

September 2019

Highway Safety Plan FY 2020 Tennessee

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: **Yes**

S. 405(e) Distracted Driving: **No**

S. 405(c) State Traffic Safety Information System Improvements: **Yes**

S. 405(f) Motorcyclist Safety Grants: **Yes**

S. 405(d) Impaired Driving Countermeasures: **Yes**

S. 405(g) State Graduated Driver Licensing Incentive: **No**

S. 405(d) Alcohol-Ignition Interlock Law: **No**

S. 405(h) Nonmotorized Safety: **No**

S. 405(d) 24-7 Sobriety Programs: **No**

S. 1906 Racial Profiling Data Collection: **No**

Highway safety planning process

Data Sources and Processes

The Tennessee Highway Safety Office's (THSO) strategic planning process is a precise, data-driven effort, consisting of problem identification, project selection, and program evaluation. We strive for higher standards as planners, managers, and evaluators with an emphasis on accountability as we continue to implement our strategy for allocating federal highway funds to state and local agencies.

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

Processes Participants

Several committees and stakeholders are involved in the highway safety planning process. Tennessee receives input from its Traffic Records Coordinating Committee, its Occupant Protect Task Force, and the Impaired Driving Task Force. Members of these groups include representation from entities relevant to highway safety: the THSO, Tennessee Department of Safety and Homeland Security (TDOSHS), 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:

1. Tennessee Sheriff's Association (Law Enforcement)
2. Tennessee Department of Health (Public Health)
3. Tennessee Department of Mental Health and Substance Abuse Services (Treatment and Rehabilitation)
4. Tennessee Department of Safety and Homeland Security (Communications and Public Relations)
5. Tennessee Association of Chiefs of Police (Law Enforcement)
6. Tennessee Department of Safety and Homeland Security (Ignition Interlock)
7. Tennessee Department of Safety and Homeland Security (Driver Licensing)
8. Tennessee Highway Safety Office (Law Enforcement)
9. District Attorneys General Conference (Prosecution)
10. Research, Planning, & Development/TITAN, Tennessee Department of Safety & Homeland Security (Data and Traffic Records)
11. Judicial Outreach Liaison, The University of Tennessee, Knoxville (Adjudication)
12. Judge, Hamilton County/Chattanooga (Adjudication)
13. Metropolitan Government of Nashville Davidson County (Probation and Parole)

14. Tennessee Wildlife Resources Agency (Law Enforcement)
15. Tennessee Department of Correction (Corrections, Probation, and Parole)
16. Tennessee Highway Patrol (Law Enforcement)
17. Tennessee Bureau of Investigation (Law Enforcement)
18. Administrative Office of the Courts (Courts)
19. MADD (Citizen Activists)
20. Local law enforcement

Description of Highway Safety Problems

The THSO and the National Highway Traffic Safety Administration (NHTSA) Regional Program Manager review the data to determine the high priority areas that would be addressed with Section 402 and Section 405 funding in Federal Fiscal Year (FFY) 2020.

For FFY 2020, the THSO informed potential grantees that identifying any data-driven highway safety problem would garner a higher priority, but the following are characterized as high-priority areas. These include a:

1. Low rate of seat belt usage;
2. Low rate of child passenger safety restraint usage;
3. High rate of crashes with alcohol as a contributing factor;
4. High rate of crashes with speeding as a contributing factor;
5. High rate of crashes involving drivers under 20 years old;
6. High rate of crashes involving the aggressive driver; and
7. High rate of crashes resulting in serious injuries or fatalities.

The specific highway safety problems that subgrantees address must be data driven. They are required to identify an intervention that focuses on traffic safety problems that are statistically over represented. To assist, agencies can request comparative analyses through the Tennessee Integrated Traffic Analysis Network (TITAN) crash analysis system maintained by the TDOSHS.

It is important to determine the cause of injuries or fatal crashes; therefore, subgrantees 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 they are consistent with the guidelines and emphasis areas established by NHTSA.

The THSO released a Grant Application Guide to assist applicants in developing a high quality application. This guide includes explanations and examples for each section and is available through the website (<http://tntrafficsafety.org>) and on the grants management system, TN Grants.

Methods for Project Selection

The FFY 2020 problem identification process began with a review of the state's performance, utilizing 2014 to 2018 trend data. The THSO used data from the TDOSHS Planning, Research, and Development Division and subgrantees' annual reports to give management staff an understanding of the highway safety problems within the state of Tennessee and identify productive programs and effective strategies utilized in 2018. Management staff convened to determine funding priorities, both programmatic and geographic, and developed a plan for project development for FFY 2020.

Coordination with the 2014 Strategic Highway Safety Plan (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.

Announcements regarding the FFY 2020 Highway Safety Program were sent (mailed and emailed) to potential state and local subgrantees, including all police chiefs and sheriffs. An example is provided at the end of this section. Notification was also posted on the THSO's website (www.TNTrafficSafety.org) and on social media sites, Facebook and Twitter. The following characteristics are considered to be important as part of the grant application process:

1. Interventions that focus on reducing injury crashes;
2. Problem-identification procedures that are data driven and that thoroughly document a local crash injury problem;
3. Data collection systems that ensure high-quality crash reporting by law enforcement (e.g. accuracy and completeness of forms, supervisory oversight, training, etc.);
4. Plans to link crash data to medical information concerning such variables as severity of injury, cost of treatment, degree of incapacitation, etc.;
5. Documentation of the rationale that the intervention selected has a reasonable probability of being effective;
6. An adequate intervention design that will provide meaningful outcome data on the degree of success in reducing injury crashes. The applicant must describe how the program's effectiveness will be measured and the comparison data against which the program's outcome will be evaluated;
7. 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 subgrantees were informed that a full grant proposal for FFY 2020 funding had to be submitted detailing the following:

1. the process for focusing on traffic safety problems that were data driven;
2. the logic behind their proposed intervention strategies;
3. the allowance for valid outcome measures in their project design; and
4. the proposed budget.

The deadline for highway safety grant applications for FFY 2020 funding was March 31, 2019. A total of 400 applications (246 programmatic and 154 High Visibility Enforcement) were submitted to the THSO. After grant applications are received, each application is reviewed in detail to determine if it meets the THSO's goals, objectives, and project design requirements and is given a score. Based upon this analysis, the THSO management team discuss 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 on a comparable basis, considering the extent of weighted fatal, injury and property damage only (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.

Recommendations for funding are then made to the commissioner of the TDOSHS, who serves as the Tennessee Governor's Representative.

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 THSO is assigned to provide assistance and oversight to each subgrantee 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 grantees, reviews claims, and makes recommendations to the director for continuation of the program. Additional responsibilities include reviewing quarterly reports from the subgrantees, monitoring project activity on-site at least once per year, and providing daily office management. Also, feedback is provided to each subgrantee regarding strengths and weaknesses of project activities. Finally, suggestions are provided on how the subgrantee should proceed to achieve the results described in the original grant proposal if such assistance is needed.

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

FFY 2020 Highway Safety Program Planning Schedule (Tentative)

January - February	Data collection and review for problem identification
March 1	Grant application period begins online; establish a draft budget for management review
March	Attend LEL network meetings to discuss application process and help agencies apply for HVE grants
March 31	Grant application deadline
March 15 - April 30	Grant application review process
May 1	THSO applies for Delegated Authority (DA) for sports/media contracts
May 1	THSO applies for Delegated Grant Authority (DGA)
May 10	THSO management meeting to finalize grants awards
May 17	Grant assignment meeting
May 24	Create spreadsheet and update online system with grant numbers, etc.
July 1	Highway Safety Plan and 405 applications due
July 1 – 31	Grant application revisions (programmatic and financial)
July 10	Meet with TDOSHS Legal about contract format and language
August 2	Spreadsheet to PIO and then forwarded to TDOSHS for press release
August 2	Denial letters go out to subgrantees/applicants
August 4	Create subgrantee file folders
August 14 - 25	Subgrantees receive grant contract and attachments for signatures
August-September	Grant contracts submitted to TDOSHS Finance, Legal, and Commissioner for approval
September 30	Grants awarded, with a copy placed in the subgrantee file
October 1	Grant year begins; begin work on the Annual Report
October-November	Grant orientation workshops
December 1 - 14	Closeout process complete
December 31	Annual Report due

Sample of FFY2019 grant announcement:



[Front]

If you have identified specific traffic safety problems and possible solutions in your community, county, or statewide, you are invited to submit a Highway Safety Grant Application.

THSOGRANTS.ORG

FUNDING IS AVAILABLE
IN THE FOLLOWING AREAS

- Alcohol & Impaired Driving Education & Enforcement
- Bicycle & Pedestrian Safety
- Child Passenger Safety & Occupant Protection
- Distracted Driving
- DUI Prosecution
- Emergency Medical Services
- High Visibility Enforcement
- Motorcycle Safety
- Police Traffic Services (Multiple Violations)
- Safe Communities
- Senior Driver Safety
- Teen Driver Safety
- Traffic Records

Visit tntrafficsafety.org for all THSO-related information, including data maps and training opportunities.

TENNESSEE HIGHWAY SAFETY OFFICE
helping you **ARRIVE**

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[Back]

List of Information and Data Sources

Data Sources Reviewed

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

1. AAA Guide to Teen Driver Safety website <http://teendriving.aaa.com/CA/aaa-teen-driver-safety-research/>
2. American Driver and Traffic Safety Education Association website: <http://www.adtsea.org/>
3. Blincoe, L. J., Miller, T. R., Zaloshnja, E., & Lawrence, B. A. (2015, May). The Economic and Societal Impact of Motor Vehicle Crashes, 2010 (Revised) (Report No. DOT HS 808 801). Washington, DC: National Highway Traffic Safety Administration
4. Commission on Affordable Housing and Health Facility Needs. Commission on Affordable Housing and Health Facility Needs for Seniors in the 21st Century, website, January 2, 2001; (digital.library.unt.edu/ark:/67531/metadc793/; accessed June 1, 2017), University of North Texas Libraries, Digital Library, digital.library.unt.edu; crediting UNT Libraries Government Documents Department.
5. Distracted Driving. NHTSA, 8 May 2019, www.nhtsa.gov/risky-driving/distracted-driving.
6. Tennessee Traffic Crash Data: County Rankings and Statistics by Emphasis Area, 2014 – 2018, Tennessee Department of Safety and Homeland Security Planning, Research, and Development (TDOSHS)
7. DUI Tracker, Tennessee Department of Safety and Homeland Security Planning, Research and Development (TDOSHS)
8. Research Notes, Crash Stats, and Traffic Safety Fact Sheets, National Highway Traffic Safety Administration (NHTSA)
9. Fatality Analysis Reporting System (FARS)
10. GfK Roper Youth Report. This report was developed from a KP Omniweb study of 1,003 Americans age 13-17, conducted in February 2016 for Anheuser-Busch.
11. Insurance Institute for Highway Safety website: <http://www.iihs.org/>
12. National Institutes for Health website: <https://www.nih.gov/>
13. NHTSA. (2009) National Emergency Medical Services Education Standards. Retrieved from <https://www.ems.gov/pdf/811077a.pdf>
14. Office of the Surgeon General (US). National Institute on Alcohol Abuse and Alcoholism (US). Substance Abuse and Mental Health Services Administration (US). The Surgeon General's Call to Action To Prevent and Reduce Underage Drinking. Rockville (MD): Office of the Surgeon General (US), 2007.

15. Richard, C.M., Magee, K., Bacon-Abdelmoteleb, P., & Brown, J.L. (2018, April). *Countermeasures that work: A highway safety countermeasure guide for State Highway Safety Office, Ninth edition* (Report No. DOT HS 812 478). Washington, DC: National Highway Traffic Safety Administration.
16. Safe Kids Worldwide web site: www.safekids.org
17. NHTSA. (1998, November) Saving Teenage Lives: The Case for Graduated Driver Licensing. (Report No. DOT HS 808 801). Washington, DC: National Highway Traffic Safety Administration
18. State Statistical Abstracts, Office of Highway Policy Information
19. Uniform Guidelines for State Highway Safety Programs
20. Tennessee Integrated Traffic Analysis Network (TITAN)
21. Tennessee Strategic Highway Safety Plan, 2014
22. Watson, Len. The Platinum Ten. Retrieved from <http://www.resqmed.com/GoldenHourPlatinum10.pdf>
23. Youth Risk Behavior Survey

Description of Outcomes

The THSO shares three common performance targets with the Highway Safety Improvement Program: number of fatalities, rate of fatalities, and number of serious injuries. These performance measures are shared with our state's Strategic Highway Safety Plan (SHSP). The Safety PM Working Group consists of staff from the Tennessee Department of Transportation (TDOT), the TDOSHS, and the Federal Highway Administration. The target setting process consisted of data review; trend analysis; context/consideration of key factors; consensus on target setting assumptions; and review and consensus on draft targets. The Safety PM Working Group provided recommendations to an oversight committee, which included directors from both TDOT and the THSO. Finalized targets were presented to the executive leadership at both agencies for review and approval.

The shared targets are based on a 5-year rolling average, using data from the Fatality Analysis Reporting System (FARS) for fatalities; state databases for data about serious injuries; and the TDOT for vehicle miles traveled (VMT). Consequently, some targets are increasing, while others are being maintained. Despite the numbers presented in some areas, the THSO and its partners are committed to reducing fatalities and crashes in all performance areas. Our mission calls us to utilize education, enforcement, and outreach to change the apparent trends fostering and sustaining changes in driver behavior.

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
13	DD - Maintain the number of distracted driving crashes from the 2017 calendar base year of 24,781 through December 31, 2019	In Progress
13	DD - Reduce the number of distracted driving fatalities by 10 percent, from 49 in 2017 to 44 by the end of 2019.	In Progress
13	OD - To increase the number of trained CARFIT technicians in Tennessee, during the 2018 project year by 7 percent, from 140 in 2017 to 160 in 2019.	Met

13	OD - To increase the number of trained CARFIT event coordinators in Tennessee during the 2018 project year by 9 percent, from 113 in 2017 to 124 in 2019.	In Progress
13	CTSP - Fulfill 440 product orders through the www.TNTrafficSafety.org website, phone orders, and www.ReduceTNCrashes.com in FFY2019.	In Progress
13	CTSP - Increase public awareness among Tennessee constituents, program providers, educators, law enforcement, and other safety advocates through the www.TNTrafficSafety.org website	In Progress
13	ID - Decrease the number of alcohol impaired driving crashes from the 2016 baseline of 6,294 down to 6,106, a reduction of 188 or 3 percent.	In Progress
13	T - Train 295 in DUI/ Standardized Field Sobriety Testing (SFST) and SFST Instructor in FFY2019, an increase from 272 in FFY2018	Met
13	T - Train 300 traffic enforcement officers in Advanced Roadside Impaired Driving Enforcement (ARIDE) in FFY2019, an increase from 290 in FFY2018.	In Progress
13	T - Train 38 Drug Recognition Experts (DRE) in FFY2019, an increase from 35 in FFY2018.	In Progress
13	T - Increase classroom attendance from 80% participation in FFY2018 to 83 percent in FFY2019.	In Progress
13	EM - Provide four training grants, one to each LEL region in the state, to emergency medical professionals.	Met
13	TR - Citation Timeliness, Completeness, Uniformity – Counties Deployed	Met
13	TR - Citation Timeliness, Completeness, Uniformity – Paper vs Electronic	Met
13	TR - Crash Completeness	Not Met
13	CM - Increase paid media impressions by 7 percent from 37,344,954 in calendar base year 2017 to 40,000,000 impressions by December 31, 2019.	In Progress
13	CM - Increase earned media impressions by 2 percent from 160,371 in calendar base year 2017 to 163,000 by December 31, 2019.	In Progress

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

The performance target for FFY 2019 was to increase traffic fatalities by 2.09 percent, from 1000.6 (2013-2017 average) to 1022.0 (2015-2019 average). As of May 2, 2019, the state is trending toward meeting this target. Preliminary data shows that the state averaged 1005.4 traffic fatalities for 2014-2018 (average).

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: **In Progress**

Program-Area-Level Report

The performance target for FFY 2019 was to increase serious traffic injuries by 1.99 percent from 7,227.6 (2013-2017 average) to 7,374.6 (2015-2019). As of May 2, 2019, the state of Tennessee is trending toward meeting this target. Preliminary data shows the state has averaged 6,988.4 serious injuries on the roadways for 2014-2018 (average).

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: **In Progress**

Program-Area-Level Report

The performance target for FFY 2019 was to decrease fatalities per 100 million vehicles miles (VMT) from 1.329 (2013-2017 average) to 1.291 (2015-2019). As of May 2, 2019, the state of Tennessee is trending toward meeting this target. Preliminary data shows the state has an average of 1.282 for the calendar years 2014-2018 (average).

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) is trending toward meeting the target measure for unrestrained passenger vehicle occupant fatalities. The THSO set a target of 315, a 6.25 percent reduction from 2016. As of May 9, 2019, Tennessee has seen 105 unrestrained vehicle occupant fatalities, which is lower than this same time in 2018.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) is trending toward meeting this target measure. The target was to decrease alcohol-impaired driving fatalities by 17.4 percent from the 2016 calendar base year of 223 to 184 by December 31, 2019. As of the beginning of June, the state of Tennessee has seen 73 alcohol-impaired driving fatalities.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) is trending toward meeting this target measure. The target for FFY 2019 was to decrease speeding-related fatalities from the 2014-2016 baseline period of 197 to 180 through December 31, 2019. As of the beginning of June 2019, Tennessee has seen 59 speeding related fatalities.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) is trending toward meeting this target set in the FFY 2019 Highway Safety Plan. The performance measure for FFY 2019 was to decrease motorcycle fatalities to 132. As of June 4, the state of Tennessee has seen 41 motorcycle fatalities.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) is trending toward meeting this target set forth in the FFY 2019 Highway Safety Plan. The target measure was to have ten unhelmeted fatalities. As of the beginning of June, the state of Tennessee has had four unhelmeted fatalities.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) will strive to meet this target by the end of the calendar year. The target for the Highway Safety Plan was to decrease drivers age 20 or younger that were involved in fatal crashes from the 2016 calendar base year of 127 to 123 by December 31, 2019. As of June, the state has had 82 fatalities of individuals age 20 or younger.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) will strive to meet this target. The target measure was to maintain pedestrian fatalities at 97 through December 31, 2019. As of May 9, 2019, pedestrian fatalities are higher, at 44, compared to the same time last year, which was 35 fatalities. However, projects are in place to help with the reduction of pedestrian fatalities statewide.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) is trending toward meeting this target measure for FFY 2019. The target measure for the highway safety plan was nine bicycle fatalities. As of May 9, the state of Tennessee has seen one bicycle fatality.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) is working to meet this target for FFY 2019. A contractor (The University of Tennessee, Knoxville, Center for Transportation Research) has completed the data collection process for the spring survey period. Another survey period in June may also occur.

Performance Measure: DD - Maintain the number of distracted driving crashes from the 2017 calendar base year of 24,781 through December 31, 2019

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) is trending toward meeting this target. The FFY 2019 target measure was to maintain the number of distracted driving crashes of 24,781 by December 31, 2019. As of the beginning of June, the state of Tennessee has had 9,850 distracted driving crashes.

Performance Measure: DD - Reduce the number of distracted driving fatalities by 10 percent, from 49 in 2017 to 44 by the end of 2019.

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) is trending toward meeting this target. The target measure set in the FFY 2019 Highway Safety Plan was to decrease distracted driving fatalities from 49 to 44 by the end of the calendar year. As of the beginning of June, the state has seen 22 distracted driving fatalities.

Performance Measure: OD - To increase the number of trained CARFIT technicians in Tennessee, during the 2018 project year by 7 percent, from 140 in 2017 to 160 in 2019.

Progress: **Met**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) has met the target set forth in the FFY 2019 Highway Safety Plan (HSP). The target was to increase the number of individuals trained as CarFit technicians from 113 to 124 by September 30, 2019. Currently, the state of Tennessee has trained 177 CarFit technicians.

Performance Measure: OD - To increase the number of trained CARFIT event coordinators in Tennessee during the 2018 project year by 9 percent, from 113 in 2017 to 124 in 2019.

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) is on track to meet this target from the FFY 2019 Highway Safety Plan. The target measure was to increase the number of event coordinators for CarFit from 113 to 124 by September 30, 2019. Event coordinator trainings are scheduled for July, August, and September of this year.

Performance Measure: CTSP - Fulfill 440 product orders through the www.TNTrafficSafety.org website, phone orders, and www.ReduceTNCrashes.com in FFY2019.

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) is not on track to meet this target due to an inaccurate report from FedEx where it counted multiple boxes going to the same place. The FFY 2019 target measure was to fulfill 440 product orders. This FedEx report was used to develop the goal. As of May, 207 orders have been placed.

Performance Measure: CTSP - Increase public awareness among Tennessee constituents, program providers, educators, law enforcement, and other safety advocates through the www.TNTrafficSafety.org website

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) will meet this target by the end of the calendar year. The target was to increase the number of unique visitors on both TNTrafficSafety.org and ReduceTNCrashes.org. Through the first five months of the year, TNTrafficSafety.org has seen 45,540 unique visitors. Through the same period, ReduceTNCrashes.org has seen 2,345 users.

Performance Measure: ID - Decrease the number of alcohol impaired driving crashes from the 2016 baseline of 6,294 down to 6,106, a reduction of 188 or 3 percent.

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) is trending toward meeting this target set in the FFY 2019 plan. The target was to decrease alcohol-impaired driving crashes by three percent, from 6,294 in 2016 to 6,106. As of the beginning of June, the state has seen 2,390 alcohol-impaired crashes.

Performance Measure: T - Train 295 in DUI/ Standardized Field Sobriety Testing (SFST) and SFST Instructor in FFY2019, an increase from 272 in FFY2018

Progress: **Met**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) has met this target from the FFY 2019 HSP. The target was to train 295 individuals in Standard Field Sobriety Testing (SFST). As of the beginning of June, the THSO has trained 517 individuals. This number is unexpectedly higher due to providing SFST training at the Tennessee Law Enforcement Training Academy, which has a larger number of students per class.

Performance Measure: T - Train 300 traffic enforcement officers in Advanced Roadside Impaired Driving Enforcement (ARIDE) in FFY2019, an increase from 290 in FFY2018.

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) is on track to meet this target. The FFY 2019 performance measure was to train 300 Advanced Roadside Impaired Driving Enforcement (ARIDE) individuals. As of the beginning of June, the THSO has trained 213 officers.

Performance Measure: T - Train 38 Drug Recognition Experts (DRE) in FFY2019, an increase from 35 in FFY2018.

Progress: **In Progress**

Program-Area-Level Report

As of May 20, 2019, the Tennessee Highway Safety Office (THSO) has certified 17 Drug Recognition Experts (DREs) in DRE Class 19. A second class (DRE Class 20) started on May 13, 2019, and 17 individuals are participating in the class. These 17 individuals will need to pass the final knowledge class, along with completing the required number of field certifications, to be considered certified. Two more classes are scheduled for later this fiscal year; one is to be held the last week of July and the second is to be held the first week of August. A total of 18 individuals can be certified per class. Even without the entire class being filled, the projected classes have the THSO exceeding this target.

Performance Measure: T - Increase classroom attendance from 80% participation in FFY2018 to 83 percent in FFY2019.

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) is trending toward meeting this target measure. The target measure set in the FFY 2019 plan was to increase classroom attendance from 80 percent to 83 percent participation. As of May 17, the THSO training program has a 79.98 percent participation rate.

Performance Measure: EM - Provide four training grants, one to each LEL region in the state, to emergency medical professionals.

Progress: **Met**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) met the goal to provide four training grants to emergency medical professionals (one to each LEL region in the state). The four agencies who applied and received these grants are:

1. Lexington Fire Department (West TN)
2. Pleasant View Volunteer Fire Department (Middle TN)
3. Cannon County Rescue Squad, Inc. (Cumberland TN)
4. Pigeon Forge Fire Department (East TN)

Performance Measure: TR - Citation Timeliness, Completeness, Uniformity – Counties Deployed

Progress: **Met**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) met this target by December 31, 2019. The target from FFY 2019 was to be in 97.9 percent of all Tennessee counties. The state began piloting its eCitation program in 2014 and has moved forward with statewide rollout with the Tennessee Highway Patrol in 2016. Beginning in June 2014, THP issued citations electronically in 3 of the 95 Tennessee counties (3.2 percent). By the end of March 2019, eCitation has been deployed to 93 of the State's 95 counties (97.89 percent).

Measurements

Start Date	End Date	Counties	Percent of Total Counties
April 1, 2013	March 31, 2014	0	0.00%
April 1, 2014	March 31, 2015	11	11.57%
April 1, 2015	March 31, 2016	29	30.52%
April 1, 2016	March 31, 2017	89	93.68%
April 1, 2017	March 31, 2018	92	96.84%
April 1, 2018	March 31, 2019	93	97.89%

Performance Measure: TR - Citation Timeliness, Completeness, Uniformity – Paper vs Electronic

Progress: **Met**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) has met this target for FFY 2019. The target measure in the Highway Safety Plan, along with the Traffic Records Strategic Plan, was to have 40 percent of Tennessee Highway Patrol citations issued electronically. For the current measurement period, 44.92 percent of Tennessee Highway Patrol citations were issued electronically.

Measurements

Start Date	End Date	Paper	Electronic	Percent Electronic
April 1, 2013	March 31, 2014	402,455	0	0.00%

April 1, 2014	March 31, 2015	403,191	1,186	0.29%
April 1, 2015	March 31, 2016	415,584	10,482	2.52%
April 1, 2016	March 31, 2017	333,977	99,310	29.74%
April 1, 2017	March 31, 2018	287,934	180,643	38.55%
April 1, 2018	March 31, 2019	249,374	203,337	44.92%

Performance Measure: TR - Crash Completeness

Progress: **Not Met**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) will not meet this goal from the 2019 Highway Safety Plan and Traffic Records Strategic Plan.

Start Date	End Date	Lat/Long Reports	Total Reports	Completeness (%)
April 1, 2014	March 31, 2015	177,207	241,750	82.5%
April 1, 2015	March 31, 2016	230,732	241,679	95.5%
April 1, 2016	March 31, 2017	237,020	245,508	96.5%
April 1, 2017	March 31, 2018	244,254	247,843	98.6%
April 1, 2018	March 31, 2019	241,221	247,745	97.4%

Performance Measure: CM - Increase paid media impressions by 7 percent from 37,344,954 in calendar base year 2017 to 40,000,000 impressions by December 31, 2019.

Progress: **In Progress**

Program-Area-Level Report

With seven months and two more large paid media campaigns (Labor Day and Holiday) left in the calendar year, the Tennessee Highway Safety Office (THSO) is on track to meet this goal. From January 1 to May 12, 2019, the number of impressions for our paid media efforts is 33,184,803. This number does not include the following items:

5. Reach of broadcast television spots, cable television spots, or broadcast radio spots, and
6. Earned or bonus impressions stemming from paid media campaigns.

Performance Measure: CM - Increase earned media impressions by 2 percent from 160,371 in calendar base year 2017 to 163,000 by December 31, 2019.

Progress: **In Progress**

Program-Area-Level Report

The Tennessee Highway Safety Office (THSO) is trending toward meeting this target by December 31, 2019. The FFY 2019 target measures was to increase earned media impressions by 2 percent to 163,000 by December 31, 2019. As of the end of May, the THSO has had 119,812 impressions on earned media.

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	1,043.40
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	6,352.40
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	1.256
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2020	2020	279.00
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Annual	2020	2020	222.00
6	C-6) Number of speeding-related fatalities (FARS)	Annual	2020	2020	163.00
7	C-7) Number of motorcyclist fatalities (FARS)	Annual	2020	2020	134.00
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2020	2020	10.00
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Annual	2020	2020	98.00
10	C-10) Number of pedestrian fatalities (FARS)	Annual	2020	2020	148.00
11	C-11) Number of bicyclists fatalities (FARS)	Annual	2020	2020	8.00
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	91.65
14	Distracted driving fatalities	Annual	2020	2020	43.00
15	Unique Viewers on TNTrafficSafety.org	Annual	2020	2020	102,500.00
16	EMS Grants	Annual	2020	2020	4.00
17	Classroom Attendance	Annual	2020	2020	83.00
18	ARIDE trained	Annual	2020	2020	240.00

19	SFST trained	Annual	2020	2020	300.00
20	DRE trained	Annual	2020	2020	75.00
21	LEADS trained	Annual	2020	2020	60.00
22	Paid media impressions	Annual	2020	2020	66,000,000.00
23	Earned media engagements	Annual	2020	2020	224,000.00
24	Counties Deployed	Annual	2020	2020	98.95
25	Paper vs Electronic	Annual	2020	2020	50.00

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	1,043.40	5 Year	2016

Performance Target Justification

The Tennessee Highway Safety Office (THSO), and its partnering agencies, will increase traffic fatalities by 4.52 percent, from a 2013-2017 calendar year baseline average to 996.2 to 1043.4 (2016-2020). The number of traffic fatalities in Tennessee has been over 1,000 since 2016 with current year-to-date fatalities as of May 1, 2019, showing an increase of 22 fatalities over the same date in 2018. This may be due to factors such as the continued rise in Tennessee's population. It is estimated that population grew by 0.91 percent in the Volunteer State from 2017 to 2018. While this is a slight decrease from the population growth Tennessee experienced from 2016-2017 (0.96 percent), Tennessee's growing economy, popularity as a tourist destination, and low fuel prices make it likely that vehicle miles traveled (VMT) will continue to increase. As VMT increases, the opportunity for vehicle crashes to occur also rises. The number of work zones is expected to remain high due to a state funding increase (IMPROVE Act) which occurred in 2017 and which also requires Tennessee Department of Transportation (TDOT) to complete 962 projects over an unspecified period of time. Some of these projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on results. One year of low fatalities (962 in 2015) will drop from the target period but will remain in the baseline period, keeping the baseline lower than the projected moving average. As previously stated, the number of fatalities has been over 1,000 during each of the 3 years of available data included in this target setting cycle (2016-2018). Work to increase traffic safety in Tennessee is ongoing. In addition to implementing the Highway Safety Manual, utilizing predictive analysis

to provide further enforcement at high crash locations, and providing various training programs, a bill banning handheld cell phones or standalone electronic devices will take effect on July 1, 2019. This bill also requires the Tennessee Department of Safety and Homeland Security (TDOSHS) to include distracted driving as part of the information presented in driver education training. Targets were set by consensus among working group participants which consisted of members of the THSO, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. Leadership approved a target of 1043.4 for the 2016-2020 target setting performance cycle. This target assumes that the number of fatalities for 2019 and 2020 will increase by 1 percent each year. This coincides with the population increase Tennessee has experienced in 2018 as well as the identified increase in VMT expected over the next two years. Additional factors provided by the TDOSHS and which may contribute to fatality numbers in Tennessee include geography, tourism, and freight. Tennessee is bordered by 8 other states and has 42 of 95 counties bordering another state. This may draw non-residents from out of state which could contribute to volume and safety due to varying laws and traffic operations between states. Tourism is Tennessee’s second largest industry. Special events such as the NFL draft, Bonnaroo Music Festival, Bristol races, and Memphis in May Barbecue Festival contribute to the number of tourists visiting the state. According to Tennessee Department of Tourism Development, there were a recorded 113.6 million person stays in 2017. It is always the intent of the THSO and our partner agencies to reduce traffic fatalities on our roadways. This target is a performance projection based on historical data and influencing factors.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	6,352.40	5 Year	2016

Performance Target Justification

The Tennessee Highway Safety Office (THSO), and its partnering agencies, to decrease serious injuries by 12.10 percent from a 2013-2017 calendar baseline average of 7227.0 to 6352.4 (2014-2020). A large decrease in serious injuries occurred in Tennessee from calendar year 2017 to 2018. In compliance with the Federal Highway Administration's (FHWA) Safety Performance Management Measures Final Rule (23 CFR 490), Tennessee revised the crash report December 2017 to reflect the Model Minimum Uniform Crash Criteria Fourth Edition (MMUCC 4th edition) "Suspected Serious Injury (A)" attribute found in the "Injury Status" element. All states

were required to comply with the new definition by April 15, 2019. Though Tennessee has been experiencing a decrease in serious injuries over the past couple of years, the drastic decrease in serious injuries in 2018 is likely an effect of updating the crash report to meet FHWA’s requirement. Tennessee continues to experience an increase to population. It is estimated that population grew by 0.91 percent in the Volunteer State from 2017 to 2018. While this is a slight decrease from the population growth Tennessee experienced from 2016-2017 (0.96 percent), Tennessee’s growing economy, popularity as a tourist destination, and low fuel prices make it likely that vehicle miles traveled (VMT) will continue to increase. As VMT increases, the opportunity for vehicle crashes to occur also rises. The number of work zones is expected to remain high due to a state funding increase (IMPROVE Act) which occurred in 2017 and which also requires TDOT to complete 962 projects over an unspecified period of time. Some of these projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on results. Work to increase traffic safety in Tennessee is ongoing. In addition to implementing the Highway Safety Manual, utilizing predictive analysis to provide further enforcement at high crash locations, and providing various training programs, a bill banning handheld cell phones or standalone electronic devices will take effect on July 1, 2019. This bill also requires the Department of Safety and Homeland Security (TDOSHS) to include distracted driving as part of the information presented in driver education training. Additionally, Tennessee’s Calendar Year 2018 seatbelt usage rate (90.9 percent) was higher than the national average (89.6 percent). This marks the first year Tennessee’s usage rate surpassed 90 percent. Targets were set by consensus among working group participants which consisted of members of the THSO, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The working group has selected a target of 6,352.4 for the 2016-2020 target setting performance cycle. This target assumes that the number of serious injuries for 2019 and 2020 will decrease by 1.1 percent each year. This percentage represents the average rate of change in serious injury numbers from 2013-2017. Calendar year 2018 was not included in the average rate of change since it was unclear if this large decrease was due primarily to the terminology change or other factors. It is always the intent of the THSO and our partner agencies to reduce serious injuries on our roadways. As such, this target is a performance projection based on historical data and influencing factors.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	1.256	5 Year	2016

Performance Target Justification

The Tennessee Highway Safety Office (THSO) and its partnering agencies will decrease fatalities per vehicle miles traveled (VMT) by 4.78 percent from a 2013-2017 calendar baseline average of 1.319 to 1.256 by December 31, 2020. It is estimated that population grew by 0.91% in the Volunteer State from 2017 to 2018. While this is a slight decrease from the population growth Tennessee experienced from 2016-2017 (0.96%), Tennessee’s growing economy, popularity as a tourist destination, and low fuel prices make it likely that vehicle miles traveled (VMT) will continue to increase. Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office (THSO), Tennessee Department of Safety and Homeland Security (TDOSHS), Tennessee Division Office of Federal Highway, and various divisions within Tennessee Department of Transportation (TDOT). Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. Published VMT from Federal Highway’s Office of Highway Policy Information (OHPI) were used for calendar years 2017 and prior. TDOT’s Long Range Planning Division estimates calendar year 2018 VMT at 84,761 million miles. This estimate represents the VMT amount TDOT intends to submit to the Highway Performance and Monitoring System as of May 2, 2019. (Note: Additional information regarding VMT has caused an update to the amount used to identify baselines and targets. Because it is anticipated that these numbers will continue to change until TDOT is evaluated by FHWA, no updates have been made to the agreed upon 2014-2018 baseline or 2016-2020 target.) Based upon the increase in population and Tennessee’s healthy economy, the team determined a 1% increase in VMT during 2019 and again in 2020 would be the minimum likely increase. Once the VMT estimate for calendar year 2018 and percentage of VMT increase were agreed upon, the rate was then calculated using the 1,043.4 fatality number target to obtain the 1.256 target for the 2016-2020 target setting performance cycle. It is always the intent of the Tennessee Highway Safety Office and our partner agencies to reduce traffic fatalities on our roadways. This target is a performance projection based on historical data and influencing factors.

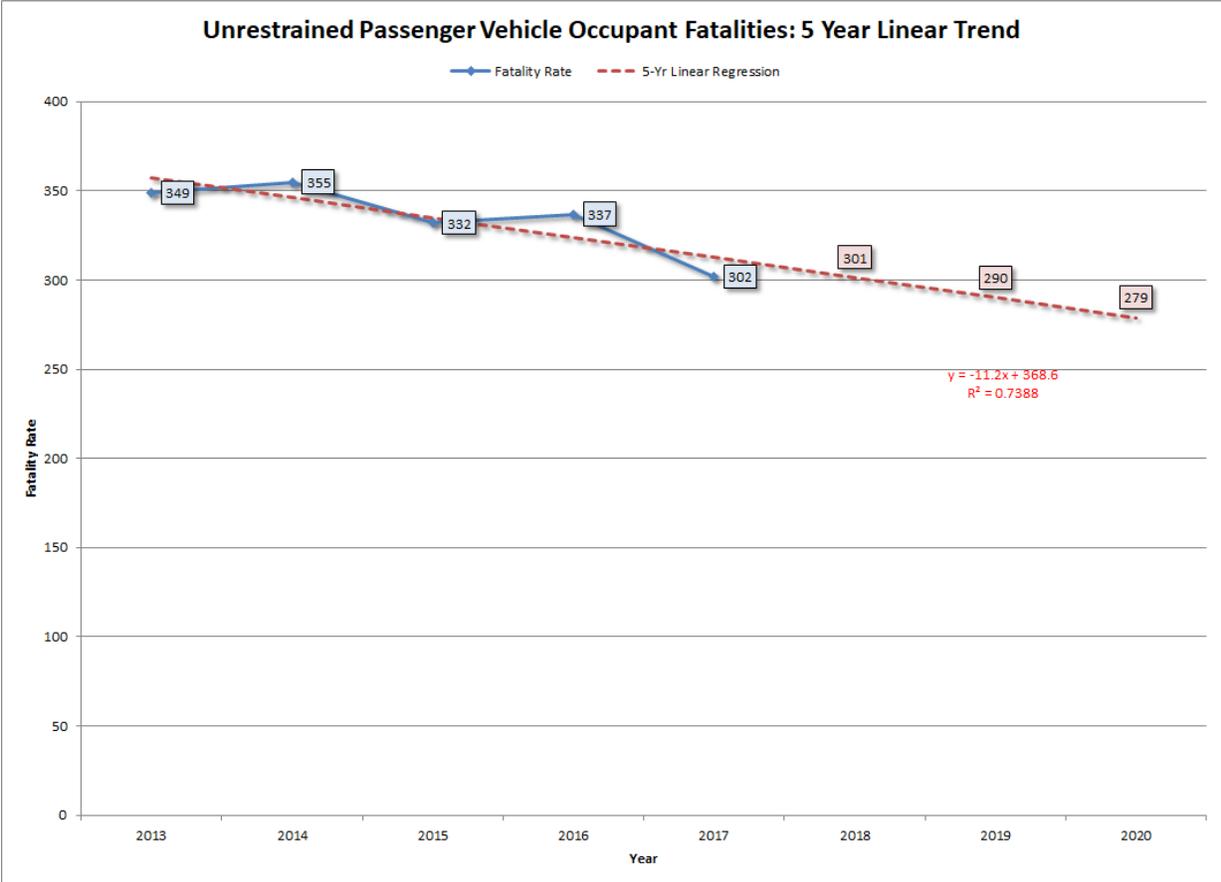
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	279.00	Annual	2020

Performance Target Justification

The Tennessee Highway Safety Office (THSO) will decrease unrestrained fatalities by 7.6 percent, from a 2017 baseline of 302 to 279 by December 31, 2020 (five-year linear trend).



Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	222.00	Annual	2020

Performance Target Justification

The Tennessee Highway Safety Office (THSO) will decrease alcohol related fatalities by 13.9 percent, from a 2013-2017 average baseline of 258 to 222 by December 31, 2020 (five-year

alternate

baseline

analysis).

Five Year Alternative Baseline Analysis				
Baseline Period		Comparison Year		% Change
2008 - 2012 Avg.	288	2015	253	-12.0%
2009 - 2013 Avg.	283	2016	227	-19.8%
2010 - 2014 Avg.	278	2017	251	-9.7%
Current Mutli-Year Base		Target Year	Estimate	Avg % Change
2013 - 2017 Avg.	258	2020	222	-13.9%

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	163.00	Annual	2020

Performance Target Justification

The Tennessee Highway Safety Office (THSO) will decrease speeding related fatalities by 18.2 percent, from a 2013-2017 baseline average of 199 to 163 by December 31, 2020 (five-year alternate baseline analysis).

Five Year Alternative Baseline Analysis				
Baseline Period		Comparison Year		% Change
2008 - 2012 Avg.	219	2015	189	-13.9%
2009 - 2013 Avg.	218	2016	183	-16.2%
2010 - 2014 Avg.	220	2017	166	-24.5%
Current Mutli-Year Base		Target Year	Estimate	Avg % Change
2013 - 2017 Avg.	199	2020	163	-18.2%

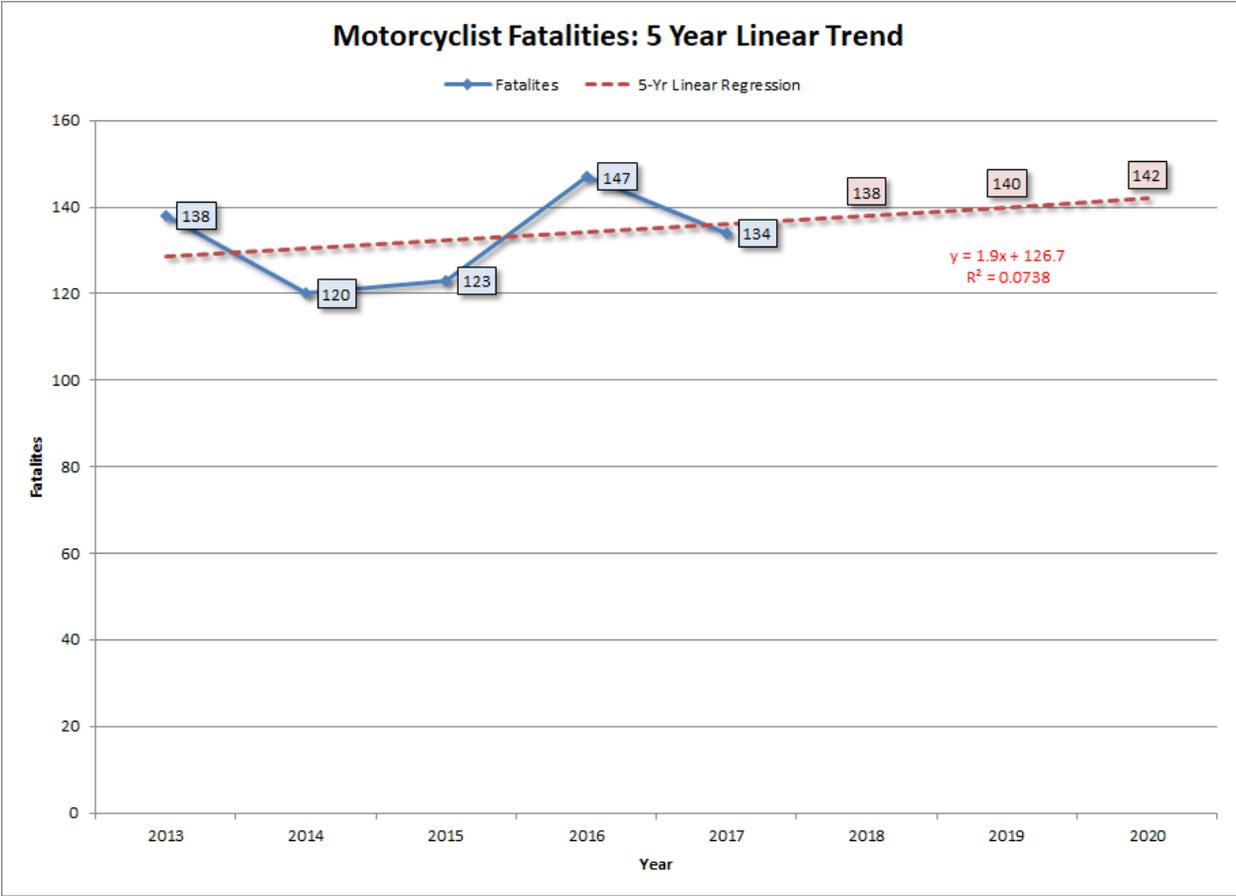
Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

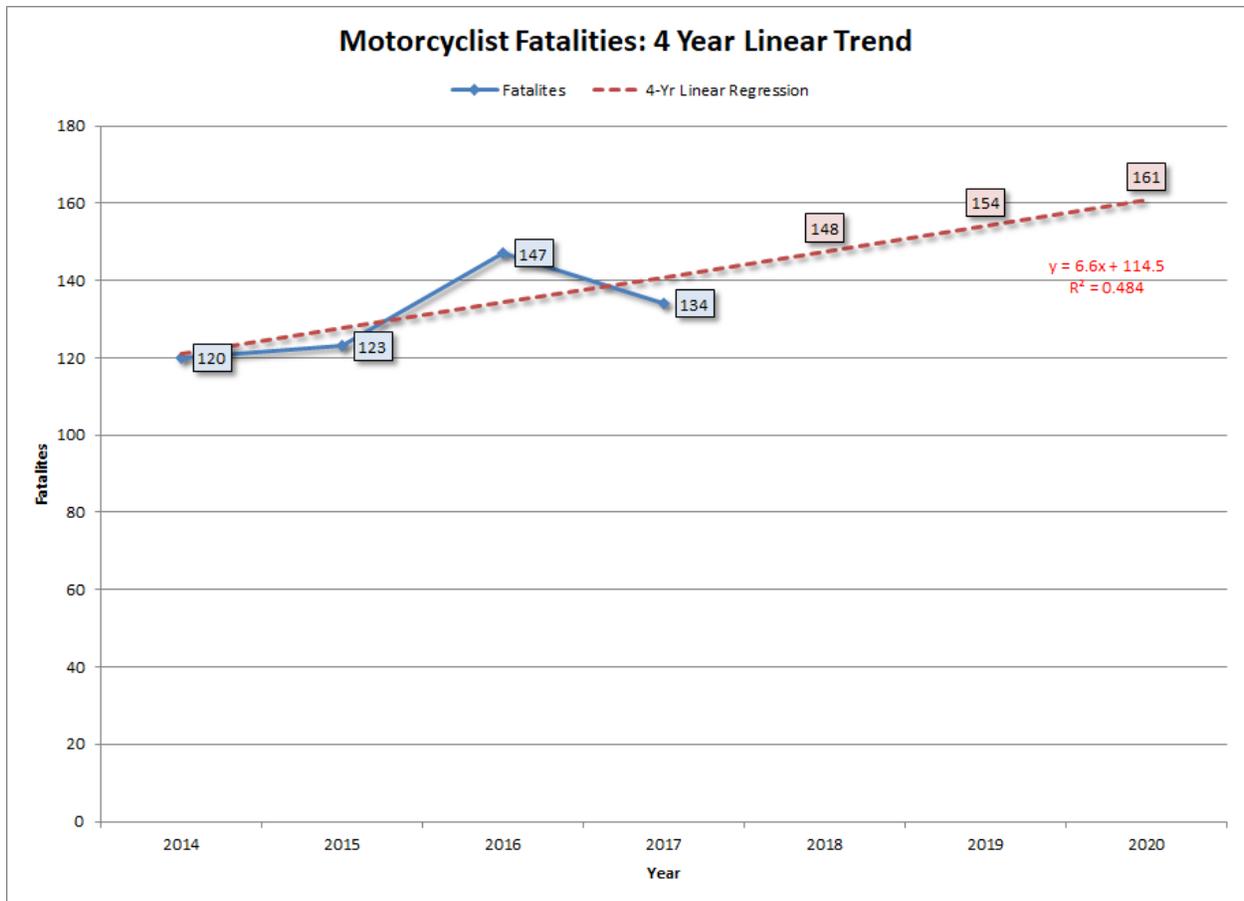
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	134.00	Annual	2020

Performance Target Justification

The Tennessee Highway Safety Office (THSO) will maintain motorcycle fatalities from the 2017 calendar base year of 134 through December 31, 2020. While the THSO acknowledges that the all trend analyses show an increase, new projects, training for law enforcement, and media campaigns have been placed into action which should facilitate the reduction of motorcycle fatalities across the state.





Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	10.00	Annual	2020

Performance Target Justification

The Tennessee Highway Safety Office (THSO) will decrease unhelmeted motorcycle fatalities by 9.3 percent, from a 2015-2017 baseline average of 11 to 10 by December 31, 2020 (three-year

alternate

baseline

analysis).

Three Year Alternative Baseline Analysis				
Baseline Period		Comparison Year		% Change
2010 - 2012 Avg.	13	2015	12	-5.3%
2011 - 2013 Avg.	13	2016	13	0.0%
2012 - 2014 Avg.	10	2017	8	-22.6%
Current Mutli-Year Base		Target Year	Estimate	Avg % Change
2015 - 2017 Avg.	11	2020	10	-9.3%

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	98.00	Annual	2020

Performance Target Justification

The Tennessee Highway Safety Office (THSO) will decrease traffic fatalities in individuals age 20 and under by 14.4 percent, from a 2015-2017 calendar year baseline average of 115 to 98 by December 31, 2020 (three-year alternate baseline analysis).

Three Year Alternative Baseline Analysis				
Baseline Period		Comparison Year		% Change
2010 - 2012 Avg.	142	2015	104	-26.9%
2011 - 2013 Avg.	134	2016	129	-4.0%
2012 - 2014 Avg.	128	2017	112	-12.3%
Current Mutli-Year Base		Target Year	Estimate	Avg % Change
2015 - 2017 Avg.	115	2020	98	-14.4%

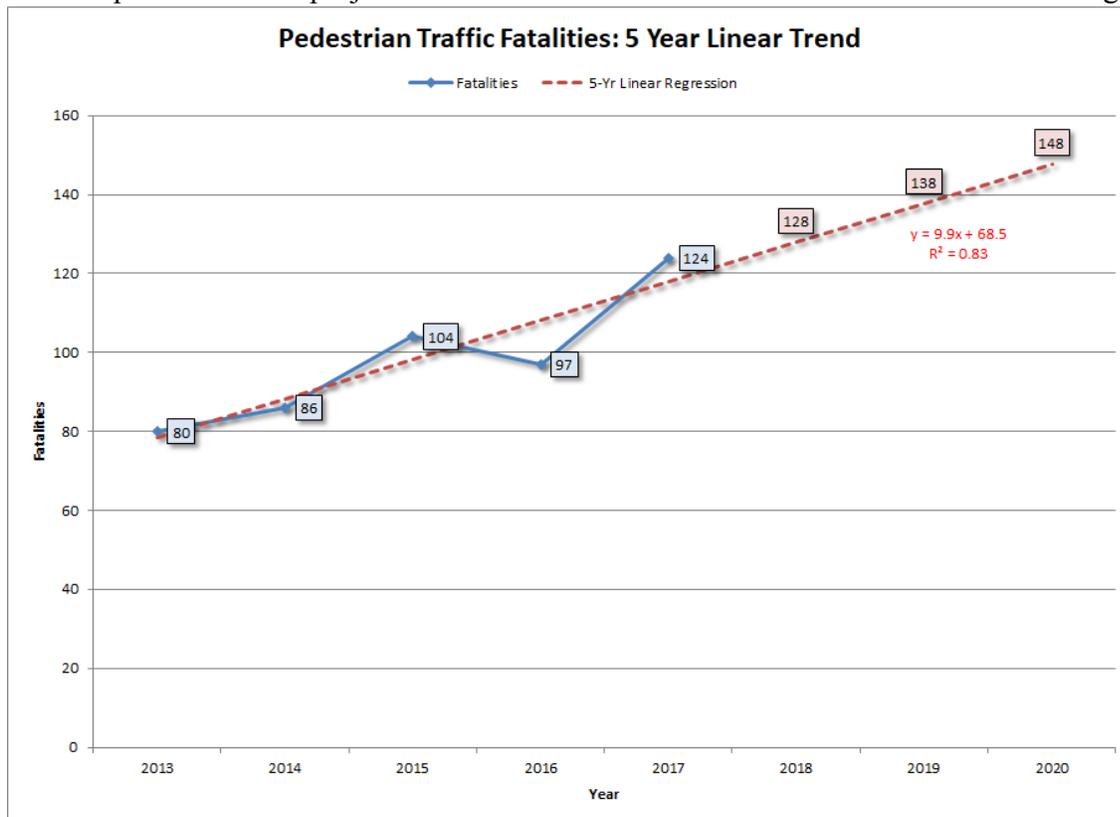
Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	148.00	Annual	2020

Performance Target Justification

The Tennessee Highway Safety Office (THSO) will increase pedestrian fatalities by 16.2 percent, from a 2017 calendar base year of 124 to 148 by December 31, 2020 (five-year linear regression). It is always the intent of the THSO to reduce fatalities on our roadways. This target is a performance projection based on historical data and influencing factors.



Performance Measure: C-11) Number of bicyclists fatalities (FARS)

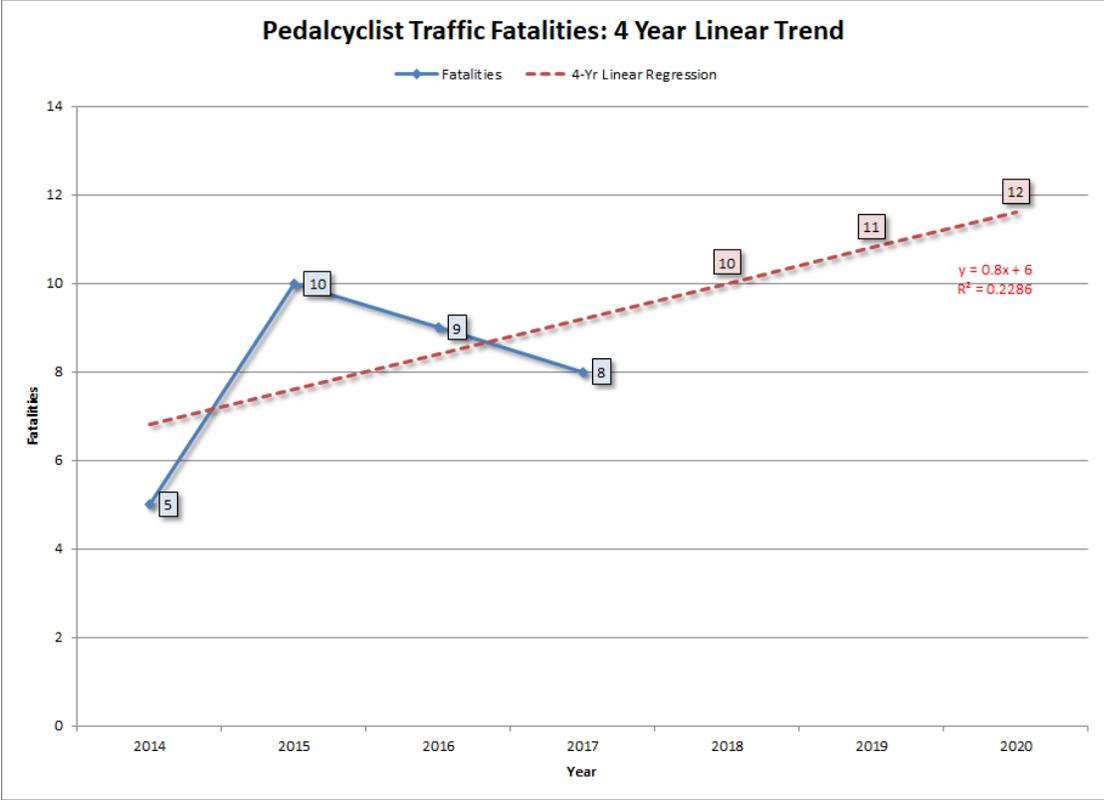
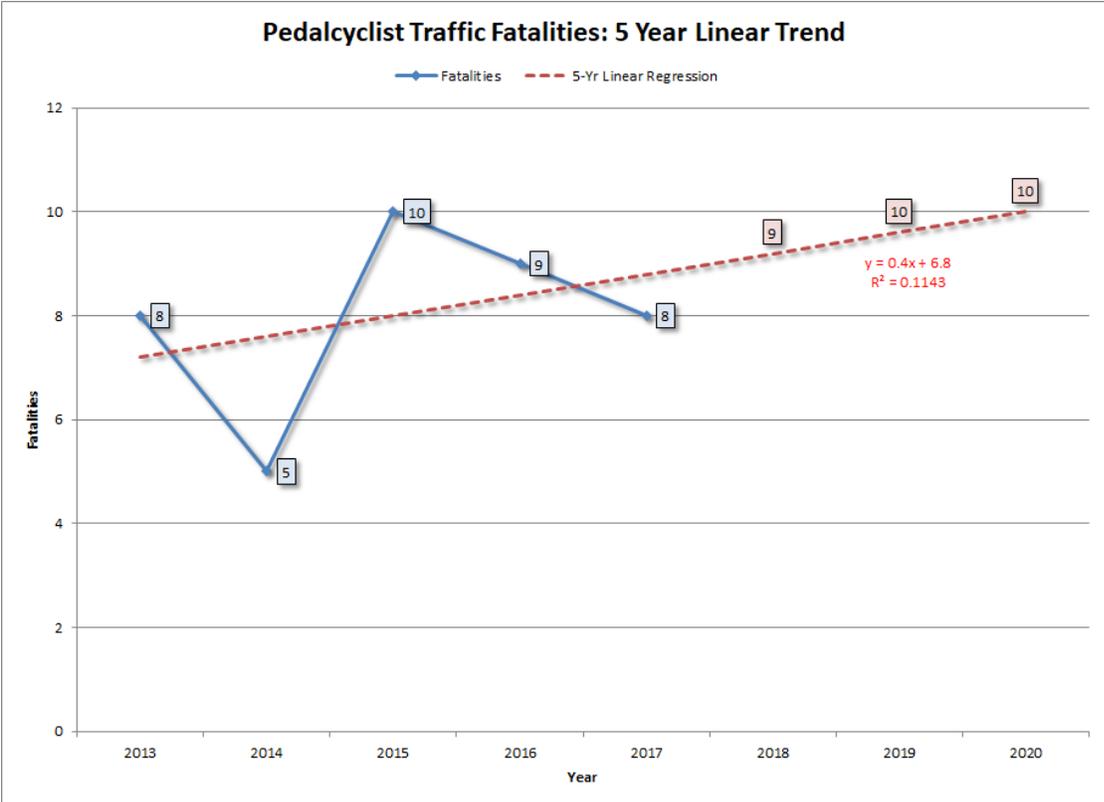
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	8.00	Annual	2020
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Performance Target Justification

The Tennessee Highway Safety Office (THSO) will maintain bicycle fatalities from a 2017 baseline of 8 through December 31, 2020. While the THSO acknowledges that all the trend analyses show an increase, since 2015, the state has seen a decrease in bicycle fatalities.



Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	91.65	Annual	2020

Performance Target Justification

The Tennessee Highway Safety Office (THSO) will increase the observed seat belt usage by 0.75 percent from 90.90 percent in 2018 to 91.65 percent by December 31, 2020. Recent increases in the observed seat belt usage rate lead the THSO to believe this is attainable.

Performance Measure: Distracted driving fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
FFY20_DD_Reduce the number of distracted driving fatalities by 10.42 percent, from 48 in 2017 to 43 by December 31, 2020.	Numeric	43.00	Annual	2020

Performance Target Justification

The Tennessee Highway Safety Office (THSO) will maintain the number of distracted driving fatalities from calendar year 2017 of 48 fatalities by December 31, 2020. Calendar years 2014 – 2016, showed an increasing trend of distracted driving crashes in Tennessee. From 2016 – 2017, the state saw a sharp decrease. However, preliminary data for calendar year 2018, shows an increase in these fatalities. The THSO, through media efforts and grant funded enforcement, will strive to reduce distracted driving fatalities.

Performance Measure: Unique Viewers on TNTrafficSafety.org

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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CT_Unique Viewers on TNTrafficSafety.org	Numeric	102,500.00	Annual	2020
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Performance Target Justification

The Tennessee Highway Safety Office (THSO) will increase public awareness among Tennessee constituents, program providers, educators, law enforcement, and other safety advocates through the www.TNTrafficSafety.org website by having more than 102,500 unique visitors by the end of FFY 2020.

Performance Measure: EMS Grants

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
EMS_Grants	Numeric	4.00	Annual	2020

Performance Target Justification

The Tennessee Highway Safety Office (THSO) will provide at least four training grants, one to each Law Enforcement Liaison (LEL) region in the state, to emergency medical professionals by September 30, 2020. Since Tennessee is mostly rural, response times for an ambulance can range from 10-30 minutes. By receiving effective training to treat and transport crash victims within the “Golden Hour”, these grants can make the difference in the prevention of another fatality on Tennessee roadways.

Performance Measure: Classroom Attendance

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
T_Classroom Attendance	Percentage	83.00	Annual	2020

Performance Target Justification

The Tennessee Highway Safety Office (THSO) will maintain classroom attendance of 83 percent participation or higher throughout FFY 2020. The training program offers a diverse series of classes to target highway safety issues throughout the fiscal year. While the THSO and its partners offer many classes, having a good attendance in each class maximizes the effective use of money spent.

Performance Measure: ARIDE trained

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
T_ARIDE	Numeric	240.00	Annual	2020

Performance Target Justification

The Tennessee Highway Safety Office will train 240 individuals in Advanced Roadside Impaired Driving Enforcement (ARIDE) throughout FFY 2020. The THSO has incorporated ARIDE in recent years as this class bridges the gap from drunk driving to drugged driving. Once an officer has completed an ARIDE course, he/she is then eligible to attend more advanced training in the impaired driving field. This course provides the necessary tools for the detection, apprehension, and successful prosecution of drugged impaired drivers. As more officers are educated in impaired driving countermeasures, more impaired drivers will be removed from the roads, thereby decreasing the number of impaired driving crashes, injuries, and fatalities. A greater number of properly trained officers will increase the number of impaired driving convictions.

Performance Measure: SFST trained

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
T_SFST	Numeric	300.00	Annual	2020

Performance Target Justification

The Tennessee Highway Safety Office will train 300 individuals in DUI/Standardized Field Sobriety Testing (SFST) and SFST Instructor throughout FFY 2020. An important element of the training program is the interest in impaired driving detection training. Officers who received this training found it to be very beneficial in conducting their assigned DUI-related duties. This course provides the necessary tools for the detection, apprehension, and successful prosecution of alcohol impaired drivers. As more officers are educated in alcohol-impaired driving countermeasures, more alcohol-impaired drivers will be removed from the roads, thereby decreasing the number of alcohol-impaired driving crashes, injuries, and fatalities. A greater number of properly trained officers will increase the number of impaired driving convictions.

Performance Measure: DRE trained

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
T_DRE	Numeric	75.00	Annual	2020

Performance Target Justification

The Tennessee Highway Safety Office (THSO) will train 75 Drug Recognition Experts (DRE) throughout FFY 2020. The DRE training is the highest level of impaired driving training offered. Once an individual has completed DRE training, he/she is considered an expert in the detection of impairment. The National Highway Traffic Safety Administration's (NHTSA) *Countermeasures that Work, Ninth Edition*, indicates the effectiveness of DRE training as a countermeasure against impaired driving.

Performance Measure: LEADS trained

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
OD_Number of LEADS	Numeric	60.00	Annual	2020

Performance Target Justification

The Tennessee Highway Safety Office (THSO) will train 60 individuals as Law Enforcement Aging Driver Specialists (LEADS) by the end of FFY 2020. LEADS is a new POST certified training designed to help law enforcement identify and maximize the safety needs of high risk senior drivers in Tennessee to help them drive for as long as possible.

Performance Measure: Paid media impressions

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
CM_Paid media impressions	Numeric	66,000,000.00	Annual	2020

Performance Target Justification

The Tennessee Highway Safety Office (THSO) will increase paid media impressions by 65 percent with over 66 million impressions during the 2020 calendar year. Once a baseline is set, the percentage increase will change in subsequent years.

Performance Measure: Earned media engagements

Performance Target details

Performance Target	Target Metric	Target	Target	Target Start
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	Type	Value	Period	Year
CM_Earned media engagements	Numeric	224,000.00	Annual	2020

Performance Target Justification

The Tennessee Highway Safety Office (THSO) will increase earned media engagements by 40 percent, which is over 224,000 engagements, during calendar year 2020. Once a new baseline is set, the percentage increase will change in subsequent years.

Performance Measure: Counties Deployed

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Citation Timeliness, Completeness, Uniformity – Counties Deployed	Percentage	98.95	Annual	2020

Primary performance attribute: **Uniformity**

Core traffic records data system to be impacted: **Citation/Adjudication**

Performance Target Justification

The Tennessee Highway Patrol (THP) will increase the percentage of counties in Tennessee where citations are issued electronically by 1.06 percent to 98.95 percent by March 31, 2020.

Performance Measure: Paper vs Electronic

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Paper vs Electronic	Percentage	50.00	Annual	2020

Primary performance attribute: **Timeliness**

Core traffic records data system to be impacted: **Citation/Adjudication**

Performance Target Justification

The Tennessee Highway Patrol (THP) will increase the percentage of citations issued electronically versus paper by 5.08 percent to 50.00 percent by March 31, 2020.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: **Yes**

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: **21,346**

Fiscal Year A-1: **2018**

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: **2,732**

Fiscal Year A-2: **2018**

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: **71,221**

Fiscal Year A-3: **2018**

Program areas

Program Area: Planning & Administration

Description of Highway Safety Problems

Traffic crashes damage property and yield unnecessary expenses. In fact, NHTSA's 2015 technical report, *The Economic and Societal Impact of Motor Vehicle Crashes*, asserts that the economic costs of vehicle crashes totaled \$242 billion in 2010. While astoundingly high, the cost associated with injuries, pain, reduced quality of life, and deaths is even higher. "When quality-of-life valuations are considered, the total value of societal harm from motor vehicle crashes in 2010 was \$836 billion" (Blincoe, Miller, Zaloshnja, and Lawrence, 2015). In an effort to reduce fatalities and serious injuries on Tennessee roads, the Tennessee Highway Safety Office (THSO) administers programs focusing upon the behavioral aspects of highway safety through partnerships with law enforcement, judicial personnel, and community advocates.

The objectives of the THSO are to:

7. Develop and prepare the Highway Safety Plan (HSP) along with developing and preparing additional plans as required. Establish priorities for highway safety funding.
8. Develop and prepare the Annual Report.
9. Provide information and assistance to prospective grantees on program benefits, procedures for participation, and development plans.
10. Coordinate and facilitate training and public information activities for grantees.
11. 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 related to highway safety.
12. Assess program performance through analysis of data relevant to highway safety planning.
13. Utilize all available means for improving and promoting Tennessee's highway safety program. Complete the monitoring of contracts and grants.
14. Produce annual operating budgets and develop biennial budget strategies.
15. Deliver programs that are effective in changing knowledge, attitude, and behavior of drivers to reduce crashes, injuries, and deaths.

In order to complete the above objectives, a 50 percent state match is provided for state employee resources.

Strategies for Effective Management

Tennessee's highway safety program is focused on public outreach and education; high-visibility enforcement; utilization of new safety technology; collaboration with safety and business

organizations; and cooperation with other state and local governments. This process also appropriately provides the state with the ability to determine measurable outcomes.

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

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

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

Organization and Staffing

The Tennessee Highway Safety Office (THSO), a division of Tennessee Department of Safety and Homeland Security (TDOSHS), 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 TDOSHS serves as the designated governor's highway safety representative, while the director of the THSO fulfills the role of the state's coordinator of activity. The THSO employs a planning and administration staff of eight full-time state employees and 15 full-time positions funded by two University of Tennessee grants.

The mission of the THSO 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 the mission includes input from internal leadership of the TDOSHS and participation in the Governor's Highway Safety Association (GHSA). The THSO has also had an active role in the development of shared performance measures for this year's HSP and TDOT's Highway Safety Improvement Plan, with multiple staff members serving on the statewide Strategic Highway Safety Plan Committee.

The THSO mission also requires the coordination of overlapping activities performed with other state and local agencies, organizations, and advisory groups. For instance, the THSO spearheads three statewide committees to address critical highway safety issues in Tennessee: the Traffic Records Coordinating Committee, the Occupant Protection Task Force, and the Impaired Driving Task Force. Further, the THSO identifies relevant groups, reviews their missions and memberships, and works to assure maximum cooperation and collaboration in order to make the most efficient and effective use of the state's resources.

Organizational Chart

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



Organizational Chart Legend

Red - State Funded, TDOSHS Senior Management

Orange - State Funded, THSO Staff

Blue - Grant Funded, THSO Staff

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
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PA-20-00	Planning and Administration	
UT-20-00	UT Program Administration	

Planned Activity: Planning and Administration

Planned activity number: **PA-20-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Planning and administration funds provide the staff and resources to implement and manage highway safety programs to meet the goals and objectives to reduce crashes, injuries, and fatalities on Tennessee roadways. Further, staff identify their highway safety problems using data, evaluate safety programs and activities, and provide technical assistance and training to grantees across the state. The commissioner of the Tennessee Department of Safety and Homeland Security (TDOSHS) serves as the designated governor’s highway safety representative, while the director of the THSO fulfills the role of the state’s coordinator of activity. The Tennessee Highway Safety Office (THSO) employs a planning and administration staff of eight (8) full- time state employees.

Intended Subrecipients

The intended subrecipient will be the state of Tennessee. The state will provide a 50 percent match of these funds.

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$300,000.00	\$300,000.00	\$0.00

Planned Activity: UT Program Administration

Planned activity number: **UT-20-00**

Primary Countermeasure Strategy ID:

Planned Activity Description

Planning and administration funds provide the staff and resources to implement and manage highway safety programs to meet the goals and objectives to reduce crashes, injuries, and fatalities on Tennessee roadways. Further, staff identify their highway safety problems using data, evaluate safety programs and activities, and provide technical assistance and training to grantees across the state. The Tennessee Highway Safety Office (THSO) employs eight (8) full-time positions funded by the University of Tennessee grant.

Intended Subrecipients

The intended subrecipient of this planned activity will be the University of Tennessee, Knoxville.

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL	154 Alcohol	\$300,000.00		\$0.00
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$200,000.00	\$40,000.00	
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$700,000.00	\$140,000.00	\$0.00

Program Area: Community Traffic Safety Program

Description of Highway Safety Problems

With 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 leaders 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.

The Tennessee Highway Safety Office (THSO) is working to integrate market-savvy information into multiple-strategy social marketing campaigns, generally developed at the community level, that not only get drivers' attention, but motivates them to change their behavior.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Unique Viewers on TNTrafficSafety.org	2020	Annual	102,500.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
CT_Communication and Education

Countermeasure Strategy: CT_Communication and Education

Program Area: **Community Traffic Safety Program**

Project Safety Impacts

Linkage Between Program Area

In order to decrease the number of injuries and fatalities on all Tennessee roadways, there is an urgent need to continue the positive and coordinated Tennessee Highway Safety Office (THSO)

educational efforts through marketing and outreach programs. 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 and outreach programs is crucial in order to lower injuries and fatalities and empower traffic safety stakeholders with the technology, resources, and motivation to share THSO’s vision of having all roadway users arrive safely at their destination.

Rationale

Nearly every section of the National Highway Traffic Safety Administration’s (NHTSA) *Countermeasures That Work, Ninth Edition*, utilizes communication and outreach as an effective strategy. The following program areas have a communication and outreach component as well as some areas not listed:

16. Seat belts and child restraints,
17. Speeding and speed management, and
18. Distracted and drowsy driving.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SA-20-00	Tennessee Traffic Safety Resource Center

Planned Activity: Tennessee Traffic Safety Resource Center

Planned activity number: **SA-20-00**

Primary Countermeasure Strategy ID: **CT_Communication and Education**

Planned Activity Description

The planned activity is to fund the Tennessee Traffic Safety Resource Center to implement communication and outreach programs in order to reach all different types of demographics to help increase driver awareness, this will, in turn, reduce the number of fatalities, injuries, and crashes.

Intended Subrecipients

Tennessee Technological University

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
CT_Communication and Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Safe Communities (FAST)	\$1,000,000.00	\$200,000.00	\$0.00

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

Occupant protection (OP) refers to the use of seat belts and child safety seats in vehicles. Seat belt use is the most effective way to save lives and reduce injuries in crashes. However, the National Highway Traffic Safety Administration (NHTSA) indicated in their publication Traffic Safety Facts Key Findings 2018 “Forty-eight percent of passenger vehicle occupants who were killed in traffic crashes in 2016 were unrestrained”. In 2017, 306 unrestrained fatalities out of a recorded 745 occurred on Tennessee’s roadways.

Yet millions of adults still do not wear their seat belts every time on every trip. Of additional and arguably greater concern is the use, or lack thereof, of child restraint seats, as this population cannot belt themselves, nor advocate on their own behalf. Ultimately, the continuation of OP education and resources will decrease the childhood injury rate due to the non-use or misuse of child seat restraints in vehicles as well as decrease fatal crash rates throughout the nation. Most importantly, as states continue to enact primary seat belt enforcement laws, the seat belt usage rate could successfully reach the 100 percent national goal.

The following table shows Tennessee’s seat belt use and compares it to the nation’s usage.

Observed Restraint Use (State Survey)						
	2013	2014	2015	2016	2017	2018
Tennessee	85%	88%	86%	89%	89%	91%
USA	87%	87%	89%	90%	90%	N/A

Daytime Front Seat (Outboard Only) Passenger Vehicle Occupant Fatality Aged 5 and Over, by Percent Restraint Use*						
	2013	2014	2015	2016	2017	2018
Tennessee	57%	53%	57%	59%	62%	60%
USA	61%	61%	62%	61%	61%	N/A

Source: NHTSA. State Traffic Safety Information. Online at <https://cdan.nhtsa.gov/stsi.htm#>, accessed 03 Jun 2019.

*2018 fatality are preliminary.

** #N/A indicates data are not available.

Restraint Usage – Tennessee Compared to the USA, 2013-2018

Tennessee’s challenge is to convince all passenger vehicle occupants to buckle up. The nationwide seat belt use rate was 89.6 percent in 2018 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 90.9 percent. While these numbers are promising, the Tennessee Highway Safety Office (THSO) wants to see this number increased to 100 percent.

Since 2008, the THSO has participated in NHTSA's Click it or Ticket (CIOT) safety campaign. In addition to CIOT, the Tennessee Highway Patrol, in conjunction with the THSO, conducted safety enforcement campaigns entitled One Hundred Days of Summer Heat (OHDSH). While the OHDSH effort targets speeding and impaired drivers, it does complement the CIOT program by providing high visibility traffic enforcement across the state.

The Seatbelts Are For Everyone (SAFE) campaign began its sixth year in February of this year. This campaign is a concentrated effort across all aspects of law enforcement to make seat belt safety a priority within their respective areas.

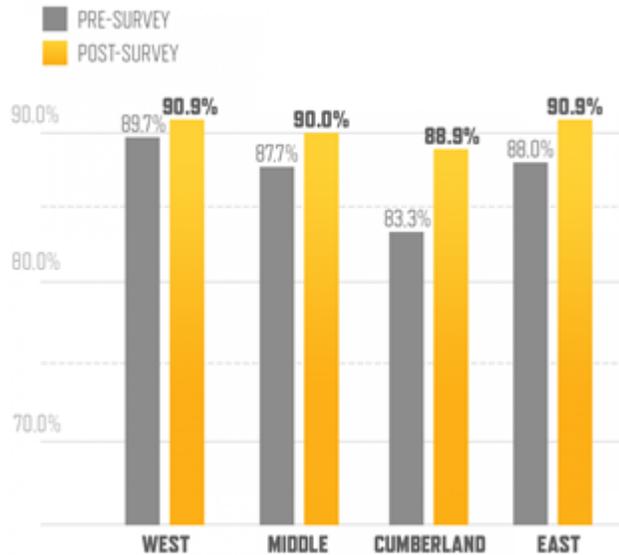
The 2019 SAFE Campaign started February 1. This campaign is designed to increase seat belt use in Tennessee through awareness, enforcement, and activity. Agencies across the state join the THSO in enforcing seat belt laws by participating in the SAFE Campaign. The following is required:

Agency Eligibility Criteria:

19. Submit a participation statement;
20. Attend at least 75% of network meetings in your region;
21. Have a seat belt policy for officers and employees;
22. Seat belt enforcement, including nighttime, must be a priority;
23. Submit a final report,
24. Must partnership in Click It or Ticket program and submit stats; and
25. Must have one media event.

The following graph illustrates seat belt usage rates for regions in Tennessee. These regions include West, Middle, Cumberland, and East. Seventy-nine agencies participated in the 2018 SAFE Campaign. The seat belt rates comparisons for pre- (gray) and post- (yellow) surveys reveal significant increases in every region.

Comparison of Pre and Post Seat belt Usage by Region in Tennessee



The results are as follows:

26. West region—seat belt usage increased from 89.7 percent to 90.9 percent, an increase of 1.2 percent.
27. Middle region—seat belt usage increased from 87.7 percent to 90.0 percent, an increase of 2.3 percent.
28. Cumberland region—seat belt usage increased from 83.3 percent to 88.9 percent, an increase of 5.6 percent.
29. East region—seat belt usage increased from 88.0 percent to 90.9 percent, a 2.9 percent increase.

A total of 79 agencies participated in the SAFE Campaign in 2018, which yielded the following results:

30. 1,182 child restraint violations,
31. 13,165 seat belt citations, and
32. 305 other seat belt enforcement activities.

Tennessee Seat Belt Use

The following table depicts Tennessee seat belt usage rates for passenger cars, pickup trucks, vans, sport utility vehicles, and all vehicles for years 2013-2018.

	2013	2014	2015	2016	2017	2018
Passenger	86.8%	90.3%	87.8%	91.4%	91.2%	93.5%

Cars						
Pickup Trucks	75.9%	79.1%	78.3%	81.8%	81.3%	84.2%
Vans	89.5%	91.2%	86.4%	90.4%	89.4%	93.5%
Sport Utility Vehicles	88.2%	90.3%	90.6%	92.5%	91.0%	93.4%
All Vehicles	84.8%	87.7%	86.2%	89.0%	88.5%	90.9%

Source: Center for Transportation Research. Annual Surveys of Safety Belt and Motorcycle Helmet Usage. Knoxville, TN: University of Tennessee, 2003 - 2018.

The lowest percent of seat belt users was observed to be in the pickup truck category; however, there was an increase in this category, from 75.9 percent in 2013 to 84.2 percent in 2018. While the seat belt usage rate for pickup truck drivers remains lower than other classes of vehicles, the trend leads us to believe that through enforcement and education, behavior change has occurred among pickup truck drivers.

Child Passenger Safety (CPS) is another important component of occupant protection. NHTSA’s *Countermeasures that Work, Ninth Edition*, states, “Abundant research has shown that correctly using an appropriate child restraint or seat belt is the single most effective way to save lives and reduce injuries in crashes. Lap and shoulder combination seat belts, when used, reduce the risk of fatal injury to front-seat passenger car occupants by 45% and the risk of moderate-to-critical injury by 50%.” While Tennessee’s child passenger restraint laws requiring car seat or booster seat use for children ages eight and under have resulted in more children being buckled up, more education is required. A summary of findings from the Tennessee Child Passenger Safety Center (TCPSC) FFY 2017 final report is provided below.

Tennessee Child Passenger Safety Center (TCPSC) 2017-2018 Final Report

The latest TCPSC report reveals the current misuse rate is 81 percent. This is an improvement from 95 percent when the TCPSC’s effort first started. The following is a summary from the TCPSC report:

Number of check-up events	201
Number of new seat installations	521
Number of unsafe seats	366
Number of seats distributed	614

Number of unrestrained children	183
Number of seats checked	2,137
Number of seats misused	1,738
Number of seats used correctly	399

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

Much work remains, and the occupant protection work in FFY 2020 will include both teens and older adult drivers. Although Tennessee’s misuse rate is above the national average of 73 percent, efforts will focus on continuing to work toward the ultimate compliance rate of zero percent.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	Annual	279.00
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	Annual	91.65

Countermeasure Strategies in Program Area

Countermeasure Strategy
OP_Education, Communication, and Training
OP_Enforcement
OP_Evaluation Surveys and Studies

Countermeasure Strategy: OP_Education, Communication, and Training

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

The Tennessee Highway Safety Office (THSO) works with the National Highway Traffic Safety Administration (NHTSA) to implement programs focusing on occupant protection.

The following table shows the number of child restraint inspection stations and where the population served is rural or urban. Finally, it all states which of the inspection states are within at-risk populations.

Child Restraint Inspection Stations and At-Risk Populations

POC	Agency	County	Population Served	Above Average Poverty	African American	Latino
William Kain	Norris Police Department	Anderson	U	P		
	Oak Ridge Police and Fire Department	Anderson	U	P		
Tiffany Host	Bedford County Sheriff's Department	Bedford	R	P		L
Brock Horner	Shelbyville Police Department	Bedford	R	P		L
Holly Hatcher	Alcoa Police Department	Blount	U			
Tim Ogle	Blount County Fire Protection District	Blount	U			
Jackie Clark	Seymour Fire Department	Blount	U			
Laura Moore and Bruce Morgan	Bradley County Health Dept.	Bradley	U	P		L

Daniel Marlow	Bradley County Sheriff's Office	Bradley	U	P	L
Jennifer Samples	Cleveland Police Department	Bradley	U	P	L
Eric Campbell	Mooretown Vol. Fire Department	Cannon	R		
Chris Adams	Carroll County Sheriff's Office	Carroll	R	P	
Angie Barker	Huntingdon Police Department	Carroll	R	P	
Tracey Knack	Ashland City Fire Department	Cheatham	R	P	
Alexis Duncan	Pleasant View Volunteer Fire Department	Cheatham	R	P	
Michael Whitmer	Cocke County Sheriff's Department	Cocke	R	P	
Chris Patterson, Dale Robertson	Manchester Police Department	Coffee	U	P	
Sgt. Phil Henderson	Tulahoma Police Department	Coffee	U	P	
Donnie King	Bells Police Department	Crockett	R		L
Jeff Sills	Gadsden Police Department	Crockett	R		L
Matthew	Maury City Police	Crockett	R		L

Berry	Department						
Larry Qualls	Crossville Police Dept.	Cumberland	R	P			
Ruth Lucas	Cumberland County Health Dept.	Cumberland	R	P			
Shelly Brown	Cumberland County Sheriff's Department	Cumberland	R	P			
Jon Carter, Keith Samol, and Chris Roark	Belle Meade Police Department	Davidson	U	P	A	L	
Edilberto Hernandez	Davidson County Juvenile Court	Davidson	U	P	A	L	
Kristie Bratcher	Davidson County Sheriffs Office	Davidson	U	P	A	L	
Gilbert Ramirez	Metro Nashville Police Department	Davidson	U	P	A	L	
Antonio Roque	Nashville Fire Department	Davidson	U	P	A	L	
David Cole and Jennifer Caruthers	Dickson County Sheriff's Office	Dickson	R	P			
Julia Holt	Dickson Fire Department	Dickson	R	P			
Heather Defoe	Dyersburg Police Department	Dyer	U	P			
Shannon Powell	Life Choices Dyersburg	Dyer	U	P			

Patrick Clayton	Newbern Police Department	Dyer	U	P	
J. Michaels and Jacob Jenkins	Fayette County Sheriff's Department	Fayette	R	P	A
Loretta Bell	Moscow Police Department	Fayette	R	P	A
Josh Isbell	Oakland Police Department	Fayette	R	P	A
David Lamb	South Fulton Police Department	Fayette	R	P	A
William Duncan	Fentress County Sheriff's Office	Fentress	R		
Rob Lower	Jamestown Police Department	Fentress	R		
James Ocheltree	Decherd Police Department	Franklin	R		
James Tidwell	Estill Springs Police Department	Franklin	R		
Joshua Bomer	Humboldt Police Department	Gibson	U		A
Miranda Rogers	Grainger County Ambulance Authority	Grainger	R	P	
Richard Anderson	Chattanooga State Police Department	Hamilton	U	P	A
Monica Kimball	Hamilton County Health	Hamilton	U	P	A

	Dept.				
Becky Campbell	Hamilton County Sheriff's Office	Hamilton	U	P	A
Nathan Lockhart	Signal Mountain Fire Department	Hamilton	U	P	A
Lacy Word	TDOT HELP/TMC	Hamilton	U	P	A
Eddie Henson	Bolivar Police Department	Hardeman	R		A
Justin Powers	Grand Junction Police Department	Hardeman	R		A
Chris Wilkerson	Hardeman County Sheriff's Office	Hardeman	R		A
Daniel Vandiver	Adamsville Police Department	Hardin	R	P	
Michael Pitts	Savannah Police Department	Hardin	R	P	
Barry Diebold	Brownsville Police Department	Haywood	U	P	A
Jeff Middleton	Lexington Police Department	Henderson	R	P	
Marci Ware	Knoxville Police Dept.	Knox	U	P	
Alexis Keiser	SafeKids of Greater Knox Area/ET Children's Hospital	Knox	U	P	

Amy Northcott	Lauderdale County Sheriff's Dept.	Lauderdale	R		A
Mike Brubaker and Anthony Garner	City of Loudon Fire Department	Loudon	U		L
Stephen Spoon and Kevin Abercrombie	Lenoir City Fire Department Station Two	Loudon	U		L
Ashley DeLoach	Jackson Madison County General Hospital	Madison	U	P	A
Steven Story and Rico Bryson	Jackson Police Department	Madison	U	P	A
Joe Gill and Whitney Watkins	Madison County Sheriff's Office	Madison	U	P	A
Katherine Cothorn	Southwest Tennessee Child Care Resource and Referral Agency	Madison	U	P	A
Chris Webb, Doug Gouger	Kimball Police Department	Marion	R	P	
Sgt. David McVey	Cornersville Police Department	Marshall	R		
Rebekah Mitchell	Lewisburg Police Department	Marshall	R		

Bryan George	Columbia Fire Department	Maury	U			L
Jeremy Humphrey	Columbia Police Department	Maury	U			L
Willie Norwood	Mount Pleasant Police Department	Maury	U			L
Mary Beth Lovett	Spring Hill Police Department	Maury	U			L
	Athens Police Department	McMinn	R	P		
Adam Cook	McMinn County Sheriff's Department	McMinn	R	P		
John Tallent	Madisonville Fire-Rescue	Monroe	R	P		
Jessica Jones	Center for Family Development	Montgomery	U		A	L
Jeff Derico and Marty Ramey	Clarksville Police Department	Montgomery	U		A	L
Jimmy Brown and Denis Bowles II	Montgomery Co. Sheriff's Office	Montgomery	U		A	L
Lisa McClain	Montgomery County Driver Safety	Montgomery	U		A	L
Melvin Dowell	Union City Police Department	Obion	R			
Jeremy	SAFEDAWG	Overton	R	P		

Richter						
Katrina Paige Bazzell- Morgan	Polk County Health Dept.	Polk	R			
	Sullivan County Sheriff's Office	Polk	R			
Brian Long and James Harris	Cookeville Police Department	Putnam	U	P		L
Lisa Langford	Putnam County Emergency Medical Services	Putnam	U	P		L
Steven Eakins	Spring City Police Department	Rhea	R	P		
Lt. Karen Joseph	Harriman Police Dept.	Roane	U	P		
Roy Montgomery	Kingston Police Department	Roane	U	P		
David King	Coopertown Police Department	Robertson	R			L
David King	Robertson County EMS	Robertson	R			L
Sheree Robertson	La Vergne Police Department	Rutherfor d	U			L
Don Fanning	Murfreesboro Police Department	Rutherfor d	U			L
Jimmy Cassidy/Ray	Rutherford County	Rutherfor	U			L

mond Shew	Sherriff's Office	d					
Andy Miller	Smyrna Police Department	Rutherford	U				L
Rick Harvey	Sequatchie County Sheriff's Department	Sequatchie	R	P			
Amanda Perryman	Gatlinburg Fire Department	Sevier	R	P			L
Donnie Mashburn	Pigeon Forge Police Department	Sevier	R	P			L
Clint Parton	Pittman Center Police Department	Sevier	R	P			L
Rebecca Cowan	Sevierville Police Department	Sevier	R	P			L
Kristi Davis	Baptist Memorial Hospital for Women	Shelby	U	P	A		L
Matt Robinson	Bartlett Police Department	Shelby	U	P	A		L
Demeatrise Givens	Best Practice	Shelby	U	P	A		L
Michael Rogers and Clint Parker	Germantown Police Department	Shelby	U	P	A		L
Susan Helms	Le Bonheur Children's Hospital	Shelby	U	P	A		L
Lisa Brown	Memphis Police Department -	Shelby	U	P	A		L

Accreditation							
April Colbert and Kyle Craig	Memphis Police Department - Airways Station	Shelby	U	P	A	L	
James Dillard	Memphis Police Department - Appling Farms Station	Shelby	U	P	A	L	
Tajuana Cheatham and Kevin Frazier	Memphis Police Department - Crime Prevention North	Shelby	U	P	A	L	
Michelle Buford	Memphis Police Department - Crime Prevention South	Shelby	U	P	A	L	
Vickie Brooks	Memphis Police Department - Mt. Moriah Station	Shelby	U	P	A	L	
Margree Greer	Memphis Police Department - Raines Station	Shelby	U	P	A	L	
Eric Thomas and Eleanor Worthy	Memphis Police Department - South Main Station	Shelby	U	P	A	L	
Tamara Andersen,	Memphis Police	Shelby	U	P	A	L	

LeCharra Yarbrough, and Barbara Robinson	Department - Tillman Station					
Chester Aldridge, Calvin Taylor, and Ruth Horne	Memphis Police Department - Traffic Station	Shelby	U	P	A	L
Jennifer Price	Regional One Health	Shelby	U	P	A	L
Leilani Spence	Shelby County Health Department	Shelby	U	P	A	L
Lester Haynes and Lloyd Thomas	Shelby County Sheriff's Office (Crime Prevention)	Shelby	U	P	A	L
April Rentzsch	Signal Centers/Baby University	Shelby	U	P	A	L
William Hopkins	Tennessee Highway Patrol - Memphis	Shelby	U	P	A	L
Jeremy Smith	University of Memphis Lambuth Police	Shelby	U	P	A	L
Kim Wallace	Dover Police Department	Stewart	U			
Mike Carrier and David Peters	Bristol Fire Dept.	Sullivan	U	P		
Grant Hale	Bristol Police Dept.	Sullivan	U	P		
Thomas	Holston Valley	Sullivan	U	P		

Heim	Medical Center					
Barry Brickey	Kingsport Fire Dept.	Sullivan	U	P		
Mike Wells	Kingsport Life Saving Crew	Sullivan	U	P		
	Gallatin Police Department	Sumner	U			
Lieutenant Daniel	Hendersonville Police Department	Sumner	U			
Tammy Weatherford	Sumner County Sheriff's Office	Sumner	U			
Mary Jones/LaKendrick Lee	Children and Family Services	Tipton	R	P	A	
Ron Duffin, Jimmy Bizzell, Danielle Faulk	Covington Police Department	Tipton	R	P	A	
Rachel Williams	Munford Police Department	Tipton	R	P	A	
Tremaine Reed, Daniel Walls, and Tonia Bruno	Tipton County Sheriff's Office	Tipton	R	P	A	
	McMinnville Fire Department #1	Warren	R	P		L
Phillip Mitchell	McMinnville Fire Department #2	Warren	R	P		L
Rachel Nichols, Richard	McMinnville Police	Warren	R	P		L

Teachout, Eddie Caldwell, Austin Wortman	Department					
	Warren County Sheriff's Department	Warren	R	P		L
	Johnson City Fire Department	Washingt on	U	P		
Tim Hensley	Johnson City Police Department	Washingt on	U	P		
Joanna Roy	Niswonger Children's Hospital	Washingt on	U	P		
Ray Stubblefield	Tennessee Highway Patrol - Fall Branch	Washingt on	U	P		
Christopher Adams	Dresden Police Department	Weakley	R			
Chris Finch and Kory Green	Martin Police Department	Weakley	R			
Nate Theiss	White County Sheriff Department	White	R	P		
Tabitha Sanders	180 Health Partners	Williamso n	U			
Jeremy Giroux	Brentwood Fire & Rescue Department	Williamso n	U			
Mark Sutton	Fairview Police Department	Williamso n	U			

Joanne Finn/Jamie Melton	Franklin Fire Department	Williamson	U
Rachel Gober, Michael Adcock, and Beth Reeser	Franklin Police Department	Williamson	U
Jesse Quintana	Fire Department of Mt. Juliet	Wilson	U
Dawna Gutierrez	Lebanon Police Department	Wilson	U
Emy Bates	Wilson County Sheriff's Office	Wilson	U

Table Legend

(R) Rural Area – Rural areas are determined by the state highway departments and approved by the Federal Highway Administration

(U) Urban Area – Urban areas are determined by the state highway departments and approved by the Federal Highway Administration

(P) Above Poverty Rate – Counties that have a poverty rate higher than the national average of 14.3 percent

(A) Counties with African American populations larger than the state average

(L) Counties with Latino/Hispanic populations larger than the state average

Education

The THSO Child Passenger Safety (CPS) program will conduct check-ups during the Click It or Ticket campaigns, National CPS Week, and Hands across the Border events to distribute educational materials. The check-ups will track the following:

1. The number of child safety seats checked;
2. The number of child safety seats that were misused;
3. The number of children who did not arrive with child safety seats; and
4. The number of child safety seats that were replaced because they were deemed unsafe.

Data Collection

Electronic checklist forms have been created and will be utilized to provide the THSO CPS program better information with detecting reasons for misuse among parents and caregivers when installing child safety seats.

Occupant Protection and Other Highway Safety Programs

In FFY 2020, the THSO will work on the following items for the child passenger safety program:

5. Increase the use of child restraints in Tennessee;
6. Collect safety data on child safety seat usage on 100 percent of participants;
7. Certify technicians and maintain/recertify currently certified technicians; and
8. Maintain an active coalition of fitting stations throughout the state.

In order to certify CPS technicians, the THSO will host classes statewide in order to reach all types of the at-risk populations. These classes will be promoted through different avenues including, but not limited to, social media, email blasts, and network meetings held by regional law enforcement liaisons (see the police traffic services section for more information). Renewal classes will also be held statewide in order to retain individuals that have been previously trained as CPS technicians. These courses will be promoted through the same methods as stated above. By promoting these trainings, and retaining the individuals whom are already trained, the THSO will maintain a sufficient number of CPS technicians.

In FFY 2020, the THSO occupant protection program will work on the following items for younger drivers with the teen traffic safety program:

9. Create positive messages and activities geared toward teen seat belt use and safe driving habits;
10. Partner with teen driver educational programs to conduct activities (e.g. Teen Driving Plan and ThinkFast) that will engage teens and change teen driver behavior;
11. Work with law enforcement and school resource officers across the state to provide interventions in high-risk areas of increased injuries and fatalities; and
12. Collect and analyze data on teen driver injuries and fatalities.

In FFY 2020, the THSO occupant protection program will work on the following items for older drivers with the senior driver traffic safety program:

13. Conduct safety training activities, including CarFit for older drivers;
14. Develop resources and educational materials that will assist in delivering the safety message;

15. Encourage and facilitate regular collaboration among agencies and organizations responsible for, or impacted by, older driver safety issues; and
16. Collect and analyze data on older driver injuries and fatalities.

In FFY 2020, the THSO will conduct at least one education program quarterly for a total of at least four trainings that will target children, teens, or older drivers including:

17. New technician training, renewal training, CPS workshop, or CEU for CPS technicians and/or parent/community partner.
18. Teen driver presentation and/or activity.
19. Older driver CarFit activity and/or safety presentation.

Linkage Between Program Area

Occupant protection education, enforcement, and outreach work in partnership to change driver behavior. The THSO and its partnering agencies will continue to highlight NHTSA’s safety precautions to the driving public to minimize occupant protection issues in the state of Tennessee.

Implementing this countermeasure strategy will increase driver awareness, which in turn will decrease the number of fatalities, injuries, and crashes.

Further, the occupant protection (OP) task force will be diligent in completing the goals and objectives of the OP strategic plan to increase the seat belt rate as well as raise awareness of the importance of occupant protection in rural areas to help further the state’s goals in FFY 2020.

Rationale

Several components of this countermeasure strategy are listed as effective methods to help with an occupant protection program. These are:

20. 6.1 Communication and outreach – strategies for older children
21. 6.2 Communication and outreach – strategies for child restrain and booster seat use
22. 7.1 Other strategies – school programs
23. 7.2 Other strategies – inspection stations

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
LEL-20-00	Law Enforcement Liaison Program
M2CPS-20-00	Education, Training, Communication (OP)

Planned Activity: Law Enforcement Liaison Program

Planned activity number: **LEL-20-00**

Primary Countermeasure Strategy ID: **T_Training**

Planned Activity Description

The Law Enforcement Liaison (LEL) program provides short and long-term planning along with management practices from the Police Traffic Services program in Tennessee. The program utilizes four LELs, inclusive of a Senior LEL, located regionally throughout the state along with a Statewide Training Coordinator, a Statewide Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driver Enforcement (ARIDE) Training Coordinator, and an LEL Administrator. The THSO offers a wide range of traffic safety training to law enforcement officers and other traffic safety advocates and stakeholders. The program provides coordination for all major campaigns funded by federal, state, and local resources. The Statewide Training Coordinator, Statewide DRE and ARIDE Training Coordinator, and each regional LEL have training responsibilities related to highway safety enforcement and/or prevention:

24. Standardized Field Sobriety Testing (SFST),
25. ARIDE,
26. DRE,
27. Law Enforcement Challenge Program,
28. Other law enforcement trainings,
29. Child passenger safety,
30. “Below 100” instructors,
31. SAFE (Seatbelts Are For Everyone) Campaign,
32. Southern Shield, and
33. Operation Incognito.

The LELs conduct network meetings within their respective regions to communicate trends, progress, and other information related to highway safety. The program also assists grantee agencies in meeting their goals within highway safety and maintains a communication link between the agencies and program managers within the THSO.

Intended Subrecipients

The intended subrecipient of this planned activity is The University of Tennessee, Knoxville.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy

ID_Enforcement
OP_Education, Communication, and Training
OP_Enforcement
PT_LEL Program
T_Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL	154 Alcohol	\$300,000.00		\$0.00
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$300,000.00	\$60,000.00	
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,100,000.00	\$220,000.00	\$0.00

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Vehicle	1	\$35,000.00	\$35,000.00	\$35,000.00	\$35,000.00

Planned Activity: Education, Training, Communication (OP)

Planned activity number: **M2CPS-20-00**

Primary Countermeasure Strategy ID: **OP_Education, Communication, and Training**

Planned Activity Description

The planned activity is to fund child passenger safety training along with community education projects and child passenger safety seat checkpoints.

Intended Subrecipients

Intended subrecipients will be determined at a later date once all FFY 2020 grant application reviews have been completed.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
OP_Education, Communication, and Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Community CPS Services (FAST)	\$155,000.00	\$31,000.00	

Countermeasure Strategy: OP_Enforcement

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

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

Occupant protection is a priority for law enforcement across the state. State and local agencies actively engage in enforcement and education as part of the agencies’ mission to ensure that their communities stay safe. Several of the Tennessee Highway Safety Office’s (THSO) police traffic services grants include a seat belt enforcement component.

Night Time Enforcement

Night time enforcement is an emphasis area for many states, and Tennessee is no exception. Across the country, it's not uncommon for night time seat belt usage to be lower than during the daytime. The THSO recognizes that increasing seat belt usage among those traveling at night could decrease injury and fatality rates. To this end, Tennessee was part of a multi-year grant program funded by the Centers for Disease Control (CDC). This grant was to design, develop, implement, and evaluate new/improved strategies for increasing night time seat belt use through enforcement and other means of interventions. Best practices were utilized by the East Tennessee agencies participating in the grant e.g., establishing zones in well-lit areas and utilizing roving patrols.

An emphasis on night time seat belt enforcement by the Tennessee Highway Patrol (THP) continues through its BELTS grant (further explained under Enforcement Mobilizations below). This emphasis will be guided by data retrieved from the Tennessee Integrated Traffic Analysis Network (TITAN) division. Location, time of day, and day of week are sample data sets that will be examined. Further, the Law Enforcement Liaisons (LEL) in each region will rely on TITAN data to identify locations for collaboration with local agencies on night time belt enforcement. Agencies will be allowed to use grant funding were permitted by using grants awarded under Section 402, police traffic services. Where applicable, agencies may work in a multi-jurisdictional capacity to saturate a large area or stretch of highway at one time.

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:

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

Seat belt and child restraint enforcement is conducted throughout the year. A notable program is the THP's BELTS grant. The Tennessee Department of Safety and Homeland Security's (TDOSHS) Planning, Research, and Development Division has analyzed available data to identify and establish a county ranking, by district, where unrestrained drivers involved in fatal crashes are more prevalent. Crash data was examined for each of Tennessee's 95 counties to denote where larger numbers of fatal crashes involving unrestrained occupants were occurring and where the largest number of lives have been lost. Five counties were identified in each of the THP's eight districts that meet these criteria. These 40 counties make up almost 73 percent of the state's population. These counties, as well as others identified by statistical data, will be targeted to receive increased enforcement; such efforts will occur during the daytime and night time. Night time seat belt enforcement is an emphasis area for this statewide program. Further, the THP has begun to schedule and conduct seat belt checkpoints in each of the eight districts. Violations of this law are receiving renewed attention in an effort to save lives. In addition to the other THSO-sponsored campaigns, the THP also will participate in the Buckle-Up America campaign and devote available resources to targeting unrestrained motorists in FFY 2020.

Law enforcement participation is critical in reducing fatalities and injury crashes on Tennessee roads. The THSO's High Visibility Enforcement (HVE) program involves over 150 law

enforcement agencies across the state. In order to achieve measurable results, local law enforcement agencies must make a concerted effort to enforce state traffic laws, conduct/participate in sobriety checkpoints, schedule traffic saturation patrols, educate the public, and schedule other media activities that promote highway safety. HVE along with media campaigns such as Booze It and Lose It, CIOT, 100 Days of Summer Heat, various demonstration projects, and specialized NHTSA campaigns will help Tennessee reduce its number of fatalities and injury crashes.

Linkage Between Program Area

Occupant protection education, enforcement, and outreach work in partnership to change driver behavior. The THSO and its partnering agencies will continue to highlight NHTSA’s safety precautions to the driving public to minimize occupant protection issues in the state of Tennessee. Implementing this countermeasure strategy will increase driver awareness, which in turn will decrease the number of fatalities, injuries, and crashes.

Rationale

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

- 39. 2.1 Seat belt law enforcement - short-term, high-visibility seat belt law enforcement
- 40. 2.2 Seat belt law enforcement - integrated nighttime seat belt enforcement
- 41. 2.3 Seat belt law enforcement - sustained enforcement

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
LEL-20-00	Law Enforcement Liaison Program
M2HVE-20-00	Enforcement (OP)

Planned Activity: Law Enforcement Liaison Program

Planned activity number: **LEL-20-00**

Primary Countermeasure Strategy ID: **T_Training**

Planned Activity Description

The Law Enforcement Liaison (LEL) program provides short and long-term planning along with management practices from the Police Traffic Services program in Tennessee. The program utilizes four LELs, inclusive of a Senior LEL, located regionally throughout the state along with a Statewide Training Coordinator, a Statewide Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driver Enforcement (ARIDE) Training Coordinator, and an LEL Administrator. The THSO offers a wide range of traffic safety training to law enforcement

officers and other traffic safety advocates and stakeholders. The program provides coordination for all major campaigns funded by federal, state, and local resources. The Statewide Training Coordinator, Statewide DRE and ARIDE Training Coordinator, and each regional LEL have training responsibilities related to highway safety enforcement and/or prevention:

- 42. Standardized Field Sobriety Testing (SFST),
- 43. ARIDE,
- 44. DRE,
- 45. Law Enforcement Challenge Program,
- 46. Other law enforcement trainings,
- 47. Child passenger safety,
- 48. “Below 100” instructors,
- 49. SAFE (Seatbelts Are For Everyone) Campaign,
- 50. Southern Shield, and
- 51. Operation Incognito.

The LELs conduct network meetings within their respective regions to communicate trends, progress, and other information related to highway safety. The program also assists grantee agencies in meeting their goals within highway safety and maintains a communication link between the agencies and program managers within the THSO.

Intended Subrecipients

The intended subrecipient of this planned activity is The University of Tennessee, Knoxville.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
ID_Enforcement
OP_Education, Communication, and Training
OP_Enforcement
PT_LEL Program
T_Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL	154 Alcohol	\$300,000.00		\$0.00
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$300,000.00	\$60,000.00	
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,100,000.00	\$220,000.00	\$0.00

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Vehicle	1	\$35,000.00	\$35,000.00	\$35,000.00	\$35,000.00

Planned Activity: Enforcement (OP)

Planned activity number: **M2HVE-20-00**

Primary Countermeasure Strategy ID: **OP_Enforcement**

Planned Activity Description

Local and state law enforcement agencies will utilize these grants to enforce daytime and nighttime seatbelt enforcement laws throughout the state of Tennessee.

Intended Subrecipients

The state and local intended subrecipients will be determined at a later date after grant application reviews and data analysis can be completed.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
OP_Enforcement

Funding sources

Source	Funding Source	Eligible Use of	Estimated Funding	Match	Local
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Fiscal Year	ID	Funds	Amount	Amount	Benefit
2019	FAST Act 405b OP High	405b High HVE (FAST)	\$230,000.00	\$46,000.00	

Countermeasure Strategy: OP_Evaluation Surveys and Studies

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M2OP-20-00	Survey (OP)

Planned Activity: Survey (OP)

Planned activity number: **M2OP-20-00**

Primary Countermeasure Strategy ID: **OP_Evaluation Surveys and Studies**

Planned Activity Description

The planned activity is to fund the evaluation surveys and studies for seat belt usage, in accordance with the 2012 Uniform Criteria for State Observational Surveys of Seat Belt Use.

Intended Subrecipients

The intended subrecipient of this planned activity will be The University of Tennessee, Knoxville.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
OP_Evaluation Surveys and Studies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High OP Information System (FAST)	\$90,000.00	\$18,000.00	

Program Area: Traffic Records

Description of Highway Safety Problems

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.

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

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

In the past decade, Tennessee’s traffic records data systems have undergone National Highway Traffic Safety Administration (NHTSA) -sponsored assessments in order to identify areas for improvement. As a result of these assessments, Tennessee has developed traffic records data system projects designed to address the assessment recommendations.

For example, the 2009 traffic records assessment team reported that the Crash File contained an unacceptably high rate of errors. The THSO and the Tennessee Traffic Records Coordinating Committee (TRCC) sponsored the Tennessee Integrated Traffic Analysis Network (TITAN) project. The TITAN crash module deployment significantly improved the quality, accuracy, and timeliness of Tennessee traffic crash data.

In the first half of CY 2017, the THSO and the TRCC undertook an effort to improve the state’s traffic records strategic planning efforts. These efforts consisted of updating system descriptions to reflect current systems; revisiting the assessment results and recommendations; holding workshops with data system managers and stakeholders; identifying goals for improvements; and developing strategies to achieve those goals. This approach to the traffic records strategic plan is still being used.

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

Recent improvements to the state’s traffic records data systems include the following:

52. The Tennessee Roadway Information Management System (TRIMS) Crash Location Automated Updater has been fully implemented. The automated process assists in eliminating the backlog of crash data by validating crash data from TDOSHS and

automatically updates the route location in the TITAN database. Locations are determined using the latitude and longitude on the crash report and road names.

53. The Tennessee TRCC completed a strategic goal derived from the NHTSA Traffic Records Assessment by developing a Traffic Records Inventory document that is intended to be a consolidated reference of the Tennessee Traffic Records Data Systems. The TRCC, state agencies, and highway safety stakeholders can reference this document when planning improvements to the component data systems that will provide increased highway safety analysis capabilities. The document will provide the reader with data governance information and will be a reference for system documentation, data dictionaries, and user documentation. The document will be used as part of the TRCC's efforts to improve the accessibility, completeness, uniformity, accuracy, integration, and timeliness of Tennessee's traffic records data.
54. Tennessee Integrated Traffic Analysis Network (TITAN) fatal crash data is now available via a THSO website that provides crash geo-analysis by county. Primary users are traffic safety professionals, law enforcement, and the general public. This project has increased the accessibility of fatal crash data within the State. This data continues to be updated bi-monthly. The state also deployed several web facing crash data dashboards in 2019 and is continuing to develop dashboards for various traffic safety needs.
55. In 2019, the Tennessee Highway Patrol expanded its eCitation program from the three-county pilot program started in 2014 to 93 counties as of April 2019. In addition, all 93 counties are auto-importing eCitation data and ticket images to the court clerks electronically. This saves THP and the court clerks countless hours of hand-keying citation data into law enforcement and court records management systems and has substantially increased timeliness, data accuracy, and completeness.
56. THP implemented a new Fatality Tracking System (FTS) in 2018. This has allowed the state to more easily track and report timely statistics relating to traffic fatality data at the State level. It also improved the accuracy, efficiency, and timeliness of reporting traffic fatality data to NHTSA.

Model Minimum Uniform Crash Criteria (MMUCC) Standards

Tennessee's crash repository is currently designed according to MMUCC V3 guidelines.

Tennessee completed a MMUCC V5 compliance review and will use the review results to guide the planned MMUCC V5 TITAN Upgrade.

Tennessee adopted the MMUCC Version 4 definition for the "Suspected Serious Injury (A)" in July 2018, and is in compliance with FHWA requirements, including:

57. Collecting and accurately aggregating MMUCC V4 attribute "Suspected Serious Injury (A)."
58. The State's crash database, data dictionary, and crash report user manual employs the verbatim terminology and definitions for this attribute from the MMUCC V4 standard.

59. The State’s crash form employs the verbatim MMUCC V4 “Suspected Serious Injury (A)” attribute.
60. Ensure the seven serious injury types covered by the attribute are not included in the other attributes listed in the State’s injury status data elements.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Counties Deployed	2020	Annual	98.95
2020	Paper vs Electronic	2020	Annual	50.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
TR_Traffic Records Improvement

Countermeasure Strategy: TR_Traffic Records Improvement

Program Area: **Traffic Records**

Project Safety Impacts

Linkage Between Program Area

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

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

In the past decade, Tennessee’s traffic records data systems have undergone NHTSA-sponsored assessments in order to identify areas for improvement. As a result of these assessments, Tennessee has developed traffic records data system projects designed to address the assessment recommendations.

Rationale

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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-20-00	Traffic Records Improvements

Planned Activity: Traffic Records Improvements

Planned activity number: **M3DA-20-00**

Primary Countermeasure Strategy ID: **TR_Traffic Records Improvement**

Planned Activity Description

Using data to support highway safety decisions allows the Tennessee Highway Safety Office (THSO) and its partnering agencies to focus upon saving lives and preventing injuries. The work conducted by the Traffic Records Coordinating Committee (TRCC) ensures that Tennessee has a multi-year strategic plan to identify high-level goals, objectives, and strategies. Further, members of the TRCC consider and evaluate new technologies in order to keep the highway safety data and traffic records systems complete and up to date. The planned activity is to fund traffic safety information system improvement projects.

Intended Subrecipients

The intended subrecipients for this planned activity are:

61. Tennessee Department of Safety and Homeland Security, and
62. Tennessee Department of Health

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
TR_Traffic Records Improvement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$1,065,000.00	\$213,000.00	
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Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Based on NHTSA's Traffic Safety Facts Sheet on alcohol impaired driving, which uses 2017 data, all 50 states, the District of Columbia, and Puerto Rico have laws that make it illegal to drive with a BAC of .08 g/dL or higher. In 2017, there were 10,874 people killed nationwide in alcohol impaired driving crashes with BACs of .08 g/dL or higher. These alcohol impaired-driving fatalities with BACs of .08 g/dL or higher accounted for 29 percent of all motor vehicle traffic fatalities in the United States in 2017. This is a slight increase from the previous year.

Driving under the influence (DUI) of alcohol and/or drugs is a significant problem in Tennessee. In 2017, there were 6,172 alcohol- impaired driving crashes resulting in 227 fatalities, which accounts for 21.8 percent of the total roadway fatalities. This is a slight increase, however, well below the national average. Unfortunately, impairment continues to be the single greatest contributing cause of fatal crashes among drivers in Tennessee. Even small amounts of alcohol can affect driver performance.

Legislation passed in 2012 permitted the use of search warrants in any DUI case. No Refusal Weekends are a model that permit agencies to detect high risk times and places to implement No Refusal strategies. In addition to No Refusal Weekends, some counties have become No Refusal Counties. In those locations, any chemical test refusal results in a search warrant application to procure chemical test evidence.

Effective July 1, 2019, the Tennessee Legislature amended the Implied Consent Statute (TCA 55-10-406) and established a process that can be summarized as follows:

If an officer has probable cause to believe that the operator of a motor vehicle is driving while under the influence of any intoxicant, controlled substance, controlled substance analogue, drug, substance affecting the central nervous system or any combination thereof, the officer may request the operator of the vehicle to submit to a test or tests for the purpose of determining the alcohol or drug content, or both of the operator's blood.

Blood testing:

The officer would ask for consent to obtain a sample of the operator's blood. If consent is granted, then the officer and the operator would go directly to the hospital and have a blood draw performed.

If there is a refusal, then the officer would need to get a search warrant or show exigent circumstances as to why the officer could not get a search warrant.

If the operator was informed of the implied consent law, then a refusal would carry all the administrative, civil and evidentiary penalties in Tennessee.

Breath testing:

The officer would ask for consent to obtain a sample of the operator's breath. If consent is granted, then the officer and the operator would go directly to location where the breath test will be performed.

An officer can request a breath test, even without consent, incident to a lawful arrest.

If the operator was informed of the implied consent law, then a refusal would carry all the administrative, civil and evidentiary penalties in Tennessee.

The problem is finding the most effective way to improve traffic safety by improving the enforcement of vehicular crimes. Improving enforcement will result in the reduction of the number of crashes caused by impaired drivers, which will result in fewer injuries and fatalities in Tennessee. These resources will target the State of Tennessee and will assist law enforcement officers, prosecutors and other traffic safety organizations. Due to the costs of conducting legal research and providing education, training, advice, legal updates, additional funding will be needed so that the enforcement of vehicular crimes will continue to be improved, the traffic safety community will continue to stay current on traffic safety issues, and the number of driver impaired crashes will continue to be reduced, thereby preventing future injuries and fatalities.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	Annual	222.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
ID_Blood/Breath Testing Devices
ID_DUI Training of the Prosecutorial/Judicial Community and DUI Prosecution
ID_DUI/Drug Courts
ID_Enforcement

Countermeasure Strategy: ID_Blood/Breath Testing Devices

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Linkage Between Program Area

The strategy is to increase capacity to address Tennessee Bureau of Investigation's (TBI) crime lab's backlog of casework due to high number of driving under the influence, motor vehicle crash, and vehicular homicide cases and improve the quality and scope of the labs toxicology

testing of casework and on cases that require additional drug screen testing. This will improve reliability and consistency of breath/alcohol instruments being utilized by local and state law enforcement throughout the state. It will also maintain expertise through continued training and education for scientists in the breath alcohol and toxicology sections of the TBI labs; keeping scientists up to date on new technologies and new defense issues.

Rationale

Implementing the proposed projects will support the THSO and partnering agencies’ mission to decrease the number of impaired driving fatalities, injuries, and crashes.

The TBI's efforts do not directly impact the reduction of alcohol-related crashes and fatalities in the state of Tennessee; however, they have an impact on enforcing alcohol and impaired driving through the conducting of breath and blood alcohol testing and expert testimony utilized in DUI court cases.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TBI-20-00	TBI

Planned Activity: TBI

Planned activity number: **TBI-20-00**

Primary Countermeasure Strategy ID: **ID_Blood/Breath Testing Devices**

Planned Activity Description

The planned activity is to fund projects that will update equipment and provide training that will greatly reduce the toxicology backlog at the Tennessee Bureau of Investigation crime lab.

Intended Subrecipients

Tennessee Bureau of Investigation (TBI)

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
ID_Blood/Breath Testing Devices

Funding sources

Source	Funding Source	Eligible Use of Funds	Estimated	Match	Local
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Fiscal Year	ID		Funding Amount	Amount	Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid BAC Testing/Reporting (FAST)	\$500,000.00	\$100,000.00	

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Compressor System	1	\$81,255.56	\$81,255.56	\$73,130.00	\$73,130.00
LC Tower	1	\$50,594.44	\$50,594.44	\$45,535.00	\$45,535.00
Walk-in Cooler for Blood Test Storage	1	\$19,988.89	\$19,988.89	\$17,990.00	\$17,990.00

Countermeasure Strategy: ID_DUI Training of the Prosecutorial/Judicial Community and DUI Prosecution

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Training of the Prosecutorial/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. Two Tennessee Traffic Safety Resource Prosecutors (TSRP), which are funded through the District Attorneys General Conference (TNDAGC), perform the following:

63. Legal research and write articles,
64. Provide information and consultation about impaired driving issues, and
65. Policies to judges, prosecutors, defense attorneys, legislators, and educators.

The law regularly changes due to new legislation, recent decisions by the Tennessee Supreme Court/Court Criminal of Appeals, new technological advances, and from changes in societal attitudes and conduct. Continued research of these many changes are absolutely necessary to keep the legal community informed and aware of the greater context and nuances of traffic safety. It is the goal of the DUI Training Department to meet these needs. This will be

accomplished through a variety of ways. One, by providing statewide training and education for prosecutors concerning traffic safety related issues and the current legal environment, in order to improve their ability to prosecute vehicular crimes and thereby reduce the number of crashes caused by impaired drivers. Secondly, to provide research, writing and advice, including resource materials, to prosecutors across the State, in order to increase their effectiveness in prosecuting vehicular crimes and thereby reducing the number of crashes caused by impaired drivers. Thirdly, to provide training and education for law enforcement officers across the State, to improve their ability to investigate vehicular crimes, to improve their skills at communicating effectively in court and to assist them in understanding all evolving traffic safety and vehicular crime issues. Also, to provide research, legal updates and advice, including resource materials, to law enforcement officers across the State, to improve their effectiveness in the enforcement of vehicular crimes and thereby reducing the number of crashes caused by impaired drivers. Lastly, to provide legal updates, education, training and advice to various organizations involved in traffic safety across the State.

This can be provided through a variety of steps, such as, providing training and education seminars to 150 prosecutors throughout the grant year, advise and inform 500 prosecutors regarding the most recent legal updates and issues involving vehicular crimes through the provision and use of resource materials, trial manuals, a quarterly newsletter, a DUI focused website and a DUI focused internet discussion group, providing training and education seminars to 1,500 law enforcement officers throughout the grant year, to improve their ability to investigate vehicular crimes, to improve their skills at communicating in court and to enhance their understanding of traffic safety issues, advising and informing 1,500 law enforcement officers regarding the most recent legal updates and issues involving vehicular crimes through the provision and use of resource materials, a quarterly newsletter, a DUI focused website and by presenting at law enforcement meetings, and advising and informing 500 prosecutors, 250 judges, 1,500 law enforcement officers, and various other traffic safety organizations, of all current legal updates, along with any important safety issues, through the use of a quarterly newsletter, a DUI focused website and by presenting at local meetings.

Along with these positions, Tennessee has a Judicial Outreach Liaison (JOL). The JOL was hired in 2015 and begins their sixth year in 2020. The function of the JOL is to provide information to judges at all levels, Judicial Commissioners, Clerks, and Magistrates concerning best practices in the area of traffic safety. Such practices include instruction regarding the use of treatment courts, effective sentencing procedures, Fourth Amendment issues, new statutes and case law reviews. The ultimate goal is to help members of the Judiciary gain quick and helpful access to information about best practices, which will help reduce the number of drug and alcohol crashes, resulting in decreased injuries and fatalities in Tennessee. He consults on a regular basis with National Judicial Fellow and, if applicable, the Regional JOL regarding the promotion of outreach efforts and opportunities as it applies to impaired driving. He will provide assistance to the Tennessee Highway Safety Office (THSO) with program planning and strategies regarding outreach to judges and the courts. Participation at the request of the state in training and large group meetings, conferences, workshops, and media events focusing on impaired driving. This activity includes consulting assistance in the development of such events upon request. He will

work with the THSO to address roadblocks that hamper effective outreach to the courts and finding alternative methods to address these issues and concerns as well as work with Law Enforcement Liaisons (LELs) and the TSRPs to help identify and assist in efforts to promote, strategize and help formulate new ideas involving the criminal justice system as it pertains to impaired driving.

Lastly, he will continue to develop a network of contacts with judges, judicial educators, and State Drug Court Coordinators and various professional organizations to provide educational materials and information and to help support educational efforts in traffic safety, particularly as they apply to impaired driving as well as serve on the state's Impaired Driving Task Force.

DUI Prosecution

Prosecutors trained in handling DUI cases are better able to make provable cases that withstand defense motions that can negatively impact the administration of justice. Specially trained DUI Prosecutors will handle all DUI-related cases, at a minimum, in criminal/circuit courts (required) and general sessions (if applicable), ensuring that all DUI offenders are charged correctly and in accordance with their criminal history; monitored from initial charge to conviction; and evaluated to determine the most appropriate intervention/treatment to reduce recidivism and societal costs.

The charge of these specialized prosecutors is to make provable cases that result in the prosecution of (in rank order):

66. DUI death or serious bodily injury cases, criminal/circuit cases for multiple and felony DUI offenses (not excluding general session's court);
67. First DUI offenses in criminal court; and
68. All DUI offenses in general session's court (if times permits).

They should also ensure timely prosecution of multiple-offenders, by adhering to a written policy that calls for criminal circuit court to resolve or a set a trial date for these cases within 120 days of defense council's appointment or retention. They are required to ensure accurate and timely entry of data into the DUI Tracker in the Tennessee Integrated Traffic Analysis Network (TITAN) and retrieval of that data to determine how cases are being handled within (County/Judicial District) during the project period. As well, they are to seek out and actively promote proven interventions, when possible, that reduce DUI recidivism rates such as DUI courts, victim impact panels, drug addiction programs, rehabilitation, transdermal alcohol monitoring, GPS tracking and monitoring, and ignition interlock devices. In order to maintain knowledge of the most current tools and to increase DUI prosecutor expertise, they are required to attend (as an instructor or student) a minimum of one DUI specialized training course annually. In addition, in order to increase law enforcement expertise in DUI investigations, they are required to lead a formalized training (e.g., roll call, workshop, conference) during the project period.

Court Monitoring

The Court Monitoring Program is designed and intended to create transparency within the judicial system, encourage accountability among court officials, and educate the key individuals within the system and support the officers enforcing the laws. The goal of the Court Monitoring Program is to analyze the criminal justice system to determine where breakdowns are occurring in the trials and adjudications of impaired driving defendants and offer solutions. In addition, another goal is to partner with law enforcement to educate the general public on the dangers of impaired driving as a deterrent to reduce impaired driving in Tennessee. Partnering with law enforcement will offer much-needed support to DUI prosecutors and Law Enforcement officers as well as encourage the court system to adjudicate impaired driving offenses in a tough and consistent manner.

Linkage Between Program Area

Swift prosecution of a DUI offense is critical for ensuring the motorist does not commit another offense while awaiting resolution of the existing charge and that punishment is meted in a timely fashion. As for a prosecution/treatment model, studies indicate that it is associated with lower recidivism rates and costs. Court Monitoring can help victims find a more victim sensitive court system, and ultimately, court monitoring helps reduce the rate of repeat offenses and fatal crashes among DUI offenders.

Rationale

These strategies are foundational under National Highway Traffic Safety Administration’s (NHTSA) *Countermeasures that Work, Ninth Edition*, under the following sections:

- 69. Alcohol-and Drug-Impaired Driving, 1. Deterrence: Laws, 1.1 Administrative License Revocation or Suspension, 1.2 Open Container, 1.3 High-BAC Sanctions, 1.4 BAC Test Refusal Penalties
- 70. Deterrence: Enforcement, 2.3 Breath Test Devices, 2.4 Passive Alcohol Sensors
- 71. Deterrence: Prosecution and Adjudication, 3.1 DWI Courts, 3.2 Limits on Diversion and Plea Agreements

These are carried out either in part or in full through full time funded specialized DUI Prosecutors in 25 of the 31 judicial districts.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DUIP-20-00	DUI Prosecution
MADDCS-20-00	MADD
TSRP/JOL-20-00	TSRP/JOL

Planned Activity: DUI Prosecution

Planned activity number: **DUIP-20-00**

Primary Countermeasure Strategy ID: **ID_DUI Training of the Prosecutorial/Judicial Community and DUI Prosecution**

Planned Activity Description

To combat this problem, the Tennessee Highway Safety Office (THSO) is providing grant funding to ensure the timely and accurate disposition of DUI cases by DUI Prosecutors and Coordinators in their respective judicial districts, and the provision of training necessary to make provable cases. The THSO recognizes that prosecution is one component of a comprehensive approach to addressing impaired driving.

Intended Subrecipients

Grant funding will be provided to 25 of the 31 judicial districts across the state.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
ID_DUI Training of the Prosecutorial/Judicial Community and DUI Prosecution

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL	154 Alcohol	\$5,500,000.00		\$5,500,000.00

Planned Activity: MADD

Planned activity number: **MADDCS-20-00**

Primary Countermeasure Strategy ID: **ID_DUI Training of the Prosecutorial/Judicial Community and DUI Prosecution**

Planned Activity Description

Mothers Against Drunk Driving (MADD) Tennessee runs a court monitoring program. This program relies heavily on volunteers to observe, track, and report on all court activities as it relates to impaired driving cases. Throughout the monitoring of these court cases, from arrest to adjudication, all information is logged into MADD's Court Monitoring Database. This database allows for the Tennessee Highway Safety Office (THSO) and MADD to run reports on specific areas to determine if there are any breakdowns in the adjudication process.

Intended Subrecipients

The intended subrecipient of this grant will be MADD TN.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
ID_DUI Training of the Prosecutorial/Judicial Community and DUI Prosecution

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$120,000.00	\$24,000.00	

Planned Activity: TSRP/JOL

Planned activity number: **TSRP/JOL-20-00**

Primary Countermeasure Strategy ID: **ID_DUI Training of the Prosecutorial/Judicial Community and DUI Prosecution**

Planned Activity Description

This project will target the state of Tennessee and will assist law enforcement officers, prosecutors, judges, and other traffic safety organizations. Due to the costs of conducting legal research and providing education, training, advice, legal updates, additional funding will be needed so that the enforcement of vehicular crimes will continue to be improved. The traffic safety community will continue to stay current on traffic safety issues and the number of driver impaired crashes will continue to be reduced, thereby preventing future injuries and fatalities.

Intended Subrecipients

The intended subrecipients of the grants for this planned activity will be:

72. Tennessee District Attorneys General Conference (Traffic Safety Resource Prosecutor)
73. The University of Tennessee, Knoxville (Judicial Outreach Liaison)

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
ID_DUI Training of the Prosecutorial/Judicial Community and DUI Prosecution

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$695,000.00	\$139,000.00	

Countermeasure Strategy: ID_DUI/Drug Courts

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Traditional methods of dealing with impaired driving offenders have not been successful in lowering crash rates or reducing the incidence of impaired driving. In the past, court systems punished the DUI offender in multiple ways:

74. Placing him/her in jail for a mandated period of time;
75. Taking away the offender's driver's license;
76. Requiring litter pick up along the streets;
77. Participation in an alcohol and drug education class; and,
78. If being arrested again for another DUI, participation in residential treatment for 21 to 28 days.

Although these might deter some people, repeat offenders need treatment.

Linkage Between Program Area

The planned activity is to fund the screening, assessment, treatment, and rehabilitation of DUI offenders. This includes the establishment and administration of DUI courts. Research indicates that long-term treatment, combined with judicial supervision, is working to reduce recidivism with multiple offenders. DUI Court programs provide such treatment.

Rationale

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 Drug Court's ten guiding principles and adhering to them should produce a program that will successfully rehabilitate a repeat DUI offender and reduce the recidivism rate for multiple DUI offenses, thereby ensuring less victims and a safer community.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M5CS-20-00	DUI/Drug Courts

Planned Activity: DUI/Drug Courts

Planned activity number: **M5CS-20-00**

Primary Countermeasure Strategy ID: **ID_DUI/Drug Courts**

Planned Activity Description

Intended Subrecipients

Funding will be determined at a later date.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
ID_DUI/Drug Courts

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$300,000.00	\$60,000.00	

Countermeasure Strategy: ID_Enforcement

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

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

Saturation patrols are law enforcement efforts that combine a high level of sustained enforcement with intense enforcement mobilizations around the Memorial Day weekend (typically May is one of Tennessee's deadliest months for traffic fatalities), the July 4th weekend, Labor Day (September), and December holiday period. Mobilizations are high-profile law

enforcement programs combined with paid and earned media, and they are evaluated in terms of public awareness and public changes in behavior.

These saturation patrols will consist of four actions:

79. Sustained enforcement of monthly DUI operations by agencies serving at least 50 percent of the state's population;
80. Intense publicity, paid, earned, owned;
81. 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.

[Linkage Between Program Area](#)

Highly visible impaired driving enforcement will be conducted at "hot spot" locations identified through analysis of crash, citation, crime, and other data. This is a proven traffic safety approach designed to create deterrence and change unlawful behavior. It combines highly visible and proactive law enforcement (e.g., saturation patrols, checkpoints, waves, multi-jurisdiction) with visibility elements (e.g., roadside signage, marked vehicles, mobile command posts) and publicity (e.g., press releases, billboards, flyers, social media) that educates the public about the danger of impaired driving and increased enforcement of DUI laws to promote voluntary compliance with the law.

Roadways with high traffic volumes will be targeted to ensure that the motoring public not only sees law enforcement, but also officers making traffic stops. One or more saturation patrols and/or DUI checkpoints will be conducted monthly for this project. Enforcement will also be conducted in support of the NHTSA impaired driving mobilizations during the July 4, Labor Day and Christmas/New Year's Day holiday period.

The following visibility elements will be used during this project:

82. Road signs (electronic message boards, pop-up road signs)
83. Marked patrol vehicles (includes magnetic HVE signs or window clings)
84. High visibility vests
85. Handouts (flyers, brochure, etc.)
86. Other visibility elements as deemed appropriate

The following public outreach activities highlighting the danger of impaired driving, Tennessee's DUI laws, and increased enforcement, will be conducted in support of this project. This includes:

87. Press releases (includes results of the enforcement)
88. Press Events
89. Public Service Announcements/Ads (includes radio, TV, newspapers)
90. Letters to the Editor/Op-Eds
91. Community Presentations
92. Social Media Messaging
93. Other public outreach activities as deemed appropriate

Grant funds will be allocated for over-time enforcement conducted by officers trained and certified in SFST (required) and Drug Recognition Expert (recommended). Grant funds may also be allocated to purchase the supplies and equipment for use in conducting DUI-related enforcement. Equipment costing over \$5,000 will be approved by the Tennessee Highway Safety Office (THSO) and National Highway Traffic Safety Administration (NHTSA) before it is acquired.

Rationale

This is a proven traffic safety approach designed to create deterrence and change unlawful behavior. It combines highly visible and proactive law enforcement (e.g., saturation patrols, checkpoints, waves, multi-jurisdiction) with visibility elements (e.g., roadside signage, marked vehicles, mobile command posts) and publicity (e.g., press releases, billboards, flyers, social media) that educates the public about the danger of impaired driving and increased enforcement of DUI laws to promote voluntary compliance with the law.

This countermeasure is foundational under NHTSA’s *Countermeasures that Work, Ninth Edition*, Chapter 1, Alcohol and Drug-Impaired Driving, 2. Deterrence Enforcement (2.1 and 2.2)

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL/ID-20-00	Enforcement (AL/ID)
LEL-20-00	Law Enforcement Liaison Program

Planned Activity: Enforcement (AL/ID)

Planned activity number: **AL/ID-20-00**

Primary Countermeasure Strategy ID: **ID_Enforcement**

Planned Activity Description

To combat this problem, the THSO is providing grant funding for alcohol saturation patrols, roadside sobriety checkpoint projects, and high visibility enforcement (HVE) that is conducted in jurisdictions identified through data analysis as having a high occurrence of alcohol related fatal and serious injury crashes.

Intended Subrecipients

Multiple state and local law enforcement agencies will be the intended subrecipients of these grants. These will be finalized after all application reviews and data analysis has been completed.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
ID_Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL	154 Alcohol	\$3,480,000.00		\$3,380,000.00
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$925,000.00	\$185,000.00	

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Eyewitness HD Video System	3	\$6,000.00	\$18,000.00	\$6,000.00	\$18,000.00
Watch Guard In-Car Video	2	\$5,000.00	\$10,000.00	\$5,000.00	\$10,000.00

Planned Activity: Law Enforcement Liaison Program

Planned activity number: **LEL-20-00**

Primary Countermeasure Strategy ID: **T_Training**

Planned Activity Description

The Law Enforcement Liaison (LEL) program provides short and long-term planning along with management practices from the Police Traffic Services program in Tennessee. The program utilizes four LELs, inclusive of a Senior LEL, located regionally throughout the state along with a Statewide Training Coordinator, a Statewide Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driver Enforcement (ARIDE) Training Coordinator, and an LEL Administrator. The THSO offers a wide range of traffic safety training to law enforcement officers and other traffic safety advocates and stakeholders. The program provides coordination for all major campaigns funded by federal, state, and local resources. The Statewide Training Coordinator, Statewide DRE and ARIDE Training Coordinator, and each regional LEL have training responsibilities related to highway safety enforcement and/or prevention:

94. Standardized Field Sobriety Testing (SFST),
95. ARIDE,
96. DRE,
97. Law Enforcement Challenge Program,
98. Other law enforcement trainings,
99. Child passenger safety,
100. “Below 100” instructors,
101. SAFE (Seatbelts Are For Everyone) Campaign,
102. Southern Shield, and
103. Operation Incognito.

The LELs conduct network meetings within their respective regions to communicate trends, progress, and other information related to highway safety. The program also assists grantee agencies in meeting their goals within highway safety and maintains a communication link between the agencies and program managers within the THSO.

Intended Subrecipients

The intended subrecipient of this planned activity is The University of Tennessee, Knoxville.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy

ID_Enforcement
OP_Education, Communication, and Training
OP_Enforcement
PT_LEL Program
T_Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL	154 Alcohol	\$300,000.00		\$0.00
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$300,000.00	\$60,000.00	
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,100,000.00	\$220,000.00	\$0.00

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Vehicle	1	\$35,000.00	\$35,000.00	\$35,000.00	\$35,000.00

Program Area: Distracted Driving

Description of Highway Safety Problems

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:

104. Eating and drinking,
105. Texting,
106. Using a cell phone or smartphone,
107. Talking to passengers,
108. Grooming,
109. Reading (including maps),
110. Using a navigation system,
111. Watching a video, and
112. Adjusting the 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 worst of all the tasks that distract drivers. That is because text messaging requires visual, manual, and cognitive attention from the driver.

According to NHTSA's Traffic Safety Facts Research Note, nine percent of fatal crashes nationally in 2017 were reported as distraction-affected crashes. Nationally, Eight percent of all drivers 15 to 19 years old involved in fatal crashes were reported as distracted at the time of the crashes. This age group has the largest proportion of drivers who were distracted at the time of the fatal crashes.

Distracted driving in Tennessee continues to be a problem. In 2017, more than 24,500 distracted driving crashes occurred. In the same year, there were 48 fatal crashes reported due to distracted driving.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
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2020	Distracted driving fatalities	2020	Annual	43.00
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Countermeasure Strategies in Program Area

Countermeasure Strategy
DD_Education, Communication, and Enforcement

Countermeasure Strategy: DD_Education, Communication, and Enforcement

Program Area: **Distracted Driving**

Project Safety Impacts

The program’s objective is to decrease the number of crashes and fatalities related to distracted driving. The countermeasure strategies that are found most effective are communication, education, and enforcement.

Education

Grants provided by the Tennessee Highway Safety Office (THSO) may be used to educate the public about the danger of distracted driving caused by engaging in other activities (eating, drinking, grooming, reading, using a cell phone or other electronic device) while driving. The state of Tennessee passed a hands free law to make it illegal to hold a cellphone or mobile device with any part of a person's body while driving. This law is effective on July 1, 2019. The THSO will be doing a statewide education campaign, Hands Free Tennessee, in order to make sure that all Tennesseans are aware of this new change in legislation.

Communication

The THSO actively promotes its Thumbs Down to Texting and Driving campaign. Partner agencies are encouraged to participate in the campaign during the month of April, which is recognized nationally as Distracted Driving Awareness Month. As part of the program, both radio and digital media are used to increase awareness and provide information at the local level about the dangers of texting and driving. Partners are encouraged to contact the THSO to obtain a media toolkit and information about the initiative. An informational website, www.thumbsdowntn.com, shares 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. No planned activities are utilized for this strategy as the Thumbs Down to Distracted Driving campaign is a social media campaign that all agencies are encouraged to participate in.

In addition to the Thumbs Down to Texting and Driving campaign, the new Hands Free Tennessee campaign launched in June 2019. This campaign will have a landing page along with

a strong social media component. The landing page will be used to educate individuals on the change in legislation. Similar to Thumbs Down campaign, this is a social media campaign and no planned activities will be utilized.

Enforcement

The THSO has partnered with law enforcement agencies for Tennessee’s statewide bus tour to crack down on distracted driving during both National Distracted Driving Awareness Month as well as during the month of October. The THSO, along with their partners, have conducted four enforcement campaigns over the last two years. This campaign is titled Operation Incognito. Officers representing various agencies riding in buses for heightened visual ability, communicate with ground units after observing traffic violations to initiate the execution of an enforcement action. Depending on available resources, enforcement lasted between two to eight hours each day. No planned activities are utilized for the bus tour as partners provide the necessary resources and manpower. This campaign has now grown to encompass eight THSO supported bus tours as well as agencies sponsoring and conducting their own initiative as part of the overall statewide Operation Incognito.

Linkage Between Program Area

Distracted driving education, enforcement, and outreach work in partnership to change driver behavior. The THSO and its partnering agencies will continue to highlight NHTSA’s safety precautions to the driving public to minimize distraction while driving.

Implementing the proposed projects will increase driver awareness, which in turn will decrease the number of fatalities, injuries, and crashes caused by distracted driving.

Rationale

According to the National Highway Traffic Safety Administration’s (NHTSA) *Countermeasures that Work, Ninth Edition*, the obvious way to reduce distracted driving is to convince or require drivers to pay attention to their driving. This may be difficult to do, however, since most drivers view some distractions like eating, drinking, listening to the radio, and talking on the phone as common activities and most likely won’t refrain from doing them while they drive. Behavior strategies that promote awareness of the risks of distracted driving are recommended. Ultimately, the role of education, communication, and enforcement could be useful in raising awareness for distracted driving issues among high-risk populations.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DD-20-00	Enforcement (DD)

Planned Activity: Enforcement (DD)

Planned activity number: **DD-20-00**

Primary Countermeasure Strategy ID: **DD_Education, Communication, and Enforcement**

Planned Activity Description

The planned activity is to fund agencies to educate and enforce Tennessee distracted driving laws, including Tennessee new hands free legislation.

Intended Subrecipients

Intended subrecipients will be determined at a later date after all FFY 2020 applications have been reviewed and data has been analyzed.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
DD_Education, Communication, and Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$180,000.00	\$36,000.00	\$100,000.00

Program Area: Motorcycle Safety

Description of Highway Safety Problems

Motorcycle safety continues to be an important area of concern in Tennessee. Based on the State Traffic Safety Information (STSI), 134 people died in 2017 as the result of a motorcycle crash, a decrease from the previous year by approximately 9 percent. The Tennessee Highway Safety Office's mission is to reduce the human and economic toll associated with motorcycle-related crashes. This is accomplished by implementing proven strategies to reduce motorcycle-related fatalities and serious injuries. These strategies include education, rider training, and involvement/partnering with motorcycle groups.

Data Findings: Magnitude and Severity of the Motorcycle Crash Problem

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

Tennessee Motorcyclist Fatalities by Age

Age	2013	2014	2015	2016	2017
Under 21 Years Old	6	4	7	13	7
21 to 44 Years Old	72	56	56	70	65
45 and Older	60	60	60	64	63
Total	138	120	123	147	135

Source: NHTSA. FARS Encyclopedia: Query FARS Data. Online at <http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/SelectYear.aspx>, accessed 23 May 2019.

Helmet Use

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

Tennessee Motorcyclist Fatalities by Helmet Use

Age	2013	2014	2015	2016	2017
Used	126	109	109	133	123
Not Used	12	10	12	13	8
Unknown	0	1	2	1	4
Total	138	120	123	147	135

Source: NHTSA. State Traffic Safety Information. Online at <https://cdan.nhtsa.gov/stsi.htm#>, accessed 23 May 2019.

Based on the above graph, 2017 was the first year that Tennessee has seen in which less than 10 fatalities were recorded where a helmet was not utilized. In 2014, exactly 10 fatalities were observed in which a helmet was not utilized.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	Annual	134.00
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	Annual	10.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
MS_Training, Laws, and Communication

Countermeasure Strategy: MS_Training, Laws, and Communication

Program Area: **Motorcycle Safety**

Project Safety Impacts

Laws

Tennessee, as stated in the problem identification, requires a helmet to be utilized by both passengers and operators of motorcycles, regardless of age.

The state of Tennessee requires that a valid motorcycle license be issued to all operators of a motorcycle. The THSO does not oversee the licensing process. The Drivers License Administration within the Tennessee Department of Safety and Homeland Security (TDOSHS) oversees all licensing, including motorcycle operation.

No planned activities will be funded utilizing this countermeasure. However, it is still a valid aspect of the Tennessee Highway Safety Office's (THSO) overall countermeasure strategy as it pertains to motorcycle safety.

Training

Tennessee has a public motorcycle rider education program that is run through the Tennessee Department of Safety and Homeland Security (TDOSHS) Tennessee Highway Patrol (THP) division. The Tennessee Motorcycle Rider Education Program offers two intensive courses to prepare motorcycle operators for the challenges that the streets offer; one is for beginners, the other for more experienced riders. This allows students with similar skill levels to learn together. The funding for this program comes from Tennessee Code Annotated (TCA) 55-51-104. The TCA that corresponds to this program is attached to the 405f application.

Along with general public training, the Tennessee Highway Safety Office (THSO) hosts four trainings annually for law enforcement to attend to help educate law enforcement on situations unique to the enforcement of motorcycle laws. These include the following:

113. Required motorcycle equipment;
114. Motorcycle licensing and speeding issues;
115. Strategies for traffic stops;
116. Strategies to avoid pursuit situations;
117. Detection of impaired motorcyclists;
118. Detection of non-compliant helmets;
119. Latest on enforcement & public relations campaigns; and
120. Officer and motorcyclist safety.

No planned activities will be funded utilizing this countermeasure directly. The training provided by the THSO will be funded under the Law Enforcement Liaison (LEL) grant (see training section for more information). However, it is still a valid aspect of the THSO's overall countermeasure strategy as it pertains to motorcycle safety.

Communication

Widely used by many agencies, including the THSO, is a communication strategy to increase the general motoring public's awareness of the vulnerability of motorcycle operators. Within the THSO's integrated communications plan (see the communications section for more information) is the Look Twice messaging campaign. This is a statewide campaign that is used in conjunction with NHTSA's Share the Road message.

Linkage Between Program Area

Laws

According to National Highway Traffic Safety Administration's (NHTSA) *Countermeasures that Work, Ninth Edition*, "State universal coverage helmet-use laws are effective at increasing helmet use. A study of states with universal helmet laws found that these states showed 29% fewer fatalities than those that did not have a universal helmet law."

While Tennessee does require a license to operate a motorcycle, *Countermeasures that Work* states that nationwide 27% of all motorcycle fatalities in 2015 were not properly licensed. With proper licensing, and the benefits that come it, there could be a fewer fatalities as individuals would have the knowledge and training necessary to ride on the roadways.

Training

As recommended by the Motorcycle Safety Program Plan (NHTSA, *Countermeasures that Work*), Tennessee offers training at various sites across the state. These training sites are located within counties that have a large number of registered motorcycles in order to reach the greatest number of motorcyclist.

Communication

Multiple studies done by NHTSA (*Countermeasures that Work*) state that in multi-vehicle crashes in which a motorcycle is involved, the other vehicle is frequently cited for violating the motorcycle operator’s right-of-way. By utilizing a communication strategy, the THSO can inform the general motoring community about the vulnerability of a motorcycle operator.

Rationale

The state of Tennessee utilizes many of the strategies listed in the NHTSA’s *Countermeasures that Work, Ninth Edition*. These items are:

- 121. Tennessee Code Annotated (Laws)
 - 1. 1.1 Universal coverage state motorcycle helmet use laws
 - 2. 3.1 Motorcycle rider licensing
- 122. Training
 - 1. 3.2 Motorcycle rider training
- 123. Communication
 - 1. 4.2 Communications and outreach: motorist awareness of motorcyclists

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MCCM-20-00	Communications (MC)

Planned Activity: Communications (MC)

Planned activity number: **MCCM-20-00**

Primary Countermeasure Strategy ID: **MS_Training, Laws, and Communication**

Planned Activity Description

The planned activity is to fund a motorcycle awareness campaign directed towards the general motoring public. The motorcycle awareness campaign will utilize the Look Twice for Motorcycles behavioral message during Motorcycle Safety Awareness Month and designated enforcement periods taking place through September. The specific age category is adults 25 - 54 years old. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

The areas targeted will utilize crash data and include the cities and counties with the highest motorcycle crash rates and raw numbers.

Intended Subrecipients

Intended paid media organizations will be determined at a later date, but could include the following aspects of advertising:

- 124. Audio spots (radio and streaming),
- 125. Social media,
- 126. Digital advertising (display, pre-roll), and
- 127. Out-of-Home(gas station advertising).

No funding will be associated with this planned activity as it is a part of the complete integrated communications plan. Funding for this activity can be found within the communications program area under the integrated communications countermeasure's paid media planned activity.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
MS_Training, Laws, and Communication

Funding sources

Program Area: Police Traffic Services

Description of Highway Safety Problems

Police traffic services 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 address all of its significant traffic safety problems. These comprehensive programs achieve a significant and long lasting impact in reducing fatal and injury crashes. To maximize program effectiveness, law enforcement agencies must organize an effective community-based program by involving public agencies, private sector organizations, and private citizens.

Major police traffic services includes the following:

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

Grants will be awarded in the following areas:

132. Targeted Traffic Law Enforcement (multiple violations),
133. Program Administration (LEL Program),
134. Network Coordinator Program,
135. High Visibility Enforcement,
136. Distracted Driving Enforcement (see Distracted Driving section),
137. Specialized Motorcycle Safety Enforcement,
138. Emergency Medical Services (see Emergency Medical Services section), and
139. Training Program (see Training section).

Targeted Traffic Law Enforcement (multiple violations)

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 is low; they consider

vehicles as objects and fail to consider the human element involved. Roadway congestion is a major 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 the following:

- 140. Disregarding traffic signs and signals,
- 141. Following too closely or tailgating,
- 142. Erratic and improper passing,
- 143. Improperly signaling lane changes,
- 144. Disobeying red lights and flashing lights,
- 145. Reckless, careless, or inattentive driving, and
- 146. Driving with a suspended license.

Speeding

The National Highway Traffic Safety Administration (NHTSA) considers a crash to be speeding-related if the driver was charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash (Traffic Safety Facts). Nationally, there were 9,557 fatalities that occurred in speeding-related crashes in 2015, a three percent increase from 2014. Further, 32 percent of 15- to 20-year-old and 21-24-year old male drivers involved in fatal crashes in 2015 were speeding at the time, the highest among the age groups represented.

The following table shows fatalities caused by speed in Tennessee.

	Tennessee Speeding Related Fatalities				
	2013	2014	2015	2016	2017
Total Fatalities	995	963	962	1,037	1,024
Speeding Related Fatalities	239	220	189	183	147

LEL Program Overview

The Law Enforcement Liaison (LEL) program provides short and long-term planning along with management practices from the Police Traffic Services program in Tennessee. The program utilizes four LELs located regionally throughout the state along with a Statewide Training Coordinator and a Statewide Drug Recognition Expert (DRE) and ARIDE (Advanced Roadside Impaired Driver Enforcement) Training Coordinator. Additionally, one of the regional LELs also serves as the Senior LEL and reports directly to the deputy director of the highway safety office. The THSO offers a wide range of traffic safety training to law enforcement officers and other

traffic safety advocates and stakeholders. The program provides coordination for all major campaigns funded by federal, state, and local resources. Each LEL and the Training Coordinators have a training responsibility related to highway safety enforcement and/or prevention. The program also assists grantee agencies in meeting their goals within highway safety and maintains a communication link between the agencies and Program Managers within the THSO.

The regional LELs conduct network meetings within their respective regions to communicate trends, progress, and other information related to highway safety. Network coordinators (see following section) assist their LELs with this endeavor. LELs and network coordinators regularly emphasize the importance of enforcement countermeasures during the network meetings as a way of encouraging them to be a part of the agency's culture. Strategies discussed include stationary patrols, mobile patrols, high visibility enforcement, corridor safety programs, and neighborhood speed watch. Those strategies and implementation of the proposed projects will increase driver awareness regarding certain behaviors, leading to a reduction in the number of fatalities, injuries, and crashes on Tennessee roads.

Network Coordinator Program Overview

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

147. Provide assistance to the regional LEL as required;
148. Participate in the national/state campaigns as directed by the THSO; Solicit network agencies to participate in national campaigns; Conduct monthly/quarterly network meetings;
149. Participate in THSO-sponsored press events;
150. Participate in THSO training events; to be available as an Instructor if qualified;
151. Personally contact each chief of police and sheriff or representative in the local area network in order to explain the THSO campaigns and solicit agency participation;
152. Serve as data collectors for law enforcement statistics for each THSO campaign; Attend THSO meetings as directed;
153. Attend at least one regional LEL meeting during the grant period; and
154. Other duties as may be assigned by the THSO/LEL.

Network meetings provide a venue for law enforcement professionals to receive training and learn about new initiatives and best practices. Network coordinators will continue to assist agencies with daily operations and provide technical assistance.

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

High Visibility Enforcement

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 included 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 grant award of approximately \$5,000. Agencies that receive a programmatic grant typically are ineligible to receive the HVE grant.

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 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 with laws.

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

155. 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.
156. DUI Checkpoints: One purpose of a DUI 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.
157. Wave Enforcement: Includes increased enforcement of a specific traffic violation in a targeted location for a short period of time that occurs periodically. Wave enforcements

should coordinate with specialized campaigns such as Booze It and Lose It and NHTSA’s Drive Sober or Get Pulled Over.

- 158. 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.

Distracted Driving Enforcement

Distracted driving occurs when a driver’s attention is diverted from driving. According to *Countermeasures That Work, Ninth Edition*, “Two in five drivers (42.3%) admitted to reading text messages while driving in the past 30 days, and nearly one-third (31.5%) has sent text messages.” In order to combat distracted driving in Tennessee, a hands free law was adopted which makes it illegal for a driver to hold a cellphone or mobile device with any part of their body. This will make enforcement easier and Tennessee’s roadways safer.

Specialized Motorcycle Safety Enforcement

The THSO, utilizing TITAN (Tennessee Integrated Traffic Analysis Network) data, determined that the state of Tennessee had a targeted problem with motorcycle fatalities and crashes. A pilot program was initiated. Data was used to determine the counties, as well as local agencies, that would benefit the greatest from this initiative. A three-year data set is utilized to determine the locations, as well as the most effective months, for targeted, specialized enforcement to occur. The following months averaged out to be the most extensive months where the state saw both crashes and fatalities occurring for motorcycles:

- 159. September
- 160. June
- 161. May
- 162. August

These grants are for motorcycle safety, which means that it does not only focus on motorcyclists that perform risky behaviors, but also against motorists that endanger motorcyclists.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	1,043.40
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	6,352.40

2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.256
2020	C-6) Number of speeding-related fatalities (FARS)	2020	Annual	163.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
PT_Enforcement
PT_LEL Program
PT_Network Coordinator
PT_Specialized Motorcycle Safety Enforcement

Countermeasure Strategy: PT_Enforcement

Program Area: **Police Traffic Services**

Project Safety Impacts

Police traffic services 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 address all of its significant traffic safety problems. These comprehensive programs achieve a significant and long lasting impact in reducing fatal and injury crashes. To maximize program effectiveness, law enforcement agencies must organize an effective community-based program by involving public agencies, private sector organizations, and private citizens.

Police traffic services includes the following:

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

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 included increased publicity and written warnings to the public.

Linkage Between Program Area

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, motorcycle safety, and other unsafe driving behaviors. The grants are highly effective in reducing traffic crashes through selective enforcement and education. The High Visibility Enforcement (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.

Rationale

Targeted traffic law enforcement has been shown to be effective. According to NHTSA's *Countermeasures that Work, Ninth Edition*, deterrence through law enforcement is the basic behavioral strategy that has been used to control speeding and aggressive driving actions. 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. For instance, detecting a law enforcement presence is oftentimes enough for a driver to ease off the vehicle's accelerator.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT-20-00	Enforcement (PT)

Planned Activity: Enforcement (PT)

Planned activity number: **PT-20-00**

Primary Countermeasure Strategy ID: **PT_Enforcement**

Planned Activity Description

The planned activity is to fund police traffic services safety projects, including high visibility enforcement of traffic laws. Funding can be used for overtime and equipment to help state and local 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:

- 167. County ranking in overall crash rates provided by the Tennessee Department of Safety & Homeland Security,
- 168. Population served by the agency and agency size,
- 169. Number of qualifying applicants for each level of funding, and
- 170. THSO funding availability.

Intended Subrecipients

Funding will be determined at a later date.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
PT_Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,720,000.00	\$344,000.00	\$1,720,000.00

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
In-Car Video Storage Server	1	\$7,750.00	\$7,750.00	\$7,750.00	\$7,750.00
Radar and Message Trailer	1	\$13,000.00	\$13,000.00	\$13,000.00	\$13,000.00
Radar and Message Trailer	1	\$7,000.00	\$7,000.00	\$7,000.00	\$7,000.00
Radar Trailer	1	\$8,000.00	\$8,000.00	\$8,000.00	\$8,000.00
RU2 Systems Radar Messaging Trailer	1	\$16,995.00	\$16,995.00	\$16,995.00	\$16,995.00

Speed Data Collection Unit	1	\$5,800.00	\$5,800.00	\$5,800.00	\$5,800.00
Speed Trailer	2	\$9,146.50	\$18,293.00	\$9,146.50	\$18,293.00
Stalker 15" PMG speed trailer	1	\$5,040.00	\$5,040.00	\$5,040.00	\$5,040.00
Stalker MC360 Message Trailer (3'x6') Base w/Solar	1	\$13,195.00	\$13,195.00	\$13,195.00	\$13,195.00
TruNarc Narcotics Analyzer	1	\$26,000.00	\$26,000.00	\$26,000.00	\$26,000.00
Watchguard 4RE In Car Video Camera System	2	\$5,200.00	\$10,400.00	\$5,200.00	\$10,400.00

Countermeasure Strategy: PT_LEL Program

Program Area: **Police Traffic Services**

Project Safety Impacts

Click or tap here to enter text.

Linkage Between Program Area

Click or tap here to enter text.

Rationale

Click or tap here to enter text.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
LEL-20-00	Law Enforcement Liaison Program

Planned Activity: Law Enforcement Liaison Program

Planned activity number: **LEL-20-00**

Primary Countermeasure Strategy ID: **T_Training**

Planned Activity Description

The Law Enforcement Liaison (LEL) program provides short and long-term planning along with management practices from the Police Traffic Services program in Tennessee. The program utilizes four LELs, inclusive of a Senior LEL, located regionally throughout the state along with a Statewide Training Coordinator, a Statewide Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driver Enforcement (ARIDE) Training Coordinator, and an LEL Administrator. The THSO offers a wide range of traffic safety training to law enforcement

officers and other traffic safety advocates and stakeholders. The program provides coordination for all major campaigns funded by federal, state, and local resources. The Statewide Training Coordinator, Statewide DRE and ARIDE Training Coordinator, and each regional LEL have training responsibilities related to highway safety enforcement and/or prevention:

- 171. Standardized Field Sobriety Testing (SFST),
- 172. ARIDE,
- 173. DRE,
- 174. Law Enforcement Challenge Program,
- 175. Other law enforcement trainings,
- 176. Child passenger safety,
- 177. “Below 100” instructors,
- 178. SAFE (Seatbelts Are For Everyone) Campaign,
- 179. Southern Shield, and
- 180. Operation Incognito.

The LELs conduct network meetings within their respective regions to communicate trends, progress, and other information related to highway safety. The program also assists grantee agencies in meeting their goals within highway safety and maintains a communication link between the agencies and program managers within the THSO.

Intended Subrecipients

The intended subrecipient of this planned activity is The University of Tennessee, Knoxville.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
ID_Enforcement
OP_Education, Communication, and Training
OP_Enforcement
PT_LEL Program
T_Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL	154 Alcohol	\$300,000.00		\$0.00
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$300,000.00	\$60,000.00	
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,100,000.00	\$220,000.00	\$0.00

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Vehicle	1	\$35,000.00	\$35,000.00	\$35,000.00	\$35,000.00

Countermeasure Strategy: PT_Network Coordinator

Program Area: **Police Traffic Services**

Project Safety Impacts

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 22 law enforcement officers from agencies in groups of adjacent counties who hold regular meetings to discuss safety initiatives in their areas.

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NC-20-00	Network Coordinator

Planned Activity: Network Coordinator

Planned activity number: **NC-20-00**

Primary Countermeasure Strategy ID: **PT_Network Coordinator**

Planned Activity Description

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

Intended Subrecipients

The following agencies are intended to receive funding:

181. Benton Police Department,
182. Blount County Sheriff's Department,
183. Brownsville Police Department,
184. Cocke County Sheriff's Department,
185. Cookeville Police Department,
186. Dover Police Department,
187. Franklin Police Department,
188. Greene County Sheriff's Department,
189. Kimball Police Department,
190. Lexington Police Department,
191. Madison County Sheriff's Department,
192. Memphis Police Department,
193. Metro Moore County Sheriff's Department,
194. Oak Ridge Police Department,
195. Rhea County Sheriff's Department,
196. Shelby County Sheriff's Office,

- 197. Soddy-Daisy Police Department,
- 198. Unicoi County Sheriff's Department,
- 199. Union City Police Department,
- 200. Wayne County Sheriff's Office, and
- 201. White House Police Department.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
PT_Network Coordinator

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$420,000.00	\$84,000.00	\$420,000.00

Countermeasure Strategy: PT_Specialized Motorcycle Safety Enforcement

Program Area: **Police Traffic Services**

Project Safety Impacts

In 2017, 132 motorcycle fatalities occurred on Tennessee roadways. Along with a these fatalities, a total of 3,059 motorcycle crashes and 2,112 people were injured. To combat this problem, the Tennessee Highway Safety Office (THSO) provided grant funding for specialized motorcycle enforcement in FFY 2019 that was conducted in jurisdictions identified through data analysis as having a high occurrence of fatal and serious injury motorcycle crashes. Through data from TITAN it was found that Tennessee sees a majority of motorcycle crashes occurring during the summer months (May-September) specifically during the weekends. This is an opportunity for the THSO to utilize selective, targeted enforcement to truly focus on the counties in which motorcycle crashes are occurring. The enforcement weekends are spaced between the summer campaigns (Memorial Day – Click It or Ticket and Labor Day – Booze It and Lose It). Along with this targeted enforcement campaign and the media campaigns (both paid and earned), the THSO training program will host classes for motorcycle safety and enforcement. The agencies within the counties who have been determined to be a problem and have accepted this grant with be required to send three individuals to attend this training. Our training coordinator will hold

spots for these agencies and then any other agencies within the state will also have an opportunity to attend this training as well.

Linkage Between Program Area

Targeting the areas that data has shown to be a "hot spot" for motorcycle crashes and fatalities, the Tennessee Highway Safety Office (THSO) will be able make the roadways safer for both motorists and motorcyclists alike. By adding in a paid and earned media component in order to educate the general public about motorcycle operators, this will educate everyone on the roadways about the vulnerability of motorcyclists. The results of this pilot grant program will be determined based upon the evaluation component of the grant along with the overall statewide crashes and fatalities. A component of the grant will be to fill out an additional Excel form that will track the specific results just on the overtime provided by the specialized motorcycle enforcement grant versus any other grant the agency may receive from the THSO.

Rationale

The National Highway Traffic Safety Administration's (NHTSA) *Countermeasures that Work, Ninth Edition*, shows that while enforcing of noncompliant helmets (1.3 Motorcycle Helmet Law Enforcement: Noncompliant Helmets), has not been evaluated, it is still a technique for states to use in order to make motorcyclists safer. Tennessee requires helmets to be utilized by both passengers and operators of motorcycles.

However, this countermeasure is not directed solely towards motorcyclists, but also motorists. NHTSA's campaign, Share the Road, which Tennessee does utilize, along with the campaign Look Twice, is also a proven method according to *Countermeasures that Work, Ninth Edition*. Motorist being aware that motorcyclists are on the roadways is widely used, but also has not been evaluated (4.2 Communications and Outreach: Motorist Awareness of Motorcyclists). The THSO will use enforcement along with paid, earned, and owned media to follow the Click It or Ticket model to determine if the effectiveness of this model can be used to help decrease crashes and fatalities for motorcyclists.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MC-20-00	Specialized Motorcycle Safety Enforcement

Planned Activity: Specialized Motorcycle Safety Enforcement

Planned activity number: **MC-20-00**

Primary Countermeasure Strategy ID: **PT_Specialized Motorcycle Safety Enforcement**

Planned Activity Description

The planned activity is to fund no more than eight local law enforcement agencies for specialized motorcycle enforcement projects that will reduce fatalities and injuries through targeted enforcement efforts.

Intended Subrecipients

Funding for FFY 2020 will be determined at a later date once data from FFY 2019 can be analyzed. Data will be pulled from the TITAN system to determine if the agencies from FFY 2019 are still the top areas in which Tennessee sees motorcycle crashes and/or fatalities.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
PT_Specialized Motorcycle Safety Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$100,000.00	\$20,000.00	\$100,000.00

Program Area: Training

Description of Highway Safety Problems

In 2018, Tennessee recorded 208,516 crashes, with over 68,500 injuries and 1,041 people losing their lives on Tennessee roadways. Bad driving behaviors such as alcohol and/or drug use, speeding, aggressive driving, and distractions contributed to many of these crashes.

To combat this problem, The Tennessee Highway Safety Office (THSO) has been, and continues to be, committed to providing law enforcement officers with quality training that adheres to the standards established by the Peace Officers Standards of Training (POST) Commission. Tennessee offers extensive, formalized training on traffic safety issues for law enforcement officers through support from the THSO Law Enforcement Liaison (LEL) training program.

The LEL training program provides standardized, statewide training offering quality content and methods that is specific to the laws of Tennessee. Training affords the opportunity for interaction with law enforcement networks and provides live updates on trends within their respective areas and training needs that may require immediate attention. This coordinated effort will improve law enforcement personnel's overall response to highway traffic safety and equip them with the specialized knowledge and training to address traffic safety in the communities they serve. Training is coordinated and monitored by the THSO LEL Training Coordinator.

The Training Coordinator manages both the short and long-term planning of all training courses offered by the THSO. The Training Coordinator answers directly to the Law Enforcement Administrator and works closely with all other LELs to determine courses being offered, the implementation of new courses, the locations of courses, and the advertisement and recruitment of attendees for courses. Locations selected to offer THSO training are determined based upon need and geographical location.

There is no cost to train law enforcement professionals who meet current course prerequisites.

The LEL Training program includes 16 training course types. These are:

202. RADAR/LIDAR Instructor;
203. Strategies and Tactics of Patrol Stops (STOPS) Instructor;
204. STOPS Instructor Re-Certification;
205. At-Scene Traffic Crash Investigation;
206. Advanced Crash Investigation;
207. Motorcycle Safety and Law Enforcement;
208. Law Enforcement Instructor Development;
209. Spanish Survival Training for Highway Traffic Safety Officers;
210. Leadership and Management of a Traffic Safety Program;
211. Child Passenger Safety;

- 212. Advanced Roadside Impaired Driving Enforcement (ARIDE);
- 213. Standardized Field Sobriety Testing (SFST) Basic;
- 214. SFST Instructor;
- 215. Drug Recognition Expert (DRE);
- 216. Distracted Driving Enforcement and Awareness; and
- 217. Law Enforcement Aging Driver Specialist (LEADS).

Training, such as traffic records, is offered through other venues. The Tennessee Traffic Safety Resource Prosecutors will also assist with training impaired driving-related courses such as SFST, ARIDE, DRE, and prosecutor training.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Classroom Attendance	2020	Annual	83.00
2020	ARIDE trained	2020	Annual	240.00
2020	SFST trained	2020	Annual	300.00
2020	DRE trained	2020	Annual	75.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
T_Training

Countermeasure Strategy: T_Training

Program Area: **Training**

Project Safety Impacts

Linkage Between Program Area

The THSO training program provides individuals within the highway safety community the necessary tools to make Tennessee roadways safer. As more safety advocates are educated, and driver behavior improves, there will be a decrease in the number of crashes, injuries, and fatalities.

Rationale

Training will improve highway safety advocate’s knowledge about different aspects of highway safety. Providing specialized traffic safety training to safety advocates has an enormous and far-reaching impact on traffic safety in the state.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
LEL-20-00	Law Enforcement Liaison Program
OTr-20-00	Other (Training)

Planned Activity: Law Enforcement Liaison Program

Planned activity number: **LEL-20-00**

Primary Countermeasure Strategy ID: **T_Training**

Planned Activity Description

The Law Enforcement Liaison (LEL) program provides short and long-term planning along with management practices from the Police Traffic Services program in Tennessee. The program utilizes four LELs, inclusive of a Senior LEL, located regionally throughout the state along with a Statewide Training Coordinator, a Statewide Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driver Enforcement (ARIDE) Training Coordinator, and an LEL Administrator. The THSO offers a wide range of traffic safety training to law enforcement officers and other traffic safety advocates and stakeholders. The program provides coordination for all major campaigns funded by federal, state, and local resources. The Statewide Training Coordinator, Statewide DRE and ARIDE Training Coordinator, and each regional LEL have training responsibilities related to highway safety enforcement and/or prevention:

- 218. Standardized Field Sobriety Testing (SFST),
- 219. ARIDE,
- 220. DRE,
- 221. Law Enforcement Challenge Program,
- 222. Other law enforcement trainings,
- 223. Child passenger safety,
- 224. “Below 100” instructors,
- 225. SAFE (Seatbelts Are For Everyone) Campaign,
- 226. Southern Shield, and
- 227. Operation Incognito.

The LELs conduct network meetings within their respective regions to communicate trends, progress, and other information related to highway safety. The program also assists grantee agencies in meeting their goals within highway safety and maintains a communication link between the agencies and program managers within the THSO.

Intended Subrecipients

The intended subrecipient of this planned activity is The University of Tennessee, Knoxville.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
ID_Enforcement
OP_Education, Communication, and Training
OP_Enforcement
PT_LEL Program
T_Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL	154 Alcohol	\$300,000.00		\$0.00
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$300,000.00	\$60,000.00	
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,100,000.00	\$220,000.00	\$0.00

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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Vehicle	1	\$35,000.00	\$35,000.00	\$35,000.00	\$35,000.00
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Planned Activity: Other (Training)

Planned activity number: **OTr-20-00**

Primary Countermeasure Strategy ID: **T_Training**

Planned Activity Description

The planned activity is to fund agencies that will help with other trainings (outside of the Tennessee Highway Safety Office) throughout the state in order to help decrease injuries and fatalities on roadways.

Intended Subrecipients

The intended subrecipients for this activity will be the Tennessee Association of Chiefs of Police, Tennessee Sheriff’s Association, and the Tennessee Department of Safety and Homeland Security.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
T_Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$115,000.00	\$23,000.00	\$80,000.00

Program Area: Emergency Medical Services

Description of Highway Safety Problems

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. Since Tennessee is mostly rural, there is often a need to transport severely injured motorists to a level one trauma center via a helicopter. The longer a patient with a life-threatening injury has to wait for medical personnel to arrive, the chances for his/her survival diminish. That is why strategies must be in place to ensure that all first responders receive training to effectively treat and transport crash victims within the “Golden Hour.” Expediting effective care during this critical time can make the difference in the prevention of another fatality on Tennessee roadways.

National Performance Measures

Currently, there are no national performance measures for EMS outlined in the ninth edition of *Countermeasures That Work*. The goals and specific performance measures are related to the development of quality traffic safety records with performance attributes that include timeliness, accuracy, completeness, uniformity, integration, and accessibility across six core state traffic record data systems. According to the following NHTSA website: <https://one.nhtsa.gov/Driving-Safety/Office-of-Emergency-Medical-Services>,”NHTSA has supported the development of comprehensive Emergency Medical Services (EMS) systems for more than 40 years. When injuries occur as a result of motor vehicle crashes, EMS provides the best "last chance" to reduce death and disability.” One way this is achieved is by categorizing crashes by severity, distance, and time. These are briefly outlined below:

228. “Severity – The life-threatening injuries sustained by the casualty and deterioration in the minutes that follow,”
229. “Distance – The actual road miles to the incident and the subsequent transport time to the hospital,” and
230. “Time – The time taken for the whole rescue team to respond to the incident and extricate the casualty” (Watson).

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	EMS Grants	2020	Annual	4.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
EM_Training

Countermeasure Strategy: EM_Training

Program Area: **Emergency Medical Services**

Project Safety Impacts

In order to decrease fatalities related to traffic crashes, it is paramount that we increase the educational and training opportunities for first responders. Since they are the first to arrive at the scene of crashes in Tennessee, the strategies should provide training that addresses the categories of severity, distance, and time. Severity enables the responder to know whether the injuries are life threatening. Distance and time are considered to ensure that in the cases of extrication, the rescue team meets the needs of the injured person(s) for extrication, mobilization of care, and transport to a trauma center within the “Golden Hour”.

Linkage Between Program Area

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

By providing first responder training to agencies within the state, they, in turn, can expedite timely and effective care and transportation to those injured in crashes. Increasing the number of first responders who are properly trained on extrication equipment and procedures, means that shorter extrication times could increase the survivability of those injured on Tennessee roadways, thus reducing the number of fatalities as well.

Rationale

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Highway Safety Program Guideline 11: Emergency Medical Services requires that each state, in cooperation with its political subdivisions, ensures that persons incurring traffic injuries or trauma receive prompt emergency care under the range of emergency conditions encountered. Recommendations, at a minimum, for an EMS program should include components that address the following:

231. Regulation and policy,
232. Resource management,
233. Human resources and training,
234. Transportation,
235. Facilities,
236. Communications,

- 237. Trauma Systems,
- 238. Public information and education,
- 239. Medical direction, and
- 240. Evaluation.

Implementing the proposed projects will improve motor vehicle crash survivability and injury outcomes by improving the availability, timeliness, and quality of emergency medical response during the “Golden Hour”.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
EMS-20-00	Training (EMS)

Planned Activity: Training (EMS)

Planned activity number: **EMS-20-00**

Primary Countermeasure Strategy ID: **EM_Training**

Planned Activity Description

Intended Subrecipients

Four grants will be awarded to rural agencies, one in each LEL region. These will be determined after all application reviews and data analysis has been completed.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
EM_Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act	Emergency Medical	\$50,000.00	\$10,000.00	\$50,000.00

	NHTSA 402	Services (FAST)			
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Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Battery Combination Extrication Tool	1	\$9,403.33	\$9,403.33	\$9,403.33	\$9,403.33
Battery Operated Cutters	1	\$7,500.00	\$7,500.00	\$7,500.00	\$7,500.00
Battery Operated Ram	1	\$6,000.00	\$6,000.00	\$6,000.00	\$6,000.00
Battery Operated Spreaders	1	\$7,500.00	\$7,500.00	\$7,500.00	\$7,500.00
Rescue Cutter	1	\$8,998.00	\$8,998.00	\$8,998.00	\$8,998.00
Res-Q-Jacks	2	\$9,490.00	\$18,980.00	\$9,490.00	\$18,980.00
Stabilization Jacks	1	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
Turtle Plastics Auto X Crib Tool Kit	1	\$8,199.99	\$8,199.99	\$8,199.99	\$8,199.99

Program Area: Teen Traffic Safety Program

Description of Highway Safety Problems

Motor vehicle crashes continue to be the leading cause of death for teenagers in the United States. In 2016, approximately 1,900 drivers between the ages of 15-20 were killed (Traffic Safety Facts, 2018). In comparison with adult drivers, the number of young drivers involved in crashes is substantially higher. In 2016, drivers between the ages of 15 to 20 made up 5.4 percent of licensed drivers in the United States (NHTSA, 2018). In 2017, Tennessee saw 61 young drivers between the ages of 15-19 killed on the roadways. Approximately half of these fatalities were young drivers, while the other half were young passengers.

Risk Factors for Crash Involvement and Injury

According to the National Highway Traffic Safety Administration's (NHTSA) *Countermeasures that Work, Ninth Edition*, and *Saving Teenage Lives*, young drivers have high crash risks for three reasons. These include inexperience, adolescent risk-taking and immaturity, and greater risk exposure. Alone, each of these characteristics can make young drivers at risk for crashes. Together, they make young drivers especially at-risk.

Inexperience

Novice drivers focus much of their attention on the mechanics of driving. Since safety considerations are often secondary, they do not recognize potentially risky situations, nor do they react appropriately and control their vehicles according to *Countermeasures that Work*. Technical ability, good judgment, and experience are all needed to properly make all the continuous decisions, large and small, that add up to safe driving. Making it easy to get a driver's license by handing teenagers the car keys without requiring an extended period of supervised practice-driving time sets them up for the risk of making a fatal mistake (*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 *Countermeasures that Work*, on adolescent development, key areas of the brain involved in judgments and decision making are not fully developed until the mid-20s.

Areas of Risk

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

241. Night time driving,
242. Drinking and driving,
243. Passenger interactions,
244. Belt use, and
245. Cell phone use.

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

Distraction and Teen Crashes

Distraction occurs when drivers divert their attention from the driving task to focus on some other activity. This applies to drivers of all ages but is especially true for younger drivers. In 2015, the AAA Foundation for Traffic Safety released its research based upon video analysis finding that distraction was a factor in nearly six out of ten moderate-to-severe teen crashes, which is four times as many as official estimates based on police reports.

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

Tennessee Young Drivers

The table below illustrates the reduction of both the number and percentage of drivers between the ages of 15-19 involved in fatal crashes in Tennessee between the years 2013-2014 and an increase in fatalities beginning in 2015 with another reduction occurring in 2017.

Potential In-Vehicle Distractions	Potential Distractions Outside the Vehicle
246. Cell phones and navigation systems	247. Crash scene
248. Grooming	249. Road construction
250. Adjusting the radio system	251. People, places, or things or interest
252. Occupants	
253. Eating and drinking	
254. Adjusting vehicle controls	
255. Reading	
256. Smoking	
257. Pets that are not contained	
258. Reaching for objects	

Tennessee Young Drivers

The table below illustrates the reduction of both the number and percentage of drivers between the ages of 15-19 involved in fatal crashes in Tennessee between the years 2013-2014 and an increase in fatalities beginning in 2015 with another reduction occurring in 2017.

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

	2013	2014	2015	2016	2017	Change
Drivers Between Ages 15 & 19 in Fatal & Injury Crashes	8,238	8,191	9,000	9,338	8,982	9.0%
Percentage of Drivers in Fatal & Injury Crashes Between Ages 15 & 19	10.1%	10.1%	10.1%	9.9%	9.7%	-4.3%
Licensed Drivers Between Ages 15 & 19	263,214	262,171	261,493	258,049	259,504	-1.4%
Percentage of Licensed Drivers Between Ages 15 & 19	5.9%	5.8%	5.7%	5.6%	5.6%	-4.7%
Representation of Drivers Between Ages 15 & 19	1.72	1.74	1.77	1.77	1.73	0.5%

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

Source: TN Dept. of Safety and Homeland Security, TITAN Division, 26 Apr 2019. (TITAN)

The below table shows the number of young drivers that were involved in fatal crashes who were drivers versus the young drivers who were in other seats of the vehicle.

Persons Age 15 to 19 Killed in Tennessee Traffic Crashes

	2013	2014	2015	2016	2017
Drivers	33	36	37	43	30
Others	19	28	28	23	31
Total	52	64	65	66	61

Source: NHTSA. FARS Encyclopedia: Query FARS Data.

Online at <http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/SelectYear.aspx>, accessed 26 Apr 2019.

GDL Program

Tennessee has had a Graduated Driver's License (GDL) program since July 2001. Tennessee's GDL program is a multi-tiered program designed to ease young novice drivers into full driving privileges as they become more mature and develop their driving skills. By requiring more

supervised practice, Tennessee hopes to save lives and prevent tragic injuries. Tennessee’s GDL program 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 GDL law provides for three phases of licensing for teens under 18 years of age:

1. Learner Permit,
2. Intermediate Restricted License, and
3. Intermediate Unrestricted License.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	Annual	98.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
YD_Education

Countermeasure Strategy: YD_Education

Program Area: **Teen Traffic Safety Program**

Project Safety Impacts

Through collaboration with the Tennessee Teen Safe Driving Coalition, SADD, Tennessee Department of Safety and Homeland Security (TDOSHS), school systems, and local law enforcement agencies across the state, the THSO wants to bring together youth and adult leaders to develop and steward resources to support teen drivers. The work with the TDOSHS will help educate teens and parents on GDL laws and requirements by providing wallet-sized cards and rack cards at all driver licensing centers in the state. The continued partnership with SADD will serve as a positive support network for teens who wish to change the way their friends act behind the wheel, as well as other issues that teens face in their daily lives. ThinkFast is 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. Questions are tailored to present information on both highway and alcohol safety awareness and include current Tennessee teen crash data and statistics, GDL policies, and information about risky driving behaviors, as well as minimum drinking age laws. The THSO will also utilize technology to promote the ReduceTNCrashes.org website. Reduce TN Crashes is designed to increase awareness of safe driving practices amongst teens by facilitating and rewarding activities that are rooted in promoting teen traffic safety. This will target peer driven programs in schools across the state with a kit of materials that can be shared with peers. The Reduce TN Crashes kit materials can be displayed throughout the school to promote good choices and keep awareness of the dangers of driving in the forefront of students' minds on a daily basis.

Linkage Between Program Area

Teen driver education programs will continue to change driver behavior. The THSO and its partnering agencies will continue to highlight NHTSA's safety precautions to the driving public to minimize teen driver crashes and fatalities.

Rationale

According to NHTSA, the countermeasures that improve young-driver safety are Graduated Driver Licensing (GDL), driver education, parents, and traffic law enforcement. For Tennessee, the most effective is the GDL, followed by education.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
YD-20-00	Education (YD)

Planned Activity: Education (YD)

Planned activity number: **YD-20-00**

Primary Countermeasure Strategy ID: **YD_Education**

Planned Activity Description

The planned activity is to fund projects to provide educational opportunities to students in elementary and secondary schools as well as is to fund underage prevention drinking projects.

Intended Subrecipients

Grants will be awarded to local law enforcement, school systems, and other agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
YD_Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$480,000.00	\$96,000.00	
2019	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$735,000.00	\$147,000.00	\$550,000.00

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
The University of Tennessee	1	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00

Program Area: Older Drivers

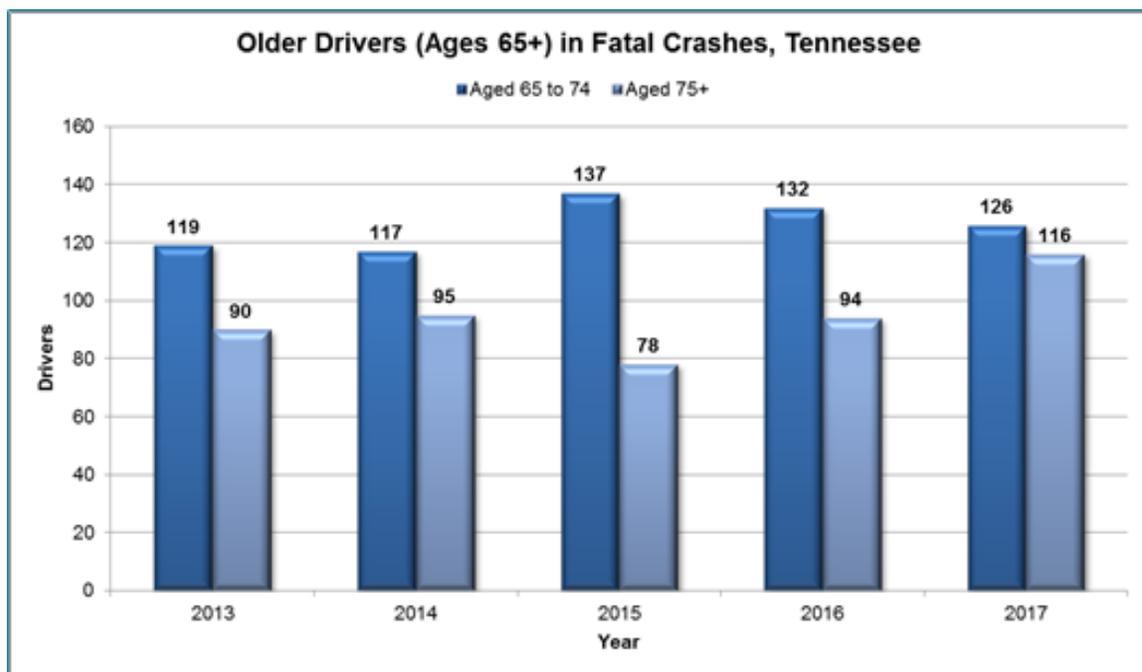
Description of Highway Safety Problems

According to the Commission on Affordable Housing and Health Facility Needs for Seniors in the 21st Century, the population projections for senior adults, age 65 and over is expected to increase from 12.4 percent, or 35 million seniors, to 20 percent of the population, by 2030. This estimate is expected to be higher for Tennessee. By 2030, Tennessee's senior population, age 65 and over, is projected to be 22 percent of the state's population. The Tennessee Department of Health's Health Statistics Division estimates that by 2030, approximately 65 of the 95 counties in Tennessee may have between 20 and 30 percent of their population represented by seniors, age 65 and over. It is also expected that 21 of the state's rural counties will have as much as 42 percent of their population represented by senior adults, age 65 and over.

Tennessee Data about Senior Drivers

The charts below illustrate observed data trends for fatalities and serious crashes for the years 2013 -2017 for age groups that include: Aged 65-74 and 75 and older.

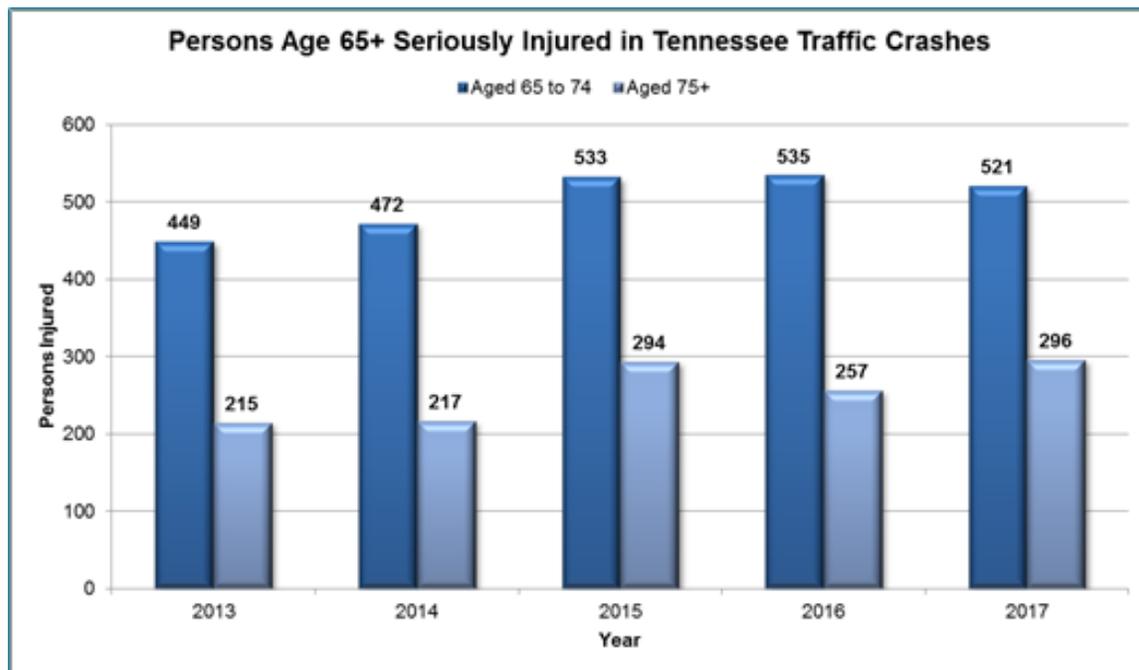
The first chart illustrates that between the years of 2013 and 2017, there was an increase of 33 fatalities combined for both groups which represents an increase of +16%. For the age group 65 – 74, the increase was +7 or + 6%. For the age group 75 and over, the increase in fatalities was +26 or +29%.



Source: NHTSA. State Traffic Safety Information. Online at <https://cdan.nhtsa.gov/stsi.htm#>, accessed 02 May 2019.

The second chart below illustrates observed data trends for the years 2013-2017 for serious crashes for the age groups that include age 65-74 and 75 and over. There were increases for both

age groups. For the age group 65-74, the increase was +72 or an increase of +16%. For the age group 75 and over, the increase was +81, which was an increase of +38%.



Sources: TN Dept. of Safety and Homeland Security, TITAN Division, 02 May 2019. (TITAN)

Factors Impacting Seniors

Impact of Aging and Medical Conditions: The aging process can impact one's ability to drive safely. These include physical, cognitive, and neurological conditions. Physical changes include loss of vision, hearing, flexibility, muscle strength, mobility, and coordination. Cognitive changes like dementia and Alzheimer's can impact driving performance. Neurological conditions can also result in deterioration over time and affect walking, muscle strength, and coordination. Other changes like a reduction in reaction time and attention, increased fragility and frailty, and the progression of diseases, like diabetes, arthritis, and Parkinson's can over time require an individual to discontinue driving.

Driver Licensing Practices in Tennessee: In Tennessee, an elderly driver age 80, can renew his/her driver's license online without a vision screening, cognitive assessment, or a driver's road test. Tennessee is one of 20 states that does not have any screening requirements for senior adults, age 65 and over, to renew their license. While age is not indicative of whether an individual can still drive at 65 or 70, it is necessary to first be able to safely drive a vehicle. Restricting some drivers may be necessary when they have diminished or reduced cognitive abilities or vision impairments caused by cataracts, macular degeneration, or glaucoma.

Lack of Alternative Transportation: While alternative transportation options are being developed for some rural counties in Tennessee, other counties don't have many options. There will be a greater need for alternative transportation as the state nears 2030 and senior adults represent as much as 22 percent of the state's population. Additional support and resources will eventually

need to be allocated to deal with those who chose to discontinue their driving due to safety concerns.

Resistance and Negativity: Many Tennesseans don't feel comfortable denying a senior his/her driver's license. While no one wants to deny anyone the freedom to drive, it is imperative for the driver to be able to drive safely at all times. That is why the THSO is currently working with occupational therapists who are Certified Rehabilitative Driving Specialists to assess the vision, cognition, and driving skills of referred seniors. Important information will be obtained to determine what medical conditions may require revocation of a driver's license. Others may benefit from an adaptive device and training, which in turn will enable them to continue driving safely.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	LEADS trained	2020	Annual	60.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
OD_Communication and Education

Countermeasure Strategy: OD_Communication and Education

Program Area: **Older Drivers**

Project Safety Impacts

Linkage Between Program Area

The Tennessee Highway Safety Office (THSO) is collaborating with multiple partners on strategies that will reduce older driver serious injury crashes and fatalities on TN roadways. These strategies address all the events of the Haddon Matrix which include pre-event, event, and post-event. The aim of senior driver program for Tennessee maximizes senior driver safety to ensure continued safety on our roadways.

Rationale

According to *Countermeasures that Work, Ninth Edition*, the THSO utilizes many strategies that are effective. They are:

4. Communication and outreach - 1.2 General communications and education
5. Licensing - 2.2 Referring older drivers to licensing agencies

6. Traffic law enforcement - 3.1 Law enforcement roles

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OD-20-00	Communication and Education (OD)

Planned Activity: Communication and Education (OD)

Planned activity number: **OD-20-00**

Primary Countermeasure Strategy ID: **OD_Communication and Education**

Planned Activity Description

The planned activity is to fund older driver safety projects that involve the collection and analysis of data on senior drivers, expansion of the CarFit program, No-Zone Truck demonstration, and the purchase of materials to support community programs.

Intended Subrecipients

Intended subrecipients will be determined after all FFY 2020 applications reviews have been completed as well as data analysis.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
OD_Communication and Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$40,000.00	\$8,000.00	\$40,000.00

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

In 2016, there were 6,080 pedestrians killed and an estimated 77,500 injured in traffic crashes in the United States (NHTSA Traffic Safety Facts). Tennessee is also impacted. Every year, Tennessee sees crashes and fatalities involving our pedestrians. Pedestrians are vulnerable road users and the term refers to anyone on foot, walking, jogging, hiking, sitting, or lying down who is involved in motor vehicle traffic crashes. According to the Fatality Analysis Reporting System (FARS), Tennessee had 97 pedestrian fatalities in 2016. That number rose to 124 in 2017 which shows a 27.84 percent increase and accounts for 11.9 percent of the state's fatalities during 2017.

Fatalities involving pedalcyclists (bicyclists and other cyclists) are also a cause for concern. Nationally, 783 cyclists were killed in 2017, which accounted for 2.1 percent of all fatalities for that year. In 2016, Tennessee had 9 pedalcyclist fatalities and that number decreased to 8 in 2017. However, according to the Tennessee Integrated Traffic Analysis Network (TITAN), the number of crashes increased from 418 in 2016 to 435 in 2017. The primary crash locations were in urban areas with Shelby County (Memphis) at 98, Davidson County (Nashville) at 89, Hamilton County (Chattanooga) at 40, and Knox County (Knoxville) at 36. 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.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	Annual	148.00
2020	C-11) Number of bicyclists fatalities (FARS)	2020	Annual	8.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
NM_Education, Enforcement, Communication

Countermeasure Strategy: NM_Education, Enforcement, Communication

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

The program’s objective is to increase the number of adults and children using properly fitted bicycle helmets. This is done by providing education to adults, parents, caregivers, and children. Another aspect of this strategy is to provide 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. The grant’s program coordinator is certified by the League of American Bicyclists, which allows her to teach the League’s qualified materials and a list of courses to the general public.

Tennessee was one of three states awarded a five-year demonstration grant for NHTSA’s Statewide Pedestrian and Bicyclist Focus Education and Enforcement Effort program. The THSO utilized data to identify those areas with the largest increases in pedestrian and cyclist crashes and developed an education and enforcement program to implement in target areas across the state, beginning with Nashville and Chattanooga. Throughout the grant period, the THSO will collaborate with partners to develop a guidebook that documents the grant effort and can be shared with other agencies. Funding will be provided to Walk Bike Nashville through section 403 funding.

Linkage Between Program Area

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

Rationale

NHTSA’s *Countermeasures that Work, Ninth Edition*, 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 2019.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
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PS-20-00	NM_Bike/Ped
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Planned Activity: NM_Bike/Ped

Planned activity number: **PS-20-00**

Primary Countermeasure Strategy ID: **NM_Education, Enforcement, Communication**

Planned Activity Description

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

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

Intended Subrecipients

The intended subrecipient of this planned activity is the Collegedale Police Department.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
NM_Education, Enforcement, Communication

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$50,000.00	\$10,000.00	\$50,000.00

Program Area: Communications (Media)

Description of Highway Safety Problems

The Tennessee Highway Safety Office (THSO) will utilize an integrated communications plan that works in tandem with the law enforcement communities across the state of Tennessee and in alignment with the National Highway Traffic Safety Administration (NHTSA) National Communications Plan. The THSO will capitalize on unique promotional opportunities available in the state of Tennessee that reach the target demographic highlighted by state-specific crash data. This plan focuses on impaired driving, occupant protection, pedestrian safety, distracted driving, and motorcycle awareness.

Brand recognition and interpretation of the message will help encourage behavioral changes. 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 the desired change. This effort, over time, can be persuasive and effective at modifying driver behavior, particularly when used in conjunction with enforcement efforts.

Paid Media

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

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

Campaigns

Booze It & Lose It/Buzzed Driving is Drunk Driving/Fans Don't Let Fans Drive Drunk

The Booze It & Lose It message will be utilized with enforcement activities during the Holiday and Labor Day campaign periods and will target the Male 18-34 demographic group. The campaigns will include audio spots (radio and streaming), television (network and cable) time, social media, digital advertising (display, pre-roll, native, and Over-the-Top Television [OOT]), cinema ads, and Out-of-Home (OOH) for in-bar advertising. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

Outside of enforcement periods, the social norming messages Buzzed Driving is Drunk Driving and Fans Don't Let Fans Drive Drunk are used during the Halloween, St. Patrick's Day, Cinco

de Mayo, and Independence Day holidays using a combination of the mediums mentioned above. Target demographics for each campaign are selected based on state-specific, historical crash data.

Further, the FFY 2020 plan includes a diversity strategy to influence the driving behavior of the Hispanic population as indicated by the crash data.

Click It or Ticket/Buckle Up, Tennessee/Buckle Up In Your Truck

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

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

Look Twice for Motorcycles

The motorcycle awareness campaign will utilize the Look Twice for Motorcycles behavioral message during Motorcycle Safety Awareness Month and designated enforcement periods taking place through September. The specific age category is adults 25 - 54 years old. The campaigns will include audio spots (radio and streaming), social media, digital advertising (display, pre-roll), and OOH (gas station advertising). The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

The areas targeted will utilize crash data and include the cities and counties with the highest motorcycle crash rates and raw numbers.

Thumbs Down

The distracted driving awareness campaign will utilize the Thumbs Down to Texting and Driving behavioral message during Distracted Driving Awareness Month. The specific age category is teenagers and young adults 15 - 24 years old. The campaigns will include audio spots (radio and streaming), social media, and digital advertising (display, pre-roll). The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

The areas targeted will utilize crash data and include the cities and counties with the highest distracted driving-related crashes.

Be Aware, Be Alert

The pedestrian safety mini-campaign will utilize the Be Aware, Be Alert behavioral message each Spring and Fall, targeting a city that has seen a high amount of pedestrian fatality and injury

crashes. The campaign targets both pedestrians and drivers. Pedestrians are provided with safe-crossing information and drivers are reminded of the vulnerability of pedestrians. The campaigns will include audio spots (radio and streaming), social media, and OOH (billboards, transit ads). The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

Earned Media

The THSO will strategize earned media as part of its integrated communications plan that works in tandem with NHTSA. This plan requires cohesive collaboration between earned media and paid media to reinforce Tennessee laws and change driver behavior.

Earned media efforts encompass the THSO's major topics including alcohol-impaired driving, drug-impaired driving, distracted driving, occupant protection, bicycle and pedestrian safety, senior driver safety, teen driver safety, and motorcycle safety.

Each media campaign will be strategized to reach the appropriate target audience(s) during each campaign period. In doing so, the THSO will analyze Tennessee's media use and current population demographics to accurately target messaging.

Tactics and Channels

Traditional Media Versus New Media

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

Press Events

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

Website

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

Social Media

In advance of every month, the THSO builds a digital social media calendar using a Google spreadsheet. This spreadsheet is populated with content based on the NHTSA communications calendar. The THSO also develops creative content to capitalize on social media trends,

upcoming events, and popular topics. The THSO often uses social events to apply a relevant traffic safety message. Once approved by THSO management, all content within the social media calendar is scheduled to be posted via Hootsuite, a social media dashboard.

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

Platform	Audience (As of 4/24/19)
YouTube: www.youtube.com/TNHSO	584,200 Total Video Views
Facebook: www.facebook.com/TNHSO	11,347 Likes
Twitter: www.twitter.com/TNHSO	3,762 Followers
Instagram: www.instagram.com/TNHSO	1,008 Followers

Campaign	Time Period(s)	Branding
Bike / Ped Safety	October 2019 (Walk to School Day)	THSO
	August 2020 (Back to School Safety Month)	
Pedestrian Safety	October 2019 (School Bus Safety Week)	THSO
5 to Drive	October 2019 (Teen Driver Safety Week)	NHTSA
Put the Brakes on Fatalities	October 2019 (Put the Brakes on Fatalities Day)	THSO
Buckle Up Tennessee / Buck Up In Your Truck	November 2019 (Thanksgiving Holiday Travel)	THSO
	May 2020 – August 2020 (Summer Seatbelt Safety)	
Fans Don’t Let Fans Drive Drunk	February 2020 (Super Bowl Weekend)	NHTSA
SAFE Campaign Launch	February 2020	THSO

Thumbs Down to Texting & Driving	April 2020 (Distracted Driving Awareness Month)	THSO
Look Twice	May 2020 (Motorcycle Safety Awareness Month)	NHTSA
Booze It & Lose It	October 2019 (Halloween)	THSO
	November 2019 – December 2019 (Pre-Holiday)	
	December 2019 – January 2020 (Holiday)	
	March 2020 (March Madness/St. Patrick’s Day)	
	May 2020 (Cinco De Mayo)	
	May 2020 – September 2020 (Summer Heat)	
	September 2020 (Labor Day Weekend)	
	July 2020 (Independence Day)	
Child Passenger Safety	September 2020 (Child Passenger Safety Week)	THSO
Click It or Ticket	May 2020 – June 2020 (Hands Across the Border)	NHTSA/THSO

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Paid media impressions	2020	Annual	66,000,000.00
2020	Earned media engagements	2020	Annual	224,000.00

Countermeasure Strategies in Program Area

Countermeasure Strategy

Countermeasure Strategy: CM_Integrated Communications

Program Area: **Communications (Media)**

Project Safety Impacts

The Tennessee Highway Safety Office (THSO) will strategize both of the media branches (earned and paid) as part of its integrated communications plan that works in tandem with the National Highway Traffic Safety Administration's (NHTSA) Communication's Calendar. This plan requires cohesive collaboration to reinforce Tennessee laws and change driver behavior.

Paid Media

The THSO will participate in a number of sports-related media partnerships. The THSO will partner with private entities across the state to deliver its messages at venues such as the Heritage Classic, the Music City Bowl, and the Liberty Bowl; professional sports teams; minor league baseball teams and motorsports venues in higher crash areas in Tennessee; numerous high school teams' sports promotions statewide. Additionally, the THSO anticipates it will identify additional public events that attract the target demographic group during FFY 2020.

Earned Media

Earned media efforts encompass the THSO's major topics including alcohol-impaired driving, drug-impaired driving, distracted driving, occupant protection, bicycle and pedestrian safety, senior driver safety, teen driver safety, and motorcycle safety.

Each media campaign will be strategized to reach the appropriate target audience(s) during each campaign period. In doing so, the THSO will analyze Tennessee's media use and current population demographics to accurately target messaging.

Linkage Between Program Area

Paid Media

The THSO has engaged in a grant contractual agreement with Tennessee Technological University (TTU) in Cookeville, Tennessee utilizing an state interagency agreement to provide media, marketing, and advertising services. The services feature design, production, purchasing, and administrative reconciliation to assist the state in its efforts to inform and educate the public on traffic safety issues. The primary services encompass the purchasing of radio spots, television (network and cable) time, social media channels, and online advertising space to dispense various THSO traffic safety-related messages.

TTU will employ a data-driven approach for media buys utilizing statewide crash and fatality statistics in the campaigns as outlined below in order to most effectively engage the target

audience, thereby reducing fatalities, injuries, and associated economic losses resulting from traffic crashes.

The planned media purchased on behalf of the THSO for campaigns is largely aligned with the NHTSA Communications Calendar. There are additional planned media purchases made on behalf of the THSO (e.g. Super Bowl and March Madness). Here, consumption of alcoholic beverages for the target demographic is promoted higher than other periods. As a result, the THSO provides additional media emphasis through federal funds during these events.

Earned Media

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

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

Rationale

In nearly every section of *Countermeasures That Work, Ninth Edition*, a communications and outreach countermeasure is provided. By enhancing brand recognition and the interpretation of the messages, this will help build and sustain social norms that promote safe driving. For example, Booze It & Lose It is associated with the penalties of drinking and driving, while the Click It or Ticket (CIOT) message is associated with increasing seat belt usage to save lives. Both messages associate the brand with the desired behavioral changes. The THSO will raise awareness of traffic safety issues by hosting local press events to draw the attention of traditional media outlets and increase use of social media and internet technology to spread awareness across digital platforms.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CM-20-00	Paid Media

Planned Activity: Paid Media

Planned activity number: **CM-20-00**

Primary Countermeasure Strategy ID: **CM_Integrated Communications**

Planned Activity Description

The planned activity is to provide educational messages through brand association to change social norm behaviors for specific at-risk groups.

Intended Subrecipients

The THSO will participate in a number of sports-related media partnerships. The following will be considered:

Professional Athletic Teams

- 7. Tennessee Titans (football)
- 8. Nashville Predators (hockey)
- 9. Memphis Grizzlies (basketball)

Collegiate Athletic Team

- 10. The University of Tennessee (football and men’s & women’s basketball)
- 11. Vanderbilt University (football, men’s & women’s basketball, and baseball)
- 12. The University of Memphis (football and men’s basketball)
- 13. Middle Tennessee State University (football, men’s & women’s basketball; intercampus bus and bus stop)
- 14. The University of Tennessee at Chattanooga (football)
- 15. Tennessee State University (football and men’s & women’s basketball)

The THSO will also partner with private entities across the state to deliver its messages at other venues that are deemed to be within the required demographic.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
CM_Integrated Communications

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-PM	154 Paid Media	\$2,000,000.00		\$0.00

2019	FAST Act 405b OP High	405b High Paid Advertising (FAST)	\$350,000.00	\$70,000.00	
2019	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	\$100,000.00	\$20,000.00	
2019	FAST Act NHTSA 402	Paid Advertising	\$600,000.00	\$120,000.00	\$0.00

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
AL/ID-20-00	Enforcement (AL/ID)
DD-20-00	Enforcement (DD)
M2HVE-20-00	Enforcement (OP)
PT-20-00	Enforcement (PT)
MC-20-00	Specialized Motorcycle Safety Enforcement

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

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 (HSP); 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.

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 property damage only 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. This is to assure the agencies that shows significant problems are reviewed and a strategy is proposed to address those problem areas identified.

Effectiveness Monitoring

Project Management

The Tennessee Highway Safety Office (THSO) staff maintains regular contact via telephone, email/written correspondence, and on-site monitoring visits with subgrantees 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 the ongoing oversight of grantees through desk monitoring and/or on-site visits. This oversight helps the program manager answer grant management-related questions, provide technical assistance, identify and help address problems and/or concerns, and adjust the plan. These adjustments may include 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. This will assure all protocols are in place as we review the agencies plan of action.

Monitoring, Follow-Up, and Adjustments

A THSO Program Manager 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 mid-August) to conduct a systematic and comprehensive programmatic and financial assessment. 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, a link to the Title VI Compliance Audit Questionnaire is emailed; this is completed before the Program Manager 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 visit results in an adjustment to the agency's plan.

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

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

Agencies receiving less than \$10,000 will receive a desk monitoring or audit, which uses an abbreviated form. This monitoring/audit will come from their THSO program manager or an auditor from the Tennessee Department of Safety and Homeland Security. Failure to respond to a

desk monitoring or audit may result in a loss of grant funding. In rare instances, an on-site visit may be required if the agency's project shows significant weakness or non-compliance.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
ID_Enforcement
OP_Enforcement
PT_Enforcement

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
AL/ID-20-00	Enforcement (AL/ID)
DD-20-00	Enforcement (DD)
M2HVE-20-00	Enforcement (OP)
MC-20-00	Specialized Motorcycle Safety Enforcement
PT-20-00	Enforcement (PT)

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Adamsville Police Department
Alamo Police Department
Alcoa Police Department
Alexandria Police Department
Algood Police Department
Anderson County Sheriff's Department
Ardmore Police Department
Ashland City Police Department
Athens Police Department
Baileyton Police Department
Bartlett Police Department
Baxter Police Department
Bean Station Police Department
Bedford County Sheriff's Department
Bell Buckle Police Department
Belle Meade Police Department
Benton County Sheriff's Department

Benton Police Department
Bethel Springs Police Department
Big Sandy Police Department
Blaine Police Department
Blount County Sheriff's Department
Bluff City Police Department
Bolivar Police Department
Bradford Police Department
Bradley County Sheriff's Department
Bristol Police Department
Brownsville Police Department
Bruceton Police Department
Burns Police Department
Campbell County Sheriff's Department
Cannon County Sheriff's Department
Carroll County Sheriff's Department
Carter County Sheriff's Department
Carthage Police Department
Caryville Police Department
Celina Police Department
Chapel Hill Police Department
Charleston Police Department
Chattanooga Police Department
Cheatham County Sheriff's Office
City of Paris Police Department
Clarksburg Police Department
Clarksville Police Department
Clay County Sheriff's Department
Cleveland Police Department

Clinton Police Department
Cocke County Sheriff's Department
Collegedale Police Department
Collierville Police Department
Columbia Police Department
Cookeville Police Department
Coopertown Police Department
Cornersville Police Department
Cowan Police Department
Crossville Police Department
Crump Police Department
Cumberland City Police Department
Cumberland County Sheriff's Department
Dandridge Police Department
Dayton Police Department
Decatur County Sheriff's Office
Decatur Police Department
Decaturville Police Department
Decherd Police Department
Dickson County Sheriff's Office
Dickson Police Department
Dover Police Department
Dresden Police Department
Dunlap Police Department
Dyer Police Department
Dyersburg Police Department
Eagleville Police Department
East Ridge Police Department
East Tennessee State University, Department of Public Safety

Elkton Police Department
Englewood Police Department
Erin Police Department
Estill Springs Police Department
Etowah Police Department
Fairview Police Department
Fayette County Sheriff's Office
Fentress County Sheriff's Department
Franklin County Sheriff's Office
Franklin Police Department
Gainesboro Police Department
Gallatin Police Department
Galloway Police Department
Gatlinburg Police Department
Germantown Police Department
Gibson County Sheriff's Department
Giles County Sheriff's Department
Gleason Police Department
Gordonsville Police Department
Grainger County Sheriff's Department
Grand Junction Police Department
Graysville Police Department
Greene County Sheriff's Department
Greenfield Police Department
Grundy County Sheriff's Department
Hamilton County Sheriff's Office
Hancock County Sheriff's Department
Hardeman County Sheriff's Department
Hardin County Sheriff's Department

Harriman Police Department
Hawkins County Sheriff's Department
Haywood County Sheriff's Department
Henderson Police Department
Hendersonville Police Department
Henry County Sheriff's Department
Hohenwald Police Department
Hollow Rock Police Department
Houston County Sheriff's Department
Humboldt Police Department
Humphreys County Sheriff's Office
Huntland Police Department
Jackson Police Department
Jasper Police Department
Jefferson City Police Department
Jellico Police Department
Johnson City Police Department
Jonesborough Police Department
Kenton Police Department
Kimball Police Department
Kingsport Police Department
Knox County Sheriff's Office
Knoxville Police Department
Lafayette Police Department
LaFollette Police Department
LaGrange Police Department
Lake County Sheriff's Office
Lauderdale County Sheriff's Department
LaVergne Police Department

Lawrence County Sheriff's Department
Lawrenceburg Police Department
Lebanon Police Department
Lenoir City Police Department
Lexington Police Department
Lincoln County Sheriff's Department
Lincoln Memorial University
Livingston Police Department
Lookout Mtn. Police Department
Loretto Police Department
Loudon County Sheriff's Department
Macon County Sheriff's Department
Madison County Sheriff's Department
Madisonville Police Department
Manchester Police Department
Marion County Sheriff's Department
Martin Police Department
Maryville Police Department
Mason Police Department
Maury County Sheriff's Department
McKenzie Police Department
McMinn County Sheriff's Department
McMinnville Police Department
McNairy County Sheriff's Department
Meigs County Sheriff's Department
Memphis Police Department
Metro Moore County Sheriffs Department
Metropolitan Government of Nashville & Davidson County
Metropolitan Nashville Police Department

Milan Police Department
Millersville Police Department
Millington Police Department
Minor Hill Police Department
Monroe County Sheriff's Department
Monterey Police Department
Montgomery County Sheriff's Department
Morgan County Sheriff Department
Morristown Police Department
Moscow Police Department
Mount Carmel Police Department
Mount Pleasant Police Department
Munford Police Department
New Johnsonville Police Department
New Market Police Department
New Tazewell Police Department
Newbern Police Department
Newport Police Department
Nolensville Police Department
Norris Police Department
Oak Ridge Police Department
Oakland Police Department
Oliver Springs Police Department
Oneida Police Department
Overton County Sheriff's Department
Parrottsville Police Department
Parsons Police Department
Pickett County Sheriff's Office
Pigeon Forge Police Department

Pikeville Police Department
Pittman Center Police Department
Plainview Police Department
Portland Police Department
Red Bank Police Department
Red Boiling Springs Police Department
Rhea County Sheriff's Department
Ridgely Police Department
Ripley Police Department
Robertson County Sheriff's Department
Rockwood Police Department
Rocky Top Police Department
Rutherford County Sheriff's Office
Rutherford Police Department
Rutledge Police Department
Saint Joseph Police Department
Saltillo Police Department
Savannah Police Department
Scott County Sheriff's Department
Scotts Hill Police Department
Selmer Police Department
Sequatchie County Sheriff's Department
Sevier County Sheriff's Office
Sevierville Police Department
Sewanee Police Department
Shelby County Sheriff's Office
Shelbyville Police Department
Signal Mountain Police Department
Smith County Sheriff's Office

Smithville Police Department
Smyrna Police Department
Sneedville Police Department
Soddy-Daisy Police Department
Somerville Police Department
South Fulton Police Department
South Pittsburg Police Department
Spencer Police Department
Spring City Police Department
Spring Hill Police Department
Springfield Police Department
Stewart County Sheriff's Office
Sullivan County Sheriff's Department
Sumner County Sheriff's Department
Surgoinsville Police Department
Sweetwater Police Department
Tazewell Police Department
Tellico Plains Police Department
Tennessee Alcoholic Beverage Commission
Tennessee Department of Safety and Homeland Security
Tipton County Sheriff's Department
Tiptonville Police Department
Townsend Police Department
Tracy City Police Department
Trenton Police Department
Trimble Police Department
Trousdale County Sheriff's Department
Tullahoma Police Department
Tusculum Police Department

Unicoi County Sheriff's Department
Union City Police Department
Union County Sheriff's Department
University of Memphis, Police Services
University of Tennessee Police Department
Van Buren County Sheriff's Department
Volunteer State Community College Campus Police
Vonore Police Department
Walters State Campus Police
Warren County Sheriff's Department
Wartburg Police Department
Wartrace Police Department
Washington County Sheriff's Department
Watertown Police Department
Wayne County Sheriff's Department
Waynesboro Police Department
Weakley County Sheriff's Department
Westmoreland Police Department
White Bluff Police Department
White County Sheriff's Department
White House Police Department
White Pine Police Department
Whiteville Police Department
Williamson County Sheriff's Department
Wilson County Sheriff's Department
Winchester Police Department
Woodbury Police Department

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

Click It or Ticket Program

Tennessee implements a strong media and enforcement campaign to target occupant protection use. Three groups are targeted: male drivers, drivers in rural counties, and drivers on local roads. The media campaign includes radio and TV advertising during the NHTSA-sponsored Click It or Ticket (CIOT) campaign. National and locally produced media are used during each of these specified time frames. The THSO provides signage at local sporting and similar events to display the CIOT message. The signage is strategically placed to reach our targeted demographic.

Enforcement Mobilization

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

List of Task for Participants & Organizations

Tennessee Occupant Protection Task Force Members

2. Rose Boyd, Program Manager, Tennessee Highway Safety Office
3. Matt Cate, Research Leader, University of Tennessee Knoxville
4. Sarah Haverstick, Safety Advocate, Goodbaby International
5. Chris Osbourn, Director, Tennessee Department of Safety & Homeland Security
6. Joe Powell, Manager, Tennessee Tech Business Media Center/iCube
7. Gilbert Ramirez, Sergeant, Metro Nashville Police Department
8. Fred Sherrill, Cumberland Region Law Enforcement Liaison, Tennessee Highway Safety Office
9. Arriale Tabson, Public Information Officer, Tennessee Highway Safety Office
1. Purnima Umni, Injury Prevention Manager, Monroe Carell Jr. Children's Hospital at Vanderbilt
1. Kim VanAtta, Program Manager, Tennessee Highway Safety Office
1. Beth Vernon, Program Manager, Tennessee Highway Safety Office

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
OP_Education, Communication, and Training

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
M2CPS-20-00	Education, Training, Communication (OP)
LEL-20-00	Law Enforcement Liaison Program

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 152

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 91

Populations served - rural: 61

Populations served - at risk: 137

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
OP_Education, Communication, and Training

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
M2CPS-20-00	Education, Training, Communication (OP)
LEL-20-00	Law Enforcement Liaison Program

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: **24**

Estimated total number of technicians: **380**

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Primary enforcement seat belt use statute

Requirement Description	State citation(s) captured
The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.	No

Occupant protection statute

Requirement Description	State citation(s) captured
Requirement for occupants to be secured in a seat belt.	No
Requirement for occupants to be secured in an age appropriate child restraint.	No
Coverage of all passenger motor vehicles.	No
Minimum fine of at least \$25.	No

Legal citations for exemption(s) to the State's seat belt and child restraint requirements.

Seat belt enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

High risk population countermeasure programs

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Comprehensive occupant protection program

Date of NHTSA-facilitated program assessment conducted within five years prior to the application due date that evaluates the occupant protection program for elements designed to increase seat belt use in the State.

Date of NHTSA-facilitated program assessment:

Multi-year strategic plan based on input from Statewide stakeholders (task force) under which the State developed – (A) Data-driven performance targets to improve occupant protection in the State; (B) Countermeasure strategies designed to achieve the performance targets of the strategic plan (C) A program management strategy that provides leadership and identifies the State official responsible for implementing various aspects of the multi-year strategic plan; and (D) An enforcement strategy that includes activities such as encouraging seat belt use policies for law enforcement agencies, vigorous enforcement of seat belt and child safety seat statutes, and accurate reporting of occupant protection system information on police accident report forms:

Page number(s) from your occupant protection multi-year strategic plan that addresses the following:

Data-driven performance targets:

Program management strategy:

Countermeasure strategies:

Enforcement strategy:

Name and title of the State's designated occupant protection coordinator:

Designated occupant protection coordinator name:

Designated occupant protection coordinator title:

Countermeasure strategies designed to achieve the performance targets of the strategic plan:

Countermeasure Strategy
OP_Education, Communication, and Training

Occupant protection program assessment

Date of the NHTSA-facilitated assessment of all elements of its occupant protection program.

Date of the NHTSA-facilitated assessment:

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
9/13/2018
12/13/2018
3/14/2019
6/13/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: **Kim Van Atta**

Title of State's Traffic Records Coordinator: **Program Manager**

TRCC members by name, title, home organization and the core safety database represented:

[List of TRCC members](#)

Name / Title	Agency	System Represented
Allen England <i>Sergeant</i>	Tennessee Highway Patrol	Law Enforcement / Adjudication
Amanda Hughes <i>Application Support Mgr/ Court Clerk Liaison</i>	Administrative Office of the Courts	Court Information
Andy Miller <i>Sergeant</i>	Smyrna PD	Stakeholder
Ann Lynn Walker <i>IT Manager</i>	Administrative Office of the Courts	Court Information
Benjamin Crumpler <i>Statistical Research Specialist</i>	Office of Injury Surveillance	Trauma / Injury Surveillance
Billy Smith	Tennessee Highway Patrol	Crash

Lieutenant

Brandon Darks <i>Transportation Manager</i>	Tennessee Department of Transportation	Roadway
Brandon Douglas <i>Captain</i>	Tennessee Highway Patrol	Law Enforcement / Adjudication
Brian Terrell <i>GIS TC Manager</i>	Tennessee Department of Transportation	Roadway
Chris Broome <i>NHTSA Southeast Regional Coordinator</i>	NHTSA Program Manager	Stakeholder
Christopher Armstrong <i>Transportation Manager</i>	Tennessee Department of Transportation	Roadway
Christopher Osbourn <i>TITAN Program Director</i>	Tennessee Department of Safety & Homeland Security	Crash
Dana Bruce <i>THP Project Manager</i>	Tennessee Department of Finance & Administration	Crash
Deborah Betancourt <i>Business Domain Director</i>	Tennessee Department of Finance & Administration	Vehicle
Deborah Stewart <i>ICJP Coordinator</i>	Administrative Office of the Courts	Court Information
Dereck Stewart <i>Colonel</i>	Tennessee Highway Patrol	Crash
Dianne Peoples <i>Administrative Services Assistant II</i>	Tennessee Department of Safety & Homeland Security	Stakeholder
Donna Tidwell <i>Director</i>	Tennessee Department of Health	Pre-Hospital EMS
Doug Taylor <i>Captain</i>	Tennessee Highway Patrol	Crash

Frank Sousoulas <i>Sergeant</i>	Memphis Police Department	Law Enforcement / Adjudication
Freida Cameron <i>Safety Examiner Supervisor 2</i>	Tennessee Department of Safety & Homeland Security	Stakeholder
Gage Hatfield <i>Assistant II</i>	Tennessee Department of Safety & Homeland Security	FARS
Gary Ogletree <i>Transportation Manager</i>	Tennessee Department of Transportation	Roadway
Gary Shirley <i>EMS Data Manager</i>	Tennessee Department of Health	Injury Surveillance
Gregory Feldser <i>FARS Supervisor</i>	Tennessee Department of Safety & Homeland Security	FARS
Jamie Whelan <i>Assistant III</i>	Tennessee Department of Safety & Homeland Security	FARS
Jeff Cooper <i>Tennessee Division State Program Specialist</i>	Federal Motor Carrier Safety Administration, Tennessee Division	Stakeholder
Jeff Murphy <i>Transportation Manager</i>	Tennessee Department of Transportation	Roadway TRCC Co-Chair
Jessica Rich <i>Safety Engineer</i>	Federal Highway Administration	Roadway
Jessica Wilson <i>Bike/Ped Coordinator</i>	Tennessee Department of Transportation	Stakeholder
Jessie Loy <i>Officer</i>	Metro Nashville Police Department	Stakeholder
John Eslick <i>IT Manager</i>	Metro Nashville Police Department	Stakeholder
John Schroer	Tennessee Department of Transportation	Stakeholder

<i>Commissioner</i>		
Kedra Woodard <i>Statistical Analyst</i>	Tennessee Department of Safety & Homeland Security	Crash
Kim McDonough <i>IT Manager</i>	Tennessee Department of Transportation	GIS
Kim VanAtta <i>Program Manager</i>	Tennessee Highway Safety Office	Stakeholder
Leslie Meehan <i>Bike/Ped Coordinator</i>	Nashville Metropolitan Planning Organization	Stakeholder
Lindsay Witter <i>Intelligence Analyst</i>	Tennessee Department of Safety & Homeland Security	Stakeholder
Lisa Cavender <i>Circuit Court Clerk</i>	State Court Clerk's Association of Tennessee	Court Information
Lisa Knight <i>Handgun Director</i>	Tennessee Department of Safety & Homeland Security	Stakeholder
Mark Bengal <i>CIO</i>	Tennessee Department of Finance & Administration	Stakeholder
Marty Pollock <i>Lieutenant</i>	Tennessee Highway Patrol	Crash
Mary Connelly <i>Senior Planner</i>	Nashville Metropolitan Planning Organization	Stakeholder
Michael Hogan <i>Director</i>	Tennessee Department of Safety & Homeland Security, Driver License Division	Driver License / History
Michael Skipper <i>Director</i>	Nashville Metropolitan Planning Organization	Stakeholder
Narendra Amin <i>Statistical Analyst</i>	Tennessee Department of Safety & Homeland Security	Crash
Pamela Heimsness	Federal Highway	Stakeholder

<i>Safety, Traffic Operations & PMA Team Leader</i>	Administration	
Patrick Dolan <i>Statistics Office Manager</i>	Tennessee Department of Safety & Homeland Security	Crash TRCC Co-Chair
Raymond Gaskill <i>Sergeant</i>	Tennessee Highway Patrol	Stakeholder
Robert Pollack <i>FHWA D.C. Liaison</i>	Federal Highway Administration	Stakeholder
Robert Seesholtz <i>Trauma System Manager</i>	Tennessee Department of Health	Trauma / Injury Surveillance
Rodney Patton <i>Sergeant</i>	Knoxville Police Department	Stakeholder
Ryann Ennis <i>CDL Manager</i>	Tennessee Department of Safety & Homeland Security	Stakeholder
Samantha Walker <i>Supervisor</i>	Tennessee Department of Safety & Homeland Security	Law Enforcement / Adjudication
Shaun Summers <i>ASA4</i>	Tennessee Department of Safety & Homeland Security	Law Enforcement / Adjudication
Sloan Lidell <i>Sergeant</i>	Memphis Police Department	Stakeholder
Stephanie Mann <i>FMCSA Coordinator for Tennessee</i>	Federal Motor Carrier Safety Administration, Tennessee Division	Stakeholder
Steve Allen <i>Transportation Director</i>	Tennessee Department of Transportation	Roadway
Terri Muhlstadt <i>Director</i>	Tennessee Department of Safety & Homeland Security	Stakeholder
Thomas Smith <i>Grant Manager</i>	Tennessee Department of Safety & Homeland Security	Driver License / History

Tony Barham <i>Lieutenant Colonel</i>	Tennessee Highway Patrol	Crash
Tom W. Moore <i>Senior Project Director</i>	Tennessee Department of Finance & Administration	Vehicle
Vic Donoho <i>Director</i>	Tennessee Highway Safety Office	Stakeholder
Vickie Mason <i>ASA3 Supervisor</i>	Tennessee Department of Safety & Homeland Security	Crash
Wayne Deason <i>ASA4</i>	Tennessee Department of Safety & Homeland Security	Law Enforcement / Adjudication
William Head <i>Sergeant</i>	Tennessee Highway Patrol	Crash
William Porter <i>Sergeant</i>	Memphis Police Department	Stakeholder
Yinmei Li <i>Director, Surveillance, Epidemiology and Evaluation</i>	Tennessee Department of Health	Trauma / Injury Surveillance

Traffic Records System Assessment

The following recommendations are from the Tennessee’s Traffic Records Assessment conducted on April 10, 2019:

4.1 Tennessee Traffic Records Coordinating Committee

2. There were no recommendations for the Traffic Records Coordinating Committee Management from the Tennessee’s 2019 Traffic Records Assessment.

4.2 Tennessee Traffic Records Data Systems

3. There were no recommendations for data use and integration in Tennessee’s Traffic Records Assessment conducted on April 10, 2019..

4.3 Crash Data System Plan

4. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
5. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

4.4 Vehicle Data System Plan

6. Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
7. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
8. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

4.5 Driver Data System Plan

9. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

4.6 Roadway Data System Plan

10. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

4.7 Citation/Adjudication Data System Plan

1. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

4.8 EMS/Injury Surveillance Data System Plan

1. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Traffic Records for Measurable Progress

4.1 Tennessee Traffic Records Coordinating Committee

1. There were no recommendations for the Traffic Records Coordinating Committee Management from the Tennessee's 2019 Traffic Records Assessment.

4.2 Tennessee Traffic Records Data Systems

1. There were no recommendations for data use and integration in Tennessee's Traffic Records Assessment conducted on April 10, 2019..

4.3 Crash Data System Plan

2. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 1. State Response: State accepts recommendation and has implemented the recommendation. The TRIMS Crash Location Automated Updater has been fully

implemented. The state will continue to work towards integration of other systems.

2. Countermeasure Strategy: Improves Integration
 3. Related Project: TRIMS Crash Location Automated Updater
 4. Related Performance Measure: Crash Integration
3. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 1. State Response: State accepts recommendation. The TRCC will provide a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions.
 2. Countermeasure Strategy: Improves Accuracy
 3. Related Project: Traffic Records Coordinating Administration and Support
 4. Related Performance Measure: Crash Accuracy

4.4 Vehicle Data System Plan

4. Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 1. State Response: State accepts recommendation. Since deploying VTRS, the Tennessee Department of Revenue is in the process of obtaining NMVTIS certification which is expected to be completed by September 2019.
 2. Countermeasure Strategy: Improves Uniformity
 3. Related Project: Vehicle Title and Registration System
 4. Related Performance Measure: Vehicle Uniformity
5. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 1. State Response: State accepts recommendation. Vehicle registrations are now being issued with bar codes across the state. These bar codes can be scanned into the crash report which leads to much more efficient and quality data being captured regarding vehicle data on the crash report. This includes better VIN, tag, and owner information. The Department of Revenue expanded this initiative by adding barcodes to Dealer Drive-Out tags. In addition, we have endeavored to have Tennessee Dealer Drive Out tag data sent to the TBI and added to the data accessible to law enforcement via the TIES message switch. Now law enforcement will have access to verify registration information for Tennessee Dealer Drive-Out tags during traffic stops.

2. Presently there are no plans to link the Driver and Vehicle data systems with a common Operator Name.
 3. Countermeasure Strategy: Improves Integration
 4. Related Project: Vehicle Title and Registration System
 5. Related Performance Measure: Vehicle Integration
6. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 1. State Response: State accepts recommendation. The TRCC will provide a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions.
 2. Countermeasure Strategy: Improves Accuracy
 3. Related Project: Vehicle Title and Registration System
 4. Related Performance Measure: Vehicle Accuracy

4.5 Driver Data System Plan

1. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 1. State Response: Agreed. The TRCC will provide a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions.
 2. Countermeasure Strategy: Improves Accuracy
 3. Related Project: Traffic Records Coordinating Administration and Support
 4. Related Performance Measure: Driver Accuracy

4.6 Roadway Data System Plan

1. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 1. State Response: State accepts recommendation. The TRCC will provide a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions. TDOT is currently working on agency-wide data governance initiatives in order to improve data quality control over enterprise data management.
 2. Countermeasure Strategy: Improves Accuracy
 3. Related Project: Traffic Records Coordinating Administration and Support

4. Related Performance Measure: Roadway Accuracy

4.7 Citation/Adjudication Data System Plan

1. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 1. State Response: State accepts recommendation. The General Sessions Data Repository project, when deployed, will improve data integration by collecting caseload data from the 124 General Sessions courts within the State.
 2. Countermeasure Strategy: Improves Integration
 3. Related Project: General Sessions Data Repository
 4. Related Performance Measure: Citation Integration
2. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 1. State Response: State accepts recommendation. The TRCC will provide a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions.
 2. Countermeasure Strategy: Improves Accuracy
 3. Related Project: Traffic Records Coordinating Administration and Support
 4. Related Performance Measure: Citation Accuracy

4.8 EMS/Injury Surveillance Data System Plan

1. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 1. State Response: State accepts recommendation. TDH upgraded the trauma registry and EMS-run reporting systems and that upgrade facilitates opportunities for data linkages and interfaces. These improvements are addressed in the current project updates included in the strategic plan and continue to lead to improved data quality in these systems.
 2. Countermeasure Strategy: Improves Integration
 3. Related Project: Implementation and Maintenance of TNEMESIS and trauma registry.
 4. Related Performance Measure: EMS Integration
2. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

1. State Response: State accepts recommendation. The TRCC will provide a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions.
2. Countermeasure Strategy: Improves Accuracy
3. Related Project: Traffic Records Coordinating Administration and Support
4. Related Performance Measure: EMS Accuracy, Trauma Registry Accuracy

Traffic Records Supporting Non-Implemented Recommendations

The Tennessee Traffic Records strategic plans does not indicate a recommendation that the state is not going to implement.

Traffic Records for Model Performance Measures

5. Progress

5.1 Traffic Records Performance Measures

5.1.1 Citation Timeliness, Completeness, Uniformity – Counties Deployed

Label: C-TCU-01

Status of Improvement: Demonstrated Improvement

Active Status: Active

Last Updated: May 30, 2019

Related Project: eCitation

Narrative

The measure shows the number and percentage of counties in Tennessee where THP issues citations electronically.

The State began piloting its eCitation program in 2014 and has moved forward with statewide rollout with the Tennessee Highway Patrol in 2016. Beginning in June 2014, THP issued citations electronically in 3 of the 95 Tennessee counties (3.2%). By the end of March 2019, eCitation has been deployed to 93 of the State’s 95 counties (97.89%).

Measurements

Start Date	End Date	Counties	Percent of Total Counties
April 1, 2013	March 31, 2014	0	0.00%
April 1, 2014	March 31, 2015	11	11.57%
April 1, 2015	March 31, 2016	29	30.52%
April 1, 2016	March 31, 2017	89	93.68%

April 1, 2017	March 31, 2018	92	96.84%
April 1, 2018	March 31, 2019	93	97.89%

5.1.2 Citation Timeliness, Completeness, Uniformity – Paper vs Electronic

Label: C-TCU-02

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: May 30, 2019

Related Project: eCitation

Narrative

This performance measure shows the percentage of THP citations issued electronically versus paper.

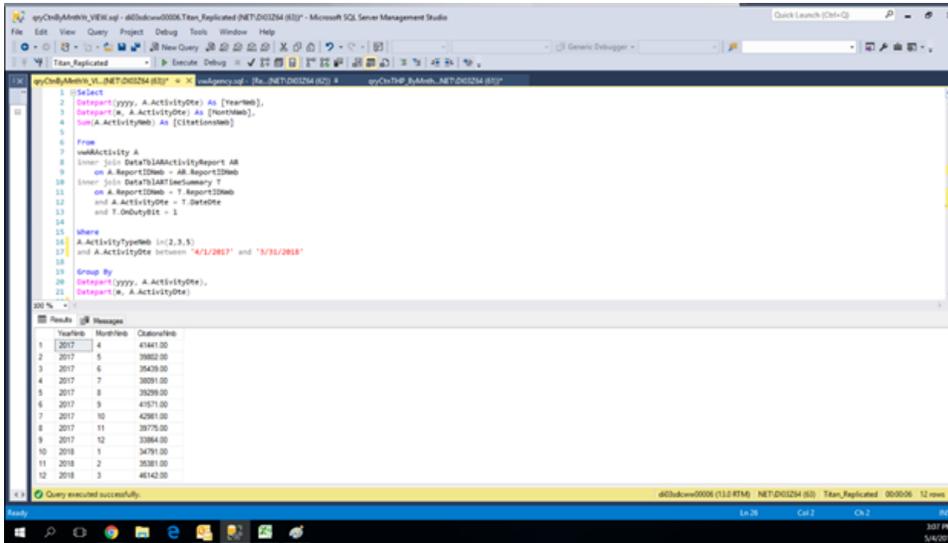
The State began piloting its eCitation program in 2014 and deployed statewide with the Tennessee Highway Patrol in 2016. For the current measurement period, 44.92% of Tennessee Highway Patrol citations were issued electronically.

Measurements

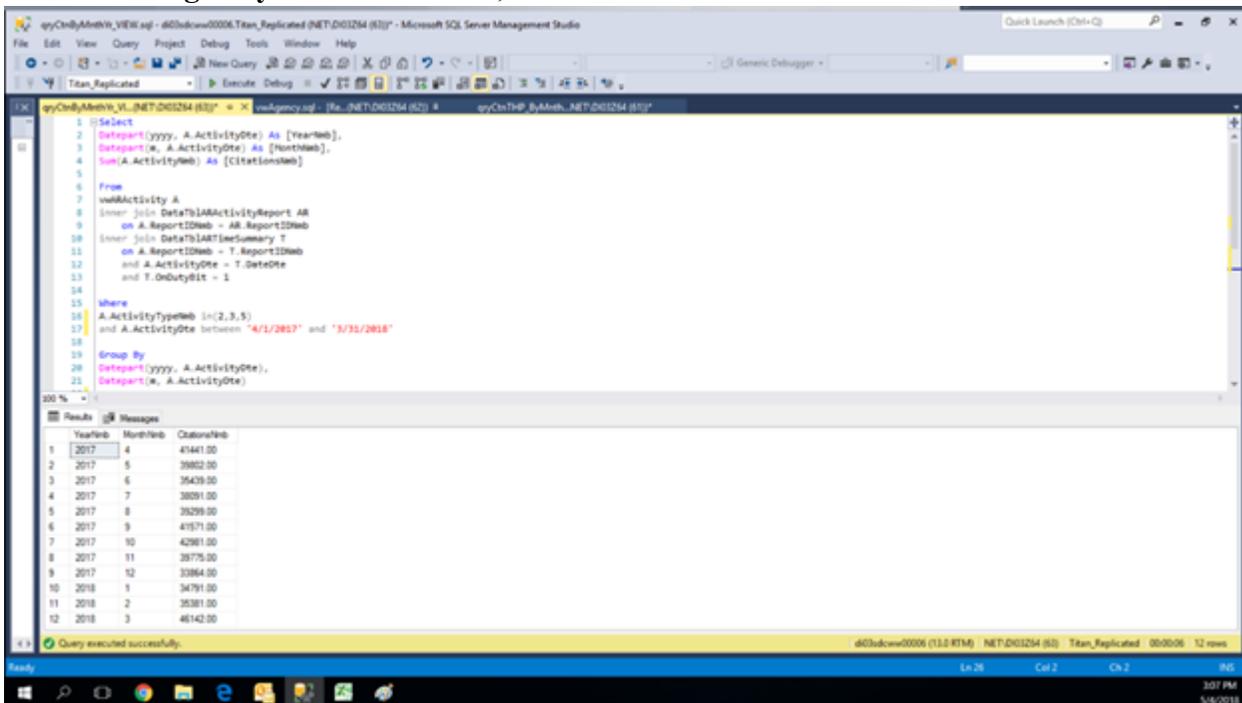
Start Date	End Date	Paper	Electronic	Percent Electronic
April 1, 2013	March 31, 2014	402,455	0	0.00%
April 1, 2014	March 31, 2015	403,191	1,186	0.29%
April 1, 2015	March 31, 2016	415,584	10,482	2.52%
April 1, 2016	March 31, 2017	333,977	99,310	29.74%
April 1, 2017	March 31, 2018	287,934	180,643	38.55%
April 1, 2018	March 31, 2019	249,374	203,337	44.92%

Supporting Materials (Backup)

Tennessee Highway Patrol Citations, Total



Tennessee Highway Patrol Citations, Electronic



5.2 Traffic Records Performance Targets

5.2.1 Target for Citation Timeliness, Completeness, Uniformity – Counties Deployed

The target for the number and percentage of counties in Tennessee where THP issues citations electronically is:

Start Date	End Date	Counties	Percent of Total Counties
April 1, 2019	March 31, 2020	94	98.95%

5.2.2 Target for Citation Timeliness, Completeness, Uniformity – Paper vs Electronic

The target for the percentage of THP citations issued electronically versus paper is:

Start Date	End Date	Percent Electronic
April 1, 2019	March 31, 2020	50%

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
M3DA-20-00	Traffic Records Improvements

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 4/10/2019

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: **Mid-Range State**

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment:

Authority to operate

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Authority and Basis of Operation

Mission

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

Team Structure

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

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

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

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

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

Chartering Authority

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

Duration

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

Governance of the Impaired Driving Task Force

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

Key Stakeholders

Impaired Driving Task Force Members

12. Kyle Anderson, Assistant District Attorney General, Vehicular Crimes Team Leader, 20th District – Criminal Justice System/Prosecution
13. Beth Ashe, Tennessee Sheriff's Association - Law Enforcement
14. Megan Buell, Communications Director, TN Department of Safety and Homeland Security – Communication
15. Tony Burnett, Law Enforcement Liaison, Middle TN, University of Tennessee/Tennessee Highway Safety Office - Law Enforcement/DRE
16. Leon Burns, Judicial Outreach Liaison, University of Tennessee, Criminal Justice System/Adjudication
17. Michelle Consiglio-Young, Assistant General Counsel/Legislative Liaison, Tennessee Supreme Court/Administrative Office of the Courts - Criminal Justice System/Adjudication - Data and Traffic Records

18. Maggie Duncan, Executive Director, Executive Director, Tennessee Association of Chiefs of Police - Law Enforcement
19. Brian Evans, Lieutenant, Knoxville Police Department - Law Enforcement
20. Mike Gilliland, Lieutenant, Nashville Police Department, Law Enforcement
21. William Goodman, Trooper, Tennessee Highway Patrol, Ignition Interlock
22. Samuel Hines, Colonel, Memphis Police Department - Law Enforcement
23. Michael Hogan, Director of Driver License Issuance, TN Department of Safety and Homeland Security - Driver Licensing
24. Stephanie Krivcher, DUI Probation Officer, Metropolitan Government of Nashville Davidson County, Probation and Parole
25. Charles Lowery, Jr., Captain, Hamilton County Sheriff's Department, Law Enforcement
26. Matt Majors, Captain, Tennessee Wildlife Resources Agency – Law Enforcement
27. Phaedra Marriott-Olsen, State Program Director, Mothers Against Drunk Driving – Communication
28. Joseph Massengill, Trooper, TN Department of Safety & Homeland Security – Ignition Interlock
29. Chris Osbourn, TITAN Program Director, Research, Planning, & Development / TITAN, TN Department of Safety & Homeland Security - Data and Traffic Records
30. Carroll Owen, Jr., Chief Inspector, Shelby County Sheriff's Office, Law Enforcement
31. Jessica Rich, Safety Engineer, Federal Highway Administration-Tennessee Division
32. Terry Seay, Sergeant, TN Department of Safety & Homeland Security – Ignition Interlock
33. Robert Seesholtz, Trauma System Manager, TN Department of Health -Public Health
34. Taryn Sloss, Assistant Commissioner of Substance Abuse, Department of Mental Health and Substance Abuse Services - Treatment and Rehabilitation
35. Lila Statom, General Sessions Court Judge, Hamilton County/Chattanooga Division IV - Criminal Justice System/Adjudication
36. Dereck Stewart, Colonel, Tennessee Highway Patrol, TN Department of Safety and Homeland Security - Law Enforcement
37. Bobby Straughter, Assistant Commissioner, TN Department of Correction – Probation and Parole

38. Chuck Taylor, Deputy Commissioner, TN Department of Correction – Probation and Parole
39. Linda Walls, Traffic Safety Resource Prosecutor, District Attorneys General Conference - Criminal Justice System/Prosecution
40. Terry Wood, Traffic Safety Resource Prosecutor, District Attorneys General Conference - Criminal Justice System/Prosecution
41. Samera Zavaro, Special Agent/Forensic Scientist Supervisor Breath Alcohol Section, Tennessee Bureau of Investigation - Data and Traffic Records
42. Jason Ivey, Deputy Director/Program Management Administrator, Tennessee Highway Safety Office, TN Department of Safety and Homeland Security, THSO Impaired Driving Coordinator (non-member)

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: **6/25/2019**

Strategic plan details

State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Continue to use previously submitted plan: **No**

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

Page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Communication program: **34-43**

Criminal justice system: **28-33**

Program evaluation and data: **17-18**

Prevention: **19-27**

Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation: **49-54**

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

- Motorcycle rider training course: **Yes**
- Motorcyclist awareness program: **No**
- Reduction of fatalities and crashes: **No**
- Impaired driving program: **No**
- Reduction of impaired fatalities and accidents: **No**
- Use of fees collected from motorcyclists: **Yes**

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: **Tennessee Department of Safety and Homeland Security**

State authority name/title: **John Milliken, Director**

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: **(i) Motorcycle Safety Foundation Basic Rider Course**

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Blount	6,533
Coffee	1,754
Cumberland	2,280
Davidson	10,977
Dyer	826

Hamblen	2,041
Hamilton	9,193
Henry	1,093
Knox	10,760
Madison	2,073
Maury	3,172
McMinn	1,672
Montgomery	7,792
Obion	809
Putnam	2,616
Rutherford	7,413
Shelby	10,740
Sullivan	6,057
Sumner	5,236
Williamson	5,463
Wilson	4,053

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **175,053**

Use of fees collected from motorcyclists for motorcycle programs

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: **Law State**

Legal citations for each law state criteria.

Requirement Description	State citation(s) captured
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	Yes

<p>The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.</p>	<p>Yes</p>
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Citations

Legal Citation Requirement: **The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.**

Legal Citation: **TCA 55-51-104**

Amended Date:

Citations

Legal Citation Requirement: **The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.**

Legal Citation: **TCA 4-3-1016**

Amended Date:

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

Supporting Document

GMSS_Report_07_02_2019_114819.docx
