Benton	\$ 5,000.00	154AL
Benton Police Department	Polk	\$ 5,000.00	154AL

Big Sandy Police Department	Benton	\$ 5,000.00	154AL
Blaine Police Department	Grainger	\$ 5,000.00	154AL
Blount County Sheriff's Department	Blount	\$ 4,986.00	154AL
Bolivar Police Department	Hardeman	\$ 5,000.00	154AL
Bradford Police Department	Gibson	\$ 5,000.00	154AL
Brighton Police Department	Tipton	\$ 5,000.00	154AL
Brownsville Police Department	Haywood	\$ 5,000.25	154AL
Bruceton Police Department	Carroll	\$ 5,000.00	154AL
Burns Police Department	Dickson	\$ 5,000.00	154AL
Calhoun Police Department	McMinn	\$ 5,001.00	154AL
Camden Police Department	Benton	\$ 5,000.01	154AL
Carroll County Sheriff's Department	Carroll	\$ 5,000.00	154AL
Carter County Sheriff's Department	Carter	\$ 5,000.00	154AL
Carthage Police Department	Smith	\$ 5,000.00	154AL
Celina Police Department	Clay	\$ 5,000.00	154AL
Centerville Police Department	Hickman	\$ 5,000.00	154AL
Chapel Hill Police Department	Marshall	\$ 5,085.00	154AL
Charleston Police Department	Bradley	\$ 5,000.00	154AL
Chattanooga State Community College	Hamilton	\$ 5,000.00	154AL
Church Hill Public Safety	Hawkins	\$ 5,000.00	154AL
City of Paris Police Department	Henry	\$ 5,000.00	154AL
Clarksburg Police Department	Carroll	\$ 5,000.00	154AL
Clay County Sheriff's Department	Clay	\$ 5,000.00	154AL
Cleveland Police Department	Bradley	\$ 5,000.00	154AL
Clinton Police Department	Anderson	\$ 5,000.00	154AL
Cocke County Sheriff's Department	Cocke	\$ 4,999.99	402
Collierville Police Department	Shelby	\$ 5,000.00	154AL
Collinwood Police Department	Wayne	\$ 4,490.00	154AL
Cookeville Police Department	Putnam	\$ 5,000.00	154AL
Coopertown Police Department	Robertson	\$ 5,000.00	154AL
Cornersville Police Department	Marshall	\$ 5,000.00	154AL
Covington Police Department	Tipton	\$ 5,000.00	154AL
Cowan Police Department	Franklin	\$ 4,974.75	154AL
Crockett County Sheriff's Department	Crockett	\$ 5,000.00	154AL
Cross Plains Police Department	Robertson	\$ 4,999.00	154AL
Crump Police Department	Hardin	\$ 5,000.00	154AL
Cumberland City Police Department	Stewart	\$ 5,000.00	154AL
Dandridge Police Department	Jefferson	\$ 5,000.00	154AL
Dayton Police Department	Rhea	\$ 5,213.36	154AL
Decaturville Police Department	Decatur	\$ 5,000.00	154AL
Decherd Police Department	Franklin	\$ 4,999.99	154AL
Dover Police Department	Stewart	\$ 4,875.28	154AL
Dresden Police Department	Weakley	\$ 5,000.00	154AL
Dyer Police Department	Gibson	\$ 5,000.00	154AL
Dyersburg Police Department	Dyer	\$ 5,000.00	154AL

High Visibility Enforcement

Eagleville Police Department	Rutherford	\$ 4,999.00	402
Elkton Police Department	Giles	\$ 5,000.00	154AL
Englewood Police Department	McMinn	\$ 5,000.00	154AL
Erin Police Department	Houston	\$ 4,976.17	154AL
Estill Springs Police Department	Franklin	\$ 4,993.50	154AL
Friendship Police Department	Crockett	\$ 5,000.00	154AL
Gadsden Police Department	Crockett	\$ 5,000.00	154AL
Germantown Police Department	Shelby	\$ 5,000.00	154AL
Gibson County Sheriff's Department	Gibson	\$ 5,000.00	154AL
Gibson Police Department	Gibson	\$ 5,000.00	154AL
Gleason Police Department	Weakley	\$ 5,000.00	154AL
Goodlettsville Police Department	Davidson	\$ 5,180.00	402
Gordonsville Police Department	Smith	\$ 4,882.50	402
Grand Junction Police Department	Hardeman	\$ 5,000.00	154AL
Greeneville Police Department	Greene	\$ 5,000.00	154AL
Greenfield Police Department	Weakley	\$ 5,000.00	402
Halls Police Department	Lauderdale	\$ 5,000.00	154AL
Harriman Police Department	Roane	\$ 5,000.00	154AL
Haywood County Sheriff's Department	Haywood	\$ 5,000.00	154AL
Henderson County Sheriff's Department	Henderson	\$ 5,000.00	154AL
Henderson Police Department	Chester	\$ 5,000.00	154AL
Henry County Sheriff's Department	Henry	\$ 5,000.00	154AL
Henry Police Department	Henry	\$ 5,000.00	154AL
Hickman County Sheriff's Department	Hickman	\$ 5,000.00	154AL
Hohenwald Police Department	Lewis	\$ 5,000.18	154AL
Hollow Rock Police Department	Carroll	\$ 5,000.00	154AL
Hornbeak Police Department	Obion	\$ 5,000.00	154AL
Houston County Sheriff's Department	Houston	\$ 4,993.46	154AL
Humboldt Police Department	Gibson	\$ 5,000.00	154AL
Huntingdon Police Department	Carroll	\$ 5,000.00	154AL
Huntland Police Department	Franklin	\$ 5,000.00	154AL
Jacksboro Police Department	Campbell	\$ 5,000.00	154AL
Jefferson County Sheriff's Department	Jefferson	\$ 5,000.00	154AL
Jellico Police Department	Campbell	\$ 5,000.00	154AL
Jonesborough Police Department	Washington	\$ 5,000.00	154AL
Kenton Police Department	Obion	\$ 5,000.00	154AL
Kimball Police Department	Marion	\$ 4,999.99	154AL
Kingston Police Department	Roane	\$ 5,000.00	154AL
Lafayette Police Department	Macon	\$ 5,000.00	154AL
LaFollette Police Department	Campbell	\$ 5,000.00	154AL
Lawrence County Sheriff's Department	Lawrence	\$ 5,000.00	154AL
Lawrenceburg Police Department	Lawrence	\$ 5,000.00	154AL
Lenoir City Police Department	Loudon	\$ 5,000.00	154AL
Lewis County Sheriff's Department	Lewis	\$ 5,000.00	154AL
Lewisburg Police Department	Marshall	\$ 5,000.00	402

High Visibility Enforcement

Lexington Police Department	Henderson	\$ 5,000.00	154AL
Lincoln Memorial University	Claiborne	\$ 5,000.00	154AL
Livingston Police Department	Overton	\$ 4,999.95	154AL
Lookout Mtn. Police Department	Hamilton	\$ 4,999.99	402
Loretto Police Department	Lawrence	\$ 5,000.00	154AL
Macon County Sheriff's Department	Macon	\$ 5,000.00	154AL
Madison County Sheriff's Department	Madison	\$ 5,000.00	154AL
Marion County Sheriff's Department	Marion	\$ 5,000.00	154AL
Marshall County Sheriff's Office	Marshall	\$ 5,000.00	154AL
Mason Police Department	Tipton	\$ 5,000.00	154AL
Maury City Police Department	Crockett	\$ 5,000.00	154AL
Maynardville Police Department	Union	\$ 5,000.00	154AL
McKenzie Police Department	Carroll	\$ 5,000.00	154AL
McNairy County Sheriff's Department	McNairy	\$ 5,000.00	154AL
Medina Police Department	Gibson	\$ 5,000.00	154AL
Memphis Police Department	Shelby	\$ 5,000.00	154AL
Metro Moore County Sheriffs Department	Moore	\$ 5,000.00	154AL
Middleton Police Department	Hardeman	\$ 5,000.00	154AL
Milan Police Department	Gibson	\$ 5,000.00	154AL
Millersville Police Department	Sumner	\$ 5,000.00	154AL
Millington Police Department	Shelby	\$ 5,000.00	154AL
Monroe County Sheriff's Department	Monroe	\$ 5,000.00	154AL
Monteagle Police Department	Grundy	\$ 5,000.00	154AL
Morgan County Sheriff Department	Morgan	\$ 5,000.00	154AL
Moscow Police Department	Fayette	\$ 5,000.00	154AL
Mount Carmel Police Department	Hawkins	\$ 5,000.00	402
Mount Pleasant Police Department	Maury	\$ 5,180.00	154AL
Mountain City Police Department	Johnson	\$ 5,000.00	154AL
Mt. Juliet Police Department	Wilson	\$ 5,000.00	154AL
Munford Police Department	Tipton	\$ 5,000.00	154AL
Nashville Airport Police Department	Davidson	\$ 5,088.00	154AL
New Johnsonville Police Department	Humphreys	\$ 5,000.00	154AL
New Market Police Department	Jefferson	\$ 5,000.00	154AL
New Tazewell Police Department	Claiborne	\$ 5,000.00	154AL
Newbern Police Department	Dyer	\$ 5,000.00	154AL
Newport Police Department	Cocke	\$ 5,000.00	154AL
Niota Police Department	McMinn	\$ 5,000.00	154AL
Norris Police Department	Anderson	\$ 5,000.00	154AL
Oakland Police Department	Fayette	\$ 5,000.00	154AL
Obion County Sheriff's Office	Obion	\$ 5,000.00	154AL
Oliver Springs Police Department	Roane	\$ 5,000.00	154AL
Parrottsville Police Department	Cocke	\$ 5,000.00	154AL
Parsons Police Department	Decatur	\$ 5,000.00	154AL
Perry County Sheriff's Office	Perry	\$ 5,000.00	154AL
Pickett County Sheriff's Office	Pickett	\$ 5,000.00	154AL

High Visibility Enforcement

Pigeon Forge Police Department	Sevier	\$ 5,000.00	154AL
Pikeville Police Department	Bledsoe	\$ 5,000.00	154AL
Piperton Police Department	Fayette	\$ 5,000.00	154AL
Pittman Center Police Department	Sevier	\$ 5,000.00	154AL
Pleasant View Police Department	Cheatham	\$ 4,999.99	154AL
Polk County Sheriff's Department	Polk	\$ 5,000.00	154AL
Portland Police Department	Sumner	\$ 5,000.00	154AL
Powells Crossroads Police Department	Marion	\$10,000.00	154AL
Puryear Police Department	Henry	\$ 5,000.00	154AL
Red Boiling Springs Police Department	Macon	\$ 5,000.00	154AL
Ridgely Police Department	Lake	\$ 5,000.00	154AL
Ripley Police Department	Lauderdale	\$ 5,000.00	154AL
Roane County Sheriff's Office	Roane	\$ 5,000.00	154AL
Rockwood Police Department	Roane	\$ 5,000.00	154AL
Rocky Top Police Department	Anderson	\$ 5,000.00	154AL
Rogersville Police Department	Hawkins	\$ 5,000.00	154AL
Rossville Police Department	Fayette	\$ 5,000.00	154AL
Rutherford Police Department	Gibson	\$ 5,000.00	154AL
Saltillo Police Department	Hardin	\$ 5,000.00	154AL
Scott County Sheriff's Department	Scott	\$ 5,000.00	154AL
Scotts Hill Police Department	Henderson	\$ 5,000.00	154AL
Selmer Police Department	McNairy	\$ 5,000.00	154AL
Sharon Police Department	Weakley	\$ 5,000.00	154AL
Shelby County Sheriff's Office	Shelby	\$ 4,780.00	154AL
Smithville Police Department	DeKalb	\$ 4,999.99	154AL
Soddy-Daisy Police Department	Hamilton	\$ 4,999.99	402
Somerville Police Department	Fayette	\$ 5,000.00	154AL
South Carthage Police Department	Smith	\$ 5,000.00	154AL
South Fulton Police Department	Obion	\$ 5,000.00	154AL
Sparta Police Department	White	\$ 4,999.99	154AL
Spencer Police Department	Van Buren	\$ 5,000.00	402
Spring City Police Department	Rhea	\$ 5,272.70	154AL
Stewart County Sheriff's Office	Stewart	\$ 4,884.82	154AL
Surgoinsville Police Department	Hawkins	\$ 5,000.00	154AL
Sweetwater Police Department	Monroe	\$ 5,000.00	402
Tazewell Police Department	Claiborne	\$ 5,000.00	154AL
The University of TN at Martin	Weakley	\$ 5,600.00	402
Tiptonville Police Department	Lake	\$ 5,000.00	154AL
TN Tech University Police Department	Putnam	\$ 4,999.99	154AL
Toone Police Department	Hardeman	\$ 5,000.00	154AL
Townsend Police Department	Blount	\$ 5,000.00	154AL
Tracy City Police Department	Grundy	\$ 5,000.00	154AL
Trenton Police Department	Gibson	\$ 5,000.00	154AL
Trezevant Police Department	Carroll	\$ 5,000.00	154AL
Trousdale County Sheriff's Department	Trousdale	\$ 5,000.00	154AL

High Visibility Enforcement

Troy Police Department	Obion	\$ 5,000.00	154AL
Tusculum Police Department	Greene	\$ 5,000.00	154AL
Unicoi County Sheriff's Department	Unicoi	\$ 5,000.00	154AL
Union City Police Department	Obion	\$ 5,000.00	154AL
University of Memphis - Lambuth	Madison	\$ 4,995.00	402
University of TN Police Department	Knox	\$ 5,690.43	402
Van Buren County Sheriff's Department	Van Buren	\$ 5,000.00	154AL
Volunteer State Community College Campus Police	Sumner	\$ 5,000.00	154AL
Vonore Police Department	Monroe	\$ 5,000.00	154AL
Wartrace Police Department	Bedford	\$ 5,000.00	154AL
Washington County Sheriff's Department	Washington	\$ 5,000.85	154AL
Waverly Police Department	Humphreys	\$ 5,000.00	154AL
Weakley County Sheriff's Department	Weakley	\$ 5,000.00	154AL
Westmoreland Police Department	Sumner	\$ 5,000.00	154AL
White Bluff Police Department	Dickson	\$ 5,000.00	154AL
White Pine Police Department	Jefferson	\$ 5,000.00	154AL
Whiteville Police Department	Hardeman	\$ 5,000.00	402
Whitwell Police Department	Marion	\$ 5,000.00	154AL
Winchester Police Department	Franklin	\$ 5,000.00	154AL





# EMERGENCY MEDICAL SERVICES

## PROBLEM IDENTIFICATION

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

### National Performance Measures

Goals and specific performance measures for EMS are currently being revised by the National Highway Traffic Safety Administration (NHTSA). While Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 7<sup>th</sup> edition, 2013, does not outline specific initiatives for EMS, the recommended indicators for Tennessee outlined below are for system and service performance and are included in the Emergency Medical Services Performance Measures, NHTSA’s publication from December 2009.

Categories for performance measures include the following:

- 1) Human Resources (HR) related to training, safety, and credentialing
- 2) Clinical Care and Outcome (CC)
- 3) Response

## TARGET AND STRATEGIES

### Target

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

### Strategies

1. Provide first responder extrication and scene training in rural communities to reduce overall response times.
2. Maintain certification and training for existing and new first responders.
3. Work with partners at regional trauma centers to provide free first responder training to EMS and volunteer fire department personnel.



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

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

### Activities

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

1. First responder training for EMS, Fire, and Law Enforcement
2. Extrication purchase and training
3. Purchase of equipment enabling professionals to better operate within the “Golden Hour” of crash scenes

### Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2015-2016	Funding Source
Ashland City Fire Department	Cheatham	\$10,000.00	402
Crossroads Volunteer Fire Dept. - Marion County	Marion	\$ 5,400.00	402
Dayton Fire Department	Rhea	\$ 9,528.20	402
Huntingdon Fire Department	Carroll	\$ 9,967.02	402
Lexington Fire Department	Henderson	\$ 9,900.00	402

### Evaluation

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



## OVERVIEW

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

### Mission

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

## TARGET AND PERFORMANCE MEASURES

### Target

To increase the total number of students receiving highway safety related training 10%, from baseline 2014 with 4,288 trained to 4,716 trained in 2016.

The total number trained represents training from the Tennessee Highway Safety Training Center, The Tennessee Governor's Highway Safety Office Law Enforcement Liaisons, Traffic Records, Child passenger Safety, and Prosecutor training conducted by the Tennessee Traffic Safety Resource Prosecutors.

## Performance Measures

Accomplishing the aforementioned target includes the following performance measures:

1. Train 350 traffic enforcement officers and 50 academy cadets in Standardized Field Sobriety Testing (SFST) by December 2016,
2. Train 180 traffic enforcement officers in Advanced Roadside Impaired Driving Enforcement (ARIDE) by December 2016, and
3. Train 30 Drug Recognition Experts (DRE) by December 2016.

An important element of the training program is the interest in impaired driving training. Officers have used Standardized Sobriety Field Test (SFST) since 1981 to detect impaired drivers. Officers who received this training found it to be very beneficial in conducting their assigned DWI-related duties. We have also incorporated Advanced Roadside Impaired Driving Enforcement (ARIDE) in recent years. This class bridges the gap from drunk driving to driving impaired from drugs. Once an officer has completed an ARIDE course, he/she is then eligible to attend the Drug Recognition Training (DRE). The DRE training is the highest level of impaired driving training that is offered. Once an individual has completed DRE training, he/she is considered an expert in the detection of impairment. NHTSA's publication, Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013, mentions the effectiveness of DRE training as a countermeasure against alcohol-impaired and drugged driving.

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

## STRATEGIES

1. Utilize evaluations that will come from two sources: student evaluations from each course conducted (including anticipation of resulting behavior changes) and the final training report. Quality control practices will be addressed by frequent curricula assessments, instructor feedback/meetings, and student course evaluations.
2. Explore national level curriculum as it relates to highway safety and implement best practices to Tennessee protocol.
3. Promote training through the tntrafficsafety.org website, The Tennessee Association of Chiefs of Police, Sheriff's Association, Tennessee Law Enforcement Training Officers Association, and law enforcement network meetings.

## Activities

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

- RADAR/LIDAR Instructor
- Strategies and Tactics of Patrol Stops (STOPS) Instructor
- STOPS Instructor Re-Certification
- At-Scene Traffic Crash Investigation

- Advanced Traffic Crash Investigation
- Auto/Pedestrian Crash Investigation
- Utilizing Digital Photography at Crash Scenes
- Motorcycle Safety and Law Enforcement
- Motorcycle Crash Investigations
- Traffic Crash Reconstruction
- Tennessee Crash Reconstruction Update
- Law Enforcement Instructor Development
- Leadership and Management of a Traffic Safety program

Additional training courses are offered through other venues, such as child passenger safety and traffic records training. The Tennessee Traffic Safety Resource Prosecutors will also be training impaired driving-related courses such as Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), Drug Recognition Expert (DRE), and prosecutor training.

#### **Agencies Funded**

<b>Funded Agencies</b>	<b>Areas of Operation</b>	<b>Estimated 2015-2016</b>	<b>Funding Source</b>
Columbia State Community College	Statewide	\$478,679.51	402
TN Department of Safety & Homeland Security	Statewide	\$32,160.00	402



Motor vehicle crashes are the leading cause of death for teenagers in the United States. In 2010, approximately 1,963 drivers between the ages of 15-20 were killed, and another estimated 187,000 were injured in motor vehicle crashes (NHTSA, 2012a). In comparison with adult drivers, young drivers are also substantially over-involved in crashes. In 2010, drivers between the ages of 15 to 20 made up 6.4% of licensed drivers in the United States, yet they represented 10% of drivers in fatal crashes, and 14% of drivers in all crashes (NHTSA, 2012a).

According to the National Highway Traffic Safety Association's Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013, the following trends have been observed in young drivers, ages 16-19 for years 1996 – 2012.

- Their involvement in fatal crashes was twice that of adult drivers during 2010.
- In 2008, they were involved in 4.6 fatal crashes per 100 million miles of travel, compared to 3.8 for drivers 20 to 24 and 1.2 for drivers 30-59 years old (IIHS, 2011).
- Only 37% of the people killed in young driver crashes are the teen driver themselves; the majority of fatalities, 63%, are passengers, occupants of other vehicles, or non-motorists (Shults & Alik, 2010).
- Between the years 1996-2010, there was a reduction in the fatal crash rate for both 16 and 17 year olds by 59% and 35% respectively. While the reasons for the dramatic reductions are not known, it is speculated that the implementation of multi-stage licensing systems for novice drivers may be responsible.

### **Risk Factors for Crash Involvement and Injury**

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

#### **Inexperience**

Novice drivers focus much of their attention on the mechanics of driving. Since safety considerations are often secondary they do not recognize potential risky situations, nor do they react appropriately and control their vehicles (Countermeasures that Work, 2013). Technical ability, good judgment, and experience are all needed to properly make the many continuous

decisions, large and small, that add up to safe driving. By making it so easy to get a driver's license by literally handing teenagers the car keys without requiring an extended period of supervised practice-driving time, we are setting them up for the risk of making a fatal mistake (NHTSA: Saving Teenage Lives).

### **Risk-taking and Immaturity**

Young drivers are often immature and are not able or willing to think ahead about harmful consequences of risky behaviors and/or actions. According to the research efforts of Dahl, Keating, and Steinberg in 2007 and 2008, on adolescent development, key areas of the brain involved in judgements and decision making are not fully developed until the mid-20s (Countermeasures that Work, 2013). In 2007, Allstate admitted that "Even bright, mature teenager sometimes do things that are "stupid." It's due to the fact that their brains have not finished developing. The underdeveloped area is called the dorsal lateral prefrontal cortex, and it plays a critical role in decision making, problem solving and understanding future consequences of today's actions. Problem is, it won't be fully mature until they're into their 20s." The link to the Allstate "You're in good hands" ad, depicting this information, can be found at the following link: <https://qualitybs.files.wordpress.com/2011/08/brain-ad.pdf>

### **Greater Risk Exposure**

NHTSA: Saving Teenage Lives reports that compared to other drivers, "a higher proportion of teenagers are responsible for their fatal crashes because of their own driving errors." This is evident when you look at the statistical data that includes the following:

- "A larger percentage of fatal crashes involving teenage drivers are single-vehicle crashes compared to those involving other drivers. In this type of crash, the vehicle usually leaves the road and overturns or hits a roadside object such as a tree or a pole."
- "A larger proportion of teen fatal crashes involve speeding, or going too fast, for road conditions, compared to other drivers."
- "More teen fatal crashes occur when passengers usually, other teenagers are in the car than do crashes involving other drivers. Two out of three teens, who die as passengers, are in vehicles driven by other teenagers."

The combination of all three characteristics can be problematic, especially in the following circumstances:

1. Night driving,
2. After drinking alcohol,
3. With passengers,
4. When unbelted, and
5. When using cell phones.



## Distraction and Teen Crashes

According to AAA Foundation for Traffic Safety, the most comprehensive research ever conducted into crash videos of teen drivers has found significant evidence that distracted driving is likely more serious a problem than previously thought.

“The unprecedented video analysis finds that distraction was a factor in nearly 6 out of 10 moderate-to-severe crashes” (AAA). The most common forms of distraction that lead to teen crashes include the following:

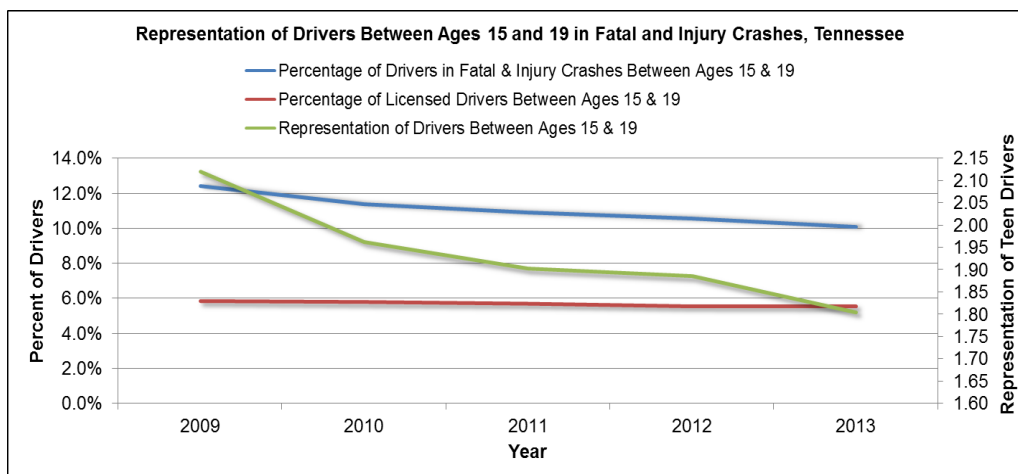


- 15% are due to interacting with one or more passengers,
- 12% are due to cell phone usage,
- 10% are due to looking at something in the vehicle,
- 9% are due to looking at something outside of the vehicle,
- 8% are due to singing/moving to music,
- 6% are due to grooming, and
- 6% are due to reaching for an object.

## Tennessee Young Drivers

Table 1 illustrates the reduction of both the number and percent of drivers between the ages of 15-19 involved in fatal crashes in Tennessee between the years 2009-2013. The reductions of 17.7% and 18.9% occurred after the implementation of the Graduated Driver's License (GDL) Program in Tennessee.

**Table 1**





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

	2009	2010	2011	2012	2013	Change
Drivers Between Ages 15 & 19 in Fatal & Injury Crashes	10,007	9,461	9,096	9,018	8,236	-17.7%
Percentage of Drivers in Fatal & Injury Crashes Between Ages 15 & 19	12.4%	11.4%	10.9%	10.6%	10.1%	-18.9%
Licensed Drivers Between Ages 15 & 19	263,214	262,171	261,493	258,049	259,504	-1.4%
Percentage of Licensed Drivers Between Ages 15 & 19	5.9%	5.8%	5.7%	5.6%	5.6%	-4.7%
Representation of Drivers Between Ages 15 & 19	2.12	1.96	1.90	1.89	1.80	-14.9%

Source: NHTSA. FARS Encyclopedia: Query FARS Data. Online at <http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/SelectYear.aspx>, accessed 23 Jun 2015.

## Countermeasures That Work

According to NHTSA, the countermeasures that improve young-driver safety are Graduated Driver Licensing (GDL), driver education, parents, and traffic law enforcement. Of these, the most effective is the GDL followed by enforcement of GDL and zero-tolerance laws, parental teaching and managing their young drivers, and, lastly, driver education. Tennessee has had the GDL since July 1 of 2001. They also, like other states, have eliminated required driver education due to decreases in state and federal funding. The extent to which the other two countermeasures are being utilized is not determined; however, since it is difficult to gauge parental educational and/or management of teen drivers. The Tennessee GDL is outlined below, and is from the Tennessee GHSO's website, [www.tntrafficsafety.org](http://www.tntrafficsafety.org).



## About the GDL Program

Tennessee's Graduated Driver License (GDL) Program is a multi-tiered program designed to ease young novice drivers into full driving privileges as they become more mature and develop their driving skills. By requiring more supervised practice, the State of Tennessee hopes to save lives and prevent tragic injuries. Tennessee's GDL program started on July 1, 2001. It places certain restrictions on teens under the age of 18 who have learner permits and driver

licenses. The program requires parent/legal guardian involvement and emphasizes the importance of a good driving record.

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

- Learner Permit
- Intermediate Restricted License
- Intermediate Unrestricted License

## TARGET AND OBJECTIVES

The reductions based on a 3 and 4-year regression were reviewed to quantify the planned reduction of fatalities of 10% for FFY 2016. This is due in part to the inability to sustain consistent and/or continued decreases between the years 2009-2013.

### Target 1

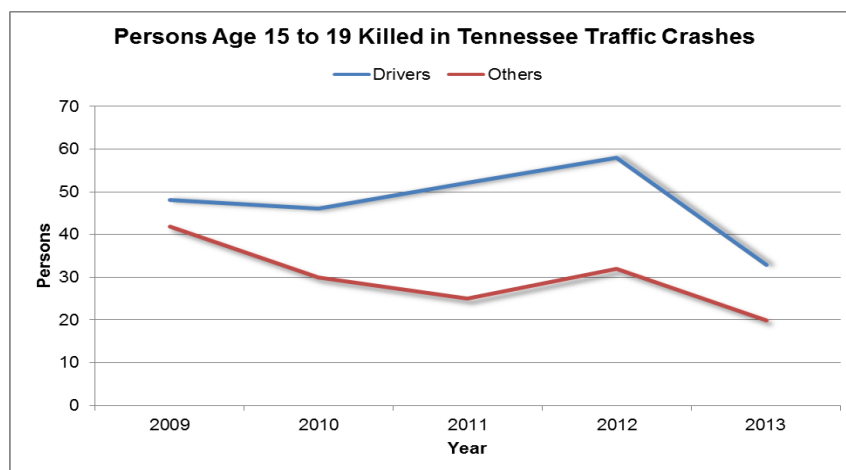
To decrease the number of 15 to 19-year old drivers and passengers killed in all traffic crashes by 10% by the end of 2016.

### Objectives

1. To reduce the number of youth between the ages of 15-19 killed in motor vehicle crashes by 10% from a 2013 baseline of 33 fatalities to 30 fatalities.
2. To reduce the number of passengers or “others” killed in 15-19 driver crashes by 10% from a 2013 baseline of 20 fatalities to 18 fatalities.

Table 2 below displays the significant reduction number of teens between the age of 15 to 19 killed in Tennessee crashes from 2012 to 2013.

**Table 2**



Persons Age 15 to 19 Killed in Tennessee Traffic Crashes					
	2009	2010	2011	2012	2013
<b>Drivers</b>	48	46	52	58	33
<b>Others</b>	42	30	25	32	20
<b>Total</b>	90	76	77	90	53

Source: NHTSA. FARS Encyclopedia: Query FARS Data. Online at <http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/SelectYear.aspx>, accessed 04 Jun

## Target 2

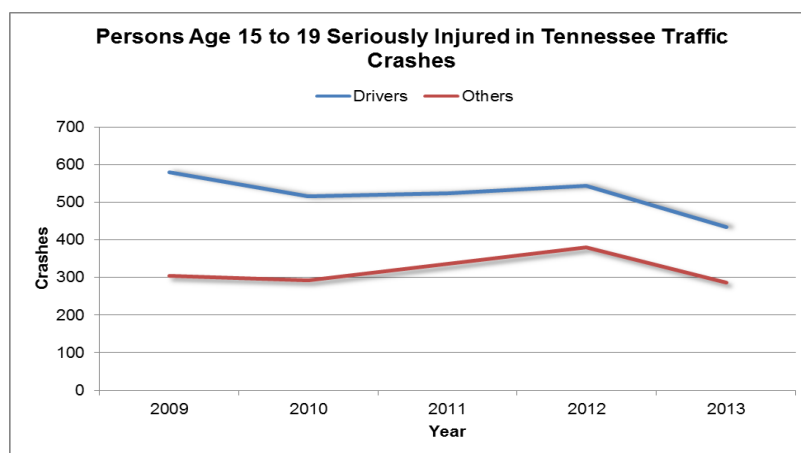
To decrease the number of 15 to 19-year old drivers and passengers seriously injured in all traffic crashes by 10% by the end of 2016.

## Objectives

1. To reduce the number of youth between the ages of 15-19 year old drivers and passengers seriously injured in motor vehicle crashes by 10% from a 2013 baseline of 434 seriously injured to 390 seriously injured.
2. To reduce the number of passenger “others” seriously injured in 15-19 year old driver crashes by 10% from a 2013 baseline of 288 seriously injured to 259 seriously injured.

Table 3 shows that there was a significant reduction in the number of teens aged 15-19 seriously injured between 2012 and 2013 after experiencing an increase during 2011 and 2012.

**Table 3**



Persons Age 15 to 19 Seriously Injured in Tennessee Traffic Crashes					
	2009	2010	2011	2012	2013
<b>Drivers</b>	580	515	524	543	434
<b>Others</b>	306	294	337	382	288

Source: TN Dept. of Safety and Homeland Security, TITAN Division, 04 Jun 2015. (TITAN)

### Target 3

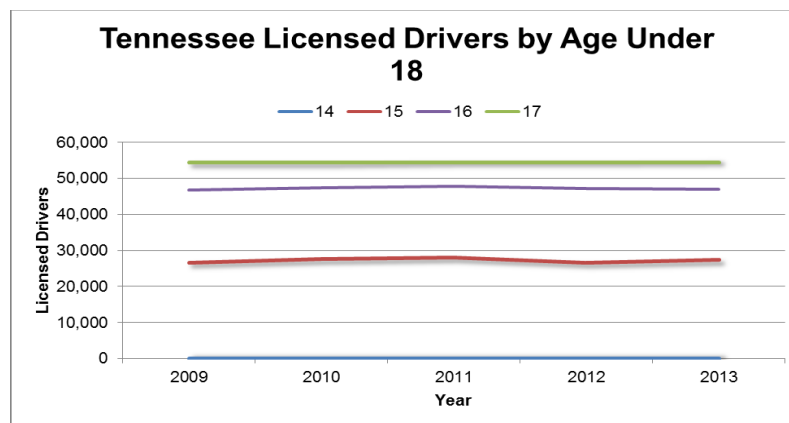
To increase the number of youth aged 15 to 17 year old drivers licensed through the Graduated Driver's licensing process (GDL).

### Objective

1. Increase educational awareness of GDL and its requirements amongst youth drivers and their parents.

While there have been no specific funds earmarked for Graduated Driver's Licensing (GDL), the Tennessee GHSO has continued to find ways to increase GDL awareness by educating not only teens but parents and law enforcement. Table 4 below indicates that 589 more Tennessee teens between the age of 14 and 17 were licensed in 2013 than 2012.

**Table 4**



Tennessee Licensed Drivers by Age Under 18					
Age	2009	2010	2011	2012	2013
14	11	7	10	7	11
15	26,792	27,660	28,106	26,766	27,432
16	46,798	47,451	47,868	47,266	47,107
17	54,657	54,621	54,855	54,858	54,936
Total	128,258	129,739	130,839	128,897	129,486

Source: TN Dept. of Safety and Homeland Security, IT Division, Year-End CountyStat Reports, 04 Jun 2015. (TITAN)

### Current Tennessee Strategies

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

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

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

### **Collaborative Partnerships**

- Through leveraged funding from State Farm Insurance and Nissan North America, the GHSO will provide coordinated teen programming. These programs will continue to focus on collecting information to understand teen perspectives on GDL-related behaviors and on identifying and cultivating a group of teen leaders in localities across the state.
- Continue to work with partners to develop and refine the Click It And Ticket evaluation app for teens.
- Ensure validity of the I Drive Smart driving behavior intention survey developed to serve as an evaluation tool for young driver safety programs.
- Continue to work with the TN Department of Safety and Homeland Security to educate teens and parents on GDL laws and requirements by providing wallet-sized cards and rack cards at all driver testing centers in the state.
- Continue ThinkFast, an interactive awareness game show that appeals to all ages with a high-tech production set, mainstream music, an entertaining host, and informative and engaging trivia. ThinkFast utilizes the Fleetwood Audience Response System (ARS) technology with wireless remote controls that allows teams of students to respond to ThinkFast questions independently. Questions are tailored to present information on both highway and alcohol safety awareness.
- Continue to modify Thinkfast content to include current TN teen crash data and statistics, Graduated Driver's Licensing (GDL) policies, and information about risky driving behaviors, minimum drinking age laws.
- Enforce drinking laws through the use of the CARD program, Comprehensive Alcohol Risk reDuction.

## **ACTIVITIES**

### **Activity: Youth Safety-Comprehensive Alcohol Risk reDuction (CARD)**

#### **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.

### **Objectives**

1. To enforce DUI, illegal sales of alcohol to minors, and traffic laws in the City of Memphis, including the juvenile and young drivers.
2. Decrease the drinking driver crash rate for drivers ages 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. Target the illegal sales of alcohol to minors.

### **Strategies**

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

### **Funded Agencies**

<b>Funded Agencies</b>	<b>Areas of Operation</b>	<b>Estimated 2015-2016</b>	<b>Funding Source</b>
Martin Police Department	Weakley	\$35,000.00	405d
Memphis Police Department	Shelby	\$108,384.00	405d

### **Activity: Elementary and Secondary Schools**

#### **Problem**

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

#### **Objectives**

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

#### **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 to determine program effectiveness.

## Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2015-2016	Funding Source
Cheatham County Schools	Cheatham	\$17,840.00	402
Cookeville Police Department	Putnam	\$26,940.00	402
Sumner Teen Center	Sumner	\$16,400.00	402
TN Technological University	Statewide	\$156,116.57	405b

## Activity: 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. University/college organizations can provide a network for distributing a toolbox of strategies, materials, and program ideas for addressing high-risk youth behaviors.

### Objective

1. To assist 12-13 post-secondary institutions and their communities to implement new and effective impaired driving prevention programs and activities during FFY 2016.

### 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.
- Continue utilization of ThinkFast.

### Self-sufficiency

Communities will provide manpower requirements and will continue efforts once GHSO funding has expired.



## Evaluation

- Administrative number of communities funded.
- Decrease alcohol related vehicle crashes in Davidson County by 5%
- Participating law enforcement will track data in Tracker
- Collect and record results from Thinkfast pre- and post-responses

## Agencies Funded

Funded Agencies	Areas of Operation	Estimated 2015-2016	Funding Source
ASAP of Anderson County	Anderson	\$23,338.17	405d
Davidson County Sheriff's Department	Davidson	\$15,900.00	405d
JACO A	Statewide	\$20,000.00	402
Murfreesboro Housing Authority/CADCOR	Rutherford	\$95,000.00	405d
TjohnE Productions, Inc.	Statewide	\$98,000.00	405d
TN Independent Colleges and Universities Association	Statewide	\$20,010.00	405d

## 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. Social norms prevention strategies can change these perceptions. Program will reach high schools in a high risk county per the county ranking evaluation.

### Objectives

1. 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.
2. Provide 3 years of local data to support need.

### Strategies

- 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.

### **Self-sufficiency**

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

### **Evaluation**

Administrative evaluation will include number of college students and high school students involved in the program; this will include pre/post surveys of perceptions and drinking behavior of program/non-program students.

### **Agency Funded**

<b>Funded Agencies</b>	<b>Areas of Operation</b>	<b>Estimated 2015-2016</b>	<b>Funding Source</b>
TN Secondary School Athletic Association	Statewide	\$60,000.00	405d

### **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 Nashville, 38 % of youth 9-12 reported having at least one drink of alcohol in the past 30 days, and 23% 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) 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 and provide educational awareness, which will focus on the following:

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

### **Evaluation**

This will be accomplished by tracking youth alcohol offenses in targeted communities, collecting compliance check data in coordination with local law enforcement, and tracking exposure of program messaging to youth, adults, and law enforcement.

### **Agency Funded**

<b>Funded Agency</b>	<b>Areas of Operation</b>	<b>Estimated 2015-2016</b>	<b>Funding Source</b>
Mothers Against Drunk Driving	Statewide	\$100,502.10	405d

### **Activity: Teen Driver Safety**

#### **Problem**

Motor vehicle crashes are the leading cause of death for 15 to 20 year olds. Research has shown that this is an at-risk group 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.

#### **Objectives**

To implement programming that addresses the issues of teen traffic safety that puts Tennessee teens most at risk. These include alcohol and drug impaired driving, distracted driving, and seat belt use.

### **Activities**

Teen Traffic Safety

- Increase education and awareness of safe driver behaviors by collaborating with schools and local partners including law enforcement.
- Provide activities and presentations to high school students on safe driving practices and prevention.
- Build public awareness of bad driver consequences through the use of enforcement, media, and other means of public information.
- Utilize driving simulators and instructional materials at community events.
- Present teen driver education and awareness around large trucks to driver education classes.

### **Self Sufficiency**

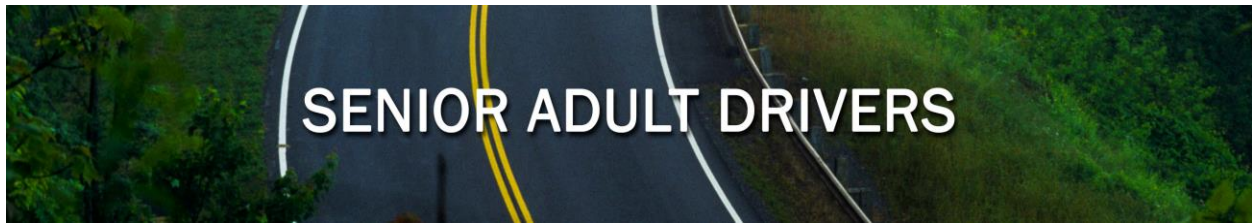
Students and community leaders will be trained in traffic safety and community engagement best practices in order to continue educating youth and the community. Long-term efforts to change the culture of teen traffic safety will be realized and will help to make these programs sustainable.

### **Evaluation**

- Pre- and post- surveys will be administered to youth in order to measure changes in attitudes, increase in knowledge gained, and determine effectiveness.
- Online data will be collected to measure online visits and social media exposure.
- Officer activity and offender information will be analyzed in order to measure effectiveness.

### **Agencies Funded**

<b>Funded Agencies</b>	<b>Areas of Operation</b>	<b>Estimated 2015-2016</b>	<b>Funding Source</b>
Lincoln County Sheriff's Department	Lincoln	\$17,300.00	402
Rutherford County Sheriff's Office	Rutherford	\$27,873.44	402
SADD	Statewide	\$118,845.50	405d/402
TN Trucking Foundation	Statewide	\$50,000.00	402

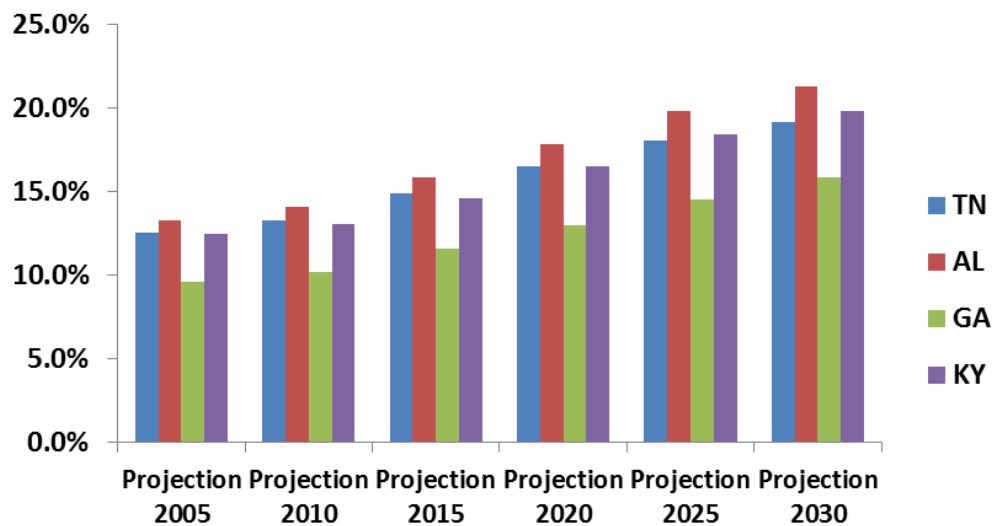


## PROBLEM IDENTIFICATION

The Census Bureau indicates that the greatest amount of growth in the population of senior adults in the United States, ages 65 and older, will occur between the years 2010-2030. In 1900, 1 in 25 individuals in the US was 65 or older in contrast to today, which is 1 in 8 individuals. In some states, like Florida, 1 in 4 individuals is a senior adult. Further, it is estimated that by the middle of the next century, senior adults, ages 65 and over, will outnumber those who are 14 or younger.

Table 1 illustrates a comparison of population projections for senior adults, ages 65 and over, for Tennessee, Alabama, Georgia and Kentucky. Between the years 2005-2030, the percentage of persons 65 and over in Tennessee is expected to increase from 12.5% to 19.2%.

**Table 1: Population Projections for Senior Adults, Ages 65+, Years 2005-2030  
Comparison between TN, AL, GA, and KY**



*Data Source: File 2. Interim State Projections of Population for Five-Year Age Groups and Selected Age Groups by Sex: July 1, 2004 to 2030 U.S. Census Bureau, Population Division, Interim State Population Projections, 2005. Table compiled by the US Administration on Aging*

The National Highway Safety Traffic Administration (NHSTA) reports in Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 7<sup>th</sup> Edition, 2013, that by 2030 the proportion of licensed drivers in the United States ages 65 and over is expected to rise to at least 20%. Trends from 1982 to 2010 indicate that the proportion of

licensed drivers 65 and over rose from 11.2% to 16.1%, while the proportion of these older drivers in fatal crashes rose more rapidly, from 7.0% to 17%.

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

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

Furthermore, as drivers age, their physical and mental abilities, driving behaviors, and crash risks all change; age itself does not determine driving performance. Many features of the current system of roads, traffic signals and controls, laws, licensing practices, and vehicles were not designed to accommodate older drivers. Older Americans are increasingly dependent on driving to maintain their mobility, independence, and health. The challenge is to balance mobility for older drivers with safety for all road users.

The CDC reports some good news, however, about senior driver behaviors while driving: 1) they collectively have a high incidence of seat belt usage; 2) they drive when conditions are the safest; and 3) they have the lowest incidence of impaired driving (CDC website).

The CDC also recommends that older adults can take several steps to stay safe on the road and avoid loss of independence by doing the following:

- Exercising regularly to increase strength, mobility, and flexibility;
- Asking the doctor or pharmacist to review medicines—both prescription and over-the-counter—to reduce side effects and interactions;
- Having eyes checked by an eye doctor at least once a year. Wear glasses and corrective lenses as required;
- Driving during daylight and in good weather;
- Finding the safest route with well-lit streets, intersections with left turn arrows, and easy parking;
- Planning one's route before driving;
- Leaving a large following distance behind the car in front;
- Avoiding distractions in the car, i.e. listening to a loud radio, talking on a cell phone, texting, and eating; and

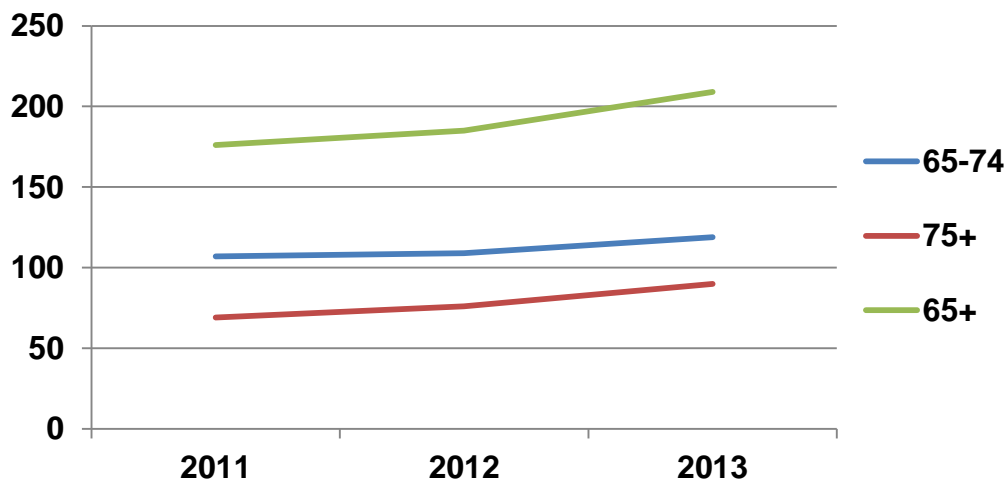
- Considering potential alternatives to driving, such as riding with a friend or using public transit.

Collectively, these recommendations can be placed into categories that align with Tennessee's performance measures for senior driver safety and are outlined in the goals and objectives.

### Tennessee Data about Senior Drivers

Observed data trends for the years 2009-2013 indicate an increase of 27% of fatalities for drivers, ages 65 and older from 162 to 206. The 4- and 3- year trends indicate a 20% increase in fatalities from 2010–2013, and a 17% increase in fatalities from 2011-2013. Without focused motor vehicle safety initiatives to support the reduction of fatalities and serious injury, the rise of fatalities will continue. Table 2 illustrates the number of Tennessee senior adult fatalities, ages 65+, involved in traffic crashes. For all age groupings, 65-74, 75 and over, and 65+, there was an increase in the percentage of fatalities between the years 2011-2013 of +11.2%, +30%, and +19% respectively. Seniors, 75 and older, experienced a higher percent increase in fatalities of 30%, compared to their younger counterparts ages 65-74. During the same time, the average number of senior adult fatalities, from motor vehicle crashes annually, was 190 for ages 65+.

**Table 2: Tennessee Fatalities – Senior Drivers Ages 65 and Over 2011-2013**



Source: Fatalities 2002-2009: NHTSA FARS FTP at <ftp://ftp.nhtsa.dot.gov/FARS>, accessed July 2011.

Fatalities 2010 to Present: NHTSA. FARS Encyclopedia: Query FARS Data. Online at <http://www-fars.nht>.

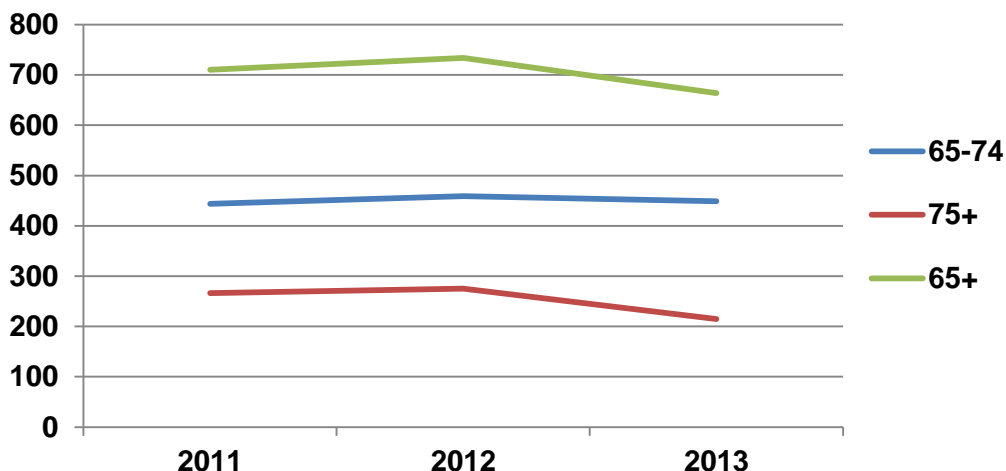
Other Data: TN Dept. of Safety and Homeland Security, Titan Division, 04 June 2015. (TITAN)

Table 3 illustrates the relationship between the same age grouping and the number of serious crashes that resulted between the same years of 2011-2013. Visible is the reduction of crashes between the same years. While there was a change of -6% for the larger grouping, 65+, the most significant reduction was in the age group, 75+, which suggests that due to their frailty and fragility, more of them died at a greater percentage than their counterparts who were younger,



ages 65-74. The average number of senior adult serious injuries from motor vehicle crashes annually, was 702 for ages 65+.

**Table 3: Serious Injuries in Tennessee Traffic Crashes Ages 65 and Over**

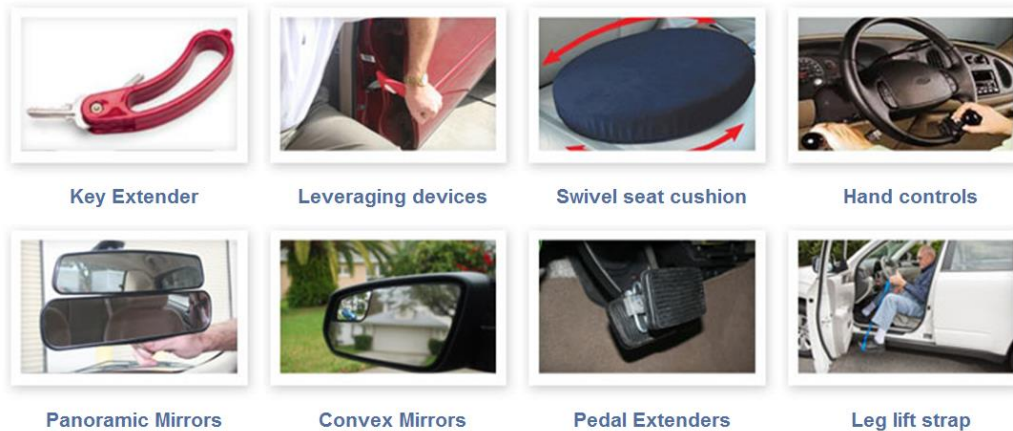


Source: Fatalities 2002 -2009: NHTSA FARS FTP at <ftp://ftp.nhtsa.dot.gov/FARS>, accessed July 2011.  
Fatalities 2010 – 2015: TN Dept. of Safety and Homeland Security, FARS Division SharePoint Service  
Other Data: TN Dept. of Safety and Homeland Security, TITAN Division, 04 June 2015. (TITAN)

### Countermeasures that Work: Communication and Outreach

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

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



CarFit is currently being implemented in Tennessee throughout three of the four regions. Expansion efforts are planned for the western part of the state as early as October 2015.

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

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

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

Currently, transportation safety and mobility resources are being developed for distribution to Department of Motor Vehicle locations and physician offices. These include the following items: 1) Rack Display Card: Senior Driver Safety Tips for distribution to 42 DMV locations throughout Tennessee; 2) Posters for distribution to physician offices; 3) Tennessee's Manual for Aging Drivers; and 4) Talking Points documents.

## TARGETS AND OBJECTIVES

### Target 1: Program Management & Evaluation

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

## **Objectives**

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

## **Target 2: Data Collection & Analysis**

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

## **Objectives**

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

## **Target 3: Outreach & Education**

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

## **Objectives**

1. Increase awareness of information and resources available for aging road users relating to safety, mobility, and quality of life.
2. Provide information and resources to support all emphasis areas.
3. Increase the use of resources, information, and services available through the GHSA's website, Aging Driver Safety page.

## **Target 4: Prevention & Early Recognition**

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

## **Objectives**

1. Increase early detection of aging at-risk drivers through improved strategies for identification.
2. Increase the resources, tools, and information available to aging road users with visual, cognitive, health related progressive disease/illness, and physical impairment.
3. Begin efforts to work with physicians and/or the medical community to recognize and report aging-at-risk-drivers.

### **Target 5: Assessment, Remediation & Rehabilitation**

Enhance aging road user safety and mobility through assessment, remediation, and rehabilitation.

#### **Objective**

1. Increase access of low income aging road users to assessment, remediation, and rehabilitation resources

### **Target 6: Licensing & Enforcement**

Promote safe driving and mobility for aging road users through licensing and enforcement.

#### **Objective**

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

### **Target 7: Advocacy & Policy**

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

#### **Objectives**

1. Increase communication (data) opportunities to inform elected officials about the importance of safety, access, and mobility for aging road users.
2. Promote incorporation of goals, objectives, and strategies in the Aging Road User Strategic Safety Plan into national, state, regional, and local plans.

### **Target 8: Transitioning from Driving**

Work to bridge the gap between driving retirement and mobility independence.

## **Objective**

1. Increase awareness about local services to support alternative transportation mobility options at the community and/or county level.

## **Target 9: Aging in Place**

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

## **Objectives**

1. Educate stakeholders about the benefits of aging in place.
2. Provide information about aging in place on the Aging Road User website.

## **Target 10: Other Road Users**

Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists and other non-motorized vehicles).

## **Objective**

1. Increase awareness of the safety, access, and mobility needs of aging vulnerable road users among stakeholders.

# **TENNESSEE'S SENIOR DRIVER INITIATIVES**

## **Tennessee Coalition for Aging Driver Safety**

To prepare and meet the challenges of Tennessee's aging population, the Tennessee Department of Transportation (TDOT) Governor's Highway Safety Office (GHSO) will be implementing a program targeting senior drivers to improve the safety, access, and mobility of Tennessee's aging population.

In October 2014, to further their effort to keep up with the growth trends, the TDOT GHSO along with 65 individuals statewide met for the Senior Driver Summit in Murfreesboro Tennessee. Since many of these agencies, organizations, and group have responsibilities and interests in aging road users, they joined together to form the Tennessee Coalition for Aging Safety. The coalition includes professionals from the following organizations: AAA Auto Club South, AARP, Area Agencies for Aging and Disability (AAAD), Tennessee Commission on Aging. Tennessee Department of Health, Tennessee Tech University, Tennessee Highway Patrol, Tennessee Department of Incidence Management, Tennessee Department of Safety and Homeland Security, Tennessee Emergency Medical Services, Governor's Highway Safety Office, Tennessee Department of Motor Vehicles, Belmont University, senior centers throughout

Tennessee, county and city level police and EMS services, Greater Nashville Regional Council, and Hospital Corporation of America (HCA).

### **Occupational Therapist Assessments for Low-income Senior Drivers**

The Madison Jackson Medical Center will provide assessments of senior drivers and provide additional support for those who need additional driving services from a licensed Occupational Therapist and Certified Driving Rehabilitation Specialist (CDRS). This program will impact senior drivers in the western region of the state, specifically 17 counties that include the following: Benton, Carroll, Chester, Crockett, Decatur, Dyer, Gibson, Hardeman, Hardin, Haywood, Henderson, Henry, Lauderdale, Madison, McNairy, Obion, and Weakley.

### **Objectives**

1. Train CarFit technicians and event coordinators at the local community
2. Expand Yellow Dot to support and improve outcomes for vulnerable senior drivers
3. Encourage participation in AAA and AARP educational training courses to support driver improvement and insurance discounts
4. Train and encourage provision of Drive Smart; Live Well initiative to support local awareness objectives and strong community collaboration

### **Evaluation**

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

<b>WHO</b>	<b>WHAT</b>
Jackson Madison OT	<ul style="list-style-type: none"><li>• Use of adaptive devices – manufacture, training, and instruction on usage</li><li>• Number of assessed participants recommended to driving improvement classes</li><li>• Number of assessed participants who undergo additional training with an OT therapist</li><li>• Number of participants who undergo a road test</li><li>• Number of participants whose license is revoked</li><li>• Number of assessed drivers with pedal application errors</li></ul>
Survey: Principal Investigator Dr. Debra Gibbs	<ul style="list-style-type: none"><li>• Survey development , data collection, analysis, and reporting to NHTSA (inclusion of all data collected as part of the effort)</li></ul>

Senior Centers and Area Agencies on Aging and Disability	<ul style="list-style-type: none"> <li>• Number of training classes for initiatives CarFit and Drive Smart; Live Well</li> <li>• Number of seniors who use transportation options provided by the AAAD</li> <li>• Number of senior drivers who decide to quit driving: TBD</li> </ul>
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#### Agency Funded

Funded Agency	Areas of Operation	Estimated 2015-2016	Funding Source
Jackson-Madison County General Hospital	Madison	\$50,812.64	402

NOTE: These resources are estimated and are based on the 2014-2015 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 the grant is authorized for the FFY 2016 grant year. Approved grantees will be notified of any changes.





# PEDESTRIAN/BICYCLIST SAFETY

## PROBLEM IDENTIFICATION

Every year, Tennessee sees crashes and fatalities involving our pedestrians. The term pedestrians refer to anyone on foot, walking, jogging, hiking, sitting, or lying down who is involved in motor vehicle traffic crashes. Pedestrians are considered vulnerable road users; in 2013, Tennessee had 80 pedestrian fatalities, a marked increase from the year before, which was 67.

Fatalities involving cyclists are also a cause for concern. In both 2012 and 2013, Tennessee had 8 pedalcyclist fatalities. In 2013, pedalcyclist fatalities accounted for 0.8% of the state's fatalities, which translated into a fatality rate of 1.23, which is lower than the national rate of 2.35. Tennessee state law considers bicycles to be vehicles when operated on the roadway and requires bicyclists to obey the same traffic rules as motorists.

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

## TARGET AND PERFORMANCE MEASURES

### Target

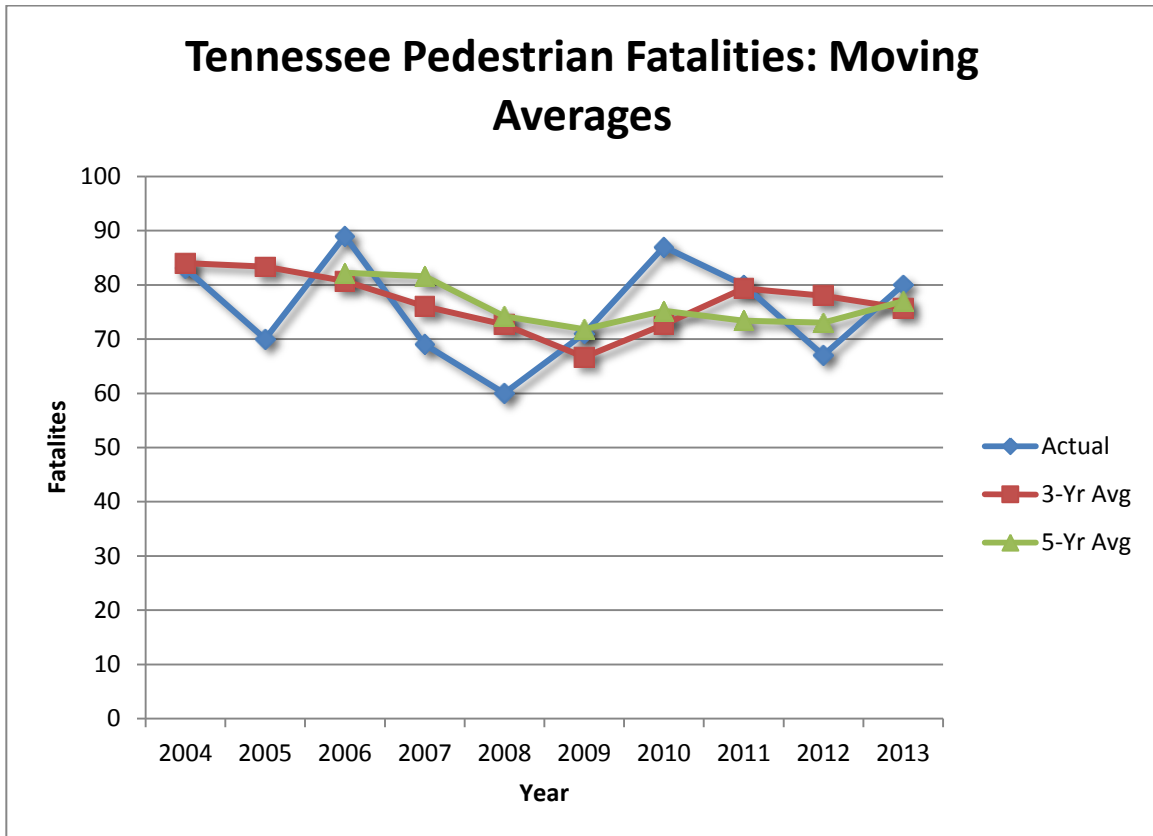
To reduce pedestrian risk of injury and death in motor vehicle crashes by conducting enforcement, offering training, establishing partnerships, and launching public information initiatives.

### Core Performance Measures

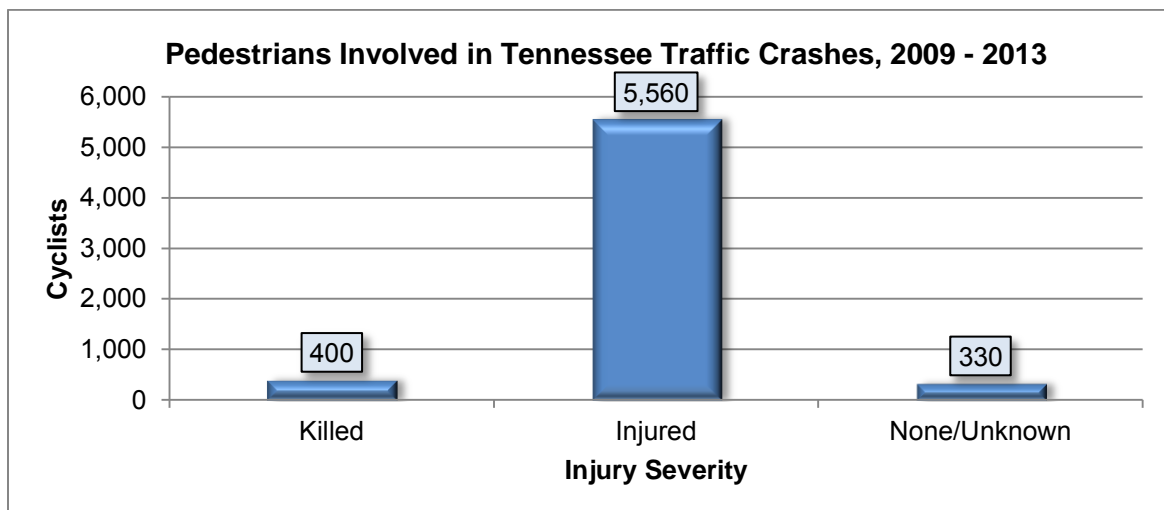
1. To reduce the number of pedestrian fatalities from a 2013 baseline of 80 to 76 in 2016 (Based on a 5 Year Linear Regression Trend Analysis)
2. To decrease the number of bicycle fatalities from a 2013 baseline of 8 to 7 in 2016 (Based on a 5 Year Linear Regression Trend Analysis)

## SUPPORT DATA

**Performance Measure:** To reduce the number of pedestrian fatalities from a 2013 baseline of 80 to 76 in 2016 (Based on a 5 Year Linear Regression Trend Analysis)



Injuries are also an important consideration. During 2009-2013, 5,560 pedestrians in Tennessee were injured as seen in the following graph.



The table shows Tennessee's pedestrian fatalities from 2009-2013 by county. Counties with no fatalities during this time period are not included.

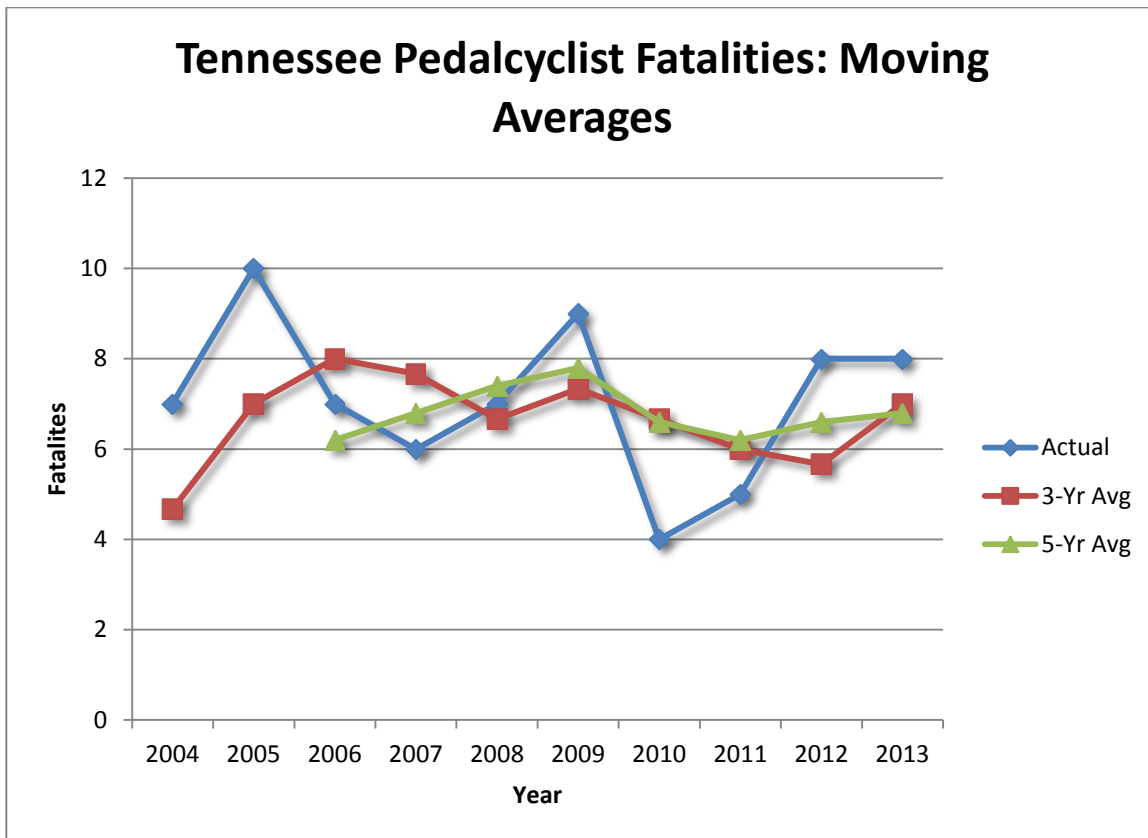
### Tennessee's Pedestrian Fatalities by County

County Name	Fatalities					Total per County
	2009	2010	2011	2012	2013	
Anderson County	2	0	0	1	0	3
Blount County	1	1	0	1	1	4
Bradley County	2	1	0	1	0	4
Campbell County	0	1	0	2	0	3
Cannon County	0	0	1	0	0	1
Carter County	1	0	0	1	2	4
Cheatham County	0	0	1	0	1	2
Chester County	0	2	0	0	0	2
Cocke County	1	1	1	1	1	5
Coffee County	2	2	4	0	1	9
Crockett County	0	0	0	1	0	1
Cumberland County	0	0	0	2	0	2
Davidson County	11	14	12	17	12	66
Dekalb County	1	0	2	0	0	3
Dickson County	0	0	1	2	0	3
Franklin County	1	0	0	0	0	1
Gibson County	0	1	0	0	1	2
Giles County	1	0	1	0	1	3
Grainger County	0	2	0	0	0	2
Greene County	1	3	1	2	1	8
Grundy County	0	2	0	0	0	2
Hamblen County	0	0	2	1	1	4
Hamilton County	9	3	4	0	6	22
Hardin County	0	0	0	1	0	1
Hawkins County	0	1	2	0	0	3
Haywood County	0	1	1	0	1	3
Henderson County	0	0	1	0	0	1
Henry County	0	0	1	0	0	1
Hickman County	0	0	1	0	0	1
Humphreys County	0	1	0	0	1	2
Jackson County	1	0	0	0	0	1
Jefferson County	0	1	0	1	0	2
Knox County	6	6	5	6	4	27
Lake County	0	0	1	0	0	1
Lauderdale County	0	0	0	0	2	2
Lawrence County	0	0	1	0	0	1
Lewis County	1	0	0	0	0	1
Lincoln County	0	2	0	0	0	2

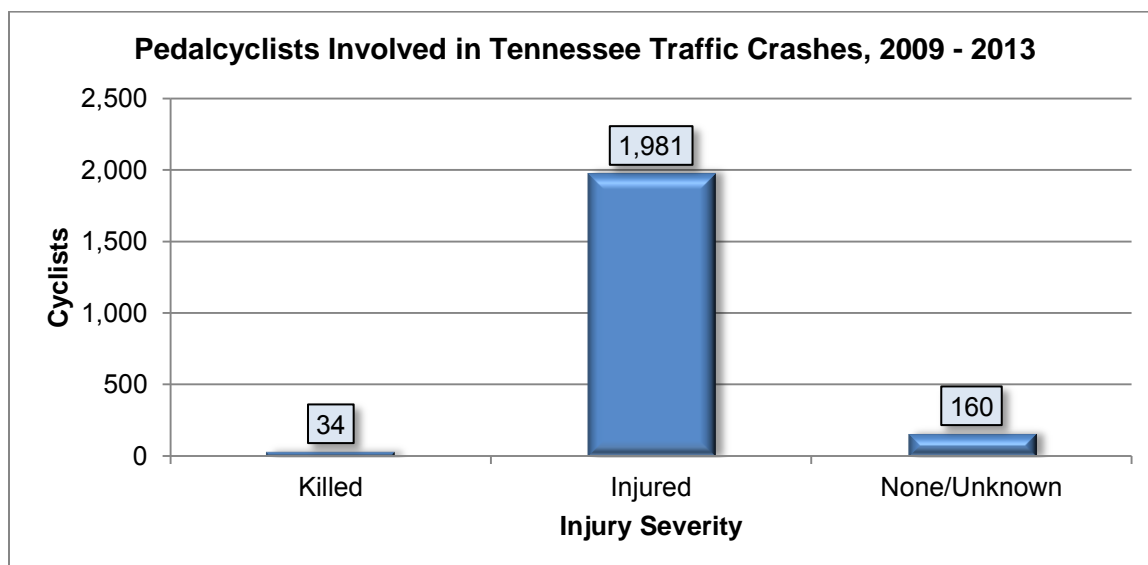
Macon County	0	0	0	0	1	1
Madison County	0	1	3	1	2	7
Marion County	0	1	0	1	0	2
Marshall County	0	0	0	0	1	1
Maury County	0	0	0	2	0	2
McMinn County	0	1	0	0	0	1
McNairy County	0	0	0	0	1	1
Meigs County	0	0	0	0	1	1
Monroe County	1	0	1	1	0	3
Montgomery County	2	5	4	2	3	16
Morgan County	1	0	0	0	0	1
Putnam County	0	0	1	0	0	1
Rhea County	1	0	0	0	0	1
Roane County	0	2	0	1	1	4
Robertson County	0	1	1	1	0	3
Rutherford County	1	4	2	0	1	8
Sevier County	0	1	2	2	0	5
Shelby County	19	12	17	12	26	86
Stewart County	0	1	0	0	0	1
Sullivan County	1	5	1	2	1	10
Sumner County	1	1	2	0	1	5
Tipton County	1	1	0	1	1	4
Trousdale County	0	2	0	0	0	2
Unicoi County	0	0	1	0	0	1
Union County	0	1	0	0	0	1
Van Buren County	0	0	0	0	0	0
Warren County	1	0	0	0	0	1
Washington County	0	1	0	0	0	1
Weakley County	0	0	0	1	0	1
Williamson County	0	1	0	0	2	3
Wilson County	1	1	2	0	2	6
<b>Total per Year</b>	<b>71</b>	<b>87</b>	<b>80</b>	<b>67</b>	<b>80</b>	

Source: NHTSA. State Traffic Safety Information. Online at [http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nscsa/STSI/47\\_TN/2013/](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nscsa/STSI/47_TN/2013/), accessed June 22, 2015.

**Performance Measure:** To decrease the number of bicyclist fatalities from a 2013 baseline of 8 to 7 in 2016 (Based on a 5 Year Linear Regression Trend Analysis)



The following graph shows injury severity for pedalcyclists involved in crashes during 2009-2013.



The table shows Tennessee's bicycle fatalities from 2009-2013 by county. Counties with no fatalities during this time period are not included.

### Tennessee's Bicycle Fatalities by County

County Name	Fatalities					Total per County
	2009	2010	2011	2012	2013	
Cocke County	0	0	1	0	0	1
Coffee County	0	0	0	1	0	1
Davidson County	1	0	0	1	0	2
Dekalb County	0	0	0	0	1	1
Dickson County	0	0	0	1	0	1
Fayette County	1	0	0	0	0	1
Hamilton County	2	0	1	0	1	4
Henry County	0	0	0	0	1	1
Humphreys County	0	0	0	0	1	1
Knox County	0	0	0	0	1	1
Lincoln County	0	1	0	0	0	1
Marshall County	0	0	0	1	0	1
McMinn County	1	0	0	0	0	1
Overton County	0	0	0	1	0	1
Roane County	1	0	0	0	0	1
Sevier County	1	0	0	0	0	1
Shelby County	2	2	1	1	0	6
Smith County	0	0	0	0	1	1
Sullivan County	0	0	0	0	1	1
Sumner County	0	1	1	0	0	2
Tipton County	0	0	0	0	1	1
Washington County	0	0	1	0	0	1
White County	0	0	0	2	0	2
Total per Year	9	4	5	8	8	

Source: NHTSA. State Traffic Safety Information. Online at [http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nscsa/STSI/47\\_TN/2013/Tennessee\\_Map\\_17\\_DATA\\_2013.PDF](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nscsa/STSI/47_TN/2013/Tennessee_Map_17_DATA_2013.PDF), accessed June 26, 2015.

## STRATEGIES FOR DECREASING BICYCLE/PEDESTRIAN FATALITIES AND INJURIES

### Strategies Selected for 2016

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

1. To provide funds to agencies for the purpose of increasing pedestrian education, bicycle safety education, and enforcement. Education can include promoting bicycle helmet use. Enforcement includes more aggressive enforcement of pedestrian traffic laws, particularly near schools, greenways, and other locations with larger numbers of vulnerable road users.
2. Enhance driver awareness of bicyclists and pedestrians on the roads through communication efforts on social media as well as at the GHSO's website, [tntrafficsafety.org](http://tntrafficsafety.org), which has a page dedicated to bicycle and pedestrian safety resources.
3. Enhance bicyclist/pedestrian safety expertise among state and local law enforcement and other traffic safety advocates by offering a bicycle/pedestrian session at the annual Lifesavers conference
4. Offer the Traffic Crash Investigations involving Bicycle and Pedestrians course to law enforcement.
5. Continue to conduct road safety audits to identify potential safety issues. The Tennessee Department of Transportation's Bicycle and Pedestrian Coordinator attends or reviews road safety audits and makes recommendations to improve bicycle and pedestrian safety when warranted.
6. Continue the Safe Routes to School program, which is operated through the Tennessee Department of Transportation. A member of the GHSO is a member of the review team.

NHTSA's publication, Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013, highlights the significance of this emphasis area, outlines several strategies to reduce pedestrian fatalities, and discusses appropriate countermeasures to bring about reductions. Two strategies identified to reduce pedestrian fatalities are targeted enforcement and communications and outreach. Three countermeasures to reduce bicycle injuries and fatalities are bicycle education for children, Safe Routes to School, and enforcement strategies. The aforementioned strategies are included in Tennessee's planned programs for FFY 2016.

### **Activities**

In 2011 and again in 2013, the city of Knoxville had 5 pedestrian fatalities. In 2013, there were 87 pedestrian injuries on Knoxville roads. The fatalities, injuries, and property information over a three-year period has remained relative similar, at 92, 98, and 95 in years 2011, 2012, and 2013 respectively.

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

The Hamilton County Sheriff's Department will offer a program targeted at both bicyclists/pedestrians. The goal of the Safety Initiative for Bicyclists and Pedestrians program is



to reduce the rate of death and injury to adults and children in bicycle and pedestrian crashes in the Mid-Cumberland region of Tennessee.

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

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

### **Self-sufficiency**

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

### **Evaluation**

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

### **Agencies Funded**

<b>Funded Agencies</b>	<b>Areas of Operation</b>	<b>Estimated 2015-2016</b>	<b>Funding Source</b>
Hamilton County Sheriff's Office	Mid-Cumberland Region	\$39,489.00	402
Knoxville Police Department	Knox	\$20,000.00	402



## INTEGRATED COMMUNICATIONS PLAN

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

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

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

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

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

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

### Tasks:

- Develop, plan, and implement the campaigns corresponding to the 2016 NHTSA Communications Calendar utilizing various media outlets in conjunction with statewide law enforcement activities.
- Identify media outlets that can be utilized throughout the grant year, such as sports venues and special events, where the target demographic will be in attendance.

- Conduct attitudinal and perception assessments for select campaign periods utilizing the UTCTR.

**Funds:** Federal funding for the media marketing will include 154, 402, 405b, 405d, 405f and 2010, along with any new funding sources made available to the GHSO.

## **MEDIA SERVICES & PARTNERSHIPS**

### **Contracted Media Services**

The GHSO will continue a contractual agreement with The Tombras Group to provide media, marketing, and advertising services. The services feature design, production purchasing and administrative reconciliation services to assist the state in its efforts to inform and educate the public on traffic safety issues. The primary services encompass the purchasing of radio spots, television (network and cable) time, social media accounts and online advertising space to dispense various GHSO traffic safety related messages.

The planned media purchased on behalf of the GHSO for campaigns is largely aligned with the NHTSA Communications Calendar. There are additional planned media purchases made on behalf of the GHSO (e.g. Super Bowl, March Madness and Cinco de Mayo). Here, consumption of alcoholic beverages for the target demographic is promoted higher than other periods. The standard campaigns and the corresponding primary messages for which The Tombras Group will purchase media include the following:

- Holiday Campaign – Booze It and Lose It
- Distracted Driving – Thumbs Down to Texting & Driving
- Motorcycle Safety Awareness – Share the Road
- Occupant Protection – Click It or Ticket and Buckle Up Tennessee
- 100 Days of Summer Heat – Booze It and Lose It
- July 4th – Booze It and Lose It
- Labor Day Campaign – Booze It and Lose It

### **Media Partnership Contracts**

The Governor's Highway Safety Office will participate in a number of sports-related media partnerships including the following:

#### **Professional Athletic Teams**

- Tennessee Titans (football)
- Nashville Predators (hockey)
- Memphis Grizzlies (basketball)

## Collegiate Athletic Teams

- The University of Tennessee (football and men's & women's basketball)
- Vanderbilt University (football, men's & women's basketball, and baseball)
- The University of Memphis (football and men's basketball)
- Middle Tennessee State University (football along with men's and women's basketball)

The GHSO will partner with private entities across the state to deliver its messages at venues such as the Southern Heritage Classic (a football game between two historically black colleges), the Music City Bowl, and the Liberty Bowl; the 8 minor league baseball teams in Tennessee; the 15 motorsports venues in Tennessee; 357 high school teams' sports promotions statewide; and nineteen (19) Department of Motor Vehicles offices statewide. Additionally, the GHSO anticipates it will identify added public events that attract the target demographic group during FY 2016.

Throughout FY 2016, the Booze It and Lose It tag will be utilized at high school events through the Tennessee Secondary School Athletic Association (TSSAA). Here, partnership occurs where both male and female athletic teams across the state compete. These include high school softball, football, basketball, baseball, track and soccer championships. These events collectively attract a large number of students in addition to parents, grandparents, and other interested tourists throughout the state.

The GHSO will provide approximately 5,000,000 tickets for high school sporting events. These tickets promote the Buckle Up Tennessee message to students, parents, and attendees of sporting events across the state.

## PRIMARY CAMPAIGN MESSAGES

### Booze It and Lose It

The Booze It and Lose It message will be utilized with enforcement activities during the Holiday, 100 Days of Summer Heat, and Labor Day campaign periods and will target "risk takers" (men 18-29) and "blue collars" (men 25-34) demographic groups. The campaigns will include radio spots, television (network and cable) time, social media accounts, and online advertising space. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

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

- The frequency will be such that the target audience will see or hear the message a minimum of 3 times per campaign period.

The FY 2016 plan includes a diversity strategy to influence the driving behavior of the Hispanic community. Through a partnership with Conexión Americas, a DUI education and outreach service will be providing educational campaign materials for Manejar Borracho and one-on-one interaction with the Hispanic community. There are also promotional media efforts utilizing radio spots and print advertisements.

### **Click It or Ticket**

The Click It or Ticket campaign will be utilized with an enforcement message through designated campaign periods and will target “risk takers” (men 18-29) and “blue collars” (men 25-34) demographic groups to increase seat belt usage for this high risk demographic. The campaign will include radio spots, television (network and cable) times, social media accounts, and online advertising space. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

- 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**

The Motorcycle Awareness campaign will utilize a Share the Road behavioral message through specific campaign periods and will target drivers of other vehicles. The specific age category is adults 18 to 54 years old. The campaign will include radio spots, television (network and cable) time, social media accounts, and online advertising space. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

- The measure for each media market purchased for radio will be a minimum of 150-200 GRP’s per week.
- These GRP’s levels will deliver the sufficient reach to the target audience of all viewers and listeners ages 18-54.
- The frequency will be such that the target audience will see or hear the message a minimum of 3 times per campaign period.

## Media Evaluations

The UTCTR at Knoxville will be conducting interviews with residents of the state of Tennessee. These interviews will measure driving habits and awareness of traffic safety slogans. Specifically, respondents will be asked, both pre- and post- campaign, about their recollection and recognition of two slogans: Click It or Ticket and Booze It and Lose It. The timing of these interviews is scheduled to coincide with three selected media campaigns sponsored by the GHSO. The campaigns are the Holiday campaign, the Click It or Ticket campaign, and 100 Days of Summer Heat. The findings of these surveys will be used as a tool to determine if campaigns have been successful in reaching the target audience for the specific message.

Although an attitudes and perception survey is no longer a requirement, an attitudes and perceptions survey of both pre- and post- campaign sampling, along with cell phones and web surveys, will be conducted for selected campaign periods. The evaluation reports will be submitted to the GHSO and excerpts included in the Annual Media Report to NHTSA. The GHSO continues to use the perception survey to measure, manage, and direct its media outreach and, as a result, increase the statewide efforts.

## Agency Funded

Funded Agency	Areas of Operation	Estimated 2015-2016	Funding Source
The University of Tennessee	Statewide	\$126,755.94	402

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

State: Tennessee

Fiscal Year: 2016

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)(1)(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, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
  - (I) 80 percent or more of its annual gross revenues in Federal awards;
  - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and



(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

### **NONDISCRIMINATION**

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. 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. 100-259), 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 U.S.C. 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:
  - o The dangers of drug abuse in the workplace.
  - o The grantee's policy of maintaining a drug-free workplace.
  - o Any available drug counseling, rehabilitation, and employee assistance programs.
  - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
  - o Abide by the terms of the statement.
  - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

- 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—
  - o Taking appropriate personnel action against such an employee, up to and including termination.
  - o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- 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. 5323(j)), which contains the following requirements:

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

#### **POLITICAL ACTIVITY (HATCH ACT)**

(applies to subrecipients as well as States)

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

#### **CERTIFICATION REGARDING FEDERAL LOBBYING**

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

#### **RESTRICTION ON STATE LOBBYING**

(applies to subrecipients as well as States)

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

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

(applies to subrecipients as well as States)

##### Instructions for Primary Certification

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

contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

### **POLICY 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 Web site at [www.nhtsa.dot.gov](http://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, DC metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its Web site at [www.trafficsafety.org](http://www.trafficsafety.org).

### **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

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

### **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)(1)(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 physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

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. 402(j))

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.

 \_\_\_\_\_ 06-26-2015  
Signature Governor's Representative for Highway Safety Date

**John C. Schroer**

\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety



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

State: Tennessee

**Highway Safety Plan Cost Summary**

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For Approval

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2016-00-00-00		\$ .00	\$275,000.00	\$ .00	\$275,000.00	\$275,000.00	\$ .00
	<b>Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$275,000.00</b>	<b>\$ .00</b>	<b>\$275,000.00</b>	<b>\$275,000.00</b>	<b>\$ .00</b>
<b>Emergency Medical Services</b>								
	EM-2016-00-00-00		\$ .00	\$8,959.04	\$ .00	\$44,795.22	\$44,795.22	\$44,795.22
	<b>Emergency Medical Services Total</b>		<b>\$ .00</b>	<b>\$8,959.04</b>	<b>\$ .00</b>	<b>\$44,795.22</b>	<b>\$44,795.22</b>	<b>\$44,795.22</b>
<b>Motorcycle Safety</b>								
	MC-2016-00-00-00		\$ .00	\$32,512.96	\$ .00	\$162,564.80	\$162,564.80	\$162,564.80
	<b>Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$32,512.96</b>	<b>\$ .00</b>	<b>\$162,564.80</b>	<b>\$162,564.80</b>	<b>\$162,564.80</b>
<b>Pedestrian/Bicycle Safety</b>								
	PS-2016-00-00-00		\$ .00	\$11,897.80	\$ .00	\$59,489.00	\$59,489.00	\$59,489.00
	<b>Pedestrian/Bicycle Safety Total</b>		<b>\$ .00</b>	<b>\$11,897.80</b>	<b>\$ .00</b>	<b>\$59,489.00</b>	<b>\$59,489.00</b>	<b>\$59,489.00</b>
<b>Police Traffic Services</b>								
	PT-2016-00-00-00		\$ .00	\$600,791.70	\$ .00	\$3,003,958.51	\$3,003,958.51	\$1,703,958.51
	<b>Police Traffic Services Total</b>		<b>\$ .00</b>	<b>\$600,791.70</b>	<b>\$ .00</b>	<b>\$3,003,958.51</b>	<b>\$3,003,958.51</b>	<b>\$1,703,958.51</b>
<b>Traffic Records</b>								
	TR-2016-00-00-00		\$ .00	\$160,000.00	\$ .00	\$800,000.00	\$800,000.00	\$800,000.00
	<b>Traffic Records Total</b>		<b>\$ .00</b>	<b>\$160,000.00</b>	<b>\$ .00</b>	<b>\$800,000.00</b>	<b>\$800,000.00</b>	<b>\$800,000.00</b>
<b>Driver Education</b>								
	DE-2016-00-00-00		\$ .00	\$54,915.79	\$ .00	\$274,578.94	\$274,578.94	\$274,578.94
	<b>Driver Education Total</b>		<b>\$ .00</b>	<b>\$54,915.79</b>	<b>\$ .00</b>	<b>\$274,578.94</b>	<b>\$274,578.94</b>	<b>\$274,578.94</b>
<b>Safe Communities</b>								
	SA-2016-00-00-00		\$ .00	\$91,871.95	\$ .00	\$459,359.77	\$459,359.77	\$ .00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	<b>Safe Communities Total</b>		<b>\$0.00</b>	<b>\$91,871.95</b>	<b>\$0.00</b>	<b>\$459,359.77</b>	<b>\$459,359.77</b>	<b>\$0.00</b>
	<b><i>Paid Advertising</i></b>							
		PM-2016-00-00-00	\$0.00	\$0.00	\$0.00	\$220,000.00	\$220,000.00	\$0.00
	<b>Paid Advertising Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$220,000.00</b>	<b>\$220,000.00</b>	<b>\$0.00</b>
	<b><i>NHTSA 402 Total</i></b>		<b>\$0.00</b>	<b>\$1,235,949.24</b>	<b>\$0.00</b>	<b>\$5,299,746.24</b>	<b>\$5,299,746.24</b>	<b>\$3,045,386.47</b>
	<b><i>154 Transfer Funds</i></b>							
	<b><i>154 Alcohol</i></b>							
		154AL-2016-00-00-00	\$0.00	\$0.00	\$0.00	\$9,071,056.48	\$9,071,056.48	\$8,371,056.48
	<b>154 Alcohol Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$9,071,056.48</b>	<b>\$9,071,056.48</b>	<b>\$8,371,056.48</b>
	<b><i>154 Paid Media</i></b>							
		154PM-2016-00-00-00	\$0.00	\$0.00	\$0.00	\$2,550,000.00	\$2,550,000.00	\$0.00
	<b>154 Paid Media Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$2,550,000.00</b>	<b>\$2,550,000.00</b>	<b>\$0.00</b>
	<b><i>154 Transfer Funds Total</i></b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$11,621,056.48</b>	<b>\$11,621,056.48</b>	<b>\$8,371,056.48</b>
	<b><i>MAP 21 405b OP Low</i></b>							
	<b><i>405b Low HVE</i></b>							
		M2HVE-2016-00-00-00	\$0.00	\$38,013.70	\$0.00	\$190,068.48	\$190,068.48	\$0.00
	<b>405b Low HVE Total</b>		<b>\$0.00</b>	<b>\$38,013.70</b>	<b>\$0.00</b>	<b>\$190,068.48</b>	<b>\$190,068.48</b>	<b>\$0.00</b>
	<b><i>405b Low Public Education</i></b>							
		M2PE-2016-00-00-00	\$0.00	\$0.00	\$0.00	\$780,000.00	\$780,000.00	\$0.00
	<b>405b Low Public Education Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$780,000.00</b>	<b>\$780,000.00</b>	<b>\$0.00</b>
	<b><i>405b Low Community CPS Services</i></b>							
		M2CPS-2016-00-00-00	\$0.00	\$151,223.31	\$0.00	\$756,116.57	\$756,116.57	\$0.00
	<b>405b Low Community CPS Services Total</b>		<b>\$0.00</b>	<b>\$151,223.31</b>	<b>\$0.00</b>	<b>\$756,116.57</b>	<b>\$756,116.57</b>	<b>\$0.00</b>
	<b><i>405b Low OP Information System</i></b>							
		M2OP-2016-00-00-00	\$0.00	\$33,226.72	\$0.00	\$166,133.59	\$166,133.59	\$0.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	<b>405b Low OP Information System Total</b>		<b>\$ .00</b>	<b>\$33,226.72</b>	<b>\$ .00</b>	<b>\$166,133.59</b>	<b>\$166,133.59</b>	<b>\$ .00</b>
	<b>MAP 21 405b OP Low Total</b>		<b>\$ .00</b>	<b>\$222,463.73</b>	<b>\$ .00</b>	<b>\$1,892,318.64</b>	<b>\$1,892,318.64</b>	<b>\$ .00</b>
	<b>MAP 21 405c Data Program</b>							
	<b>405c Data Program</b>							
	M3DA-2016-00-00-00		\$ .00	\$225,856.80	\$ .00	\$1,129,284.00	\$1,129,284.00	\$ .00
	<b>405c Data Program Total</b>		<b>\$ .00</b>	<b>\$225,856.80</b>	<b>\$ .00</b>	<b>\$1,129,284.00</b>	<b>\$1,129,284.00</b>	<b>\$ .00</b>
	<b>MAP 21 405c Data Program Total</b>		<b>\$ .00</b>	<b>\$225,856.80</b>	<b>\$ .00</b>	<b>\$1,129,284.00</b>	<b>\$1,129,284.00</b>	<b>\$ .00</b>
	<b>MAP 21 405d Impaired Driving Mid</b>							
	<b>405d Mid HVE</b>							
	M5HVE-2016-00-00-00		\$ .00	\$342,676.80	\$ .00	\$1,713,384.00	\$1,713,384.00	\$ .00
	<b>405d Mid HVE Total</b>		<b>\$ .00</b>	<b>\$342,676.80</b>	<b>\$ .00</b>	<b>\$1,713,384.00</b>	<b>\$1,713,384.00</b>	<b>\$ .00</b>
	<b>405d Mid Court Support</b>							
	M5CS-2016-00-00-00		\$ .00	\$119,956.12	\$ .00	\$599,780.62	\$599,780.62	\$ .00
	<b>405d Mid Court Support Total</b>		<b>\$ .00</b>	<b>\$119,956.12</b>	<b>\$ .00</b>	<b>\$599,780.62</b>	<b>\$599,780.62</b>	<b>\$ .00</b>
	<b>405d Mid BAC Testing/Reporting</b>							
	M5BAC-2016-00-00-00		\$ .00	\$21,000.00	\$ .00	\$105,000.00	\$105,000.00	\$ .00
	<b>405d Mid BAC Testing/Reporting Total</b>		<b>\$ .00</b>	<b>\$21,000.00</b>	<b>\$ .00</b>	<b>\$105,000.00</b>	<b>\$105,000.00</b>	<b>\$ .00</b>
	<b>405d Mid Information System</b>							
	M5IS-2016-00-00-00		\$ .00	\$9,600.00	\$ .00	\$48,000.00	\$48,000.00	\$ .00
	<b>405d Mid Information System Total</b>		<b>\$ .00</b>	<b>\$9,600.00</b>	<b>\$ .00</b>	<b>\$48,000.00</b>	<b>\$48,000.00</b>	<b>\$ .00</b>
	<b>405d Mid Other Based on Problem ID</b>							
	M5OT-2016-00-00-00		\$ .00	\$351,868.53	\$ .00	\$1,759,342.66	\$1,759,342.66	\$ .00
	<b>405d Mid Other Based on Problem ID Total</b>		<b>\$ .00</b>	<b>\$351,868.53</b>	<b>\$ .00</b>	<b>\$1,759,342.66</b>	<b>\$1,759,342.66</b>	<b>\$ .00</b>
	<b>MAP 21 405d Impaired Driving Mid Total</b>		<b>\$ .00</b>	<b>\$845,101.45</b>	<b>\$ .00</b>	<b>\$4,225,507.28</b>	<b>\$4,225,507.28</b>	<b>\$ .00</b>

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State: Tennessee

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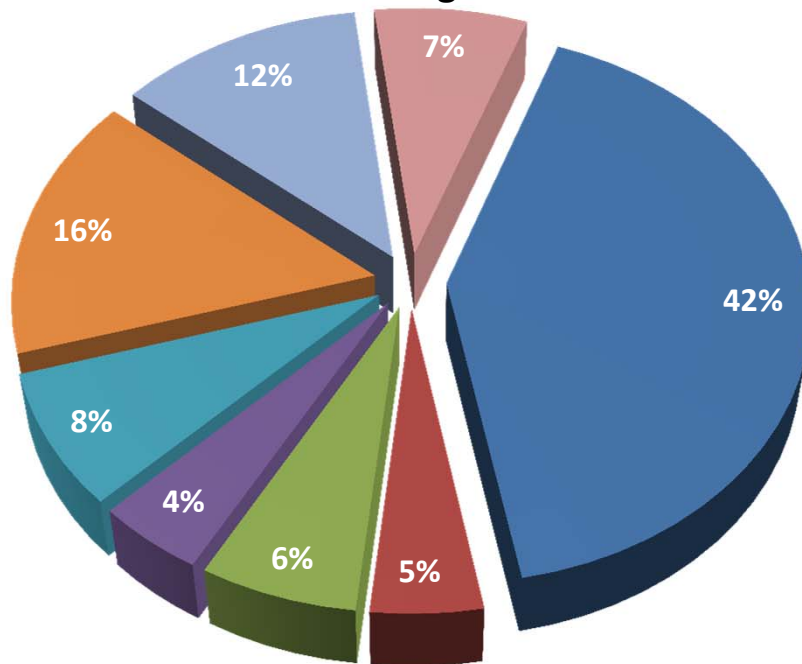
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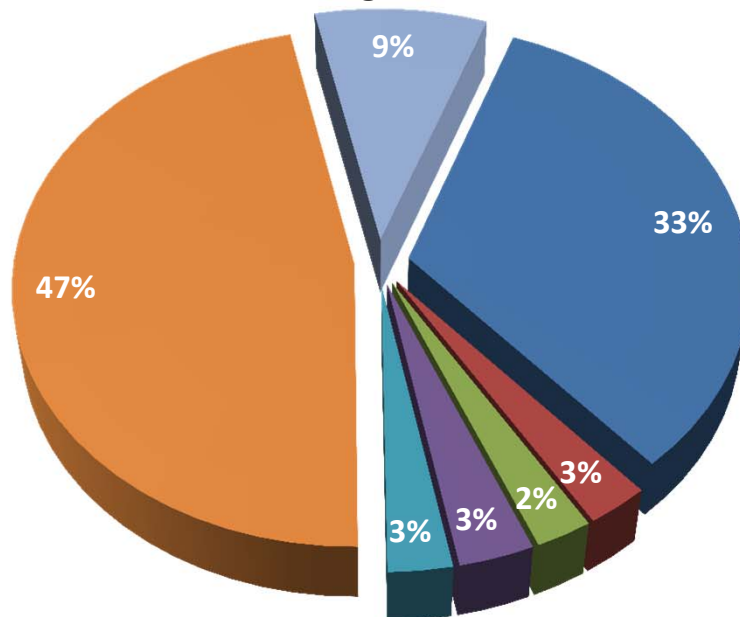
Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<b>MAP 21 405f Motorcycle Programs</b>								
<b>405f Motorcyclist Awareness</b>								
	M9MA-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$100,000.00	\$100,000.00	\$ .00
<b>405f Motorcyclist Awareness Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$100,000.00</b>	<b>\$100,000.00</b>	<b>\$ .00</b>
<b>MAP 21 405f Motorcycle Programs Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$100,000.00</b>	<b>\$100,000.00</b>	<b>\$ .00</b>
<b>NHTSA Total</b>			<b>\$ .00</b>	<b>\$2,529,371.22</b>	<b>\$ .00</b>	<b>\$24,267,912.64</b>	<b>\$24,267,912.64</b>	<b>\$11,416,442.95</b>
<b>Total</b>			<b>\$ .00</b>	<b>\$2,529,371.22</b>	<b>\$ .00</b>	<b>\$24,267,912.64</b>	<b>\$24,267,912.64</b>	<b>\$11,416,442.95</b>

### FY 2016 Funding Estimates



- Impaired Driving
- Occupant Protection
- Police Traffic Services
- High Visibility Enforcement
- Traffic Records
- Media
- P&A
- Other (See chart below)

### Other Program Areas



- Community Outreach
- Distracted Driving
- Emergency Medical Services
- Pedestrian Safety
- Senior Drivers
- Teen Drivers
- Motorcycle Safety

**APPENDIX C TO PART 1200—  
ASSURANCES FOR TEEN TRAFFIC  
SAFETY PROGRAM**

State: Tennessee

Fiscal Year: 2016

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—
  - increase seat belt use;
  - reduce speeding;
  - reduce impaired and distracted driving;
  - reduce underage drinking; and
  - reduce other behaviors by teen drivers that lead to injuries and fatalities.

  
\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

06-26-2015  
\_\_\_\_\_  
Date

**John C. Schroer**

\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

2016 All Grants List

Organization	ProjectTitle	Amount	Funding Source	Grant Number
21st Drug Court Inc.	21st Drug Court Inc.	\$ 60,000.00	405d	M5CS-16-05
23rd Judicial District Drug Court	23rd Judicial District DUI Court	\$ 60,000.00	405d	M5CS-16-02
Adamsville Police Department	High Visibility Enforcement	\$ 5,000.00	402	PT-16-51
Alamo Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-100
Alcoa Police Department	Traffic Services	\$ 15,000.00	402	PT-16-02
Alexandria Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-101
Algood Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-102
Anderson County Sheriff's Department	Reducing Fatalities in Anderson County:	\$ 35,000.00	402	PT-16-03
Ardmore Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-103
ASAP of Anderson County	Alcohol Education and Safe Driving in Anderson County Tennessee	\$ 23,338.17	405d	M5OT-16-01
Ashland City Fire Department	First Responder and Extrication Training	\$ 10,000.00	402	EM-16-01
Ashland City Police Department	High Visibility Enforcement	\$ 4,865.00	154AL	154AL-16-104
Athens Police Department	Safe Roads in Athens	\$ 15,000.00	154AL	154AL-16-01
Atoka Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-105
Austin Peay State University Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-106
Baileyton Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-107
Baneberry Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-108
Bartlett Police Department	Police Traffic Services	\$ 25,000.00	405d	M5HVE-16-03
Baxter Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-109
Bean Station Police Department	Bean Station Police Department Impaired Driver Enforcement	\$ 15,000.00	405d	M5HVE-16-04
Bedford County Sheriff's Department	Alcohol and Traffic Enforcement	\$ 20,000.00	154AL	154AL-16-02
Bell Buckle Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-110
Belle Meade Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-111
Belle Meade Police Department	Network Coordinator-TITAN	\$ 15,000.00	402	PT-16-24
Bells Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-112
Benton County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-113
Benton Police Department	Alcohol Impaired Driving	\$ 15,000.00	154AL	154AL-16-03
Benton Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-114
Benton Police Department	Network Coordinator	\$ 15,000.00	402	PT-16-25
Big Sandy Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-115
Blaine Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-116
Blount County Sheriff's Department	2015-16 BCSO Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	\$ 50,000.00	154AL	154AL-16-04
Blount County Sheriff's Department	2015-16 BCSO Network Coordinator	\$ 14,999.92	402	PT-16-26
Blount County Sheriff's Department	2015-16 Motorcycle/Motorist Safety - The Dragon	\$ 91,448.00	402	MC-16-01
Blount County Sheriff's Department	High Visibility Enforcement	\$ 4,986.00	154AL	154AL-16-117
Blount County Sheriff's Department	Nighttime seatbelt demo project BCSO 2015-16	\$ 10,000.00	405b	M2HVE-16-01
Bolivar Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-118
Bradford Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-119
Bradley County Sheriff's Department	Operation Safe Street III	\$ 35,000.00	154AL	154AL-16-05
Brighton Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-120
Bristol Police Department	Bristol Impaired Driving Saturation Patrols	\$ 25,000.00	405d	M5HVE-16-05
Brownsville Police Department	Brownsville Multi-Violation Enforcement Campaign	\$ 35,000.00	402	PT-16-04
Brownsville Police Department	Brownsville Network Coordinator Grant	\$ 15,000.00	402	PT-16-27



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Organization	ProjectTitle	Amount	Funding Source	Grant Number
Brownsville Police Department	High Visibility Enforcement	\$ 5,000.25	154AL	154AL-16-121
Brownsville Police Department	West Tennessee Drive Safe Grant	\$ 15,000.00	402	DE-16-01
Bruceston Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-122
Burns Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-123
Calhoun Police Department	High Visibility Enforcement	\$ 5,001.00	154AL	154AL-16-124
Camden Police Department	High Visibility Enforcement	\$ 5,000.01	154AL	154AL-16-125
Campbell County Sheriff's Department	Campbell County Alcohol Enforcement Program	\$ 25,000.00	154AL	154AL-16-06
Cannon County Sheriff's Department	Cannon Co Alcohol Enforcement Project	\$ 15,000.00	154AL	154AL-16-07
Carroll County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-126
Carter County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-127
Carthage Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-128
Celina Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-129
Centerville Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-130
Centerville Police Department	Network Coordinator	\$ 15,000.00	402	PT-16-28
Chapel Hill Police Department	High Visibility Enforcement	\$ 5,085.00	154AL	154AL-16-131
Charleston Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-132
Chattanooga Police Department	DUI Enforcement	\$ 75,000.00	154AL	154AL-16-08
Chattanooga State Community College	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-133
Cheatham County Schools	T.I.E.S. Teach Involve Encourage & Save III	\$ 17,840.00	402	DE-16-05
Cheatham County Sheriff's Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	\$ 25,000.00	154AL	154AL-16-09
Church Hill Public Safety	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-134
City of Paris Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-135
Clarksburg Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-136
Clarksville Police Department	Clarksville 2016 Alcohol Countermeasures	\$ 75,000.00	405d	M5HVE-16-06
Clay County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-137
Cleveland Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-138
Clinton Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-139
Cocke County Sheriff's Department	High Visibility Enforcement	\$ 4,999.99	402	PT-16-52
Cocke County Sheriff's Department	Network Coordinator	\$ 15,000.00	402	PT-16-29
Cocke County Sheriff's Department	SADO (Stop Alcohol Driving Offenses)	\$ 25,000.00	154AL	154AL-16-10
Collegedale Police Department	Collegedale Multiple Violations Program	\$ 15,000.00	405d	M5HVE-16-07
Collierville Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-140
Collinwood Police Department	High Visibility Enforcement	\$ 4,490.00	154AL	154AL-16-141
Columbia State Community College	Standardized Statewide Traffic Training for Law Enforcement	\$ 478,679.51	402	PT-16-48
Conexion Americas	Latino Highway Safety Campaign	\$ 139,466.18	154AL	154AL-16-72
Cookeville Police Department	Cookeville Safe Streets	\$ 25,000.00	154AL	154AL-16-11
Cookeville Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-142
Cookeville Police Department	Network Coordinator	\$ 14,999.92	402	PT-16-30
Cookeville Police Department	Traffic Education Saves Teens (TEST)	\$ 26,940.00	402	DE-16-06
Coopertown Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-143
Cornersville Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-144
Covington Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-145
Cowan Police Department	High Visibility Enforcement	\$ 4,974.75	154AL	154AL-16-146

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Organization	ProjectTitle	Amount	Funding Source	Grant Number
Crockett County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-147
Cross Plains Police Department	High Visibility Enforcement	\$ 4,999.00	154AL	154AL-16-148
Crossroads Volunteer Fire Department - Marion County	Enhanced Emergency Scene Safety	\$ 5,400.00	402	EM-16-02
Crossville Police Department	Alcohol Saturation /Roadside Checkpoints	\$ 20,000.00	154AL	154AL-16-12
Crump Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-149
Cumberland City Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-150
Cumberland County Sheriff's Department	DUI Enforcement	\$ 35,000.00	154AL	154AL-16-13
Cumberland County Sheriff's Department	Young Drivers	\$ 42,285.00	154AL	154AL-16-14
Dandridge Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-151
Davidson County Sheriff's Department	SAAFE	\$ 15,900.00	405d	M5OT-16-02
Dayton Fire Department	Enhanced Highway Safety for Motorists and Responders	\$ 9,528.20	402	EM-16-03
Dayton Police Department	High Visibility Enforcement	\$ 5,213.36	154AL	154AL-16-152
Decatur County Sheriff's Office	Decatur County Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	\$ 15,000.00	154AL	154AL-16-15
Decaturville Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-153
Decherd Police Department	High Visibility Enforcement	\$ 4,999.99	154AL	154AL-16-154
Dickson County Sheriff's Office	DUI Enforcement Campaign 2016	\$ 25,000.00	154AL	154AL-16-16
Dickson Police Department	Multiple Violations 2015/2016	\$ 15,000.00	402	PT-16-05
Dover Police Department	High Visibility Enforcement	\$ 4,875.28	154AL	154AL-16-155
Dover Police Department	Network Grant	\$ 15,007.65	402	PT-16-31
Dresden Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-156
Dunlap Police Department	2015-2016 Dunlap Police Dept Alcohol Countermeasures	\$ 15,000.00	154AL	154AL-16-17
Dyer Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-157
Dyersburg Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-158
Eagleville Police Department	High Visibility Enforcement	\$ 4,999.00	402	PT-16-53
East Ridge Police Department	East Ridge Police Department Alcohol/DUI Initiative	\$ 15,000.00	154AL	154AL-16-18
East Ridge Police Department	East Ridge Police Department Distracted Driving Initiative	\$ 7,760.00	402	DE-16-02
East Tennessee State University, Department of Public Safety	Distracted Driving	\$ 15,000.00	402	DE-16-03
Elkton Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-159
Englewood Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-160
Erin Police Department	High Visibility Enforcement	\$ 4,976.17	154AL	154AL-16-161
Estill Springs Police Department	High Visibility Enforcement	\$ 4,993.50	154AL	154AL-16-162
Etowah Police Department	Keeping the City of Etowah Streets Safe	\$ 15,000.00	154AL	154AL-16-19
Fairview Police Department	Fairview Alcohol Free Streets Continued	\$ 15,000.00	154AL	154AL-16-20
Fayette County Sheriff's Office	Fayette County Sober Drivers Project	\$ 25,000.00	154AL	154AL-16-21
Fentress County Sheriff's Department	Fentress County Impaired Driving Enforcement Program	\$ 15,000.00	154AL	154AL-16-22
Franklin County Sheriff's Department	Franklin County Impaired Driving Program	\$ 25,000.00	154AL	154AL-16-23
Franklin Police Department	Franklin's Fight Against Impaired Driving	\$ 35,000.00	154AL	154AL-16-24
Friendship Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-163
Gadsden Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-164
Gallatin Police Department	Alcohol Related Reconstruction and Education	\$ 20,000.00	405d	M5HVE-16-08
Gatlinburg Police Department	Gatlinburg Police Traffic Enforcement	\$ 25,000.00	402	PT-16-06
Germantown Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-165
Gibson County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-166

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Organization	ProjectTitle	Amount	Funding Source	Grant Number
Gibson Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-167
Giles County Sheriff's Department	Giles County Imaired Driver Initiative	\$ 25,000.00	405d	M5HVE-16-09
Gleason Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-168
Goodlettsville Police Department	High Visibility Enforcement	\$ 5,180.00	402	PT-16-54
Gordonsville Police Department	High Visibility Enforcement	\$ 4,882.50	402	PT-16-55
Grainger County Sheriff's Department	Alcohol Enforcement	\$ 25,000.00	154AL	154AL-16-25
Grand Junction Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-169
Greenbrier Police Department	2016 Special Traffic Enforcement Program-STEP	\$ 15,000.00	402	PT-16-07
Greene County Sheriff's Department	Speed Enforcement	\$ 35,000.00	402	PT-16-08
Greeneville Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-170
Greenfield Police Department	High Visibility Enforcement	\$ 5,000.00	402	PT-16-56
Grundy County Sheriff's Department	Grundy County Sheriff's Traffic Enforcement Program	\$ 15,000.00	154AL	154AL-16-26
Halls Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-171
Hamilton County Sheriff's Office	Remove Impaired Intoxicated Drivers	\$ 75,000.00	405d	M5HVE-16-10
Hamilton County Sheriff's Office	Safe Journey	\$ 125,000.00	405b	M2CPS-16-01
Hamilton County Sheriff's Office	Safety Iniative for Bicyclists and Pedestrians	\$ 39,489.00	402	PS-16-01
Hardeman County Sheriff's Department	Reduce Impaired Driving	\$ 25,000.00	154AL	154AL-16-27
Hardin County Sheriff's Department	Law Enforcement Services Hardin County Alcohol Saturation Project	\$ 25,000.00	154AL	154AL-16-28
Harriman Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-172
Hawkins County Sheriff's Department	Hawkins County DUI enforcement	\$ 35,000.00	154AL	154AL-16-29
Haywood County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-173
Henderson County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-174
Henderson Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-175
Hendersonville Police Department	Traffic Safety Grant- Speed, Distracted Driving and D.U.I. Enforcement	\$ 20,000.00	402	PT-16-09
Henry County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-176
Henry Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-177
Hickman County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-178
Hohenwald Police Department	High Visibility Enforcement	\$ 5,000.18	154AL	154AL-16-179
Hollow Rock Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-180
Hornbeak Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-181
Houston County Sheriff's Department	High Visibility Enforcement	\$ 4,993.46	154AL	154AL-16-182
Humboldt Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-183
Humphreys County Sheriff's Office	Humphreys County Alcohol Enforcement Campaign	\$ 15,000.00	154AL	154AL-16-30
Huntingdon Fire Department	First Responder Training Fire Dept	\$ 9,967.02	402	EM-16-04
Huntingdon Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-184
Huntland Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-185
Jacksboro Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-186
Jackson Area Council on Alcohol and Drug Dependency (JACOA)	SADD Tennessee	\$ 7,500.00	402	DE-16-07
Jackson County Sheriff's Department	Saturation Patrols / Awareness / Roadside Checkpoints (SPARC)	\$ 15,000.00	154AL	154AL-16-31
Jackson Police Department	ACT Alcohol Countermeasures Team	\$ 30,000.00	154AL	154AL-16-32
Jackson-Madison County General Hospital	Operation Safe ROADS (Reducing Older Adult Deaths)	\$ 50,812.64	402	PT-16-44
Jasper Police Department	Jasper Alcohol Driving Enforcement Program	\$ 15,000.00	154AL	154AL-16-33
Jefferson City Police Department	Jefferson City Police Department Traffic and Alcohol Enforcement	\$ 25,000.00	402	PT-16-10

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Organization	ProjectTitle	Amount	Funding Source	Grant Number
Jefferson County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-187
Jellico Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-188
Johnson City Police Department	Safer Johnson City Streets VIII	\$ 20,000.00	154AL	154AL-16-34
Jonesborough Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-189
Kenton Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-190
Kimball Police Department	High Visibility Enforcement	\$ 4,999.99	154AL	154AL-16-191
Kimball Police Department	Network Coordinator	\$ 15,000.00	402	PT-16-32
Kingsport Police Department	Kingsport PD Multiple Traffic Violation / Crash Reduction Campaign	\$ 20,000.00	402	PT-16-11
Kingston Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-192
Knox County Sheriff's Office	KCSO Traffic Enforcement Services Grant	\$ 75,000.00	402	PT-16-12
Knoxville Police Department	Knoxville's FY 2016 DUI Enforcement Program	\$ 75,000.00	154AL	154AL-16-35
Knoxville Police Department	Knoxville's FY 2016 Pedestrian Safety Grant	\$ 20,000.00	402	PS-16-02
Knoxville Police Department	Nighttime seatbelt demo project BCSO 2015-16	\$ 10,000.00	405b	M2HVE-16-02
Lafayette Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-193
LaFollette Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-194
Lauderdale County Sheriff's Department	Alcohol Countermeasures	\$ 25,000.00	154AL	154AL-16-36
LaVergne Police Department	LaVergne PD Alcohol Saturation Patrols	\$ 25,000.00	154AL	154AL-16-37
Lawrence County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-195
Lawrenceburg Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-196
Lebanon Police Department	Lebanon PD DUI Enforcement Initiative	\$ 10,000.00	154AL	154AL-16-38
Lenoir City Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-197
Lewis County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-198
Lewisburg Police Department	High Visibility Enforcement	\$ 5,000.00	402	PT-16-57
Lewisburg Police Department	Network Coordinator	\$ 20,000.00	402	PT-16-33
Lexington Fire Department	Community Risk Reduction with Thermal Imaging	\$ 9,900.00	402	EM-16-05
Lexington Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-199
Lexington Police Department	LPD DUI Countermeasures Project 2016	\$ 15,000.00	154AL	154AL-16-39
Lexington Police Department	Network Coordinator 2016	\$ 14,989.20	402	PT-16-34
Lincoln County Sheriff's Department	Lincoln County Impaired Driver Initiative	\$ 25,000.00	405d	M5HVE-16-11
Lincoln County Sheriff's Department	Lincoln County Teen Driver Safety Initiative	\$ 17,300.00	402	DE-16-08
Lincoln Memorial University	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-200
Livingston Police Department	High Visibility Enforcement	\$ 4,999.95	154AL	154AL-16-201
Lookout Mtn. Police Department	High Visibility Enforcement	\$ 4,999.99	402	PT-16-58
Loretto Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-202
Loudon County Sheriff's Department	Nighttime seatbelt demo project BCSO 2015-16	\$ 10,000.00	405b	M2HVE-16-03
Macon County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-203
Madison County Sheriff's Department	Alcohol Saturation Patrols/ Roadside Sobriety Check Points	\$ 35,000.00	154AL	154AL-16-40
Madison County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-204
Madison County Sheriff's Department	Network Law Enforcement Grants - Network Coordinator	\$ 14,948.72	402	PT-16-35
Manchester Police Department	City of Manchester Impaired Driver Enforcement	\$ 15,000.00	154AL	154AL-16-41
Marion County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-205
Marshall County Sheriff's Office	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-206
Martin Police Department	C.A.R.D.	\$ 35,000.00	405d	M5HVE-16-01

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Organization	ProjectTitle	Amount	Funding Source	Grant Number
Maryville Police Department	2015-16 MPD Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	\$ 25,000.00	154AL	154AL-16-42
Mason Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-207
Maury City Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-208
Maury County Sheriff's Department	Maury County 2015 Grant	\$ 30,000.00	154AL	154AL-16-43
Maynardville Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-209
McKenzie Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-210
McMinn County Sheriff's Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	\$ 35,000.00	154AL	154AL-16-44
McMinnville Police Department	Be A Survivor Get A Designated Driver	\$ 15,000.00	405d	M5HVE-16-12
McNairy County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-211
Medina Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-212
Meharry Medical College	Tennessee Child Passenger Safety Center	\$ 475,000.00	405b	M2CPS-16-02
Meigs County Sheriff's Department	Meigs County DUI Enforcement Program 2014	\$ 15,000.00	154AL	154AL-16-45
Memphis Police Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	\$ 300,000.00	154AL	154AL-16-46
Memphis Police Department	Comprehensive Alcohol Risk reDuction (C.A.R.D.)	\$ 108,384.00	405d	M5HVE-16-02
Memphis Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-213
Memphis Police Department	Network Coordinator	\$ 15,126.00	402	PT-16-36
Metro Moore County Sheriffs Department	Alcohol Saturation Patrol	\$ 15,000.00	154AL	154AL-16-47
Metro Moore County Sheriffs Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-214
Metro Moore County Sheriffs Department	Network Coordinator Grant	\$ 15,000.00	402	PT-16-37
Metropolitan Government of Nashville & Davidson County	Metro Gov't of Nashville-Davidson County Drug Court Program	\$ 58,000.32	405d	M5CS-16-03
Metropolitan Nashville Police Department	Nashville Highway Safety Initiative	\$ 400,000.00	154AL	154AL-16-48
Middleton Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-215
Milan Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-216
Millersville Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-217
Millington Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-218
Monroe County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-219
Monteagle Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-220
Monterey Police Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	\$ 15,000.00	154AL	154AL-16-49
Montgomery County Sheriff's Department	Selective Traffic Enforcement	\$ 75,000.00	405d	M5HVE-16-13
Morgan County Sheriff Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-221
Morristown Police Department	Traffic Safety and Impaired Driving Prevention Program	\$ 15,000.00	154AL	154AL-16-50
Moscow Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-222
Mothers Against Drunk Driving	Decreasing DUIs through Court Observations & LE Partnerships	\$ 106,372.10	405d	M5CS-16-01
Mothers Against Drunk Driving	Underage Drinking Prevention	\$ 100,502.10	405d	M5CS-16-08
Mount Carmel Police Department	High Visibility Enforcement	\$ 5,000.00	402	PT-16-59
Mount Pleasant Police Department	High Visibility Enforcement	\$ 5,180.00	154AL	154AL-16-223
Mountain City Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-224
Mt. Juliet Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-225
Munford Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-226
Murfreesboro Housing Authority/CADCOR	CADCOR Safety First	\$ 95,000.00	405d	M5OT-16-03
Murfreesboro Police Department	Selective Traffic Enforcement Program	\$ 75,000.00	402	PT-16-13
Nashville Airport Police Department	High Visibility Enforcement	\$ 5,088.00	154AL	154AL-16-227
New Johnsonville Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-228

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Organization	ProjectTitle	Amount	Funding Source	Grant Number
New Market Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-229
New Tazewell Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-230
Newbern Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-231
Newport Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-232
Niota Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-233
Nolensville Police Department	Impaired Driving Enforcement Grant	\$ 15,000.00	405d	M5HVE-16-14
Norris Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-234
Oak Ridge Police Department	Project C.A.R.E. (Community Accident Reduction Effort)	\$ 25,000.00	402	PT-16-14
Oakland Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-235
Obion County Sheriff's Office	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-236
Oliver Springs Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-237
Overton County Sheriff's Department	Saturating for Safety	\$ 20,000.00	154AL	154AL-16-51
Parrottsville Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-238
Parsons Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-239
Perry County Sheriff's Office	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-240
Pickett County Sheriff's Office	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-241
Pigeon Forge Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-242
Pikeville Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-243
Piperton Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-244
Pittman Center Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-245
Pleasant View Police Department	High Visibility Enforcement	\$ 4,999.99	154AL	154AL-16-246
Polk County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-247
Portland Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-248
Powells Crossroads Police Department	High Visibility Enforcement	\$ 10,000.00	154AL	154AL-16-249
Puryear Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-250
Putnam County Sheriff's Department	D2 Awareness	\$ 11,620.00	402	DE-16-04
Putnam County Sheriff's Department	STEER - Safety, Traffic, Education, Enforcement and Response	\$ 30,000.00	154AL	154AL-16-52
Red Bank Police Department	City of Red Bank Alcohol Enforcement Program	\$ 15,000.00	154AL	154AL-16-53
Red Boiling Springs Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-251
Rhea County Sheriff's Department	Strategic Impaired Driving Enforcement (S.I.D.E)	\$ 25,000.00	154AL	154AL-16-54
Ridgely Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-252
Ridgetop Police Department	Special Traffic Enforcement Program-STEP	\$ 15,000.00	402	PT-16-15
Ripley Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-253
Roane County Sheriff's Office	A safer TN through saturations and checkpoints	\$ 35,000.00	154AL	154AL-16-55
Roane County Sheriff's Office	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-254
Roane County Sheriff's Office	Network Coordinator	\$ 15,000.00	402	PT-16-38
Roane County Sheriff's Office	Nighttime seatbelt demo project BCSO 2015-16	\$ 10,000.00	405b	M2HVE-16-04
Robertson County Sheriff's Department	Police Traffic Services-Multiple Violations	\$ 35,000.00	402	PT-16-16
Rockwood Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-255
Rocky Top Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-256
Rogersville Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-257
Rossville Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-258
Rutherford County Sheriff's Office	Rutherford County Alcohol Enforcement	\$ 75,000.00	154AL	154AL-16-56

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Organization	ProjectTitle	Amount	Funding Source	Grant Number
Rutherford County Sheriff's Office	Rutherford County Teen Driver Safety	\$ 27,873.44	402	DE-16-09
Rutherford Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-259
Rutledge Police Department	Alcohol Saturation Checkpoint	\$ 15,000.00	154AL	154AL-16-57
SADD	A Comprehensive Approach to Reducing Teen Crashes and Fatalities	\$ 131,345.50	402	DE-16-10
Saint Joseph Police Department	Project Safe Stateline	\$ 10,000.00	154AL	154AL-16-58
Saltillo Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-260
Savannah Police Department	Savannah Police Department DUI Enforcement - 2016	\$ 15,000.00	405d	M5HVE-16-15
Scott County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-261
Scotts Hill Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-262
Selmer Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-263
Sequatchie County Sheriff's Department	Sequatchie County Alcohol Reduction Enforcement	\$ 20,000.00	154AL	154AL-16-59
Sevier County Sheriff's Office	Nighttime seatbelt demo project BCSO 2015-16	\$ 10,000.00	405b	M2HVE-16-05
Sevier County Sheriff's Office	Reduce DUI/Drugged Driving, Crashes, Injuries and Fatalities	\$ 40,000.00	405d	M5HVE-16-16
Sevierville Police Department	Prevention of Accidents/Crashes through Education and Enforcement	\$ 35,000.00	402	PT-16-17
Sharon Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-264
Shelby County Sheriff's Office	High Visibility Enforcement	\$ 4,780.00	154AL	154AL-16-265
Shelby County Sheriff's Office	Shelby County Alcohol Enforcement 2016	\$ 200,000.00	405d	M5HVE-16-17
Shelby County Sheriff's Office	Shelby County Sheriff Network Coordinator	\$ 15,000.00	402	PT-16-39
Shelbyville Police Department	Shelbyville, Arriving Safe	\$ 15,000.00	405d	M5HVE-16-18
Signal Mountain Police Department	A.D.E (Aggressive Driver Enforcement)	\$ 15,000.00	402	PT-16-18
Smithville Police Department	High Visibility Enforcement	\$ 4,999.99	154AL	154AL-16-266
Smyrna Police Department	SMYRNA ALCOHOL COUNTERMEASURES (SAC)	\$ 25,000.00	154AL	154AL-16-60
Soddy-Daisy Police Department	Alcohol Saturation/Roadside Sobriety Checkpoints	\$ 15,000.00	154AL	154AL-16-61
Soddy-Daisy Police Department	High Visibility Enforcement	\$ 4,999.99	402	PT-16-60
Soddy-Daisy Police Department	Network Coordinator	\$ 15,000.00	402	PT-16-40
Somerville Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-267
South Carthage Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-268
South Fulton Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-269
South Pittsburg Police Department	Police Traffic Services	\$ 15,000.00	402	PT-16-19
Sparta Police Department	High Visibility Enforcement	\$ 4,999.99	154AL	154AL-16-270
Spencer Police Department	High Visibility Enforcement	\$ 5,000.00	402	PT-16-61
Spring City Police Department	High Visibility Enforcement	\$ 5,272.70	154AL	154AL-16-271
Spring Hill Police Department	2016 Grant	\$ 15,000.00	405d	M5HVE-16-19
Springfield Police Department	e-citation implementation	\$ 15,000.00	402	PT-16-20
Stewart County Sheriff's Office	High Visibility Enforcement	\$ 4,884.82	154AL	154AL-16-272
Sullivan County Sheriff's Department	Sullivan County Sheriff's Office - Alcohol Enforcement	\$ 50,000.00	154AL	154AL-16-62
Sumner County Drug Court	18th Judicial Drug Court, Sumner County	\$ 60,000.00	405d	M5CS-16-04
Sumner County Sheriff's Department	Impaired Driving Enforcment	\$ 35,000.00	154AL	154AL-16-63
Sumner Teen Center	Safe Driving Workshop at Sumner Teen Center	\$ 16,400.00	402	DE-16-11
Surgoinsville Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-273
Sweetwater Police Department	High Visibility Enforcement	\$ 5,000.00	402	PT-16-62
Tazewell Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-274
Tennessee Alcoholic Beverage Commission	Underage Sales Tennessee's Operational Plan (USTOP)	\$ 100,000.00	405d	M5HVE-16-20



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Organization	ProjectTitle	Amount	Funding Source	Grant Number
Tennessee Association of Chiefs of Police	Highway Safety Training for Chief Law Enforcement	\$ 103,550.00	402	PT-16-46
Tennessee Bureau of Investigation	Assisting TBI to Improve DUI Casework and Convictions	\$ 127,800.00	405d	M5BAC-16-01
Tennessee Department of Health	Ambulance and Trauma Evaluation Systems	\$ 90,000.00	402	TR-16-01
Tennessee Department of Health	Statewide Injury Surveillance System	\$ 88,284.00	405c	M3DA-16-01
Tennessee Department of Safety & Homeland Security	BELTS	\$ 130,068.48	405b	M2HVE-16-07
Tennessee Department of Safety & Homeland Security	Bristol Motor Speedway Traffic Enforcement	\$ 35,913.60	402	PT-16-47
Tennessee Department of Safety & Homeland Security	DUI Tracker	\$ 48,000.00	405d	M5IS-16-01
Tennessee Department of Safety & Homeland Security	SOBER UP TENNESSEE	\$ 750,000.00	405d	M5HVE-16-21
Tennessee Department of Safety & Homeland Security	State Law Enforcement Management Training	\$ 32,160.00	402	PT-16-45
Tennessee Department of Safety & Homeland Security	TITAN Wizard Deployment and Support	\$ 1,600,000.00	402	TR-16-02
Tennessee Department of Safety District 1	Dragon Grant FTY, 2014-2015	\$ 71,116.80	402	MC-16-02
Tennessee Department of Safety District 1	Nighttime seatbelt demo project BCSO 2015-16	\$ 10,000.00	405b	M2HVE-16-06
Tennessee District Attorney General, 01st Judicial District	Special DUI Prosecutor Program	\$ 152,078.81	154AL	154AL-16-73
Tennessee District Attorney General, 02nd Judicial District	DUI Abatement / Prosecution Enhancement	\$ 147,134.56	154AL	154AL-16-74
Tennessee District Attorney General, 04th Judicial District	DUI Abatement / Prosecution Enhancement	\$ 180,446.57	154AL	154AL-16-75
Tennessee District Attorney General, 05th Judicial District	DUI Abatement/Prosecution Enhancement	\$ 190,818.74	154AL	154AL-16-76
Tennessee District Attorney General, 06th Judicial District	DUI ABATEMENT/PROSECUTION ENHANCEMENT	\$ 282,111.86	154AL	154AL-16-77
Tennessee District Attorney General, 07th Judicial District	2015-2016 DUI Abatement/Prosecution Enhancement Grant	\$ 205,140.96	154AL	154AL-16-78
Tennessee District Attorney General, 08th Judicial District	Special DUI Prosecutor- 8th District	\$ 138,973.52	154AL	154AL-16-79
Tennessee District Attorney General, 09th Judicial District	DUI Prosecutor	\$ 166,325.98	154AL	154AL-16-80
Tennessee District Attorney General, 10th Judicial District	DUI Abatement/Prosecution Enhancement	\$ 133,851.79	154AL	154AL-16-81
Tennessee District Attorney General, 11th Judicial District	DUI Prosecution	\$ 165,673.81	154AL	154AL-16-82
Tennessee District Attorney General, 13th Judicial District	Better Enforcement Stopping Tragedy (B.E.S.T.)	\$ 162,641.29	154AL	154AL-16-83
Tennessee District Attorney General, 14th Judicial District	DUI Abatement/Prosecution Enhancement	\$ 159,898.04	154AL	154AL-16-84
Tennessee District Attorney General, 15th Judicial District	Continuation of Protecting Lives:	\$ 165,982.87	154AL	154AL-16-85
Tennessee District Attorney General, 16th Judicial District	DUI Abatement/Prosecution Enhancement	\$ 142,920.68	154AL	154AL-16-86
Tennessee District Attorney General, 17th Judicial District	DUI PROSECUTOR GRANT 2016	\$ 179,388.01	154AL	154AL-16-87
Tennessee District Attorney General, 19th Judicial District	DUI Abatement/Prosecution Enhancement	\$ 197,927.57	154AL	154AL-16-88
Tennessee District Attorney General, 20th Judicial District	Specialized Traffic Offender Prosecution Team	\$ 389,506.50	154AL	154AL-16-89
Tennessee District Attorney General, 21st Judicial District	DUI Abatement/Prosecution Enhancement	\$ 169,784.07	154AL	154AL-16-90
Tennessee District Attorney General, 22nd Judicial District	DUI Abatement/Prosecution Enhancement	\$ 183,063.58	154AL	154AL-16-91
Tennessee District Attorney General, 23rd Judicial District	DUI ABATEMENT / PROSECUTION ENHANCEMENT	\$ 154,367.22	154AL	154AL-16-92
Tennessee District Attorney General, 24th Judicial District	24th Judicial District DUI Prosecution Enhancement Grant	\$ 217,984.38	154AL	154AL-16-93
Tennessee District Attorney General, 25th Judicial District	DUI Prosecution Unit, 25th Judicial District of Tennessee	\$ 199,265.24	154AL	154AL-16-94
Tennessee District Attorney General, 26th Judicial District	DUI Abatement/Prosecution Enhancement	\$ 160,382.80	154AL	154AL-16-95
Tennessee District Attorney General, 30th Judicial District	DUI Abatement/Prosecution Enhancement	\$ 294,217.96	154AL	154AL-16-96
Tennessee District Attorney General, 31st Judicial District	DUI Abatement/Prosecution Enhancement 2015/2016	\$ 204,759.27	154AL	154AL-16-97
Tennessee District Attorneys General Conference	Tennessee Traffic Safety Resource Prosecutors:	\$ 677,094.49	405d	M5OT-16-07
Tennessee Independent Colleges and Universities Association	The Coalition for Healthy and Safe Campus Communities (CHASCo):	\$ 20,010.00	405d	M5OT-16-04
Tennessee Secondary School Athletic Association	DUI Education Team	\$ 60,000.00	405d	M5OT-16-08
Tennessee State University	Developing Return of Investment Evaluation Standards	\$ 60,000.00	402	TR-16-03
Tennessee Supreme Court	Integrated Criminal Justice Portal Access	\$ 91,000.00	405c	M3DA-16-03
Tennessee Tech University Police Department	High Visibility Enforcement	\$ 4,999.99	154AL	154AL-16-275

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Organization	ProjectTitle	Amount	Funding Source	Grant Number
Tennessee Technological University	Ollie Otter, Booster Seat and Seat Belt Education	\$ 156,116.57	405b	M2CPS-16-03
Tennessee Technological University	Tennessee Traffic Safety Resource Service	\$ 459,359.77	402	SA-16-01
Tennessee Trucking Foundation	Teens & Trucks Share the Road	\$ 50,000.00	402	DE-16-12
The University of Tennessee	FY16 Statewide Survey of Safety Belt and Motorcycle Helmet Usage	\$ 166,133.59	405b	M2OP-16-01
The University of Tennessee	Judicial Outreach Liaison Program (JOL)	\$ 93,925.10	405d	M5CS-16-07
The University of Tennessee	Law Enforcement Liaison Administration	\$ 1,289,668.50	402	PT-16-49
The University of Tennessee	Media Evaluations	\$ 126,755.94	402	PT-16-01
The University of Tennessee	UT Program Admin Grant	\$ 1,295,000.00	402	PT-16-50
The University of Tennessee at Martin	High Visibility Enforcement	\$ 5,600.00	402	PT-16-63
Tipton County Sheriff's Department	Tipton County SO Alcohol Enforcement Project	\$ 35,000.00	154AL	154AL-16-64
Tiptonville Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-276
TjohnE Productions, Inc.	ThinkFast Young Adult Impairment Driving Prevention Project	\$ 98,000.00	405d	M5OT-16-05
Toone Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-277
Townsend Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-278
Tracy City Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-279
Trenton Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-280
Trezevant Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-281
Trousdale County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-282
Troy Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-283
Tullahoma Police Department	Police Traffic Services-Multiple Violations	\$ 15,000.00	402	PT-16-21
Tusculum Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-284
Unicoi County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-285
Unicoi County Sheriff's Department	NETWORK COORDINATOR	\$ 15,000.00	402	PT-16-41
Union City Police Department	Alcohol Countermeasures Enforcement	\$ 15,000.00	154AL	154AL-16-65
Union City Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-286
Union City Police Department	Network Coordinator	\$ 15,000.00	402	PT-16-42
Union County Sheriff's Department	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	\$ 15,000.00	405d	M5HVE-16-22
University of Memphis - Lambuth	High Visibility Enforcement	\$ 4,995.00	402	PT-16-64
University of Memphis, Police Services	Police Traffic Services - Multiple Violations	\$ 30,000.00	402	PT-16-22
University of Tennessee Police Department	High Visibility Enforcement	\$ 5,690.43	402	PT-16-65
Van Buren County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-287
Volunteer State Community College Campus Police	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-288
Vonore Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-289
Warren County Sheriff's Department	Warren County Impaired Driving Enforcement	\$ 25,000.00	154AL	154AL-16-66
Wartrace Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-290
Washington County Sheriff's Department	High Visibility Enforcement	\$ 5,000.85	154AL	154AL-16-291
Washington County Sheriff's Department	Making Alcohol Free Roadways a Priority	\$ 40,000.00	154AL	154AL-16-67
Washington County Sheriff's Department	Netwrok Coordinator	\$ 15,000.00	402	PT-16-43
Waverly Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-292
Wayne County Sheriff's Department	Wayne County Impaired Driving Enforcement	\$ 15,000.00	405d	M5HVE-16-23
Waynesboro Police Department	Waynesboro P.D. Drive Safe Program	\$ 15,000.00	402	PT-16-23
Weakley County Sheriff's Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-293
Westmoreland Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-294

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Organization	ProjectTitle	Amount	Funding Source	Grant Number
White Bluff Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-295
White County Sheriff's Department	DUI Saturation Patrols	\$ 25,000.00	154AL	154AL-16-68
White House Police Department	DUI Detection/ Alcohol Countermeasures/ Traffic Enforcement	\$ 20,000.00	154AL	154AL-16-69
White Pine Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-296
Whiteville Police Department	High Visibility Enforcement	\$ 5,000.00	402	PT-16-66
Whitwell Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-297
Williamson County Juvenile Court	Williamson County Juvenile Court	\$ 60,000.00	405d	M5CS-16-06
Williamson County Sheriff's Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	\$ 50,000.00	154AL	154AL-16-70
Wilson County Sheriff's Department	Wilson County DUI Enforcement/Speed Enforcement	\$ 15,000.00	154AL	154AL-16-71
Winchester Police Department	High Visibility Enforcement	\$ 5,000.00	154AL	154AL-16-298

Agency	Cost	Qty.	Total	Fund Source	Grant Number	EquipmentName
Bristol Police Department	\$5,000.00	4	\$20,000.00	405d	M5HVE-16-05	In car video system
Campbell County Sheriff's Department	\$5,000.00	1	\$5,000.00	154AL	154AL-16-06	DUI Trailer
Cookeville Police Department	\$15,687.50	1	\$15,687.50	154AL	154AL-16-11	Messaging Trailer
Dickson County Sheriff's Office	\$6,141.49	1	\$6,141.49	154AL	154AL-16-16	DUI Booking Room Video Evidence Recording System
Dover Police Department	\$5,875.00	1	\$5,875.00	402	PT-16-31	Speed Radar Alert
Gallatin Police Department	\$14,000.00	1	\$14,000.00	405d	M5HVE-16-08	Total Station
Hendersonville Police Department	\$19,027.00	1	\$19,027.00	402	PT-16-09	Messaging Trailer
Lincoln County Sheriff's Department	\$11,600.00	1	\$11,600.00	402	DE-16-08	Driving Simulator
McMinnville Police Department	\$10,600.00	1	\$10,600.00	405d	M5HVE-16-12	Driving Simulator
Monterey Police Department	\$6,000.00	1	\$6,000.00	154AL	154AL-16-49	In car video system
Montgomery County Sheriff's Department	\$5,025.00	1	\$5,025.00	405d	M5HVE-16-13	In car video system
Nolensville Police Department	\$5,000.00	1	\$5,000.00	405d	M5HVE-16-14	Mobile Data Terminal
Oak Ridge Police Department	\$8,000.00	1	\$8,000.00	402	PT-16-14	Radar/Data Trailer
Putnam County Sheriff's Department	\$11,000.00	1	\$11,000.00	154AL	154AL-16-52	DUI Trailer Workstation
Putnam County Sheriff's Department	\$10,750.00	2	\$21,500.00	402	DE-16-04	Driving Simulator
Red Bank Police Department	\$5,000.00	4	\$20,000.00	154AL	154AL-16-53	In car video system
Robertson County Sheriff's Department	\$13,031.14	1	\$13,031.14	402	PT-16-16	Messaging Trailer
Shelbyville Police Department	\$11,940.00	1	\$11,940.00	405d	M5HVE-16-18	Total Station
Shelbyville Police Department	\$5,245.00	3	\$15,735.00	405d	M5HVE-16-18	In car video system
Tennessee Association of Chiefs of Police	\$23,000.00	1	\$23,000.00	402	PT-16-46	Vehicle-SUV
Tennessee Association of Chiefs of Police	\$21,000.00	2	\$42,000.00	402	PT-16-46	Vehicle-Sedan
Tennessee Bureau of Investigation	\$105,000.00	1	\$105,000.00	405d	M5BAC-16-01	Nitrogen/Zero Air Generator for Toxicology
Tennessee Trucking Foundation	\$5,000.00	2	\$10,000.00	402	DE-16-12	Driving Simulator
Tulahoma Police Department	\$13,960.47	1	\$13,960.47	402	PT-16-21	Message Sign MB9757WT



## EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PLAN

Tennessee follows the three E's model of highway safety—enforcement, engineering and education—which is in alignment with the Strategic Highway Safety Plan.

Enforcement is the foundation of Tennessee's Highway Safety Plan; this is demonstrated throughout the program areas. Data efforts are detailed throughout the HSP. For instance, data is utilized so the state can identify locations for traffic enforcement activity; afterward, data from these efforts help determine the state's effectiveness in accomplishing its goal to reduce crashes and fatalities. Program strategies have been chosen based upon countermeasures that are known to be effective. This allows law enforcement to be proactive as opposed to the more traditional practice of being reactive after a crash occurs. Activities and techniques such as sobriety checkpoints, saturation patrols, and participation in campaigns provide enforcement action relative to locations identified by crash and belt data.

### DATA ANALYSIS AND DEPLOYMENT OF RESOURCES

Funding is based upon established processes for project selection and development, which is outlined in the section, Highway Safety Plan Process, and through the use of a ranking and allocation tool that ensures specific counties are funded due to the frequency, rate, and problems that persist in the community as a result of traffic-related crashes, deaths, and injuries. Moreover, locations are funded in a comparable basis considering the extent of weighted fatal, injury and PDO crashes, alcohol-related crashes, 15-24 aged driver crashes, 65+ aged crashes, speeding crashes, motorcycle crashes, population, and vehicle miles of travel (VMT) in each county. Comparable basis refers to normalizing the county numbers relative to that of the county with the highest value. The results are used comparatively when going through application selection for funded projects. Areas identified as high risk are addressed first in the application selection process.

### PROJECT MANAGEMENT

The Governor's Highway Safety Office staff maintains regular contact via telephone, email/written correspondence, and on-site visits with grantees throughout the course of the grant year to ensure compliance with applicable requirements and cost principles. This monitoring includes not only the review and approval of claims and status/final reports, but also ongoing oversight of grantees through desk monitoring and/or on-site visits. This oversight helps the program manager address grant management-related questions, provide technical assistance, identify and help address problems and/or concerns, and make adjustments to the plan. These adjustments may address employee allocation, hours worked versus time of day,

productivity, or methods of deploying enforcement activity. All documentation generated as a result of these contacts is placed in the grantee's file.

## **MONITORING, FOLLOW-UP, AND ADJUSTMENTS**

The GHSO visits every grantee that has been awarded a grant of \$10,000 or more at least once during the grant year (typically between February and July) to conduct a systematic and comprehensive programmatic and financial assessment. Agencies receiving \$10,000 and above will receive at least one on-site visit from their program manager. The visit will be scheduled at least two weeks in advance, and a preparation sheet that details how to prepare for the on-site visit is provided electronically. In addition, an electronic version of the Title VI Assessment is emailed; this is completed and ready for the program manager when s/he arrives for the monitoring visit. An unscheduled monitoring visit will occur if the agency receives a letter, which issues a finding after the annual on-site visit or if there is concern that the agency's project is showing signs of significant weakness. The follow-up results in an adjustment to the agency's plan.

During the programmatic portion of the visit, goals, objectives, and tasks are reviewed to determine if the project is being implemented as outlined in the approved grant application. This assessment is also used to determine if the grantee has satisfied special conditions and is adhering to contract terms and conditions. The financial review includes an examination of agency and grant-specific financial documents and issues related to the implementation and performance of the project.

While on-site, the program manager completes the monitoring form found on the GHSO's online grants management system. Once completed, the form is reviewed and approved by the GHSO management. Following final approval of the monitoring form, the program manager drafts a follow-up letter that highlights exemplary activities/actions on the part of the grantee and recommendations for improvement within 30 days following completion of the assessment. If the letter includes findings, an additional on-site visit(s) may be scheduled. The GHSO maintains an electronic copy of the letter.

Agencies receiving less than \$10,000 will receive a desk/phone monitoring. The program manager will contact the agency to schedule a suitable time for both parties to have a conference call. No follow-up letter is sent to the agency. In rare instances, an on-site visit may be required if the agency's project shows significant weakness or non-compliance.

## **TENNESSEE'S PRIMARY STRATEGIC COORDINATION PROJECT**

The state's primary strategic coordination project is the use of predictive analytics to positively impact traffic enforcement. Highway safety funds were used to support the development and implementation of CRASH–Crash Reduction Analyzing Statistical History–IBM's predictive analytics model applied to traffic safety. The analytics combine crash data, weather reports, and special community events to predict where serious crashes and fatalities are likely to occur. CRASH aims to deliver an improved suite of tools for officers to use when making resource

deployment decisions. The program's goal is to reduce fatal and serious injury crashes by using historical data to develop a statistical model of crashes, and then applying the statistical model to predict how likely a crash is to occur in a given area at a given time. By enhancing proactive deployment, the number of crashes is reduced through visibility in the higher-risk areas and minimizing the emergency response times to serious crashes. Troopers of the Tennessee Highway Patrol can use both the DUI and crash forecasts to guide them to the places where they are likely to have the greatest impact on traffic safety.

To date, the program has been utilized by the highway patrol and has been a success. According to the Highway Patrol, CRASH went into use statewide in the summer of 2014 and has been effective and accurate in over 70 percent of its predictions. In FY16, local law enforcement agencies will be given opportunities to learn how to access and utilize the program in order to support evidence-based enforcement.

This system allows Tennessee to continuously review the data and make adjustments to its enforcement plan as needed. Adjustments may also be made throughout the year as new issues emerge in light of changes in the data that enforcement may affect.

### **LAW ENFORCEMENT LIAISON PROGRAM**

To coordinate the enforcement campaigns sponsored by the Governor's Highway Safety Office, Tennessee presently employs Law Enforcement Liaisons (LELs), four regionally based in West, Middle, Cumberland, and East Tennessee, one training coordinator, and one program administrator. The primary purpose for the LEL position is to serve as a link for the Governor's Highway Safety Office to promote highway safety campaigns with local and state law enforcement agencies. Through the LEL program, the GHSO strives to plan, develop and implement statewide initiatives to promote highway safety education and enforcement; such programs include the Click It or Ticket, Booze It and Lose It, and SAFE (Seatbelts Are For Everyone) campaigns. LELs are responsible for the development and implementation of the annual TN Governor's Law Enforcement Challenge.

LELs also oversee the four or five traffic enforcement networks within their region. Each network is comprised of five to eight counties and is made up of the law enforcement agencies within the district. Each network has a Coordinator who is a full-time law enforcement officer who volunteers to coordinate network activities. The Coordinators and LELs work closely to organize monthly meetings and multi-agency highway safety events in the districts. At these events, LELs share or distribute information related to crashes, fatalities, and campaigns; in some instances, LELs also relay information about high-risk areas.

Finally, the LELs promote partnerships with law enforcement, prosecutors, the judicial system, and community partners.

### **SEATBELTS ARE FOR EVERYONE (SAFE) CAMPAIGN**

In 2014, the Governor's Highway Safety Office started a new enforcement campaign called Seatbelts Are For Everyone (SAFE), designed to increase seat belt use in Tennessee.



Participating agencies were eligible to win a fully-equipped police vehicle at the Law Enforcement Challenge.

Agency eligibility includes the following criteria:

1. Submitting a signed participation statement.
2. Attending a minimum of 75% of the network meetings in your region during the campaign.
3. Agency must have a mandatory seatbelt policy for officers and employees.
4. Seatbelt enforcement must be a priority.
5. Submitting a SAFE Campaign final report.
6. Must have one media event (TV, PSA, press release, newspaper article).
7. Must participate in the Click It or Ticket campaign and submit stats.

SAFE campaign final reports are judged on the following criteria:

- I. Increased Seat Belt Usage Rate (Pre and Post Surveys),
- II. Increased Seat Belt Citations,
- III. Increased Child Restraint Citations, and
- IV. Education Awareness: Teens/Seniors/CPS.

This campaign continued in 2015 with participating agencies becoming eligible to win two fully equipped police vehicles at the Law Enforcement Challenge ceremony.

## **LAW ENFORCEMENT CHALLENGE**

Ten years ago, the Governor's Highway Safety Office, the Tennessee Association of Chiefs of Police, and the Tennessee Sheriffs' Association joined forces to strengthen and support traffic enforcement nationwide by providing the Law Enforcement Challenge, an innovative program designed to stimulate traffic law enforcement activities. The program targets three major traffic safety priorities: occupant protection, impaired driving, and speeding. The Law Enforcement Challenge provides law enforcement agencies with an opportunity to make a difference in the communities they serve and allows agencies to learn from one another and establish future goals in traffic safety enforcement and education. In 2015, the Tennessee Law Enforcement Challenge celebrates eleven (11) years of recognizing the best highway traffic safety programs in the state and across the nation. Special category awards are given to those agencies that excel in particular areas of enforcement, public information and education and technology.

## **MEDIA SUPPORT**

The Governor's Highway Safety Office (GHSO) will utilize an integrated communications plan that works in tandem with the National Highway Traffic Safety Administration (NHTSA) National Communications Plan. The GHSO will capitalize on unique promotional opportunities that are available in the state of Tennessee that reaches the target demographic highlighted by NHTSA. The GHSO will focus on impaired driving, occupant protection, distracted driving, and motorcycle awareness through techniques that integrate marketing (i.e. brand recognition,

method of delivery, target audience selection, demographic characteristics and law enforcement efforts) in order to reinforce state laws and encourage behavioral changes.

## **PRIMARY CAMPAIGN MESSAGES**

### **Booze It and Lose It**

The Booze It and Lose It message will be utilized with enforcement activities during the Holiday, 100 Days of Summer Heat, and Labor Day campaign periods and will target “risk takers” (men 18-29) and “blue collars” (men 25-34) demographic groups. The campaigns will include radio spots, television (network and cable) time, social media accounts, and online advertising space. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

The FY 2016 plan includes a diversity strategy to influence the driving behavior of the Hispanic community. Through a partnership with Conexión Americas, a DUI education and outreach service will be providing educational campaign materials for Manejar Borracho and one-on-one interaction with the Hispanic community. There are also promotional media efforts utilizing radio spots and print advertisements.

### **Click It or Ticket**

The Click It or Ticket campaign will be utilized with an enforcement message through designated campaign periods and will target “risk takers” (men 18-29) and “blue collars” (men 25-34) demographic groups to increase seat belt usage for this high risk demographic. The campaign will include radio spots, television (network and cable) times, social media accounts, and online advertising space. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

### **Motorcycle Safety**

The Motorcycle Awareness campaign will utilize a Share the Road behavioral message through specific campaign periods and will target drivers of other vehicles. The specific age category is adults 18 to 54 years old. The campaign will include radio spots, television (network and cable) time, social media accounts, and online advertising space. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.



# 2015

## Tennessee Motorcycle Safety Strategic Plan



March 2015

GOVERNOR'S HIGHWAY SAFETY OFFICE  
*helping you* **ARRIVE**

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# 2015 Tennessee Motorcycle Safety Strategic Plan

*prepared for*

Tennessee Department of Transportation Governor's Highway  
Safety Office

*prepared by*

Tennessee Motorcycle Safety Coalition in conjunction with  
Cambridge Systematics, Inc.

*date*

March 2015

GOVERNOR'S HIGHWAY SAFETY OFFICE  
*helping you* **ARRIVE**

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## 1.0 Vision, Mission, and Goal

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The vision of the Tennessee Strategic Highway Safety Plan (SHSP) is for all safety partners to work together toward zero fatalities and serious injuries on Tennessee roadways. While the SHSP addresses motorcycle safety issues along with other road users, the Tennessee Motorcycle Safety Strategic Plan (MSSP) expands on the SHSP and its Towards Zero Deaths (TZD) vision by providing detailed strategies to improve motorcycle safety in Tennessee. The Tennessee Motorcycle Safety Coalition, a diverse group of safety stakeholders including representatives from the 4 Es (enforcement, education, engineering, and emergency medical services), including the TDOT, Motorcycle Rider Education Program (MREP), state and local law enforcement, trauma professionals, motorcycle rider groups, and motorcycle dealers developed the vision, mission, and goal of the MSP.

### Vision

The MSSP supports the TZD vision and aims to “Ride to Zero.”

### Mission

“To reduce the human and economic toll of motorcycle-related crashes, injuries, and deaths on Tennessee’s transportation system by implementing proven strategies to reduce motorcycle-related fatalities and serious injuries and promote rider education, motorist awareness, and involvement from motorcycle groups.”

### Goal

The goal of the Tennessee MSSP is to reduce the number of fatalities by 2 percent annually within the next five years, from 130 (2009-2013 average) to 115 (2015-2019 average) and to reduce the current trend of increasing serious injuries by not exceeding 706 (2009-2013 average) serious injuries for the 2015-2019 average.





## 2.0 Introduction

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### Background

Tennessee is the 34<sup>th</sup> largest state in the U.S. encompassing 42,146 square miles and bordering eight states (Kentucky, Virginia, Georgia, Alabama, Mississippi, North Carolina, Missouri, and Arkansas). The State ranks 17<sup>th</sup> in population with 6,296,254 residents.<sup>1</sup> Tennessee is composed of 95 counties and 3 grand divisions within the State: the Eastern, Middle, and Western. The State's highway system is comprised of 19,721 bridges, 1,104 Interstate miles, 18 Interstate rest areas, 14 Interstate welcome centers, and 95,523 highway miles (13,884 miles are maintained by the State).

Tennessee is home to a remarkable array of scenery, including lush forests, abundant bodies of water, and breathtaking mountains resulting in some truly great motorcycle rides. The Volunteer State also offers lively cities and towns with rich histories, unique amenities, and weather ideal for riding most months of the year. Cities like Nashville, Memphis, Chattanooga, Knoxville, as well as access to the Appalachian Mountains and the Great Smoky Mountains National Park, make the State an attractive destination for motorcyclists. A nationally known destination for motorcyclists is the Tail of the Dragon at Deals Gap. This 11-mile stretch of roadway on U.S. 129 at the Tennessee/North Carolina State line has 318 curves and is considered one of America's most scenic highways for motorcyclists.

### *Motorcycle Fatalities*

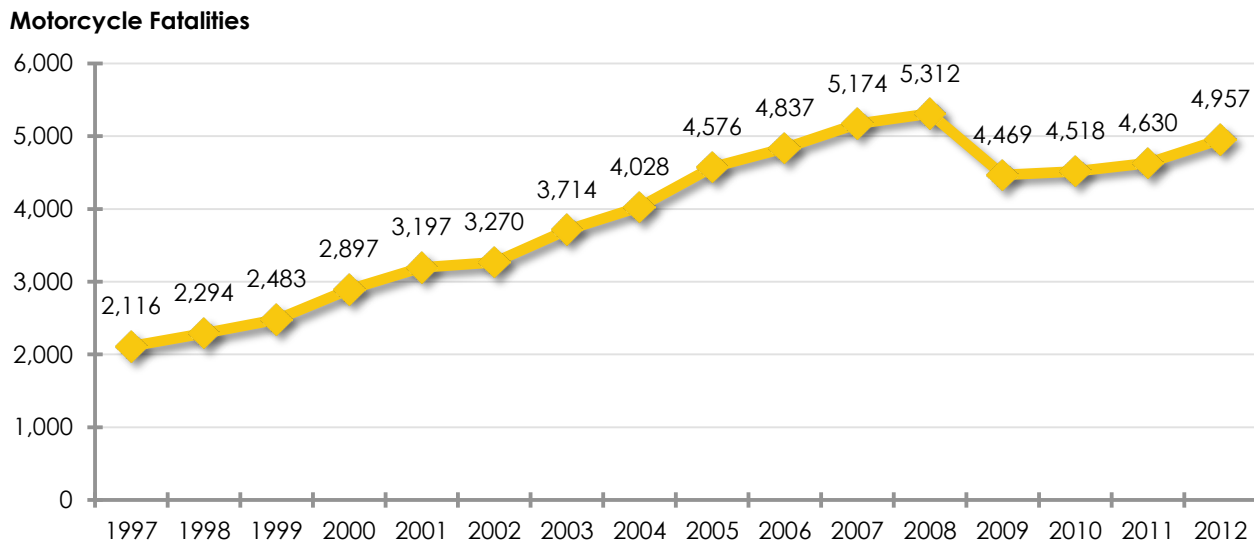
The U.S. has seen a steady decrease in motor vehicle-related fatalities in recent years. However, motorcycle-related crashes, fatalities, and serious injuries have steadily increased. Figure 2.1 shows U.S. motorcycle fatalities from 1997 to 2012 (the most recent year for which U.S. data are available). From 1997 to 2008, motorcycle fatalities steadily increased. From 2008 to 2009, motorcycle fatalities decreased by 15 percent but have continued to rise since that time.

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<sup>1</sup> <http://www.tn.gov/local/>.



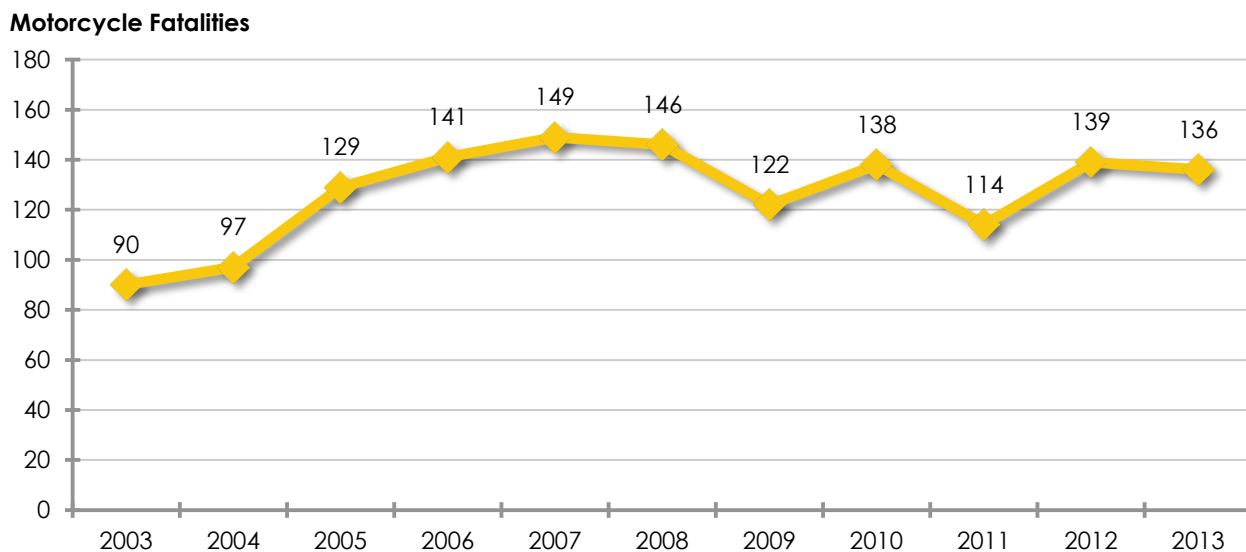
**Figure 2.1 U.S. Motorcycle Fatalities**



Source: NHTSA Fatality Analysis Reporting System (FARS).

Figure 2.2 shows Tennessee's motorcycle fatalities from 2003 to 2013. During the 10-year period, motorcycle deaths peaked in 2007 with 149 deaths. Since that year, the State has not seen a steady decline in motorcycle deaths.

**Figure 2.2 Tennessee Motorcycle Fatalities**



Source: Tennessee Department of Safety and Homeland Security, TITAN Division, 02/19/2015.  
Fatalities 2003 to 2009: NHTSA FARS Encyclopedia.  
Fatalities 2010 to 2013: FARS Division Database.



## Purpose

The Tennessee Motorcycle Safety Strategic Plan (MSSP) is a statewide coordinated safety plan that provides a framework for the Tennessee Governor's Highway Safety Office (GHSO) and its motorcycle safety partners to implement motorcycle safety programs and strategies that are proven to reduce or prevent motorcycle crashes, fatalities, and serious injuries on Tennessee roadways.

This plan is constructed around the National Highway Safety Administration's (NHTSA) Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 3, Motorcycle Safety. This Guideline identifies the elements of a statewide comprehensive motorcycle safety program. Nine elements are identified as Focus Areas in this plan and detailed in Section 4.0.

## Plan Development Process

The Tennessee Motorcycle Safety Strategic Plan was developed based on:

- Analysis of motorcycle crash, fatality, and injury data from 2003 to 2013 (key findings are provided in Section 3);
- Analysis of Tennessee motorcycle registration, licensing, and training data (key findings are included in Section 3);
- Recommendations from the February 2014 NHTSA Motorcycle Program Assessment;
- Feedback from motorcycle stakeholders across the State who participated in a series of roundtable meetings; and
- Input and comments from the Tennessee Motorcycle Safety Coalition.

### *NHTSA Motorcycle Program Assessment*

In February 2014, the Tennessee Department of Transportation (TDOT) and the GHSO sponsored a motorcycle safety assessment based upon NHTSA's Highway Safety Program Guideline No. 3 to learn from national experts how the State can reduce motorcycle-related fatalities and serious injuries and promote motorcycle safety. With the assessment results in hand, the next step was to gain additional insight from the experiences of Tennessee's motorcycle safety community.

### *Motorcycle Safety Roundtable Meetings*

GHSO hosted a series of roundtable meetings to learn what motorcycle stakeholders and safety practitioners were doing to combat motorcycle safety problems and to gain input on effective programs and opportunities to be included in the State's MSSP. Attendees included representatives from engineering, education, emergency services, enforcement, motorcycle dealers, rider groups, and legislators. Roundtable meetings were held in the following locations:

- Western Tennessee (Jackson) – August 11, 2014, 26 in attendance;
- Middle Tennessee (Murfreesboro) – August 13, 2014, 57 in attendance; and
- Eastern Tennessee (Knoxville) – August 14, 2014, 35 in attendance.



The project team provided roundtable participants an overview of the MSSP planning process, reviewed general Tennessee motorcycle-related statistics and challenges from 2006 to 2012, and discussed strategies to address motorcycle safety in nine Focus Areas:

- Motorcycle Operation Under the Influence of Alcohol and/or Other Drugs;
- Rider Education and Training;
- Law Enforcement;
- Operator Licensing;
- Rider Conspicuity and Motorist Awareness;
- Highway Engineering;
- Personal Protective Equipment;
- Legislation/Policy; and
- Program Evaluation and Data.

Communications and Program Management are also program areas identified in the NHTSA Motorcycle Program Guidelines. Strategies for these areas were incorporated into the nine focus areas discussed, as appropriate. The next step was to organize a coalition to develop the MSSP.

### *Tennessee Motorcycle Safety Coalition*

After the roundtable meetings, GHSO initiated and convened a coalition of motorcycle safety stakeholders and professionals from across the State. The coalition met to review the data and input from the assessment and roundtable meetings and develop a strategic plan to address the State's most pressing and data-driven motorcycle safety issues. The group includes representatives from the 4 Es (enforcement, education, engineering, and emergency medical services), including the TDOT, Motorcycle Rider Education Program (MREP), state and local law enforcement, trauma professionals, motorcycle rider groups, and motorcycle dealers. A list of the organizations/agencies represented is included in Appendix C. The coalition will lead the implementation of the plan outlined in this document.



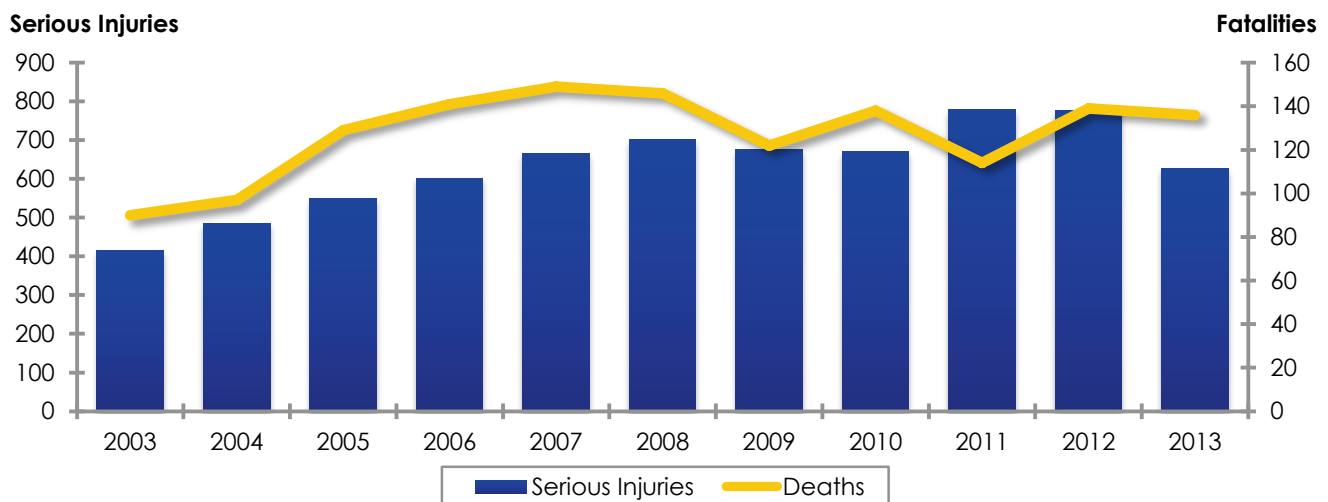
## 3.0 Tennessee Motorcycle Safety Challenges

Motorcycle crash and injury data were analyzed both in preparations for the NHTSA Motorcycle Safety Assessment and during the development of the strategic plan. The data summary provided in this section highlights the key findings. Additional and more detailed data are included in Appendices A, B, and C.

### Overview of Crashes

Figure 3.1 shows Tennessee motorcycle fatalities and serious injuries from 2003 to 2013. The number of fatalities peaked at 149 in 2007 while serious injuries peaked at 779 in 2011. Fatalities and serious injuries are increasing for the time period.

**Figure 3.1 Tennessee Motorcycle Fatalities and Serious Injuries**



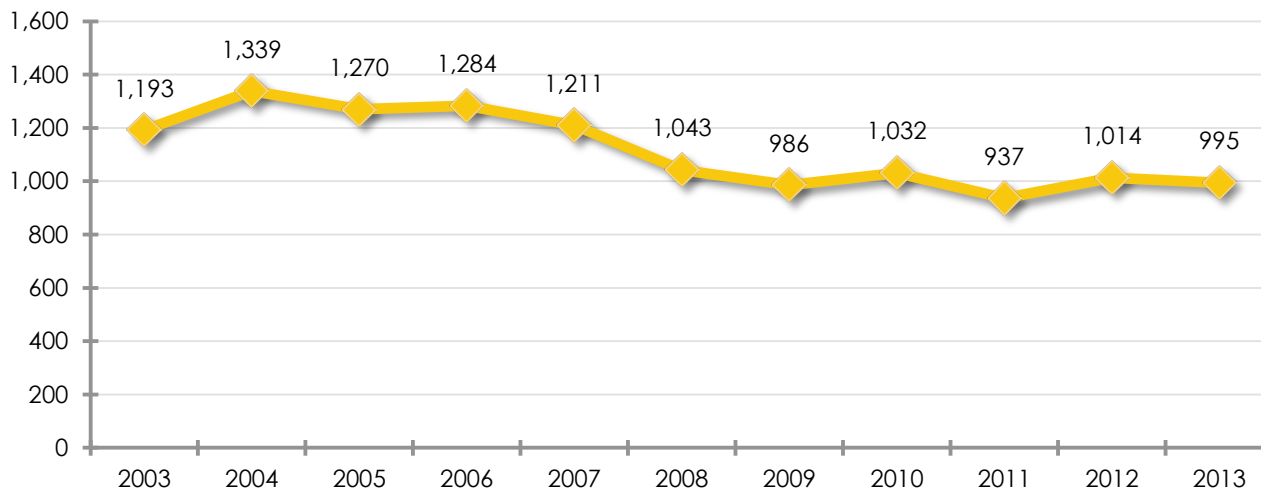
Source: Tennessee Department of Safety and Homeland Security, TITAN Division, 02/19/15.



It is important to understand the motorcycle trends as they relate to all motor vehicle fatalities on Tennessee roadways. Figure 3.2 shows motor vehicle fatalities from 2003 to 2013. Motor vehicle fatalities have been on a downward trend. Fatalities have decreased 17 percent from 1,193 in 2003 to 995 in 2013.

**Figure 3.2 Tennessee Motor Vehicle Fatalities**

**Fatalities**

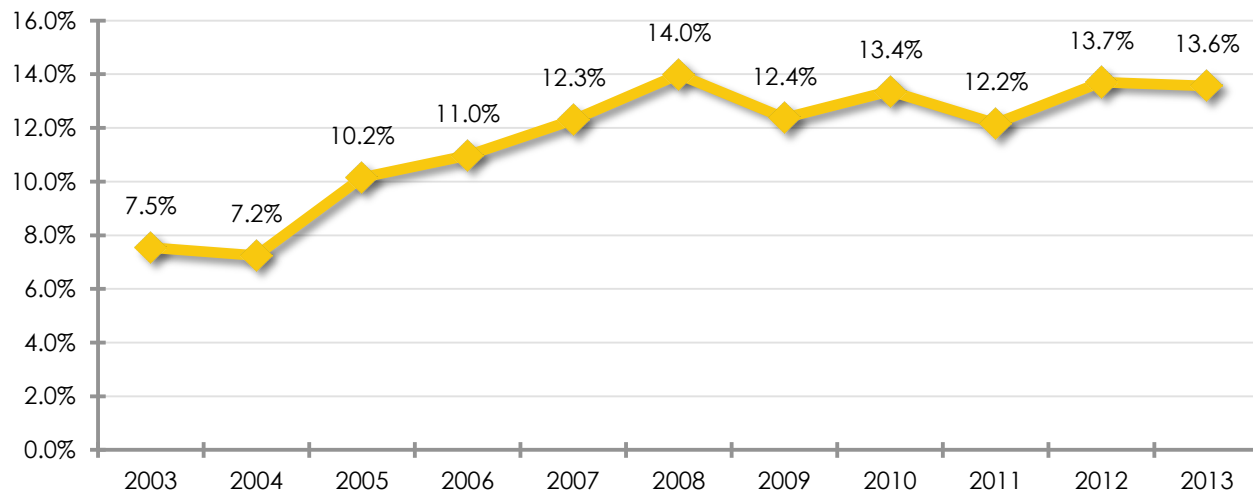


Source: <http://www.tn.gov/safety/stats/CrashData/FatalityRate1950-2013.pdf>

Figure 3.3 shows the percentage of Tennessee traffic fatalities that involve motorcycles for the period 2003 to 2013. Overall, the percentage of traffic fatalities involving motorcycles has been on the rise from 7.5 percent in 2003 to 13.6 percent in 2013, with a high of 14 percent in 2008. This trend has occurred as motor vehicle fatalities have decreased.

**Figure 3.3 Percentage of Tennessee Traffic Fatalities Involving Motorcyclists**

**Fatalities**



Source: <http://www.tn.gov/safety/stats/CrashData/MotorcycleFatal1998-2014.pdf>.



Motorcycle fatalities and serious injuries for Tennessee's 95 counties are shown in Appendix B. Counties such as Blount, Davidson, Hamilton, Knox, and Shelby account for higher than average numbers of motorcycle crashes, serious injuries, and fatalities. Blount County is the location of the popular motorcycling destination Tail of the Dragon at Deals Gap.

## Data Findings

The data below are from 2003 to 2013 unless noted otherwise. Fatality data are from the NHTSA Fatality Analysis Reporting System (FARS) and injury data are from the Tennessee's Integrated Traffic Analysis Network (TITAN). Motorcyclist is a combined reference to motorcycle operators and passengers.

### *Who Was Involved in Crashes?*

- The highest number of deaths involved motorcyclists between the ages of 21 and 25.
- The highest number of serious injuries involved motorcyclists between the ages of 46 and 50.
- Male motorcyclists accounted for 1,252 deaths (89 percent), with 150 (11 percent) for females.
- Male motorcyclists accounted for 5,945 serious injuries (86 percent), with 977 (14 percent) for females.
- Motorcycle operators accounted for 93 percent of fatalities and 90 percent of serious injuries.

### *When Did Crashes Occur?*

- The majority of motorcyclist deaths and serious injuries occurred from May to September when the weather is warm, on Saturdays and Sundays, and between the hours of 3 p.m. and 5 p.m.

### *Contributing Factors*

- On average, 30 percent of motorcycle operators killed in crashes were unlicensed.
- Twenty-one percent of fatal and serious injury motorcycle crashes involved an impaired motorcycle operator.
- Approximately 11 percent of motorcycle operators and 15 percent of passengers killed in a crash were not wearing a helmet.<sup>2</sup>
- Approximately 88 percent of motorcyclists in serious injury crashes were wearing a helmet.

### *Licensing and Registrations*

- Motorcycle licenses have steadily increased from 233,984 in 2003 to 358,922 in 2014.
- As of March 2015, 174,352 motorcycles or motor-driven cycles were registered in Tennessee.

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<sup>2</sup> Tennessee has had a universal helmet law since 1967. A person riding a motorcycle is required to wear a crash helmet meeting Federal standard 49 CFR 571.218 (T.C.A. 55-9-302).





## 4.0 Focus Areas

The Tennessee Motorcycle Safety Strategic Plan (MSSP) is organized under nine key Focus Areas. Strategies are identified for each Focus Area and key initiatives are outlined for each strategy. More detailed action steps which identify the action step leaders, target completion dates, and performance measures will be developed by the Motorcycle Safety Coalition and maintained as a separate living document that will be revised and updated annually to reflect the current conditions and availability of resources. Strategies are identified as near-term (Year 1), mid-term (Year 2 or 3), or long-term (Year 4 or 5) to denote the intended priority level for implementation.



### Motorcycle Operation Under the Influence of Alcohol or Other Drugs

#### Strategy 1 – Develop and implement impaired riding awareness programs and events.



- Encourage more rider groups to promote riding sober by providing examples of activities they can implement.
- Develop and implement programs sponsored by law enforcement motor (motorcycle officer) programs to inform riders how law enforcement motorcycle officers ride every day without getting in crashes, address frequently asked questions, and remind riders to ride sober.
- Develop and implement a motorcycle ride escort/safety program to allow new riders to get on-the-road experience with an experienced rider, and include reminders to ride sober in the program.



### Strategy 2 – Create and distribute Tennessee-specific impaired riding materials.



- Develop a data-driven (predictive analytics for crashes and impaired riding crashes) impaired riding motorcycle safety campaign and focus material distribution on the locations and demographics associated with impaired riding crashes and arrests.
- Develop targeted impaired riding campaign materials with a standard message (Ride to Zero) for use by various groups and programs.
- Provide impaired riding campaign materials to motorcycle organizations for distribution.

### Strategy 3 – Develop programs to inform law enforcement and adjudication officers of impaired riding enforcement strategies.



- Provide training on prosecuting impaired riding offenders during conferences or appropriate training activities.
- Continue providing the Law Enforcement and Motorcycle Safety course annually.
- Utilize the Judicial Liaison program to communicate impaired riding challenges to judges.

### Strategy 4 – Implement additional impaired riding prevention efforts based on available data.



- Include impaired motorcyclist enforcement as a specific component in the Strategic Highway Safety Plan (SHSP).
- Target enforcement efforts in high crash areas during motorcycle events.

## Rider Education and Training

### Strategy 1 – Establish an evaluation program to continuously measure the Motorcycle Rider Education Program's (MREP) impact on rider safety and motorcycle crashes.



- Collaborate with Department of Safety to conduct study of trained and untrained riders' crash history every 5 years.

### Strategy 2 – Ensure entry-level training curriculum are standardized statewide.



- Continue use of the Model National Standards for Entry-Level Motorcycle Rider Training as a guide for assessing rider training curricula.

### Strategy 3 – Increase the number of trained Tennessee motorcyclists and encourage advanced training.



- Study the feasibility of mandating the basic rider training for all novice motorcyclists using a tiered process.
- Mandate a motorcycle safety course in place of a driving school course ordered by courts for certain motorcycle citations, especially those cited with no Class M license.
- Promote continuous education by offering advanced training exercises/courses.

**Strategy 4 – Assess data-driven and research-based training curriculum needs and develop a process to revise the curriculum.**

Long Term



- Analyze data from the CRM and TITAN data systems to assess Tennessee motorcycle crash characteristics.
- Review curriculum annually to ensure most common crash characteristics are addressed in classroom and on-cycle instruction (as appropriate).

**Strategy 5 – Incorporate sharing the road with motorcycles concepts and strategies into mandated driving school courses.**

Long Term



## Law Enforcement

**Strategy 1 – Increase motorcycle-related law enforcement training.**

Near Term



- Increase law enforcement training on the techniques of recognizing impaired motorcycle riders.
- Increase law enforcement training on the techniques to identify noncompliant helmets.
- Offer the motorcycle crash investigation/reconstruction course to more officers.
- Create tip cards to provide a comprehensive list of motorcycle-related laws to law enforcement.

**Strategy 2 – Expand enforcement in areas of high motorcycle crashes using a data-driven approach.**

Medium Term



- Develop a predictive analytics model to predict motorcycle crashes and use the data to inform motorcycle safety enforcement and education programs.
- Provide more detailed motorcycle crash data to law enforcement (e.g., speed, helmet use, residence, riding experience).

**Strategy 3 – Examine the feasibility of law enforcement involved motorcycle safety programs.**

Near Term



- Evaluate the feasibility of a program in which motor officers assess riding skills of experienced riders (e.g., BikeSafe Program).

## Operator Licensing

**Strategy 1 – Develop a graduated licensing program for motorcyclists.**

Long Term



- Require minimum hours of experience before issuance of a motorcycle learner's permit or license and better supervised practices.
- Require graduated licensing for riders under age 18, with restrictions.



### Strategy 2 – Ensure compliance and quality assurance for motorcycle examiners.

Long Term

- Participate in the American Association of Motor Vehicle Administrators' (AAMVA) certified motorcycle examiner program.
- Develop a compliance and quality assurance effort for Driver Services Division examiners and MREP Rider Coaches who administer the licensing test.

### Strategy 3 – Reduce the number of unlicensed motorcycle operators.

Medium Term

- Promote the advantages of proper licensing through dealers, rider groups, law enforcement, etc.
- Fund training course costs to reduce barriers to enrollment in MREP's license waiver courses.
- Develop more detailed educational materials for permit holders/applicants.
- Include motorcycle-specific crash causation data in the Motorcycle Operator's Manual (MOM).

### Strategy 4 – Reform licensing exercises for motorcycle testing done at driver's licensing centers.

Long Term

- Determine the feasibility of more rigorous braking exercises for testing done at driver's license centers (e.g., high-speed braking, emergency braking, etc.).

## Rider Conspicuity and Motorist Awareness

### Strategy 1 – Educate motorcycle riders on conspicuity strategies to increase use of high-visibility clothing and gear.

Near Term

- Utilize the reach and influence of rider groups to promote rider conspicuity at private and public events.
- Develop data-driven motorcyclist conspicuity messages with greater detail (e.g., "no zone" around vehicles.)
- Use social media to distribute conspicuity messages targeting age groups overrepresented in motorcycle crashes.
- Revisit legislation related to defining the number of headlights allowed and oscillating lights on motorcycles.

### Strategy 2 – Encourage motorists to share the road with motorcycles and increase their knowledge about sharing the road with motorcyclists.

Near Term

- Develop motorist awareness messages with greater detail on sharing the road with motorcyclists and crash-specific data for Tennessee.
- Use social media to distribute motorist awareness messages targeting all age groups.
- Evaluate the impact and reach of share the road messages.

# Highway Engineering

## Strategy 1 – Identify opportunities to provide enhanced engineering and maintenance personnel training on motorcycle safety.



- Educate road design and maintenance personnel about hazardous conditions to motorcycles.
- Coordinate with GHSO and MREP to address specific safety needs of motorcyclists in highway engineering.

## Strategy 2 – Identify opportunities to enhance design and maintenance policies/protocols to improve motorcycle safety and consider motorcyclists during maintenance and selection of materials.



- Continue using signage to warn motorcyclists of hazardous conditions (e.g., advanced warning of hazards to allow motorcyclists to reroute if desired).
- Require contractors to remove loose gravel and debris from construction zones on a regular basis.
- Consider motorcycles when placing metal plates in the right-of-way.
- Examine the use of skid resistant paint materials to avoid slippery surfaces.
- Modify median barriers to accommodate motorcycles, when appropriate (e.g., distance from roadway, widen gap beneath lower cable and ground).
- Consider using TDOT incident management vehicles/personnel to remove hazardous debris from roadway (e.g., gators).
- Review and improve secondary roadway construction protocols.
- Examine roadways with frequent maintenance operations to identify potential opportunities to reduce hazards to motorcyclists during maintenance.

# Personal Protective Equipment

## Strategy 1 – Increase the number of motorcyclists properly wearing all personal protective equipment.



- Survey motorcyclists about their attitudes toward personal protective equipment and use the information to formulate campaigns encouraging use.
- Develop an awareness campaign to encourage using personal protective equipment.
- Use social media to target young riders on the benefits of personal protective equipment.
- Integrate personal protective equipment messages into the State's occupant protection activities.
- Maintain Tennessee's existing motorcycle helmet law.





### Strategy 2 – Encourage enforcement of the universal helmet law.



- Increase law enforcement training on the techniques to identify noncompliant helmets.

## Legislation/Policy

### Strategy 1 – Revise and simplify all Tennessee comprehensive administrative code definitions to allow for easier enforcement of motorcycle-related infractions.



### Strategy 2 – Provide information and data analysis to support legislative actions needed to implement applicable strategies in the MSSP.



- Mandate a motorcycle safety course in place of a driving school course ordered by courts, for certain motorcycle citations [Rider Training and Education].
- Reform the existing motorcycle learner's permit process [Operator Licensing].
- Develop a graduated licensing program for motorcyclists [Operator Licensing].
- Maintain the existing motorcycle helmet law [Personal Protective Equipment].
- Revisit legislation related to defining the number of headlights allowed and oscillating lights on motorcycles [Rider Conspicuity and Motorist Awareness].

## Program Evaluation and Data

### Strategy 1 – Continue to use data to identify and develop motorcycle safety strategies.



- Use TITAN Predictive Analysis Model to predict future motorcycle crash factors.
- Link CRM data with TITAN data to better understand motorcycle safety challenges.
- Conduct ongoing analysis of TITAN data to compare trained and untrained rider crash frequency and severity.

### Strategy 2 – Establish a formal implementation and evaluation process for motorcycle safety strategies and countermeasures.



- Develop measureable objectives and a formal evaluation of all GHSO and MREP motorcycle activities.
- Include motorcycle organizations in implementation of the evaluation process for projects/programs.
- Report progress in implementing the MSSP strategies, including barriers to success, to motorcycle stakeholders and safety practitioners annually.





## 5.0 Summary

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While Tennessee’s motor vehicle fatalities and serious injuries have been on the decline in recent years, motorcycle fatalities and serious injuries are increasing. Along with this trend, the number of motorcycle licenses and registrations has increased. The Tennessee GHSO, MREP, Motorcycle Safety Coalition, and motorcycle stakeholders are committed to reducing motorcycle-related fatalities and serious injuries and promoting the safest environment for motorcyclists in the State. The MSSP is a road map for Tennessee to begin its journey to “Ride to Zero.”

Strategies for nine Focus Areas: Motorcycle Operation Under the Influence of Alcohol and/or Other Drugs, Rider Education and Training, Law Enforcement, Operator Licensing, Rider Conspicuity and Motorist Awareness, Highway Engineering, Personal Protective Equipment, Legislation/Policy, and Program Evaluation and Data have been developed using research on proven motorcycle safety countermeasures and with feedback and recommendations from the NHTSA Motorcycle Program Assessment, three stakeholder meetings across the State, and experts and motorcycle safety professionals on the Motorcycle Safety Coalition.

The Tennessee Motorcycle Safety Coalition, along with GHSO and MREP, will lead the implementation of this five-year plan and track progress towards the goal of reducing motorcycle-related fatalities by 2 percent annually and reducing the current trend of rising serious injuries by not exceeding the 2009-2013 five-year average of 706 by 2019.



# APPENDIX A

## Tennessee Motorcycle Safety Fact Sheet

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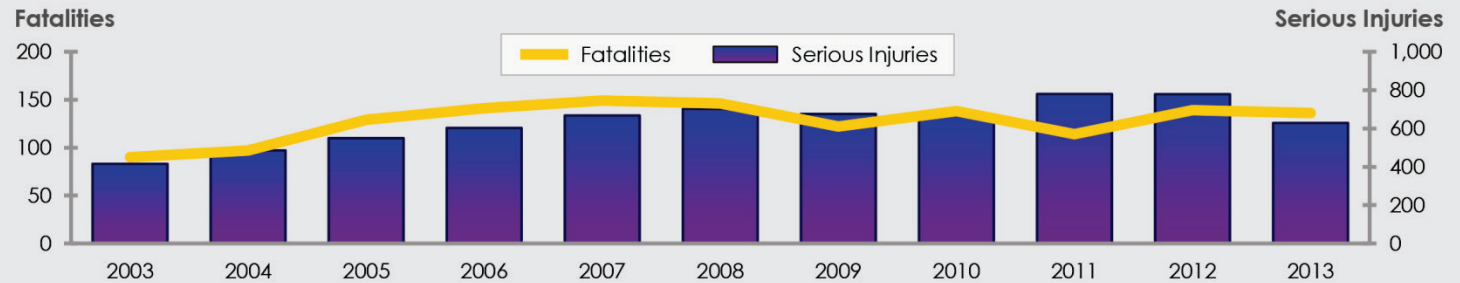
# TENNESSEE MOTORCYCLE DATA FACT SHEET



## 2003-2013 Data

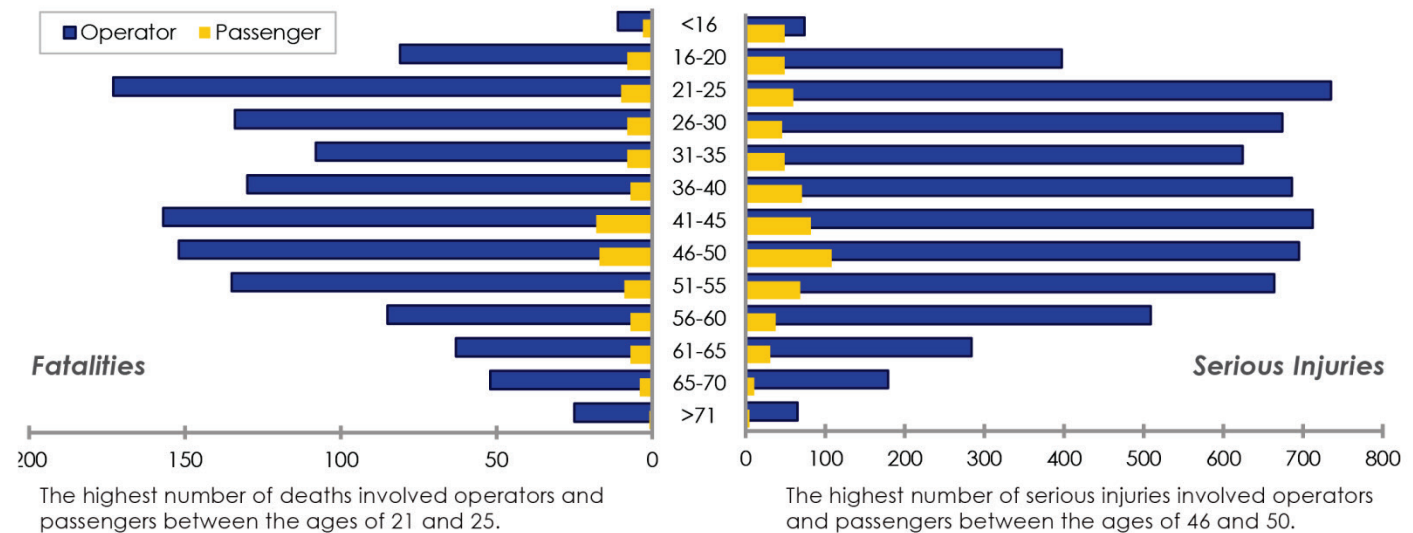
### OVERVIEW OF CRASHES

Between 2003 and 2013, 1,424 people died and 7,101 were seriously injured in motorcycle-related crashes. Motorcycle deaths accounted for 11 percent of Tennessee's traffic-related deaths.

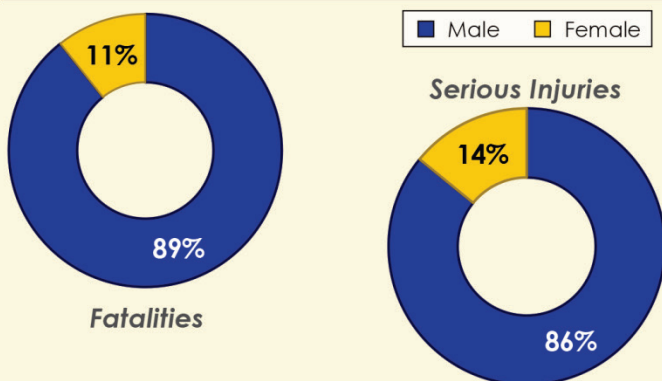


### WHO WAS INVOLVED IN CRASHES?

#### AGE



#### GENDER

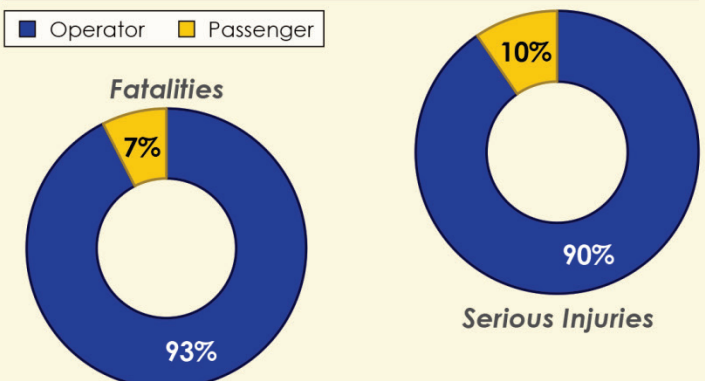


Male operators/passengers accounted for 1,252 (89%) deaths, with 150 (11%) for females.

Male operators/passengers accounted for 5,945 (86%) serious injuries, with 977 (14%) for females (\*27 unknown).

Motorcycle Safety Strategic Plan

#### OPERATOR/PASSENGER

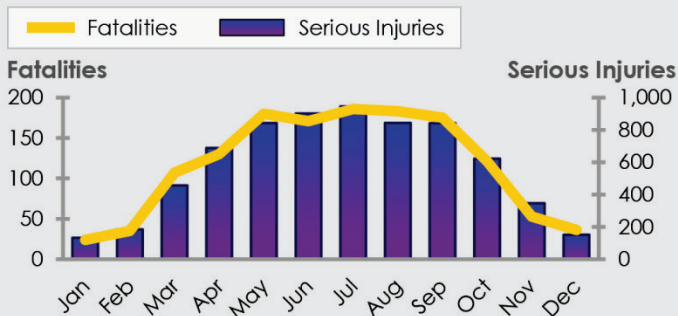


Operators accounted for 93 percent of fatalities and 90 percent of serious injuries.

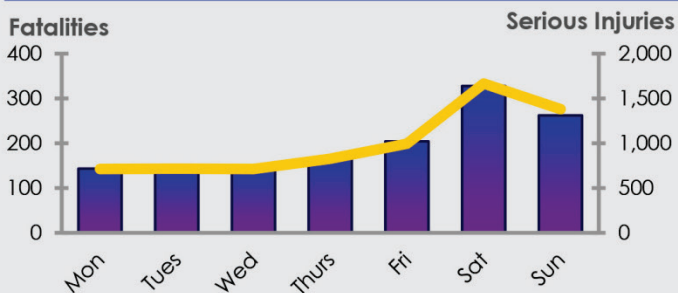
## WHEN DID CRASHES OCCUR?

The majority of operator/passenger deaths and serious injuries occurred from May to September when the weather is warmer, on Saturdays and Sundays, and between the hours of 3 p.m. and 5 p.m.

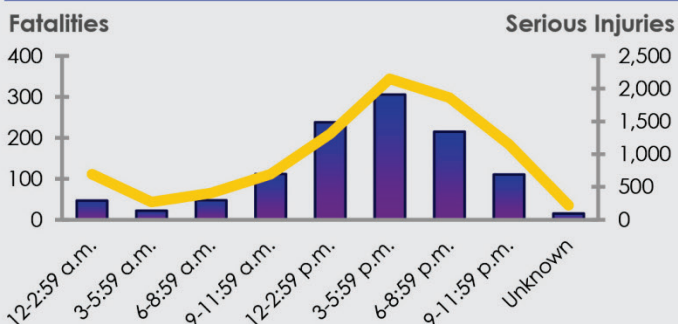
### MONTH



### DAY



### TIME OF DAY

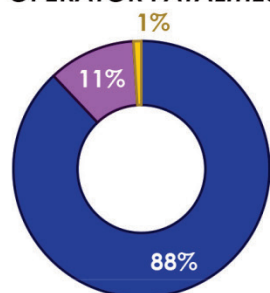


## HELMET USE

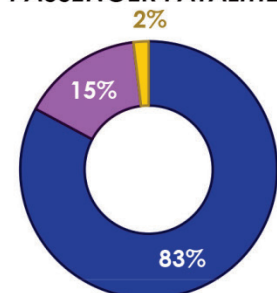
Tennessee has had a universal helmet law since 1967. A person riding a motorcycle is required to wear a crash helmet meeting Federal standard 49 CFR 571.218 (T.C.A. 55-9-302).

Approximately 11 percent of operators and 15 percent of passengers killed in a crash were not wearing a helmet.

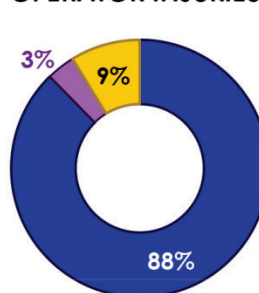
### OPERATOR FATALITIES



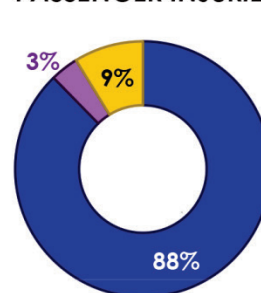
### PASSENGER FATALITIES



### OPERATOR INJURIES



### PASSENGER INJURIES



## TENNESSEE MOTORCYCLE DATA FACT SHEET

Source: Tennessee Department of Safety and Homeland Security, TITAN Division, 02/19/2015.

Serious Injuries: TITAN Crash Database.

Fatalities 2003-2009: NHTSA FARS Encyclopedia.

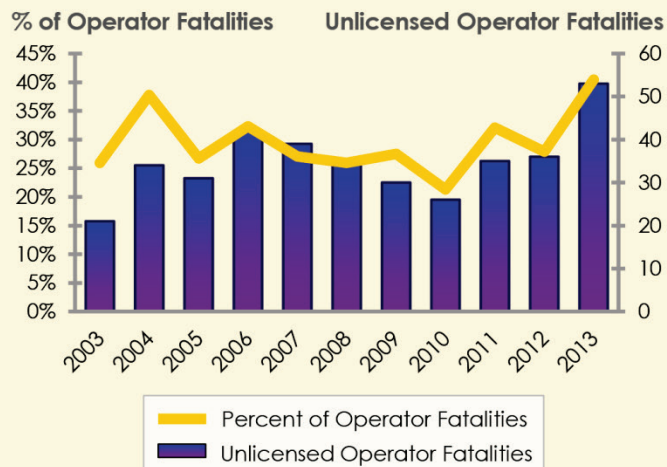
Fatalities 2010-2013: FARS Division Database.

Motorcycle Safety Strategic Plan

## CONTRIBUTING FACTORS

### LICENSING

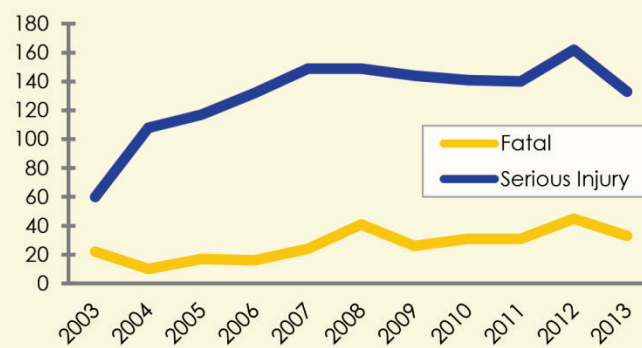
On average, 30 percent of motorcycle operators killed in a crash were unlicensed.



### IMPAIRMENT

Twenty-one percent of fatal and serious injury motorcycle crashes involved an impaired motorcycle operator.

### Crashes



GOVERNOR'S HIGHWAY SAFETY OFFICE

helping you **ARRIVE**



# APPENDIX B

## Motorcycle Fatalities and Serious Injuries by County

### *Motorcyclists Killed in Tennessee Traffic Crashes*

County	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Anderson	1	3	1	3	5	3	4	2	1	0	2
Bedford	0	0	1	0	0	1	0	2	0	0	5
Benton	0	0	0	0	1	0	0	0	0	1	2
Bledsoe	1	0	0	1	1	0	0	0	0	0	0
Blount	3	4	7	5	9	9	4	3	5	6	2
Bradley	1	1	2	2	0	2	1	1	2	4	0
Campbell	0	0	1	3	0	0	0	1	2	0	1
Cannon	1	1	1	0	2	1	0	2	0	2	1
Carroll	1	0	0	0	2	0	0	0	0	0	1
Carter	0	1	2	2	1	1	2	0	3	0	2
Cheatham	0	1	0	1	1	0	0	1	1	0	0
Chester	0	0	0	0	0	0	0	0	0	0	0
Claiborne	1	0	3	2	2	1	1	2	1	0	0
Clay	0	0	0	0	1	0	0	0	0	0	0
Cocke	3	1	2	1	3	2	1	2	0	1	1
Coffee	1	0	1	0	1	0	0	1	0	1	1
Crockett	0	0	0	0	0	0	2	0	0	1	1
Cumberland	0	0	1	2	3	1	0	1	6	1	0
Davidson	6	7	8	8	5	8	7	8	9	15	8
Decatur	0	1	0	1	0	0	0	0	0	2	0
DeKalb	0	1	1	0	0	1	0	0	1	1	1
Dickson	0	1	0	3	1	1	4	2	1	1	3
Dyer	1	2	0	1	1	0	0	2	0	0	0
Fayette	0	0	1	0	0	0	0	0	0	0	1
Fentress	0	1	0	0	0	1	1	0	0	0	0
Franklin	0	0	2	0	1	1	1	0	0	1	1
Gibson	0	1	1	0	1	1	0	0	0	1	1
Giles	0	0	1	0	0	0	1	2	2	0	2
Grainger	0	1	0	1	1	1	1	1	0	2	0
Greene	1	1	1	2	0	2	1	2	2	5	5
Grundy	0	0	1	1	0	3	0	0	0	1	1
Hamblen	1	1	1	2	0	1	2	0	0	1	0
Hamilton	1	4	6	6	9	8	9	8	3	7	8
Hancock	1	1	0	0	1	0	0	1	0	0	0
Hardeman	1	1	0	0	2	2	0	0	0	0	1
Hardin	1	0	1	2	1	0	0	0	1	1	0
Hawkins	1	0	2	1	2	4	1	1	3	1	0
Haywood	0	0	0	0	0	0	1	0	1	0	0
Henderson	0	2	2	0	0	0	1	0	0	0	0
Henry	1	0	1	0	1	1	2	2	1	0	0
Hickman	1	0	0	0	3	0	0	0	0	1	1
Houston	0	0	0	0	0	1	0	0	0	0	1
Humphreys	0	0	1	0	1	2	1	1	0	0	1
Jackson	0	0	1	1	0	1	0	0	0	0	1
Jefferson	0	1	1	0	1	3	2	1	1	3	1
Johnson	0	1	0	0	1	0	2	0	0	0	0
Knox	4	4	13	6	8	6	14	8	8	5	5
Lake	0	0	0	0	0	0	1	0	0	0	0



County	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Lauderdale	1	1	0	1	0	1	0	0	1	2	0
Lawrence	0	1	1	1	0	4	0	0	2	1	4
Lewis	1	0	0	0	0	0	0	1	0	0	0
Lincoln	1	0	2	3	0	0	0	0	1	2	0
Loudon	0	1	0	1	1	2	0	4	0	0	1
McMinn	0	2	1	2	4	4	1	2	1	0	1
McNairy	1	1	2	1	0	1	0	0	0	0	0
Macon	0	0	0	1	0	1	1	1	1	2	0
Madison	1	0	1	4	3	0	0	3	1	4	0
Marion	0	0	0	3	2	3	2	1	3	2	0
Marshall	0	0	1	0	0	1	0	0	2	2	0
Maury	7	1	2	0	4	1	0	1	1	1	1
Meigs	1	0	0	0	0	1	0	1	0	0	2
Monroe	2	3	1	0	2	2	2	5	1	2	2
Montgomery	2	3	5	3	5	3	2	2	2	7	6
Moore	0	0	0	0	1	0	0	0	0	0	0
Morgan	0	0	0	2	2	1	1	2	0	0	0
Obion	1	1	2	1	1	0	1	1	0	0	1
Overton	0	0	0	1	0	0	0	3	0	0	2
Perry	0	1	1	2	0	1	0	0	0	0	2
Pickett	1	0	0	0	0	0	0	0	0	0	0
Polk	2	0	0	1	3	2	1	3	0	0	0
Putnam	0	1	0	1	1	0	1	2	3	0	2
Rhea	1	0	0	0	0	1	0	0	0	2	0
Roane	0	0	2	1	0	0	2	3	0	2	1
Robertson	1	1	1	0	3	2	0	2	1	1	1
Rutherford	2	2	3	6	4	7	2	2	5	5	3
Scott	0	1	1	0	1	0	1	0	0	0	0
Sequatchie	1	1	0	0	0	0	0	0	1	0	0
Sevier	1	1	3	8	2	2	2	5	2	2	4
Shelby	18	13	11	24	19	15	12	15	13	13	19
Smith	0	1	0	2	1	0	2	0	0	0	1
Stewart	0	2	1	0	0	2	0	1	0	1	2
Sullivan	0	6	2	2	7	6	3	2	4	7	1
Sumner	2	3	4	2	0	0	1	5	5	2	1
Tipton	3	0	2	1	0	1	1	1	0	1	2
Trousdale	0	1	1	0	0	0	0	1	0	2	0
Unicoi	0	2	2	0	0	1	0	0	0	0	0
Union	1	0	1	0	0	1	3	1	0	1	1
VanBuren	1	0	0	0	1	0	0	0	0	0	0
Warren	0	0	0	0	2	3	0	5	2	2	4
Washington	1	2	3	1	3	3	2	2	0	3	2
Wayne	0	0	2	0	0	1	1	1	0	0	1
Weakley	0	0	0	0	0	0	2	0	1	2	3
White	1	0	1	4	1	0	1	1	1	1	0
Williamson	2	1	2	0	2	2	3	0	2	1	2
Wilson	1	1	1	5	2	2	5	2	4	1	3
Unknown	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>90</b>	<b>97</b>	<b>129</b>	<b>141</b>	<b>149</b>	<b>146</b>	<b>122</b>	<b>138</b>	<b>114</b>	<b>139</b>	<b>136</b>

Source: Tennessee Department of Safety and Homeland Security, TITAN Division, 02/19/2015.  
Total Crashes: TITAN Crash Database.  
Serious Injuries: TITAN Crash Database.  
Fatalities 2003 to 2009: NHTSA FARS Encyclopedia.  
Fatalities 2010 to 2013: FARS Division Database.

## Motorcyclists Seriously Injured in Tennessee Traffic Crashes

County	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Anderson	12	9	9	7	5	8	7	8	6	7	5
Bedford	4	3	3	4	7	4	6	8	6	8	5
Benton	1	0	2	1	2	2	1	3	0	2	1
Bledsoe	4	4	2	0	5	2	4	1	3	6	1
Blount	15	30	26	32	38	50	32	28	49	43	49
Bradley	7	11	8	9	8	9	7	9	12	13	8
Campbell	2	2	3	4	7	4	2	4	4	8	3
Cannon	1	0	1	0	1	1	4	2	1	0	0
Carroll	1	1	2	6	4	1	10	5	8	7	2
Carter	7	10	4	1	3	5	7	12	15	12	6
Ceatham	2	4	4	9	2	4	9	10	3	4	6
Chester	0	0	0	0	1	2	2	2	1	6	1
Claiborne	0	1	0	2	3	0	4	9	2	2	2
Clay	0	0	0	1	0	1	0	0	0	1	0
Cocke	4	5	8	9	8	5	7	4	8	8	7
Coffee	2	5	5	1	9	2	3	6	6	8	4
Crockett	0	1	2	0	2	1	1	3	0	0	0
Cumberland	0	2	3	4	2	8	1	3	6	3	4
Davidson	33	26	26	37	36	40	22	22	28	33	35
Decatur	0	2	0	0	2	2	2	2	4	1	2
DeKalb	1	3	1	2	1	0	1	1	7	4	3
Dickson	1	2	5	2	4	3	6	6	6	6	7
Dyer	0	3	8	2	8	2	5	6	3	3	2
Fayette	4	1	4	2	0	6	3	5	2	2	2
Fentress	1	2	0	0	0	0	0	0	1	0	0
Franklin	1	1	2	2	2	5	1	3	8	2	3
Gibson	6	3	5	5	3	4	3	5	5	6	2
Giles	2	1	5	5	1	4	0	5	4	2	5
Grainger	4	2	4	3	3	2	5	3	4	7	3
Greene	4	6	8	8	9	10	13	14	19	13	12
Grundy	0	1	4	0	2	6	1	1	3	0	4
Hamblen	4	7	5	7	9	10	4	11	14	5	7
Hamilton	16	24	28	30	29	29	43	48	56	68	49
Hancock	0	2	2	2	0	0	4	0	0	0	0
Hardeman	0	1	4	5	1	2	1	2	3	5	1
Hardin	1	6	1	1	0	3	4	4	7	4	5
Hawkins	3	6	7	4	9	10	8	3	10	5	6
Haywood	0	0	1	1	1	3	0	0	2	2	1
Henderson	5	2	4	2	1	3	5	0	7	2	1
Henry	6	4	4	2	7	7	5	10	8	6	6
Hickman	1	1	2	0	0	9	4	4	3	5	0
Houston	0	0	2	1	0	0	9	0	1	0	2
Humphreys	0	2	2	1	2	0	1	1	4	3	7
Jackson	0	1	0	0	2	2	1	0	1	1	1
Jefferson	2	4	13	5	7	6	10	9	11	5	6
Johnson	2	5	2	4	3	3	0	2	6	3	1
Knox	26	30	39	41	46	44	60	44	50	55	38
Lake	0	0	0	2	1	0	0	1	0	0	0
Lauderdale	1	1	2	0	1	4	6	1	3	2	0
Lawrence	2	2	6	1	7	3	5	4	7	5	3
Lewis	1	0	1	1	5	6	4	3	3	2	3
Lincoln	2	4	7	4	10	6	5	4	8	3	5
Loudon	4	1	4	8	7	8	7	10	2	6	6
McMinn	6	5	7	13	6	8	10	11	5	12	5
McNairy	1	1	0	0	0	2	2	3	6	2	2





County	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Macon	1	2	1	2	0	0	0	1	2	1	0
Madison	8	8	9	7	8	10	9	13	8	13	9
Marion	6	1	4	2	9	8	12	5	7	3	2
Marshall	0	3	0	4	2	10	7	4	3	7	7
Maur	5	8	10	3	7	9	15	4	8	9	7
Meigs	0	2	2	0	1	0	3	3	0	3	2
Monroe	3	11	5	8	24	10	15	16	9	17	13
Montgomery	24	25	28	31	27	28	26	29	40	49	35
Moore	0	2	1	1	2	3	1	1	5	1	0
Morgan	0	2	4	2	4	2	4	3	5	3	1
Obion	4	6	12	6	5	13	4	7	0	5	1
Overton	1	5	0	0	1	4	0	2	2	4	1
Perry	0	4	1	3	2	6	4	4	6	4	0
Pickett	0	0	0	0	0	0	0	1	2	0	0
Polk	2	4	1	8	9	7	7	6	6	7	5
Putnam	5	2	6	12	14	8	11	11	6	18	17
Rhea	4	2	2	2	0	1	2	5	2	2	4
Roane	8	4	3	3	13	8	11	6	5	5	1
Robertson	4	4	3	11	4	5	7	8	6	8	10
Rutherford	14	16	18	22	24	21	19	24	30	22	30
Scott	1	1	0	1	1	0	1	1	1	0	1
Sequatchie	4	3	1	2	0	2	0	4	4	2	2
Sevier	13	19	19	24	16	22	9	21	19	17	11
Shelby	43	43	47	64	74	53	56	44	51	53	42
Smith	3	0	1	2	2	2	3	1	2	2	2
Stewart	3	6	9	3	3	6	5	8	12	3	2
Sullivan	7	9	12	17	19	15	18	9	12	18	12
Sumner	10	6	14	9	14	23	14	12	21	20	13
Tipton	4	4	5	8	8	5	4	6	11	10	8
Trousdale	1	0	0	0	0	1	0	0	1	0	0
Unicoi	2	0	1	5	4	2	2	3	3	2	2
Union	0	1	1	3	1	2	4	1	0	3	1
VanBuren	0	0	4	1	1	2	2	0	0	2	1
Warren	3	1	1	3	1	2	1	2	7	1	1
Washington	4	8	6	9	10	13	6	11	5	15	6
Wayne	5	4	2	1	2	5	2	3	3	2	3
Weakley	3	1	3	2	1	5	3	9	4	1	6
White	1	2	1	2	0	0	3	2	3	6	6
Williamson	14	7	9	11	13	13	9	9	13	13	13
Wilson	3	9	6	15	9	14	9	8	14	9	12
Unknown	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>415</b>	<b>485</b>	<b>549</b>	<b>602</b>	<b>667</b>	<b>701</b>	<b>675</b>	<b>672</b>	<b>779</b>	<b>778</b>	<b>628</b>

Source: Tennessee Department of Safety and Homeland Security, TITAN Division, 02/19/2015.  
Total Crashes: TITAN Crash Database.  
Serious Injuries: TITAN Crash Database.  
Fatalities 2003 to 2009: NHTSA FARS Encyclopedia.  
Fatalities 2010 to 2013: FARS Division Database.

# APPENDIX C

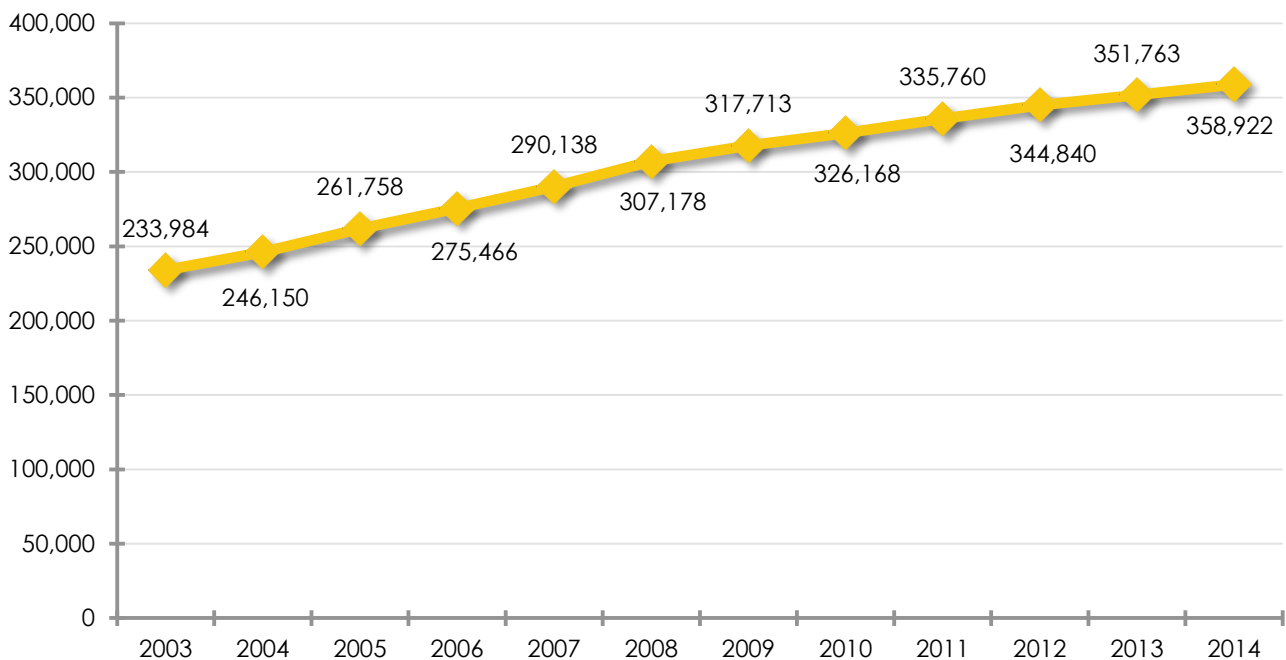
## Motorcycle Registration and Licensing Statistics

### Licenses and Registrations

The State of Tennessee requires motorcycle riders to be licensed. The operator of a motorcycle, motor-driven cycle, or motorized bicycle/scooter will need to apply for a Class M license and register the motorcycle.

Figure 1 shows the number of Class M motorcycle licenses held in Tennessee from 2003 to 2014. Licenses have steadily increased over the 10-year period. Motorcycle licenses by county can be found at [http://www.tn.gov/safety/stats/DL\\_Handgun/DL/MotorcycleLicensesByCounty.pdf](http://www.tn.gov/safety/stats/DL_Handgun/DL/MotorcycleLicensesByCounty.pdf).

#### Tennessee Motorcycle Licenses



Source: [http://www.tn.gov/safety/stats/DL\\_Handgun/DL/MotorcycleLicensesByCounty.pdf](http://www.tn.gov/safety/stats/DL_Handgun/DL/MotorcycleLicensesByCounty.pdf).

As of March 2015, 174,352 motorcycles or motor-driven cycles were registered in Tennessee.



## Registrations by County as of March 2015

Anderson	1	2,887	Hamilton	33	9,123	Morgan	65	579
Bedford	2	1,414	Hancock	34	149	Obion	66	878
Benton	3	720	Hardeman	35	442	Overton	67	683
Bledsoe	4	408	Hardin	36	728	Perry	68	284
Blount	5	5,578	Hawkins	37	2,041	Pickett	69	211
Bradley	6	3,306	Haywood	38	221	Polk	70	717
Campbell	7	950	Henderson	39	819	Putnam	71	2,416
Cannon	8	303	Henry	40	1,231	Rhea	72	1,122
Carroll	9	779	Hickman	41	714	Roane	73	1,801
Carter	10	2,038	Houston	42	288	Robertson	74	1,913
Cheatham	11	1,707	Humphreys	43	662	Rutherford	75	6,968
Chester	12	458	Jackson	44	397	Scott	76	390
Claiborne	13	953	Jefferson	45	1,890	Sequatchie	77	674
Clay	14	223	Johnson	46	607	Sevier	78	3,682
Cocke	15	1,423	Knox	47	10,258	Shelby	79	11,487
Coffee	16	1,824	Lake	48	102	Smith	80	521
Crockett	17	271	Lauderdale	49	459	Stewart	81	616
Cumberland	18	2,063	Lawrence	50	1,035	Sullivan	82	5,950
Davidson	19	11,093	Lewis	51	396	Sumner	83	5,444
Decatur	20	379	Lincoln	52	710	Tipton	84	1,830
DeKalb	21	579	Loudon	53	2,039	Trousdale	85	242
Dickson	22	1,438	McMinn	54	1,886	Unicoi	86	730
Dyer	23	861	McNairy	55	791	Union	87	574
Fayette	24	1,215	Macon	56	579	Van Buren	88	206
Fentress	25	522	Madison	57	2,092	Warren	89	1,010
Franklin	26	1,491	Marion	58	1,136	Washington	90	4,496
Gibson	27	1,336	Marshall	59	840	Wayne	91	393
Giles	28	959	Mauzy	60	2,545	Weakley	92	865
Grainger	29	973	Meigs	61	513	White	93	844
Greene	30	2,494	Monroe	62	1,727	Williamson	94	5,002
Grundy	31	353	Montgomery	63	8,378	Wilson	95	3,879
Hamblen	32	1,892	Moore	64	257	Statewide		<b>174,352</b>

Source: Tennessee Department of Safety, March 2015.

# APPENDIX D

## Tennessee Motorcycle Safety Coalition

### Agency/Organization List

Tennessee Governor's Highway Safety Office (GHSO)	Tennessee Department of Safety, Motorcycle Rider Education Program (MREP)
Tennessee Department of Transportation	Tennessee Highway Patrol
Tennessee Department of Safety, Driver Services Division	Vanderbilt University
Tennessee Department of Safety, Statistics and Research	Gold Wing Road Riders Association
Smyrna Police Department	Concerned Motorcyclists of Tennessee (CMT)/ABATE
Motorcycle Awareness Foundation of Tennessee (MAFT)	Columbia State University
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