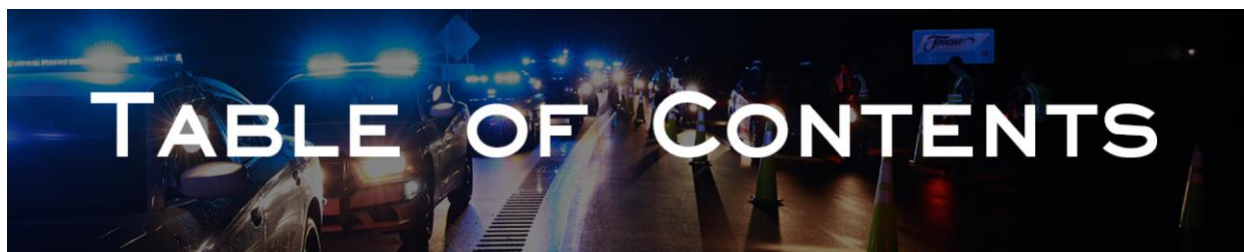


State of Tennessee
**2017-2020 IMPAIRED DRIVING
TASK FORCE STRATEGIC PLAN**



TENNESSEE HIGHWAY SAFETY OFFICE
helping you **ARRIVE**

TN Department of
Safety &
Homeland Security



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*Plan approved by the Impaired Driving Task Force on June 22, 2016



a. Tennessee Demographics

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

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

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

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

Tennessee Demographic Data

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

b. Impaired Driving Technical Assessment

The mission of the National Highway Traffic Safety Administration (NHTSA) is to reduce deaths, injuries, and economic and property losses resulting from motor vehicle crashes. In its ongoing pursuit to reduce alcohol-related traffic crashes and resulting fatalities and injuries, NHTSA offers a program assessment process that allows a state to use highway safety funds to support an evaluation of existing and proposed alcohol and other drug – impaired driving control efforts within a state.

NHTSA staff facilitates the process by assembling a Technical Assistance Team, a team of experts composed of individuals who have demonstrated competence in impaired driving program development and evaluation, to review all components of a given highway safety or EMS program, note the program's strengths and accomplishments, and identify where improvements can be made. Examples of program expertise among team members include criminal justice, enforcement, engineering, evaluation, prevention, program management, traffic records, and substance abuse prevention, treatment, and rehabilitation.

A Technical Assistance Team will examine a state's specific highway safety program based on the —Uniform Guidelines for State Highway Safety Programs,¹¹ which are required by Congress and periodically updated through a public rulemaking process. Each highway safety program area is assessed using criteria based on uniform guidelines, augmented by current best practices. Program assessments are provided for emergency medical services, occupant protection, impaired driving, traffic records, motorcycle safety, and police traffic services.

The, then, Tennessee Governor's Highway Safety Office (TN GHSO) requested the National Highway Traffic Safety Administration's (NHTSA) assistance in assessing Tennessee's alcohol and drug-impaired driving countermeasures program. NHTSA agreed to facilitate this assessment and met with the TN GHSO to define key issues of concern to the state.

The Tennessee Impaired Driving Program Assessment was conducted at the Hilton Nashville Downtown, Nashville, Tennessee, September 12 - 17, 2010. Arrangements were made for program experts to deliver briefings and provide support materials to the team on a wide range of topics.

The following section includes recommendations from the 2010 assessment and Tennessee's progress in those areas.

PRIORITY RECOMMENDATIONS FROM TECHNICAL ASSESSMENT

NOTE: On April 1, 2016, by Executive Order, the Governor's Highway Safety Office (GHSO) was renamed the Tennessee Highway Safety Office (THSO) and placed within the Tennessee Department of Safety and Homeland Security.

A. (1-A) Development of Impaired Driving Task Force and Governor's Public Safety Subcabinet

Impaired Driving Task Force

As mandated by the MAP-21 authorization the, then, Governor's Highway Safety Office (GHSO), created an Impaired Driving Task Force beginning May 1, 2013. Its purpose was to develop, recommend best practices, and approve a statewide Impaired Driving Strategic Plan.

It consisted, at a minimum, of representatives from the Tennessee Highway Safety Office, areas of law enforcement and the criminal justice system (e.g., prosecution, adjudication and probation), driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication. This task force is still in existence today and meets on a quarterly basis.



Governor's Public Safety Subcabinet

Governor Bill Haslam's top goal is to make Tennessee the No. 1 state in the Southeast for high quality jobs. To attract new businesses, and retain existing ones, Tennessee must be a safe place to work, live, and raise a family. Shortly after taking office, Governor Haslam created the Public Safety Subcabinet – a working group of commissioners and directors of various state departments and agencies that have a role in public safety.

In 2011, the Subcabinet began implementation of a multi-year action plan with measurable steps to target three areas of greatest concern: drug addiction and

trafficking; violent crime; and repeat offenders. Since then, significant progress has been made, some of which directly impact impaired driving.

Legislative Accomplishments in Implementing the Action Plan:

- a. Effective monitoring of pseudoephedrine sales— enacted 2011
- b. Mandatory incarceration for repeat domestic violence offenders—enacted 2012
- c. Tougher sentences for gun possession by those with prior violent felony convictions— enacted 2012
- d. Prescription Safety Act setting up a real-time database for prescribing and dispensing prescription narcotics—enacted 2012
- e. Tougher sentences for gang related crimes—enacted 2012 and 2013
- f. New limits on access to pseudoephedrine products—enacted 2014
- g. The Recidivism Reduction Act to reduce repeat DUI offenders— enacted 2014
- h. The Community Safety Act authorizing the creation of geographic safety zones to combat gang activity—enacted 2014
- i. The Public Safety Act of 2016, now PC 906, which revises various criminal provisions regarding domestic violence, grading and sentencing of theft, and sentencing and release eligibility requirements. This Act also institutes a system of “graduated sanctions” to impose for violations of the conditions of community supervision.

b. (1-D) Significant Legislation since 2010 and Progress on Ignition Interlocks since 2010

2010

Ignition Interlock law

- First passage of a mandatory ignition interlock law for multiple offenders.

DUI Bond Conditions

- Gave courts the ability to add ignition interlock, transdermal monitoring, drug testing, and treatment as a bond condition.

Implied Consent Hearings at General Sessions Court

- Moved these hearings into a method close to Automatic License Revocation (ALR), without the cost of ALR.

Amend DUI law to Add Substances that Impair

- Expanded the description of DUI to add substances to catch inhalants and lab created synthetic drugs.

Lidar/Radar Training Requirement

- Required officers to add training in the use of speed detection equipment.

2011

Mandatory Testing of Multiple Offenders

- All multiple offenders, drivers with child passenger, vehicular homicide, and assault must be tested. Requirement on officers.

Due Care Law

- New violation for failure to maintain due care.

2012

Improved Immunity Law for those who take Blood Samples

- Law proposed by Hospital Association after numerous meetings with TSRP's.

DUI by Controlled Substance Analogues

- Expanded DUI definition to clarify that impairment by analogue is the same as other impairment. No requirement to prove analogue type

DUI Search Warrants

- Permitted courts to issue search warrants in DUI cases for first time in decades.

Child Endangerment Enhancement

- Added jail time and fine to DUI with child.

2013

DUI law Rewritten/Reorganized

- Removed irrelevant sections. Reorganized to permit users a good chance to find what is needed.

Ignition Interlock Revision

- Added 1st DUI offenders with a .08 or alcohol with any drugs to required ignition interlock provisions

2014

Electronic Search Warrants

- First time electronic search warrants have been permitted. Effort started when the Traffic Safety Resource Prosecutor (TSRP) calls the day after the Missouri v. McNeely ruling, presentation to Supreme Court Rules Committee, passage of Rule and passage of law which included matching language of Rule.

Sentencing to Encourage Use of Treatment for 2nd and 3rd Offenders

- Less jail time for those who opt into the Treatment Sentencing option.

Transdermal Device Monitoring of Probationers

- Added Transdermal monitoring to other methods.

2015

Minimum mandatory incarceration add to homicide/assault

- Corrected error that permitted 100% probation for these crimes.

2016

DUI 6th offense sentence

- Changed DUI 6th offense to Class C felony.

Ignition Interlock Compliance Based Removal

- Added compliance based removal to Ignition Interlock law.

Evading Arrest Enhanced Sentence

- Mandatory 30 or 60 day for class E or D felony sentence depending on danger involved.

DUI Reporting Requirements

- Requires a sheriff to send fingerprints and biographical information to the Tennessee Bureau of Investigation (TBI) and National Crime Information Center (NCIC) within 7 days of arrests and clerks to send conviction information within 7 days of conviction.

Database Verification for Bond Hearing

- After an arrest but prior to a determination of bail, the arresting officer or the officer's agency shall exercise due diligence by using NCIC and available criminal justice databases to determine the existence of prior arrests and convictions for
 - vehicular assault,
 - aggravated vehicular assault,
 - vehicular homicide,
 - aggravated vehicular homicide, or
 - driving under the influence.

DUI Monitoring

- Authorizes a court to order a person convicted of driving under the influence (DUI) of drugs or alcohol to be subject to monitoring using a transdermal monitoring device, electronic monitoring with random alcohol or drug testing, global positioning monitoring, or any other monitoring device necessary to ensure compliance with the conditions of probation; adds language stating any person required to wear a transdermal monitoring device shall have the device inspected every 30 days by the agency or entity responsible for the supervision of such person; and stating further that failure to do so constitutes a violation of probation.

C. (2-C-3) Tennessee's progress to develop a student survey that measures risk and protective factors

Supporting Teen Leaders: Validation of the "I Drive Smart" Survey

There have been no standardized instruments to measure change in teen driving behavior relevant to teen leaders. This I Drive Smart study serves the Tennessee Department of Safety and Homeland Security, Tennessee Highway Safety Office (THSO) and their network of teen leaders to empirically test and refine the I Drive Smart survey developed by partners and grounded in the Theory of Planned Behavior (TPB). The I Drive Smart survey is designed to be administered by teen leaders to their peers and produce data relevant for use in improving planning as well as tracking changes occurring from their work. The survey measures attitudes, perceptions of social norms (peer, family, and law enforcement), perceptions of behavior control, and both driving and passenger behavior intentions. The I Drive Smart web survey was administered by a group of teen leaders to 175 of their peers. Findings were used to inform local planning and in this quasi-confirmatory study aimed at optimizing the survey. An exploratory factor analysis revealed a four-factor model aligned with TPB that explained 61.618% of variation. Item reliability analysis demonstrated high internal consistency for the behavior intention scale with a Cronbach's alpha of .884. An ordinary least squares regression test found the predictive validity of the identified components to be strong, explaining

64.5% of variation in the model and identifying perceptions of behavior control as the best predictor of behavior intentions, followed by family and peer norms. The behavior control component retained so much variation that the optimized survey assesses both volitional and non-volitional control concepts.

Further, teen leaders were able to successfully administer the survey and found the data helpful in supporting their planning. This study demonstrates that teen leaders are capable of directing evaluation activities and that the refined version of the I Drive Smart survey has appropriate psychometric properties for teen leaders in highway safety to use. Standard procedures for using the survey are discussed along with recommendations for analysis that includes triangulation with other local data points.

D. (3-B) DRE Training and Certification

Description

The Drug Evaluation and Classification (DEC) Program has received national acclaim for its success in identifying the drug-impaired driver. Officers trained as Drug Recognition Experts (DREs) are frequently called upon to differentiate between drug influence and medical and/or mental disorders and is an extremely valuable tool in combating the adverse impact of drug and alcohol impaired driving in our communities. DRE School is extremely demanding.

To receive certification as a DRE, three phases of training must be completed:

- Drug Recognition Expert Pre-School (16 hours)
- Drug Recognition Expert DRE School (56 hours)
- Drug Recognition Expert Field Certification (approximately 40-60 hours)

The following summarizes each phase:

Phase 1 & 2 - Academic

These phases are typically conducted over nine days (72 hours). It includes courses in physiology, vital signs, standardized field sobriety testing (SFST), and extensive information on each of the seven categories of the drugs of abuse. The training includes three written examinations, an SFST proficiency examination, and five written quizzes. Students must achieve a minimum of 80% on the three examinations and must demonstrate proficiency in administering SFSTs in order to progress to the certification phase.

Phase 3 - Field Certification

After successfully completing the academic portion, the students must complete the third certification phase. It is the student's responsibility to complete the certification requirements within six months following the DRE school. These requirements include: conducting a minimum of 12 drug influence evaluations while under supervision of a

DRE instructor; identifying subjects under the influence of four of the seven drug categories; and attaining a 75% toxicological confirmation rate. In addition, the student must maintain a progress log, a rolling log, and submit a written curriculum vitae. Finally, the student must pass a comprehensive final knowledge examination and obtain the written endorsement of two certified DRE instructors.

DRE certification is valid for two years. In order to maintain certification, DREs must conduct a minimum of four evaluations every two years, submit an updated rolling log, an updated curriculum vitae, and attend eight-hours of approved re-certification training.

Criteria

To be considered for DRE training, the applicant must meet the following criteria:

- Must have a minimum of two years of law enforcement service;
- Must be off probation with your agency;
- Must be working in patrol with your agency;
- Must be ARIDE or ARIDE PLUS* trained and proficient in their use;
- Must have a reasonable background and experience level of making DUI arrests;
- Must have an endorsement/recommendation from your local prosecutor;
- Must have an endorsement/recommendation from two DREs;
- Must submit a minimum of two actual DUI arrest reports for review; and
- Must submit current curriculum vitae.

DRE Student and Class Numbers

2010 – 21 students, 1 class

2011 – 18 students, 1 class

2012 – 15 students, 1 class

Since October 2012, there have been 5 DRE schools. There is one scheduled for July 2016. 101 officers have gone to Phase 1 and 2 of the DRE program. Currently, there are 115 DREs in Tennessee.

E. 3-C Communication Plan to support High Visibility Enforcement

Booze It and Lose It

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

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

The FY 2017 plan includes a diversity strategy to influence the driving behavior of the Hispanic community. Through various partnerships to engage in a DUI education and outreach services. The THSO will engage in educational campaigns for Manejar Borracho and one-on-one interaction with the Hispanic community as funds allow. There are also promotional media efforts utilizing radio spots and print advertisements.

F. (3-E) Development of DUI Tracker

DUI Tracker is a state-wide, web-based application for the entry, modification, and tracking of information related to individuals arrested in Tennessee for the offense of DUI. The system collects data on DUI offenders from the time of arrest, all the way through adjudication and sentencing. It allows stakeholders to produce statistical reports and gauge the effectiveness of DUI laws, conviction rates, recidivism, and after care programs. Data is used by DUI prosecutors, state government agencies, and is often provided to the state legislature when DUI legislation is being considered. Data from DUI cases is entered into the system by DUI Coordinators funded by the GHSO at 23 of 31 judicial districts across Tennessee. The newer version of the system was designed, significantly streamlined, and incorporated into the TDOSHS TITAN web portal in 2012. Currently, over 104,000 cases have been entered into the system.

G. (5-A-2) Screenings, Interventions, and Referrals in Trauma Centers

Several trauma centers and comprehensive regional pediatric centers utilize SIBRT (Screening, Brief Intervention, Referral, and Treatment) programs for both adults and adolescents in an attempt to identify those patients that may be at risk for alcohol abuse.

Screening tools such as CAGE, CRAFFT, and consumption questions are utilized as part of a patient's clinical assessment to inquire about their use of alcohol. A positive numerical screening triggers some form of brief intervention. These interventions can include in-depth interviews, discussion of risky behaviors, social work consultation, referral to a treatment center, providing educational resources, and a listing of community resources for follow-up.

The goal is to encourage positive lifestyle choices as they relate to alcohol consumption.

CAGE and CRAFFT Questionnaire Descriptions:

CAGE Questionnaire:

1. Have you felt the need to **Cut** down on your drinking?
2. Do you feel **Annoyed** by people complaining about your drinking?
3. Do you ever feel **Guilty** about your drinking?
4. Do you ever drink an **Eye-opener** in the morning to relieve shakes?

CRAFFT Questionnaire:

C—Have you ever ridden in a CAR driven by someone (including yourself) who was "high" or had been using alcohol or drugs?

R—Do you ever use alcohol or drugs to RELAX, feel better about yourself, or fit in?

A—Do you ever use alcohol/drugs while you are by yourself, ALONE?

F—Do you ever FORGET things you did while using alcohol or drugs?

F—Do your family or FRIENDS ever tell you that you should cut down on your drinking or drug use?

T—Have you gotten into TROUBLE while you were using alcohol or drugs?

H. (5-B) Work in Prisons to Ensure DUI Offenders are Receiving Treatment

All offenders have their substance abuse severity level assessed and scored upon intake. Correctional counselors perform a Texas Christian University Score (TCUD), and the results determine if an inmate is a candidate for treatment programs. If an inmate scores a 0, he/she is not recommended for any substance use disorder treatment programs. If an inmate scores a 2 or below, he/she is recommended for group therapy. If the offender scores a 3 or above, he/she is recommended for inpatient treatment. Clinicians can also use their judgment when assessing inmates and can recommend programming based on DUI charges that indicate a substance use disorder.

I. (5-C) DUI offenders receiving Treatment while on Probation/Parole

If an offender receives a DUI while on parole, an automatic parole violation warrant is issued, and he/she is returned to the institution or jail of release. Parole orders can mandate Substance abuse assessment and treatment as needed. Further a no driving mandate can be placed upon the offender.

Probationers may be court-ordered to attend the Victim Impact Panel class through MADD (Mothers Against Drunk Driving); it is a one-time class that is approximately two hours long. An officer or the court may also refer the offender to take the Victim Impact class.

The offender is sometimes placed on a SCRAM unit (blood alcohol unit), or an ignition interlock device may be within the vehicle. Drug and alcohol assessments are also ordered. The officer may require the offender to complete Pro-Social Life Skills based upon the charges and the offender's history of offense. It is possible that the Narcotics Anonymous program may be required, but this is the lesser of the requirements due to the validity of attendance and compliance with mandate.

J. (6-B) Improvements in Data Systems

The data gathering process is an ever-evolving mechanism that can always be improved. Regarding data collected by the AOC, the lingering problem was always the lack of data from general sessions court cases. General sessions courts are not courts of record, and, without a specific data intake system, it is nearly impossible to collect and track data on general sessions cases.

In 2001, after the Tennessee Comptroller of the Treasury's Office of Research and Education Accountability issued a report entitled "The Need for Standardized Caseload Data in Tennessee Courts," the legislature realized this was an issue and passed legislation that became T.C.A. 16-1-117(a)(1-3), directing the general sessions courts to begin submitting and the AOC to begin collecting caseload data on July 1, 2003. Unfortunately, money was not allocated to the AOC to enable this process, despite the fact that the AOC requested appropriations every year from 2003-2009 for the establishment of the data system.

In 2014, the AOC took aggressive measures to show the need for additional funding, creating a General Sessions Data Repository Plan and contracting with the National Center for State Courts to develop a detailed project proposal, which was delivered in March of 2015. The AOC again requested appropriations in the 2016 budget with the backing of several other state agencies and legislators, presenting all of the plans to the Governor's office for consideration. Fortunately, Governor Haslam recognized the need for such a data repository and granted the requested recurring appropriation to the AOC for the General Sessions Data Repository development and implementation.

The repository is in the building stages, but when it is ready to go live (hopefully in 2018), the AOC will be able to gather and provide data from general sessions cases, which should fill a large void for a number of case statistics (including the large number of DUI cases that go through general sessions courts).

Secondly, every issue arising within the AOC seems to have some tie to the desire for Tennessee to have a unified court system. Although 34 states have a unified ("unified" used in terms of centralized administration and state-financed) court system, the thought of a unified court system is easier said than done in Tennessee. All general sessions courts in the state are locally funded. Any change to the current Tennessee judiciary would require significant changes to statutes, not to mention possible revisions to the state Constitution. The unified court system debate has been discussed for decades. If various state entities and legislators become adamant about it, change will require a separate dedicated discussion and plan to do so.



PROGRAM MANAGEMENT AND STRATEGIC PLANNING

A. Following Best Practices as established by Countermeasures that Work and Highway Safety Program Guideline No.8

The Impaired Driving Task Force's Strategic Plan is directly aligned with the strategies in NHTSA's Highway Safety Program Guideline No. 8. Also, it includes countermeasures that are listed in Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, 8th edition.

Further, common performance measures are identical with the state's Highway Safety Plan (HSP). The data used was provided by the Tennessee Department of Safety's Research and Planning division, which is the same source that is utilized by the THSO for the creation of the HSP.

B. Law Enforcement Liaisons

Historical Perspective

When the Law Enforcement Liaison (LEL) program began in 1998, the main focus of the program was occupant protection. Within a year of the inception of the program, an impaired driving emphasis was brought to the forefront. Initially, all LELs and Network Coordinators were trained in Standardized Field Sobriety Testing (SFST) and as SFST instructors. Early statewide assessment of training programs found that SFST was not being trained to agency officers in a standardized and systematic format. Some agencies were not training officers on the entire content of the National Highway Traffic Safety Administration (NHTSA) program, in particular, Horizontal Gaze Nystagmus (HGN). This was due to, at the time, most Tennessee courts not allowing officers to testify concerning the result of HGN. Also during this time, until 2002, there was not an active SFST State Coordinator with duties to ensure current SFST instructors had the latest updates to the curriculum. Further, there was no list of state SFST instructors or any control of what curriculum version was being used or whether the entire curriculum was being presented to officers. All of the above is prior to Advanced Roadside Impairment Training Education (ARIDE) becoming available and prior to Tennessee being involved in the Drug Evaluation and Classification Program (DRE) .

Moving Forward

With the above discussed analysis the, Director of the Governor's Highway Safety Office appointed an LEL as the State SFST Coordinator. Immediately, a relationship was established with the NHTSA Region 4 Impaired Driving Coordinator, and a plan was developed to improve the training within Tennessee relating to impaired driving education among law enforcement officers. Utilizing the trained network coordinators, a

call for instructors was made in all LEL regions and a meeting set to update all those instructors and establish a contact list of those instructors. It was also determined that no academy within the state was instructing recruits in the complete 24 hour curriculum; some were teaching 4 to 6 hours of impaired driving training and none involved wet labs (Live Alcohol Workshop) as dictated within the curriculum. The SFST State Coordinator reached out to all the major academies to add the 24-hour SFST course to the recruit curriculum; this was accomplished, and qualified up-to-date instructors were able to assist in the delivery of the curriculum.

During this time, the Governor's Highway Safety Office was so involved in training within highway safety that it was decided to add a Training Coordinator position within the LEL Program. The training coordinator organized and established venues for training and ensured all highway safety training met the Police Officers Standards and Training (POST) requirements for officers to receive credit for in-service requirements. All training was offered free of charge to the agencies.

In 2005, Tennessee had its first DRE class in Nashville with the assistance of the International Association of Chiefs of Police (IACP) who along with NHTSA credentialed the officers receiving the training. The then SFST State Coordinator was a trained and certified DRE and worked with NHTSA and IACP to perform the pilot project in Tennessee. Upon the graduation of the first class in June 2005, the State of Tennessee became a multiple test state and further opened the door for the DRE program to prosper in Tennessee. In 2006, Tennessee began to establish its own instructor base and move the program from pilot stage to sustained status.

Today's LEL Program

To date, the 24-hour SFST program is presented to new recruits in all POST-approved academies, taught by THSO personnel or those with an established relationship with THSO as part of the training cadre of THSO. The SFST State Coordinator, Steve Dillard, oversees all such training and reviews all course schedules to ensure consistent compliance with standards. THSO has offered at least 12 SFST courses across the state each calendar year since 2007.

The DRE program has completed 14 classes and is scheduled to begin Class 15 in July 2016. These classes have varied in size from 12 to 28 students per class; ideally, 15 – 18 students is optimal. Today, we have 115 active DREs; the turnover rate is high due to the quality of officers getting into the program are usually, promoted. However, they continue to be stewards of the program within law enforcement.

DRE Training

Pre-requisites to participate in Tennessee include the following:

- A. Must have completed to SFST Program and demonstrated proficiency in administering the SFST test battery.

- B. Completed a Live ARIDE program and be recommended by the ARIDE Coordinator for DRE, on-in ARIDE is not accepted in Tennessee meeting this pre-requisite.
- C. The student's department must have a use of DRE department policy in place prior to acceptance.
- D. Have the recommendation of the DUI Prosecutor within his/her region.

Components of the DRE course consist of the following:

- A. 24 hours Pre-School
- B. 56 hours for the main DRE academic course
- C. 40 hours for the field certification process
- D. 6-hour final knowledge assessment test

Re-certification occurs every 2 years through an additional 8 hours of continuing education.



PROGRAM EVALUATION AND DATA

A. Data sources and Records

DUI Tracker

DUI Tracker is a statewide, web-based application for the entry, modification, and tracking of information related to individuals arrested in Tennessee for the offense of DUI. The system collects data on DUI offenders from the time of arrest, all the way through adjudication and sentencing. It allows stakeholders to produce statistical reports, and gauge the effectiveness of DUI laws, conviction rates, recidivism, and after care programs. Data is used by DUI prosecutors, state government agencies, and is often provided to the State Legislature when DUI legislation is being considered. Data from DUI cases is entered into the system by DUI Coordinators funded by the GHSA at 23 of 31 judicial districts across Tennessee. The newer version of the system was designed, significantly streamlined, and incorporated into the TDOSHS TITAN web portal in 2012.

Tennessee Integrated Traffic Analysis Network (TITAN)

TITAN serves as Tennessee's statewide traffic records management system involving the collection, storage, and dissemination of traffic records. Data collected by the TITAN system is used by numerous traffic safety professionals and law enforcement agencies to prepare enforcement plans and to incorporate into data-driven enforcement programs. In addition, data from TITAN drives the goals and objectives within the annual Highway Safety Plan and Impaired Driving Strategic Plan. Impaired driving crash data and DUI arrest data captured within the TITAN system is also used in THP's Predictive Analytics program, which provides THP field supervisors with statistical forecasts where impaired driving incidents are most likely to occur. This information is then applied to allocation of personnel, saturation patrols, routine traffic patrol, and DUI enforcement efforts. Data captured by the TITAN system is also utilized by grantees to justify applications for enforcement grants.

Tennessee Traffic Records Coordinating Committee (TRCC)

The TRCC is composed of members responsible for the oversight and coordination of the state's traffic records system. This includes individuals from state agencies including Safety, Transportation, and Health, as well as local law enforcement, FHWA, FMCSA, court clerks, and others. The TRCC enables meaningful communication among stakeholders and facilitates integration between traffic records systems. Also, the TRCC develops an annual traffic records strategic plan and establishes goals and performance measures for the state's traffic records systems, which focus on enhancements to data quality, consistency, timeliness, completeness, and accuracy. The TRCC also helps to identify and monitor traffic records improvement projects across disciplines. These functions ensure that data needs related to impaired driving are reviewed regularly.

Driver's Licensing Division (TDOSHS)

The Motor Vehicle Record (MVR), which is through the Driver's Licensing Division, maintains a record of any DUI or other impaired driving conviction. It records, among other things, any traffic violations that result in points against a driver's license.

Tennessee Bureau of Investigation (TBI)

The TBI Crime Laboratories compile monthly statistics and backlog reports for submitted cases including blood alcohol and toxicology (drug screen) evidence. They maintain a count of the number of cases submitted, completed, exhibits completed, and tests completed. They also compile a monthly backlog (in weeks) for toxicology and blood alcohol cases.

Administrative Office of the Courts (AOC)

The AOC collects trial court* filing and disposition data for DUI-related offenses including misdemeanor and felony cases. Data collected includes district, county, docket number, court, filing date, disposition date, type of disposition, the charged and adjudicated TCA Code and Class, type of hearing, and the presiding judge.

*The AOC does not have case information from General Sessions courts at the moment, but, due to the Governor appropriating recurring funds to the AOC for the creation and maintenance of the General Sessions Data Repository, they will be collecting such data in the future, approximately 2018. The Repository is currently in the building stages.

B. Impaired Driving Task Force

As discussed in a previous section (II. Priority Recommendations from Technical Assessment, a. 1-A Development of Impaired Driving Task force and Governor's Public Safety Subcabinet), this Task Force was mandated by the MAP-21 authorization. The Governor's Highway Safety Office (GHSO), created an Impaired Driving Task Force beginning May 1, 2013. Its purpose was to develop, recommend best practices, and approve a statewide Impaired Driving Strategic Plan.

It consisted, at a minimum, of representatives from the Tennessee Highway Safety Office, areas of law enforcement and the criminal justice system (e.g., prosecution, adjudication and probation), driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication. The Task Force now boasts a membership of 22 with additional representation from the Administrative Office of the Courts and law enforcement representatives from our largest urban areas.

C. Communication Program

The communication program is a robust plan in which campaigns will include radio spots, television (network and cable) time, social media accounts, and online advertising space. This is described in greater detail in section V. II. *Communication Program*.



A. Community-Based Programs

i. Reduce TN Crashes

Technology can also be utilized to inform and educate a larger audience beyond the schools; it is critical to engage the community as well. Unique to Tennessee is the ReduceTNcrashes.org website. This is an ideal communication platform to reach and engage the young driver segment, high school leaders, and community stakeholders. The staff involved with ReduceTNcrashes.org pursues school participants to increase statewide activity and involvement. Further, they implement on-site training sessions with high school traffic safety organizations to improve familiarity with statewide traffic safety programs and website functions.

ii. Students Against Destructive Decisions (SADD)

Prevention is an important aspect of Tennessee's impaired driving strategic plan. Preventing impaired driving requires a multi-faceted approach that includes community-based programs, transportation alternatives, and law enforcement targeted toward prevention.

Community-based programs are targeted primarily to youth. One of the most well-known organizations in community prevention efforts is SADD, Students Against Destructive Decisions, which has over sixty chapters in high schools and middle schools across Tennessee. These chapters serve as a positive support network for teens who wish to change the way their friends act behind the wheel, as well as other issues that teens face in their daily lives. According to the National Institute on Alcohol Abuse and Alcoholism, schools are an important setting for prevention and intervention efforts. Through active engagement with the students, young people are provided with practical tools that can be used when faced with the decision to use alcohol or other drugs. Further, SADD encourages parent and teen interventions that encourage discussion between teens and parents about driving expectations.

In Tennessee, SADD implemented the "Is it Worth the Risk?" program in FY16, which calls upon SADD chapters to host parent/teen evening events where the consequences of impaired driving are presented and discussed in a dramatic presentation. Teens discuss and reenact the various choices they lead to an impaired driving crash—the decision to consume alcohol and the choice to get inside the vehicle. The SADD students present the consequences in a legal form discussing the penalties for being pulled over and charged with a DUI (Driving Under the Influence). Teens discuss the consequences for parents of hosting and/or providing alcohol to minors. The event includes a retrospective survey that asks participants to measure their changes in knowledge, risk perception, and understanding of the laws.

Another way that younger drivers can be educated in Tennessee is through the “Teen Driver Alert Zones” app, which was designed to engage teens, parents, schools, law enforcement, and community leaders. “Teen Driver Alert Zones” is still in development and uses crash data to create heat maps of the “most dangerous” intersections in their towns. The idea is that it will promote communication between the parents and new teen drivers to have a discussion why certain intersections can be hazardous to new drivers.

Collaboration is essential for the success of community-based programs. Several organizations also come together through the Tennessee Teen Safe Driving Coalition, founded with the National Safety Council to bring together youth and adult leaders to develop and steward resources to support teen drivers.

iii. 21st District Drug Court

The 21st District Drug Court is a two-year alternative sentencing program within the 21st Judicial District that covers Hickman, Williamson, Perry and Lewis counties. The Drug Court model uses a non-adversarial, therapeutic approach to crimes rooted in addiction. At least one third of the present 53 participants reside in the rural counties of Hickman, Lewis, and Perry when they enter the drug court. The program requires that they maintain residence in Williamson County for treatment purposes, so they are afforded the opportunity to reside in housing leased by the drug court. This provides them with stable living environment where they can use public transportation and other means of transportation to treatment classes, court, and employment. Most do not have a valid driver's license, and one of the goals of the drug court is to encourage participants to obtain their driver's license and to give the community safe, sober drivers on the streets and highways.

Drug Court tests first-year participants at a minimum of three times per week for drugs and alcohol. Many of these tests are specific to alcohol and are confirmed by Aegis Lab. A breathalyzer is also used at every test. Participants are also required to attend weekly treatment groups as specified by the treatment coordinator and 3 AA/NA or other self-help meetings per week. Drug Court continues to emphasize relapse prevention, especially as it relates to alcohol use and high risk choices. Participants are required to maintain employment and to appear weekly before the drug court judge who monitors their progress in the program. They also are required to observe a curfew.

Drug Court also partners with State Probation and Parole and the Franklin Police Department in making unannounced home checks to ensure compliance within the program. Participants are frequently checked for alcohol during the home checks. A grant provided by the Tennessee Highway Safety Office provides funds for drug tests, confirmations, and housing provided to participants.

iv. Recovery Courts

Throughout the state of Tennessee, there are 53 operational Recovery Courts funded by the Tennessee Department of Mental Health and Substance Abuse Services. The

Recovery Courts types include Adult Drug, Juvenile Drug, Mental Health, and Veterans Treatment Courts; many of the courts serve DUI offenders as well. Recovery Courts serve both felony and misdemeanor offenders although majority of the courts serve felon offenders. The data collected since 2013 indicates the Adult Drug and Veteran Treatment Recovery Courts have admitted over 3,000 participants who have substance abuse, mental health, or co-occurring disorders in an effort to assist them toward recovery.

v. Community Anti-Drug Coalition of Rutherford County (CADCOR)

Coalitions have deep connections to their local community and serve as catalysts to reduce local substance use and abuse rates. The Community Anti-Drug Coalition of Rutherford County conducts several programs in the Rutherford County area, which is in Middle Tennessee.

- Provide four community booths to distribute information for underage binge drinking awareness education.
- Install billboards at two locations (on Highway 41 and WS Murfreesboro Rd S/O Stones River Road FN).
- Conduct presentations on underage binge drinking in Rutherford County schools - work with area youths to implement peer-to-peer training counseling.
- Conduct a media campaign with Comcast (78,363 units aired per month) running from February through June, sharing an educational underage drinking message for teens and parents for prom and graduation.
- Share public service announcements at stores that serve alcohol.
- Work in partnership with the Rutherford County Sheriff's Department to provide window clings at stores and/or restaurants that serve alcohol.
- Continue the partnership with Daniel McKee of the "Daniel McKee Alternative School" to implement alcohol education.

vi. COUNT IT! DROP IT! LOCK IT!

The Coffee County Anti-Drug Coalition, serving Coffee County, TN, has put into action a comprehensive plan to tackle the problem of prescription drug abuse by putting information out to parents of youth and providing them with the information and materials they need. This campaign has been labeled COUNT IT! DROP IT! LOCK IT! (CLD it!). This campaign focuses on proper medication monitoring, storage and disposal. Pharmacists and health care providers also play a critical role in the effort by implementing policy and practice changes such as discussing medication safety with all clients and distributing free lock boxes and disposal guides. Many other counties and states are now using CLD it!.

The tenants of CLD it! are as follows:

- a. Lock up your medications and store them in a place others would not think to look.

- b. Count your pills every two weeks. This will prevent theft and ensure that medications are taken properly.
- c. Drop off unused/expired medications for proper disposal at your participating law enforcement departments.

vii. Allies for Substance Abuse Prevention in Anderson County (ASAP)

Allies for Substance Abuse Prevention (ASAP) works to bring together all sectors of the community to effectively implement environmental strategies to prevent and reduce underage alcohol use and other substance abuse. ASAP consists of volunteers from across all sectors of the community with a wide-range of support.

They have several programs and initiatives to support the coalition's mission:

- “Be A Parent, Not A Peer” campaign

The “Be A Parent, Not A Peer” campaign focuses on raising awareness of Tennessee’s Social Host Liability Law to decrease the rate of teens who drive under the influence and resulting accidents. Since many underage youth obtain alcohol from their parents and other adults the BAP campaign is aimed at informing this population of the legal and social implications of providing alcohol to underage youth.

Promotion for the BAP campaign includes media campaigns focused on social media, newspaper advertising and other locations where parents can be reached, awareness nights at high school football and basketball games many parents attend, information sessions at county health and safety fairs and other community events, partnering with Roane State Community College to increase awareness among parents and near peers, and encouraging parents to sign the pledge to “Be A Parent, Not A Peer” and also give out information to refer to later.

- Booze It and Lose It promotion

Booze It and Lose It is promoted to Anderson County and surrounding county residents through the Demolition Derby/Tractor Pull at the Anderson County Fair. Social media is utilized to promote information on the consequences of impaired driving through trivia and also PSAs during the event.

- Sober Prom Campaign

Youth coalition members from area high schools develop and promote a sober prom campaign also with Booze It and Lose It. For example, this year, the slogan “Make it a night to remember...not a night you will never forget” was chosen. The Clinton Police Department partnered with ASAP to stage a photo shoot to produce cards, posters, and ads. This year’s image is shown below. Ads are placed in local newspapers and promoted on social media. Posters are

hung at the high school, and cards are distributed to students through a partnership with local florist and tuxedo rental shops. Students are also encouraged to sign sober prom pledge cards also shown below. These activities are aimed to decrease incidents of alcohol and drug use and ultimately reduce accidents due to driving under the influence.

In addition to the above initiatives, if THSO funding continues into the next fiscal year, the following program is also planned:

- Perception of Harm

Promoting a change in perception of the harms of driving under the influence by providing high school students at local high schools with the opportunity to hear from speaker Blake McMeans whose life was altered profoundly by a drunk driving accident. Other means to change the perception of harm and behaviors will include promotion of parent-teen driving agreements. The agreements will address multiple safe driving aspects including impairment, seatbelt use, distracted driving and other common teen driving mistakes.

viii. Mothers Against Drunk Driving (MADD)

The mission of Mothers Against Drunk & Drugged Driving is to “end drunk driving, help fight drugged driving, support the victims of these violent crimes and prevent underage drinking.” They work toward the fulfillment of this mission through various programs and community partnerships.

Their premier, valued programs encompass education, awareness, and training, with specific emphasis on Underage Drinking Prevention, victim support, and adult programs. Specifically, programs engage both parents and youth with our nationally recognized Power of Parents and Power of Youth.

- Power of Parents

“Talking with Kids and Teens About Alcohol” is a supplemental overview guide of both the middle school and high school parent handbooks. This resource helps parents substantially reduce the chance that their child will drink before the age of 21. Power of Parents is a joint effort between MADD and Dr. Robert Turrisi of Pennsylvania State University. This in-depth handbook provides evidence-based tools as a resource for parents of middle and high school students, to assist them in communicating with their teens about alcohol and preventing underage drinking.

- Power of Youth

Power of You(th) is MADD’s underage drinking prevention initiative. Its goal is to help Power of You(th) teens take a stand against underage drinking and show them how they can set an example for their peers. Through this evidence-based program, youth are taught the dangers of underage drinking could lead to legal

troubles, alcoholism, dangerous behaviors, bad grades, injury or death. Students are asked to take a stand and participate in Red Ribbon Week, use social media to positively influence others, and encourage their friends to stay alcohol free until they are 21.

- Court Monitoring

Court monitoring plays an important role in the MADD's work to eliminate impaired driving. Our goals are to reduce repeat offenses as well as foster transparency and accountability among the criminal justice system by:

- Promoting public interest in the judicial system and awareness in the outcomes of criminal cases
- Compiling information on how DUI/DWI cases are handled
- Creating relevant reports and publicizing the findings

MADD's court monitoring program focuses on impaired driving cases that are adjudicated in the criminal courts and is seen as a beneficial tool for law enforcement, prosecution, and judges.

- Tie One On For Safety (TOOFS)

Some of the most dangerous days of the year on our nation's roadways are between Thanksgiving and New Year's Day. That is why every holiday season MADD asks citizens to display a MADD red ribbon in a visible location to remind others to always designate a non-drinking driver. Started in 1986, Tie One On For Safety® is MADD's longest running and most visible public awareness project. The name comes from the phrase "tie one on," which is slang for drinking alcohol. But at MADD, the phrase is used to remind everyone that drinking and driving don't mix.

- Memorial Sobriety Checkpoints

The primary goal of a sobriety checkpoint is not to arrest people, but rather to deter people from committing DUI. Sobriety checkpoints help stop drunk drivers who would likely remain under the radar. The publicity from checkpoints reminds people who drink that drinking and driving don't mix. MADD works alongside Law Enforcement across the state of TN to turn each sobriety checkpoint into a Memorial Sobriety Checkpoint to put a "face" on drunk driving. Victims of impaired driving, both injured and killed, are displayed at the checkpoint. Additionally, a brochure explaining the benefits of sobriety checkpoint is given to each driver as he/she passes through.

- Victim Impact Panels

Victim Impact Panels are a court mandated awareness program presented to offenders who have been arrested for driving under the influence of alcohol or any drugs. The program is presented in a non-confrontational manner, where

victims of DUI crimes share their own personal stories of how impaired drivers forever changed their lives. The panel offers a unique perspective to attendees who are often overlooked or simply cannot grasp the message the courts and other DUI offender programs attempt to convey.

- Victim Services

Bereavement is difficult to come to terms with; however, sudden, violent or traumatic death can be particularly hard to accept. The grief reactions from a sudden loss by the death of a loved one due to an impaired driver can be intense, complicated, and long lasting. MADD supports these victims 24 hours a day, 7 days a week at no charge. The MADD TN Victim Services department is staffed by one full-time employee and supported by 10 volunteer victim advocates. MADD Victim Advocates - assist, support, and provide the victims with crisis intervention counseling in person, in writing, and/or by telephone; advocates will accompany the family to court, serve as a liaison between the prosecutor's office and the victim's family, help family apply for TN crime victims compensation funding, provide referrals for grief counseling and civil attorney and any other service within our scope that is requested by the family. The overall goal is to help the victims and survivors identify and develop healthy coping skills in order to remain stable and secure in the aftermath of the traumatic, life changing acts committed against them or their loved one(s).

MADD has developed several partnerships, which include, but are not limited to the following:

- Pitner Driving School
- Drive 4 Life
- Metro Drug Commission
- MAPC (Memphis Area Prevention Coalition)
- Sumner County Anti-Drug Coalition
- Tennessee Teen Safe Driving Coalition
- TN Teen Institute
- Madison Community Coalition
- Williamson Community Coalition Council
- Blake McMeans Foundation
- TN Schools Resource Officers Association
- TN Wildlife Resource Agency BUI Unit
- TN Titans
- Nashville Predators
- Fort Campbell Military Base
- Riverview Prison
- TN Voices for Victims

- TATU (Teens Against Alcohol Tobacco Use)
- TN District Attorney's Conference
- Statewide TN secondary schools

B. Tennessee Alcoholic Beverage Commission (TABC)

Law enforcement is an important component of Tennessee's prevention efforts. Studies have shown that enhanced enforcement programs are effective in reducing retail sales of alcohol to minors. The Tennessee Alcoholic Beverage Commission (TABC) is the sole agency in Tennessee whose legal responsibility it is to enforce all state statutes and rules and regulations regarding the legal and illegal sale, distribution, transportation, importation, and dispensation of alcoholic beverages pursuant to Title 57 of the Tennessee Code Annotated. The TABC was created in 1963 to assume the law enforcement responsibilities of alcohol laws, rules, and regulations.

Combating underage drinking in Tennessee remains a continuous effort for law enforcement officials. However, compliance checks have been shown to reduce the number of traffic crashes, a major cause of death among young people (University of Minnesota, Alcohol Epidemiology Program). Also, effective and consistent compliance checks reduce crime and other alcohol related incidents such as fights, vandalism, sex-related crimes, and violence involving teens. In October 2014, the Tennessee Alcoholic Beverage Commission (TABC) developed the Underage Sales Tennessee's Operational Plan with funding from the Tennessee Highway Safety Office. The program is targeted at servers licensed by the Alcoholic Beverage Commission who serve alcohol to persons under the age of 21 and to the establishments that employ these individuals. In FFY15 and FFY16, TABC compliance data shows that with funding supplied through the TSHO, the TABC was able to decrease the non-compliance by conducting more minor compliance checks for sales to minors by 20%.

C. Programs offered by the State for Employees: State policy on use of State Vehicles, EAP, and Treatment

i. Employee Assistance Program (EAP)

The Employee Assistance Program (EAP) for the State of Tennessee is a 3rd party contractor named Magellan. While they do not have a program specific to impaired driving, they do have a substance abuse program. This program is completely confidential, and nothing is documented. It allows a counselor to meet with an individual for up to five sessions that are paid 100% by the state. Access to these counselors is available 365 days a year, 7 days a week, 24 hours a day. Depending on the circumstances, the five sessions may not be the level of care needed, and EAP will immediately transfer the individual to a higher level, i.e. hospital or outpatient treatment program.

ii. Treatment

BlueCross BlueShield of Tennessee and Cigna Health Care are the two health insurance options for state government employees.

BlueCross BlueShield of Tennessee advised if an individual was in a wreck of any sort, no matter the reasons for the wreck (i.e. impairment by drugs, alcohol, drowsiness, etc.) that the claims would be classified as emergency services. They stated that rehabilitation for substance abuse was deemed behavioral health care and a third party provided that coverage. This third party is Magellan.

Cigna Health Care would not describe the services provided for Tennessee Employees without an account number. They indicated that the vehicle insurance would pay first if the result of impaired driving was classified as an accident.

iii. State Policy

According to the Department of General Services Policy Number Two, "an employee who is convicted of driving under the influence of alcohol or drugs while using a State owned/leased/rented motor vehicle will be subject to disciplinary action up to and including dismissal." This policy was last revised on February 11, 2014.

According to the Department of Human Resources Policy Number 12-056, "Any state employee who is convicted of driving under the influence in violation of Tenn. Code Ann. § 55-10-401, or of any offense for which driving under the influence is an element, while driving a state, personal, or rental vehicle on official state business, is subject to discipline, up to and including dismissal." This policy has an effective date of October 3, 2012.



A. DUI Offenses in Tennessee (Laws and Penalties)

There are several laws in Tennessee Code Annotated that address DUI offenses. These can be found from TCA Volume 55, Chapter 10. The most significant are TCA 55-10-401 to 409 as they deal with the day-to-day aspects of arrest through conviction. TCA 55-10-410 to 423 deal with sentencing, licensing, treatment, and ignition interlock.

B. Combined Messaging Enforcement for Tennessee (COMET)

The COMET program operated in 2011-2012 and included three (3) LEL regions: West TN, Middle TN and Cumberland Regions, 6 Tennessee Highway Patrol districts, and a total of 59 counties within Tennessee. Reporting and participation of enforcement activity was reported on-line by participating agencies in specific enforcement activities as defined.

Law enforcement agencies employed a Combined Message Press Event in major media areas prior to each wave. These press events were organized by the local LELs utilizing the THSO and TDOT information personnel within the parameters of the combined message efforts.

Participating law enforcement agencies utilized several enforcement efforts to gain participation in this project, specifically through routine patrol, saturation patrols, and sobriety checkpoints. They were encouraged to utilize the educational component of earned media and educational opportunities through banners and other visual media methods.

The actual enforcement events occurred during specified dates and times within the parameters of the project. Activity was recorded on a website to provide researchers the most effective and productive method of enforcement from the above activities.

An incentive package was developed by the LEL staff. Incentives included partially equipped police package vehicle for each of the participating regions: West, Middle and Cumberland. Part of the incentive package included continued participation in National Mobilizations.

Time Table of Events

- Obtaining Participation Commitments – September 2011 and on-going
- BAC Data Collection Baseline Checkpoints – October 13 – 31, 2011
- BAC Data Collection after Waves:
 - December 1 -3, 2011
 - May 31 – June 3, 2012
 - September 6 -8, 2012

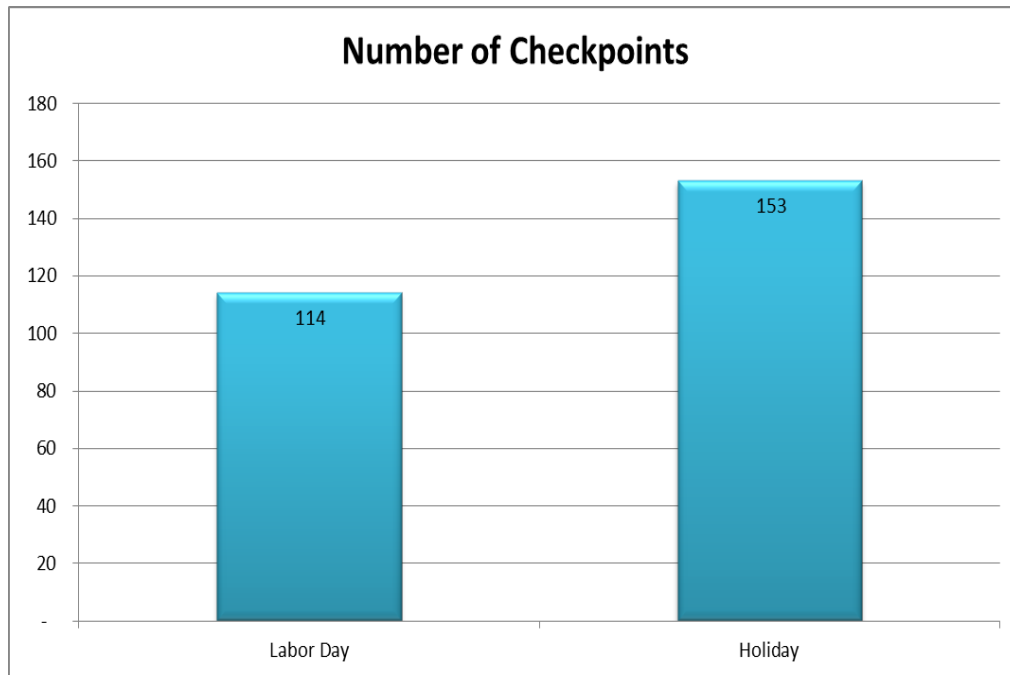
* Dates could have changed due to weather conditions during scheduled times.

C. High Visibility Enforcement Efforts

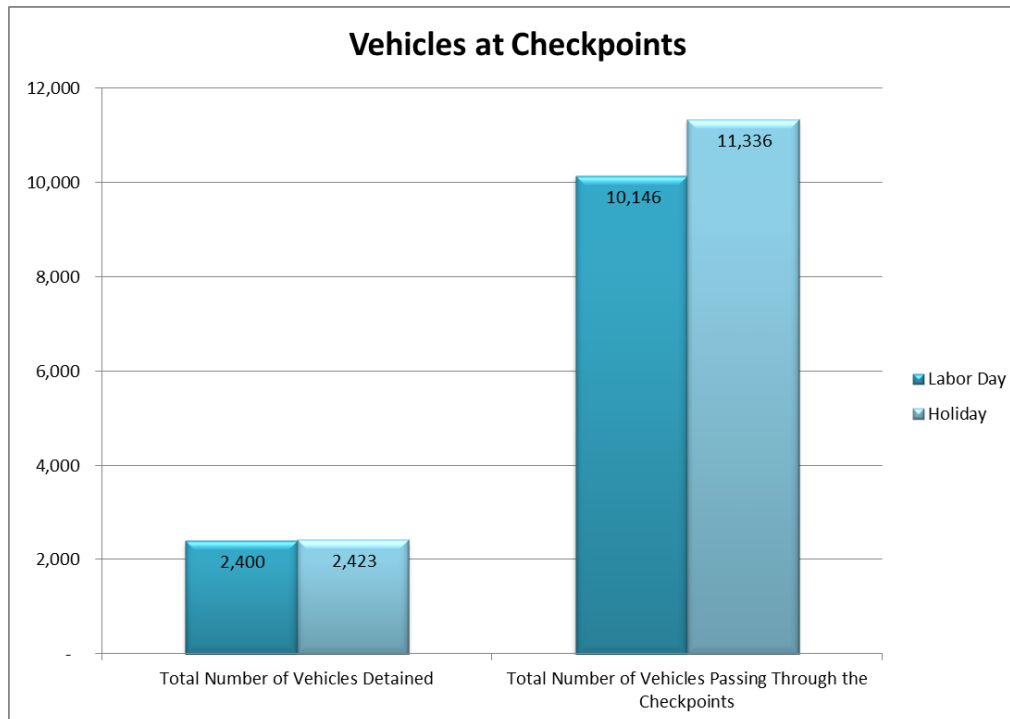
High Visibility Enforcement (HVE) combines law enforcement, visibility elements, and a publicity strategy to educate the public and promote voluntary compliance with the law. Checkpoints, saturation patrols, roving patrols, and other HVE strategies enable these efforts to be successful. Measured outcomes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

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

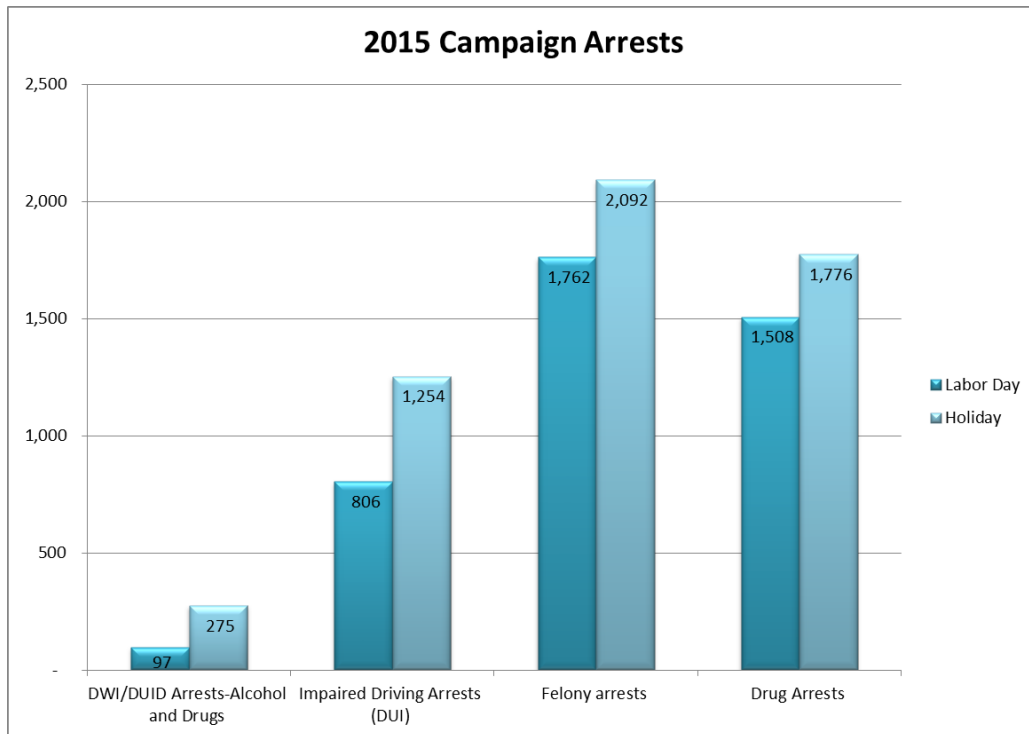
The table below shows the number of checkpoints conducted across the state during two of campaigns that focus upon impaired driving.



The following table shows the number of vehicles detained during the two campaigns.



Campaign data also shows the number and types of arrests that occurred during the campaign period.



D. Sobriety Checkpoints

Saturation patrols involve an increased number of officers conducting enforcement in a targeted area to gain voluntary compliance of traffic laws and create general deterrence to prevent traffic violations. The majority of saturation patrols funded through the Tennessee Highway Safety Office are targeted toward alcohol impaired driving.

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

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

E. Prosecution

DUI Prosecutor

The project for specialized prosecution of impaired drivers began in 2002 with the funding of 4 districts and has grown by 2015 to 25 of the 30 total districts. This places 32 DUI Prosecutors and 25 DUI Coordinators in the state to focus solely on impaired driving.

The primary goals and objectives of the DUI Prosecutor are as follows:

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

Objectives:

1. Enter data into the DUI Tracking system (TITAN) and retrieve data from the system to determine how cases are being handled within the local jurisdiction
2. Identify, prioritize, and monitor multiple offender cases for trial docketing and seek to improve advocacy and litigation results. The office will have a written policy for Criminal Court to resolve such cases or set a trial date for the case within 120 days of defense counsel's appointment or retention.
3. Prosecute DUI offenders – (listed in order of priority)
 - a. Prosecution for cases involving death or serious bodily injury
 - b. Emphasis on prosecuting criminal/circuit cases for multiple and felony DUI offenders but not excluding general sessions' court

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

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

Objectives:

1. The DUI Prosecutor will attend at least one DUI specialized training course per year, either as an instructor or student, to develop expertise in traffic safety as a resource in the jurisdiction.
2. DUI Prosecutors will teach one formalized DUI course (roll call, workshop, etc.) for local law enforcement. Any informal local law enforcement training is considered separate from this requirement.



A. THSO Communication Plan

Booze It and Lose It

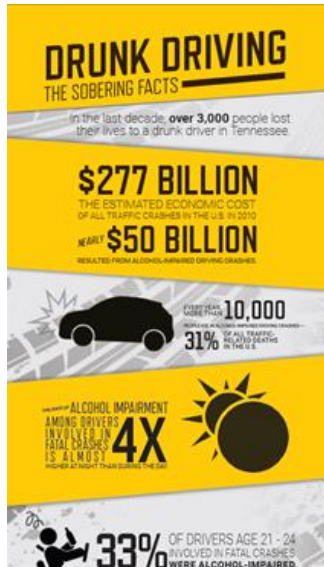
The Booze It and Lose It message will be utilized with enforcement activities during the Holiday, 100 Days of Summer Heat, and Labor Day campaign periods and will target “risk takers” (men 18-29) and “blue collars” (men 25-34) demographic groups. The campaigns will include radio spots, television (network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

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

The FY 2017 plan includes a diversity strategy to influence the driving behavior of the Hispanic community. Through various partnerships to engage in a DUI education and outreach services. The THSO will engage in educational campaigns for Manejar Borracho and one-on-one interaction with the Hispanic community as funds allow. There are also promotional media efforts utilizing radio spots and print advertisements.

New Educational Print & Signage

In addition to maintaining current print materials to address impaired driving, new print pieces were developed to encourage DUI awareness:



TENNESSEE DUI PENALTIES	
1ST TIME DUI OFFENDER	- Jail Time: 48 hours to 11 months and 29 days - Fine: \$350 to \$1,500 fine, all costs could total \$4,900 - License Revocation: 1 year
2ND TIME DUI OFFENDER	- Jail Time: 45 days to 11 months and 29 days - Fine: \$600 to \$3,500 fine - License Revocation: 2 years
3RD TIME DUI OFFENDER	- Jail Time: 120 days to 11 months and 29 days - Fine: \$1,100 to \$10,000 - License Revocation: 6 years
4TH TIME DUI OFFENDER	- Class E Felony - Jail Time: 1 year - Fine: \$3,000 to \$15,000 - License Revocation: 8 years
THE FOLLOWING MAY ALSO APPLY	
- Ordered to an alcohol & drug treatment program - Judge can order the installation of an ignition interlock device - Subject to vehicle seizure/forfeiture - Pay restitution to any person suffering physical injury or personal loss - Ordered to attend a victim impact panel - Ordered to wear a transdermal monitoring device - Ordered to pick up roadway litter	

Social Media

The THSO has developed a social media presence on Facebook, Twitter, Instagram, and YouTube. All tools drive awareness, encourage safe driving habits, and allow two-way communication with the public. Impaired driving is regularly addressed on all platforms throughout the year.



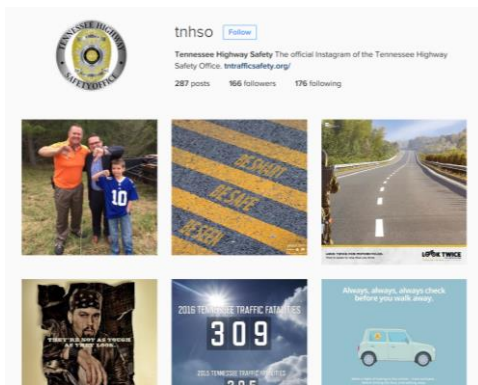
Facebook (www.facebook.com/tnhso)

Likes: 4,924 as of June 22, 2016



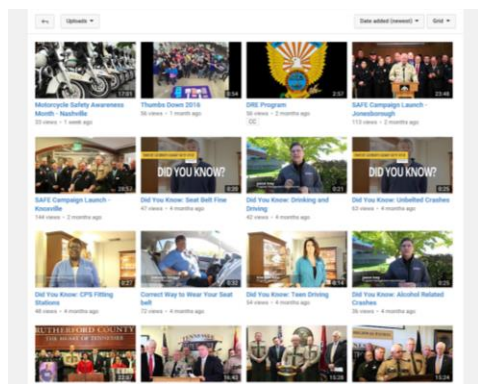
Twitter (www.twitter.com/tnhso)

Followers: 1,227 as of June 22, 2016



Instagram (www.instagram.com/tnhso)

Followers: 264 as of June 22, 2016



YouTube (www.youtube.com/tnhp)

Views: 18,981 as of June 22, 2016

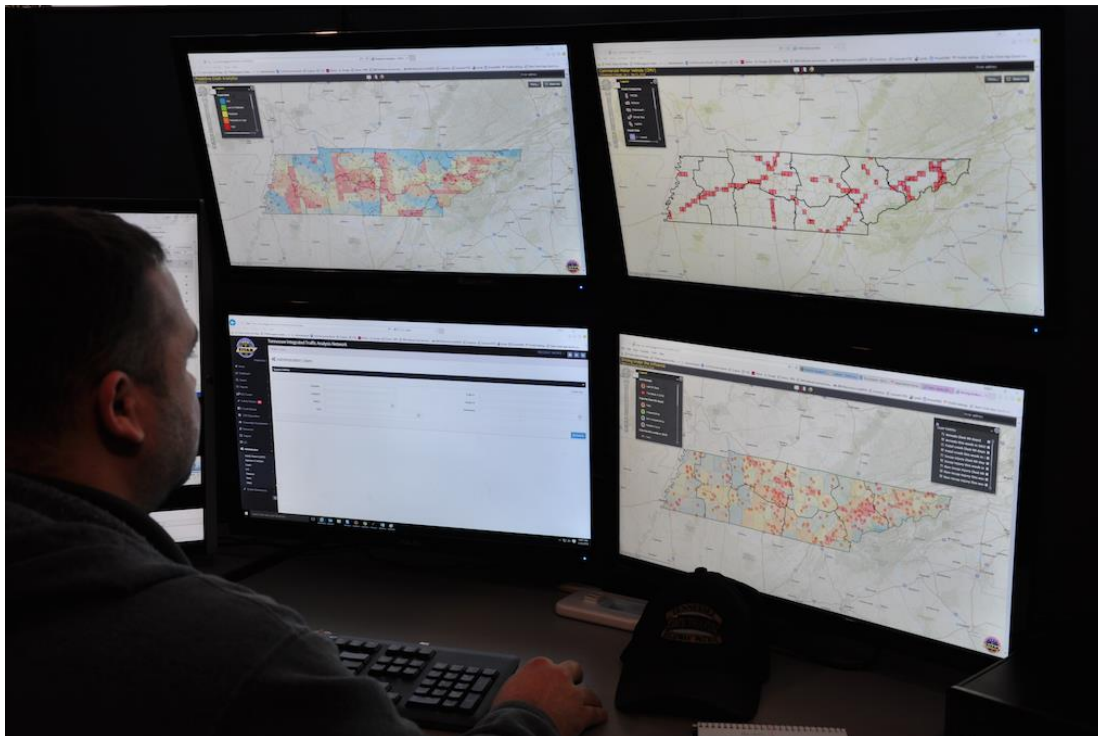
B. Tennessee Highway Patrol Communication Plan

Early estimations show that over 38,300 people died on America's roads in 2015, making last year one of the worst for roadway fatalities in the past decade. It's a disturbing trend, especially considering all the safety features in modern cars. But the statistics aren't universally grim.

The Tennessee Highway Patrol is cracking down on drunk driving, enforcing seat belt laws, and employing cognitive analytics to help predict where accidents are most likely to occur. The IBM CRASH system incorporates historical crash data and external systems data, like weather forecasts and special event schedules, to create a real-time probability heat map that suggests where incidents will likely occur. According to Col. Tracy Trott, the system has helped reduce Tennessee roadway fatalities to levels not seen since 1963 and it's changing the way troopers work. The Tennessee Highway Patrol's culture has shifted, says Trott, from "patrol and respond" to "anticipation and prevention."



The Tennessee Highway Patrol (THP) is the first state police agency in the country to apply cognitive analytics modeling to help improve roadway safety and reduce traffic accidents and fatalities. Approximately 840 troopers patrol a vast and diverse terrain from the state's mountainous east to the flatlands of Middle Tennessee. In the past five years, they have helped to dramatically reduce fatalities.



The TITAN (Tennessee Integrated Traffic Analysis Network) Business Unit is responsible for collecting, storing, and analyzing roadway safety data. The unit's statistical research personnel build predictive models, using their cognitive system, indicating where traffic crashes and other

potential trouble spots are most likely to occur across the state. The models identify areas of concern by time of day, day of week, and geography so that the THP can optimize resources and better deploy troopers to the right locations at the right time. The goal is simple: maximize impact on traffic safety and create safer roadways for Tennessee.



Patrol cars are equipped with a mobile data terminal, a dashboard that provides troopers visibility into the probability incidents that could be used to help predict the probability of a serious crash or fatality accidents. Using the cognitive system helps the THP plan special enforcement activities based upon the “hot spots” that show up within a particular region.

c. Template Press Releases



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FOR IMMEDIATE RELEASE
January 30, 2015

Partners Join Statewide to Remind Tennesseans to Avoid Destructive Decisions This Super Bowl Weekend

Tennessee – Super Bowl weekend is an exciting time for people to come together and celebrate. As those celebrations take place, partners across the state are reminding Tennesseans to plan ahead and designate sober drivers. The Tennessee Department of Transportation, the Governor's Highway Safety Office, the Franklin Police Department and the Tennessee Highway Patrol joined the Tennessee Titans today to share a unified message: *Fans Don't Let Fans Drive Drunk* this Super Bowl Sunday.

Among those speaking at the press event included Stephen and Kimberly Schlapman, whose brother Allen was killed by a drunk driver in 2012. "He was a daddy, husband, son, brother, and Uncle Allen to our daughter, Daisy," said Kimberly Schlapman. "His death was a tragic and shocking blow to our family. We take some comfort in our hope that the remains of the motorcycle he was riding will show others how easy it is for a drunk driver to kill an innocent person, and it is our prayer that people who see it will make the personal commitment to never drive after drinking."

The Schlapman family donated the motorcycle Allen was riding when he was killed to the Students Against Destructive Decisions (SADD) program and the Governor's Highway Safety Office. SADD is a peer-to-peer education, prevention, and activism organization dedicated to preventing destructive decisions, particularly underage drinking and risky and impaired driving. Julie Strike, SADD State Coordinator, will be taking the motorcycle and educational trailer to events across the state.

"We were honored when the Schlapman family reached out to SADD and our office to help share Allen's story," said Governor's Highway Safety Office Director Kendell Poole. "We've been working on this project for the last few months, and Super Bowl weekend seemed like the perfect time to kick it off. We know there is an increase in impaired driving around events like this, so we want to make an effort to stop it before it starts."

The Franklin Police Department will hold a memorial checkpoint for Allen tonight. "Keeping our streets safe from impaired drivers is a responsibility that we take very seriously," said Franklin Police Chief Deborah Faulkner. "We regularly conduct DUI checkpoints and saturation patrols to deter, detect, and arrest DUI offenders. Allen Schlapman lost his life to a drunk driver on Franklin Road in 2012. He was someone's brother, someone's husband, someone's father, and someone's friend. Our January 30th checkpoint is dedicated to his memory, and to everyone he loved."

"All of the partners represented here today have one thing in common: a commitment to end drunk driving," said Tennessee Department of Transportation Commissioner John Schroer. "Engineering, education and enforcement are all key components of achieving that goal. Stories like Allen's are a

www.tennessee.gov

continual reminder that there is still work left to be done. Have fun this weekend, but don't let your celebration turn into a nightmare for someone else."

Don MacLachlan, Tennessee Titans Executive Vice President of Administration & Facilities, attended the event to remind all sports fans that *Fans Don't Let Fans Drive Drunk*. The Tennessee Titans are part of the NFL Designated Driver program which allows fans to sign up as designated drivers for friends and family. "This year, we had 6,497 fans make the commitment to be responsible and help loved ones get home safe. We are proud of these individuals for their leadership and we hope that everyone follows their example this weekend."

According to the Department of Safety and Homeland Security, there were seventy-six alcohol-involved crashes during last year's Super Bowl weekend that resulted in one fatality.

"Even one fatality is too many," said Tennessee Highway Patrol Major James Hutcherson. "The Tennessee Highway Patrol is committed to the *Drive to Zero* campaign. We had seventy-six people make the decision to get behind the wheel last year after they'd been drinking. That is unacceptable. We're hopeful that through our enforcement, including sobriety and seat belt checkpoints and roving patrols, motorists will think twice before drinking and driving."

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FOR IMMEDIATE RELEASE
Thursday, December 17, 2015

CONTACT: Amanda Brown
OFFICE: 615-253-5152

MEDIA ALERT
GOVERNOR'S HIGHWAY SAFETY OFFICE ANNOUNCES
INCREASED ENFORCEMENT DURING HOLIDAY CAMPAIGN

Murfreesboro, Tenn. – Kendell Poole, Director of the Tennessee Governor's Highway Safety Office, will join members of the Tennessee Highway Patrol along with neighboring law enforcement agencies in Middle Tennessee to announce the upcoming Booze It and Lose It holiday enforcement campaign. The event will take place Friday, December 18th at 10:00 a.m. at the Rutherford County Chamber of Commerce.

They will be joined by Tanya Read, who lost her son, Nicolas Townsend, to a drunk driver earlier this year. Nicolas was a passenger in a vehicle traveling through Portland when it was hit by a driver under the influence. The crash took place the night prior to his high school graduation ceremony.

Law enforcement agencies across Tennessee will be out in full force beginning Friday through Sunday, January 3rd actively searching for impaired drivers in the hopes of preventing further tragedies like the one experienced by the Read family. The Governor's Highway Safety Office reminds everyone to plan ahead for a sober ride home *before* taking part in holiday celebrations this season.

WHO: Director Kendell Poole, Governor's Highway Safety Office
Tony Burnett, Law Enforcement Liaison, Governor's Highway Safety Office
Tanya Read, mother of victim Nicolas Townsend
Sergeant John Grinder, Tennessee Highway Patrol

WHAT: Middle Tennessee Booze It and Lose It Kickoff Event

WHEN: Friday, December 18, 2015
10:00 a.m. CST

WHERE: Rutherford County Chamber of Commerce
3050 Medical Center Parkway
Murfreesboro, TN 37129

For more information about the Governor's Highway Safety Office, visit www.tntrafficsafety.org.

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Tel: 615-253-5152 • Cell: 615-686-1022 • Email: Amanda.Brown@tn.gov • tntrafficsafety.org

[DEPARTMENT LETTERHEAD]

FOR IMMEDIATE RELEASE

[DATE]

[AGENCY CONTACT INFORMATION]



[AGENCY NAME] INCREASES DUI ENFORCEMENT OVER THE HOLIDAY SEASON

[City, State] – [Agency Name] is partnering with the Tennessee Governor’s Highway Safety Office to enhance DUI enforcement from December 18 to January 3, surrounding the holiday season. The statewide Booze It and Lose It campaign is part of a national mobilization to prevent drunk driving.

During the first nine months of this year, Tennessee experienced 4,740 known alcohol-related crashes. That equates to an average of 17 people each day making the decision to get behind the wheel after they have been drinking.

[Insert specific information on what your agency will be doing to combat impaired driving].

“We can’t stand to see this tragic loss of life again and again,” said [Agency Representative]. “The hardest part of the job is making that house call and telling a family that their loved one is gone because someone chose to drink and drive. That’s why, leading up to the holidays, we will show zero tolerance for drunk drivers on the road. Please find a safe and sober ride home.”

Increased state and national messaging about the dangers of driving drunk, coupled with checkpoints and increased officers on the road, aim to drastically reduce the toll of drunk driving.

“Anyone can tell you that it is unsafe to drink and drive. However, this behavior continues to plague our state,” said Governor’s Highway Safety Office Director Kendell Poole. “If you are having cocktails at a holiday party, if you are enjoying a drink with relatives, if you are sharing a beer with friends – regardless of the situation, please plan ahead for a sober ride home. It is the best gift you can give yourself and everyone else.”

A single DUI conviction can cost an individual \$5,000 or more in addition to jail time. Offenders could also be required to attend drug and alcohol treatment or to install an ignition interlock device in their vehicle.

For more information on traffic safety, visit www.tntrafficsafety.org.

[Department Letterhead]

FOR IMMEDIATE RELEASE

[DATE]

[CONTACT INFORMATION]



[AGENCY NAME] INCREASES DUI ENFORCEMENT DURING STATEWIDE BOOZE IT AND LOSE IT MOBILIZATION

[City, State] – [Agency Name] is partnering with the Tennessee Governor’s Highway Safety Office to step up DUI enforcement from August 19 to September 7, surrounding the Labor Day holiday. The statewide Booze It and Lose It campaign is part of a national mobilization to prevent drunk driving.

Tennessee experienced 6,645 known alcohol-related crashes in 2014. That equates to an average of 18 people each day making the decision to get behind the wheel after they have been drinking.

“Too many people think their actions don’t affect anybody else,” said [Agency Representative]. “They know it’s illegal. They know it’s wrong. But they do it anyway – they make decisions as if those statistics just can’t happen to them,” [he/she] added.

Increased state and national messaging about the dangers of driving drunk, coupled with checkpoints and increased officers on the road, aim to drastically reduce the toll of drunk driving.

“Anyone can tell you that it is unsafe to drink and drive. However, we still lose hundreds of Tennesseans each year due to this behavior,” said Governor’s Highway Safety Office Director Kendell Poole. “Our law enforcement partners will be out in full force looking for drivers under the influence of alcohol, and they will arrest you.”

A single DUI conviction can cost an individual \$5,000 or more in addition to jail time. Offenders could also be required to attend drug and alcohol treatment or to install an ignition interlock device in their vehicle.

For more information on traffic safety, visit www.tntrafficsafety.org.



A. Standard Field Sobriety Testing (SFST)—Law Enforcement

The SFST training helps officers become more skillful at detection and description, make more DUI arrests, and obtain more convictions. Participants will understand the deterrence effects of DUI enforcement; have a better understanding of the legal environment relevant to DUI enforcement; and use of the three standardized field sobriety tests (SFST). It is recommended that officers who have not received any IACP/NHTSA approved SFST training or updates within the last three years re-attend.

Since 2013, there have been 64 training courses. 1093 officers have been trained in the DUI and SFST course from NHTSA. Five SFST Instructor refresher courses were given in 2013 with the updated NHTSA material. 143 SFST instructors attended the update.

Nine SFST Instructor classes were offered in the past three years, with four offered in 2013, four in 2015, and one in 2016. 149 officers have been trained to instruct the DUI and SFST course.

In 2013 and 2014, 9 classes Sobriety Checkpoints in Tennessee class was offered with 123 attendees.

B. Advanced Roadside Impaired Driving Enforcement (ARIDE)—Law Enforcement

57 ARIDE courses have been offered since 2012, and 991 officers were trained.

An SFST Course certificate is required for entry into the ARIDE course. The ARIDE course is designed primarily for law enforcement officers that meet the IACP/NHTSA National Standardized Field Sobriety Testing Standards, including a proficiency test, and who have successfully completed an IACP/NHTSA approved SFST (Basic) training course. The officer must be able to administer and interpret the horizontal gaze Nystagmus (HGN) test for alcohol-impaired subjects. The officer's level of skill in the SFST's should exceed a good grasp of the contents; they must be proficient in the administration and evaluation of the battery of tests involved with the SFST and will demonstrate their knowledge through proficiency testing. Any student deemed not proficient will not be allowed to continue the course. Further, successful completion of the ARIDE course is a prerequisite for those officers interested in applying for the Drug Recognition Expert program.

This course trains law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol, or combination of both, in order to reduce the number of impaired driving incidents as well as crashes which result in serious injuries and fatalities.

This course educates other criminal justice professionals (prosecutors, toxicologists and judges) to understand the signs of impairment related to drugs, alcohol, or a combination of both to enable them to work with law enforcement in order to reduce the number of impaired driving incidents as well as crashes which result in serious injuries and fatalities.

The officer must be able to administer and interpret the horizontal gaze nystagmus (HGN) test for alcohol-impaired suspects. The student should be fully conversant with the procedural "mechanics" of HGN with the three clues of HGN and with the interpretation of those clues for assessing alcohol impairment. A major focus of this module is on the examination of a drug impaired suspect's eyes. The procedures for those eye examinations derive largely from HGN procedures.

Students must be a P.O.S.T. certified and current commissioned law enforcement officer with at least one year of experience and be in a full time paid capacity and/or prosecutors responsible for the detection, arrest, and prosecution of DWI drivers. Officers and Prosecutors selected to attend this training should be aware of the hazards caused by impaired drivers, motivated to arrest and prosecute impaired drivers, and their duty assignments will enable them to spend the time required to process DWI offenders.

Students applying to or scheduled to attend should be familiar with the extent of the drug impaired driving problem, must have successfully completed the basic Standardized Field Sobriety Testing course, and attended a recent SFST Refresher or Update course.

C. Drug Recognition Expert (DRE) – Law Enforcement

The Drug Evaluation and Classification (DEC) Program has received national acclaim for its success in identifying the drug-impaired driver. Officers trained as Drug Recognition Experts (DREs) are frequently called upon to differentiate between drug influence and medical and/or mental disorders and is an extremely valuable tool in combating the adverse impact of drug and alcohol impaired driving in our communities. DRE School is extremely demanding.

To receive certification as a DRE, three phases of training must be completed:

- Drug Recognition Expert Pre-School (16 hours)
- Drug Recognition Expert DRE School (56 hours)
- Drug Recognition Expert Field Certification (approximately 40-60 hours)

The program consists of three phases:

Phase 1 & 2 - Academic

These phases are typically conducted over nine days (72 hours). It includes courses in physiology, vital signs, standardized field sobriety testing (SFST), and extensive information on each of the seven categories of the drugs of abuse. The training includes

three written examinations, an SFST proficiency examination, and five written quizzes. Students must achieve a minimum of 80% on the three examinations and must demonstrate proficiency in administering SFSTs in order to progress to the certification phase.

Phase 3 - Field Certification

After successfully completing the academic portion, the students must complete the third certification phase. It is the student's responsibility to complete the certification requirements within six months following the DRE school. These requirements include: conducting a minimum of 12 drug influence evaluations while under supervision of a DRE instructor; identifying subjects under the influence of four of the seven drug categories; and attaining a 75% toxicological confirmation rate. In addition, the student must maintain a progress log, a rolling log, and submit a written curriculum vitae. Finally, the student must pass a comprehensive final knowledge examination and obtain the written endorsement of two certified DRE instructors.

DRE certification is valid for two years. In order to maintain certification, DREs must conduct a minimum of four evaluations every two years, submit an updated rolling log, an updated curriculum vitae, and attend eight-hours of approved re-certification training.

Criteria

To be considered for DRE training, the applicant must meet the following criteria:

- Must have a minimum of two years of law enforcement service;
- Must be off probation with your agency;
- Must be working in patrol with your agency;
- Must be ARIDE or ARIDE PLUS* trained and proficient in their use;
- Must have a reasonable background and experience level of making DUI arrests;
- Must have an endorsement/recommendation from your local prosecutor;
- Must have an endorsement/recommendation from two DREs;
- Must submit a minimum of two actual DUI arrest reports for review; and
- Must submit current curriculum vitae.

Since October 2012, there have been 5 DRE schools with a sixth scheduled for July 2016. 101 officers have participated in Phases 1 and 2 of the DRE program.

D. Prosecutor Training (Including Legal Updates for Law Enforcement)

A primary responsibility of one of the Tennessee Traffic Safety Resource Prosecutors is to develop and execute relevant and adequate training to Tennessee's prosecutors. Below are the annual training goals and objectives:

Goal 1 – To provide training for prosecutors concerning traffic safety related cases

- Objective—Increase knowledge and advocacy skills of prosecutors by providing training to 150 prosecutors during the grant year.

Goal 2—To provide technical assistance to prosecutors including resource materials to increase the effectiveness of prosecutors in traffic safety cases

- Objective 1 –Keep 1500 prosecutors including 400 prosecutors, 150 judges, 800 officers, and 1350 persons in other groups involved in traffic safety informed through the use of publications and social media.
- Objective 2 – Stay informed of new developments to deliver information to the State’s prosecutors.

Goal 3—To provide training for law enforcement for legal updates concerning traffic safety related cases and to enhance testimony skills

- Objective—Provide training to 1200 law enforcement officers to enhance their understanding of law, procedure and testimony.

Goal 4 – To provide technical assistance including resource materials to law enforcement to increase the effectiveness of cases being prosecuted

- Objective—Provide technical assistance to 100 prosecutors.

Goal 5 - To provide training or technical assistance to entities affecting traffic safety

- Objective—Keep 1500 prosecutors including 400 prosecutors, 150 judges, 800 officers, and 1350 persons in other groups involved in traffic safety informed through the use of publications and social media.

E. Judges Training

The Administrative Office of the Courts provides trial court judicial training three times a year (March, June, and October) and General Sessions’ Judge training semi-annually (February and September). Judicial Commissioner training, which is primarily focused on the bail/bond side of DUI offenses, is in April, July, and October.

A Judicial Outreach Liaison is funded through the Tennessee Highway Safety Office to perform the following functions:

1. Consult on a regular basis with National Judicial Fellows and, if applicable, Regional JOL regarding the promotion of outreach efforts and opportunities as it applies to impaired driving and other traffic safety issues.
2. Provide assistance to the Tennessee Highway Safety Office with program planning and strategies regarding outreach to judges and the courts.

3. Participate at the request of the State in training and large group meetings, conferences, workshops, and media events focusing on impaired driving and other traffic safety issues that involve court involvement. This activity includes consulting assistance in the development of such events upon request.
4. Work with the Tennessee Highway Safety Office to address roadblocks that hamper effective outreach to the courts and find alternative methods to address these issues and concerns.
5. Work with Law Enforcement Liaisons (LELs) and Traffic Safety Resource Prosecutors (TSRPs) to help identify and assist in efforts to promote, strategize and help formulate new ideas involving the criminal justice system as it pertains to impaired driving and other traffic safety issues.
6. Continue to develop a network of contacts with judges, judicial educators and State Drug Court Coordinators and various professional organizations to provide educational materials and information and to help support educational efforts in traffic safety, particularly as they apply to impaired driving.

ALCOHOL AND OTHER DRUG MISUSE: SCREENING, ASSESSMENT, TREATMENT, AND REHABILITATION

A. Programs offered through Department of Mental Health and Substance Abuse

Adult Outpatient

The adult outpatient program consists of one-on-one or group treatment that is provided for a minimum of 50 minutes, usually once a week or twice a month. Outpatient sessions may include family therapy sessions. If performed in a group setting, the group size must be a minimum of 6 clients and no more than 12 clients. The duration is a minimum of 50 minutes for an individual session and 90 minutes for a group session.

Adult Intensive Outpatient

Adult intensive treatment refers to group treatment that is more intensive and is provided 9 to 19 hours per week, with sessions on three to four days per week. Education about addiction and counseling for issues about recovery is provided. Clients are introduced to the 12-step recovery program and are encouraged to work steps of the program. Family members are encouraged to participate in treatment.

Group size must be a minimum of six clients and no more than twelve clients. All clients are expected to attend 12-step meetings and to have random drug screens while they are in treatment.

Adult Partial Hospitalization

Adult partial hospitalization refers to group treatment that is intensive and is provided 20 or more hours per week on an outpatient basis, with a minimum of four hours of treatment per day. Group size must be a minimum of 6 clients and no more than 12 clients.

Adult Residential Treatment

Adult residential treatment consists of intensive group treatment that is provided in a residential treatment facility. Clients participate in group sessions and other treatment activities throughout the day. The client's family members are encouraged to participate in treatment. Clients must have five counseling contacts and attend five lectures/seminars a week.

Adult Halfway House

In an adult halfway house, group and individual treatment is provided in a therapeutic, licensed living environment, which includes the expectation that the client will seek and maintain employment or job training in the community, participate in a minimum of one counseling contact and one educational lecture per week, work the 12-step program with

a sponsor, and regularly attend 12-step meetings. Clients must also agree to participate in random drug screens. Halfway houses are either all male or all female.

Adult Social Detox

Adult social detox refers to a residential level of care for those in withdrawal but who do not require medical monitoring during their detoxification. Social detox is only appropriate for clients who are withdrawing from substances that do not pose a threat to physical safety during the withdrawal process.

Adult Medically Monitored Detox

Adult medically monitored detox is a residential level of care for those who need medical monitoring and attention during withdrawal from substances. Medical detox is only appropriate for clients who are withdrawing from substances that pose a threat to their physical safety during the withdrawal process.

Adult Medically Monitored Crisis Detox

Adult medically monitored crisis detox is a residential level of care for those who need medical monitoring and attention during withdrawal from substances and who are experiencing a crisis due to their substance abuse. Medical detox is only appropriate for clients who are withdrawing from substances that pose a threat to their physical safety during the withdrawal process.

Adult Medically Managed Detox

This is a hospital based detox for those clients who need close medical monitoring and attention during withdrawal from substances that pose a threat to their physical safety. Clients are referred to a substance abuse treatment center after they have completed detox.

Women's Intensive Outpatient: Intensive outpatient groups that provide at a minimum three hours a day and at least three days a week, not to exceed 19 hours.

Pregnant Women's Intensive Outpatient

The pregnant women's intensive outpatient programs are intensive outpatient groups that are for pregnant women or those who have recently delivered a baby. This service provides at least three hours of treatment, for at least three days a week, and clients receive support related to recovery during pregnancy.

Pregnant Women's Resident Treatment

These are extended residential programs that provide treatment and support for pregnant women who are striving to maintain sobriety during their pregnancy to protect the health and well being of their child. The program also provides support for the mother's other minor age children and support for the mother and child/children after she delivers.

Recovery Support Services

Recovery support services refer to services provided to people in recovery to promote individual, program, and system-level approaches that foster health and resilience; increase permanent housing, employment and other necessary supports; and reduce barriers to social inclusion.

B. Programs offered through Department of Correction

All substance use disorder programs (outpatient and Inpatient treatment) embody the following characteristics:

- A multi-disciplinary approach under a Behavioral Health Services Model in which substance use treatment counselors, mental health professionals, and medical staff collaborate under one system of care to provide holistic treatment.
- Evidence-based treatment interventions, such as cognitive behavioral therapy and motivational interviewing that focus on inmates' criminogenic needs.
- All program participants work closely with treatment staff to develop treatment plans that guide and monitor an individual's personal progress while in programming.
- Treatment plans are developed after staff conducts a thorough medical, psychological, and social assessment and address issues such as addiction severity, criminal thinking errors, and dysfunctional relationships.
- All programs have treatment staff that monitor individual inmates progress, assure that treatment goals are met, and provide re-entry services.
- All participants must complete three treatment phases, which include orientation, primary treatment, and strengthening positive changes. As offenders move through the treatment phases they receive incremental responsibilities and incentives.

Outpatient Group Therapy (160-180 hours)

- The full-time group therapy program is up to six hours per day (4-5 days per week; 6 weeks total).
- The part-time group therapy program has evening classes; this is a 6-9 month program.
- Individual and group counseling are provided.
- Programming includes the following: Cognitive Behavioral Therapy, Criminal Thinking Error Awareness, Relapse Prevention Skills Building, Victims Impact, Re-entry Planning, and Anger Management.

Intensive Residential Treatment Program (9-12 months)

- All program participants dwell in the same living unit that is separated from the general population.

- TDOC Intensive residential treatment is provided in a Modified Therapeutic Community (MTC) Program. This is an evidence based therapeutic model that uses community as method to facilitate individual change.
- MTCs are highly structured environments governed by a series of rules that inmates must follow and must also bring rule violations to other program participant's awareness.
- The modified therapeutic community resembles a small town with its own government and activities for self-maintenance.
- Under staff guidance, participants have assigned jobs on different crews, which oversee the community.
- MTC crews include the education crew, the service crew, and the recreation crew. Crew responsibilities provide program participants with the opportunity to interact within the community in a pro-social way
- Individual and group counseling address the following topics: Cognitive Restructuring, Criminal and Rational Thinking Error Awareness, Substance Use Treatment Education, Relapse Prevention Skills Building, Victims Impact, Re-entry Planning, and Anger Management and Conflict Resolution.

Aftercare

Aftercare meets weekly for program graduates to attend on an as needed basis. After care programs are strictly voluntary.

Overall Program Numbers

An average of 1195 inmates are per month placed in programming (statewide), which translates to 14,337 annually. There is a 75% completion rate statewide (10,752 annually completed for all combined programs)

C. Ignition Interlock

HB 1843 was signed by Governor Bill Haslam on April 27, 2016, and will become effective July 1, 2016. This legislation rewrites the original all-offender interlock bill that was passed in 2013 and establishes requirements for the removal of an ignition interlock devices and revises other provisions.

In 2013, the TN All Offender Ignition Interlock Law was passed. As written, the bill requires a judge to order an ignition interlock for all DUI offenders (including 1st time offenders) if he or she applied for a restricted license. Inevitably, the flaw in the law was that individuals were not applying for the restricted licenses, thus forgoing driving for a year or continuing to drive on a revoked license (MADD statistics state that 50-75% of convicted DUI offenders continue to drive on a revoked license). On average 5,000 individuals receive ignition interlock devices yearly out of the roughly 26,000 individuals arrested for DUI each year in Tennessee. The new legislation will certainly flip those numbers.

In short, the new legislation will affect those drivers who are arrested and convicted of a DUI after July 1, 2016, to have a mandatory ignition interlock on their car for 365 days with the last 120 days violation free before they would be eligible for reinstatement of an unrestricted license.

The table on the next page provides a look at ignition interlock use across the United States.

IGNITION INTERLOCKS STOP DRUNK DRIVING

	Type of first-time offender ignition interlock device (IID) law	Effective date of current IID law	.08 BAC starts stopped via interlock	Drinking and driving occurrences stopped by an interlock
Alabama	All	7/1/14	719	3,797
Alaska	All	1/1/09	9,617	117,430
Arizona	All	9/1/07	59,782	563,515
Arkansas	All	4/1/09	40,521	306,066
California	4-county pilot	7/1/10	124,455	1,024,279
Colorado	All	1/1/09	92,503	816,497
Connecticut	All	1/1/12	21,518	157,713
Delaware	All	1/1/15	721	4,710
District of Columbia	Optional	4/1/13	25	165
Florida	.15 BAC	10/1/08	49,744	662,208
Georgia	No	5/1/99	15,250	108,860
Hawaii	All	1/1/11	6,445	62,336
Idaho	No	10/1/00	4,638	31,028
Illinois	All	1/1/09	96,456	707,485
Indiana	Discretionary	1/1/15	1,290	7,939
Iowa	.10 BAC	7/1/95	127,633	595,473
Kansas	All	7/1/11	58,497	410,491
Kentucky	.15 BAC	6/25/15	371	2,029
Louisiana	All	7/1/07	60,970	379,814
Maine	All	12/1/13	5,185	36,901
Maryland	.15 BAC	10/1/11	18,491	140,305
Massachusetts	No	1/1/06	37,983	243,665
Michigan	.17 BAC	10/1/10	86,393	451,594
Minnesota	.16 BAC	7/1/11	58,350	325,875
Mississippi	All	10/1/14	2,835	18,289
Missouri	All	3/1/14	28,174	148,395
Montana	Discretionary	5/1/09	4,512	30,060
Nebraska	All	1/1/09	22,178	181,913
Nevada	.18 BAC	7/1/05	6,099	37,476
New Hampshire	All	7/1/07	8,850	55,661
New Jersey	.15 BAC	1/1/10	39,676	186,869
New Mexico	All	6/1/05	62,231	461,774
New York	All	8/1/10	84,233	433,437
North Carolina	.15 BAC	12/1/07	14,007	129,704
North Dakota	Discretionary		0	0
Ohio	Discretionary	9/1/08	16,641	108,103
Oklahoma	.15 BAC	11/1/11	27,785	239,430
Oregon	All	1/1/08	38,522	240,871
Pennsylvania	No	10/1/03	78,210	462,998
Rhode Island	.15 BAC	1/1/15	1,296	7,787
South Carolina	.15 BAC	10/1/14	1,015	8,345
South Dakota	.17 Optional	7/1/11	1,487	8,605
Tennessee	All	7/1/13	26,613	160,771
Texas	All	9/1/15	18,594	120,567
Utah	All	7/1/09	8,066	57,013
Vermont	Optional	7/1/11	6,270	32,945
Virginia	All	7/1/12	10,067	102,577
Washington	All	1/1/09	103,913	795,695
West Virginia	All	6/1/08	15,046	157,843
Wisconsin	.15 BAC	7/1/10	156,860	1,272,442
Wyoming	.15 BAC	7/1/09	15,772	97,993

= 1,776,509

= 12,717,738



IMPAIRED DRIVING GOALS AND OBJECTIVES: THREE-YEAR PLAN

A. Problem Identification

Magnitude and Severity of the Impaired Driving Problem

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

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

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

B. Target and Performance Measures

Target

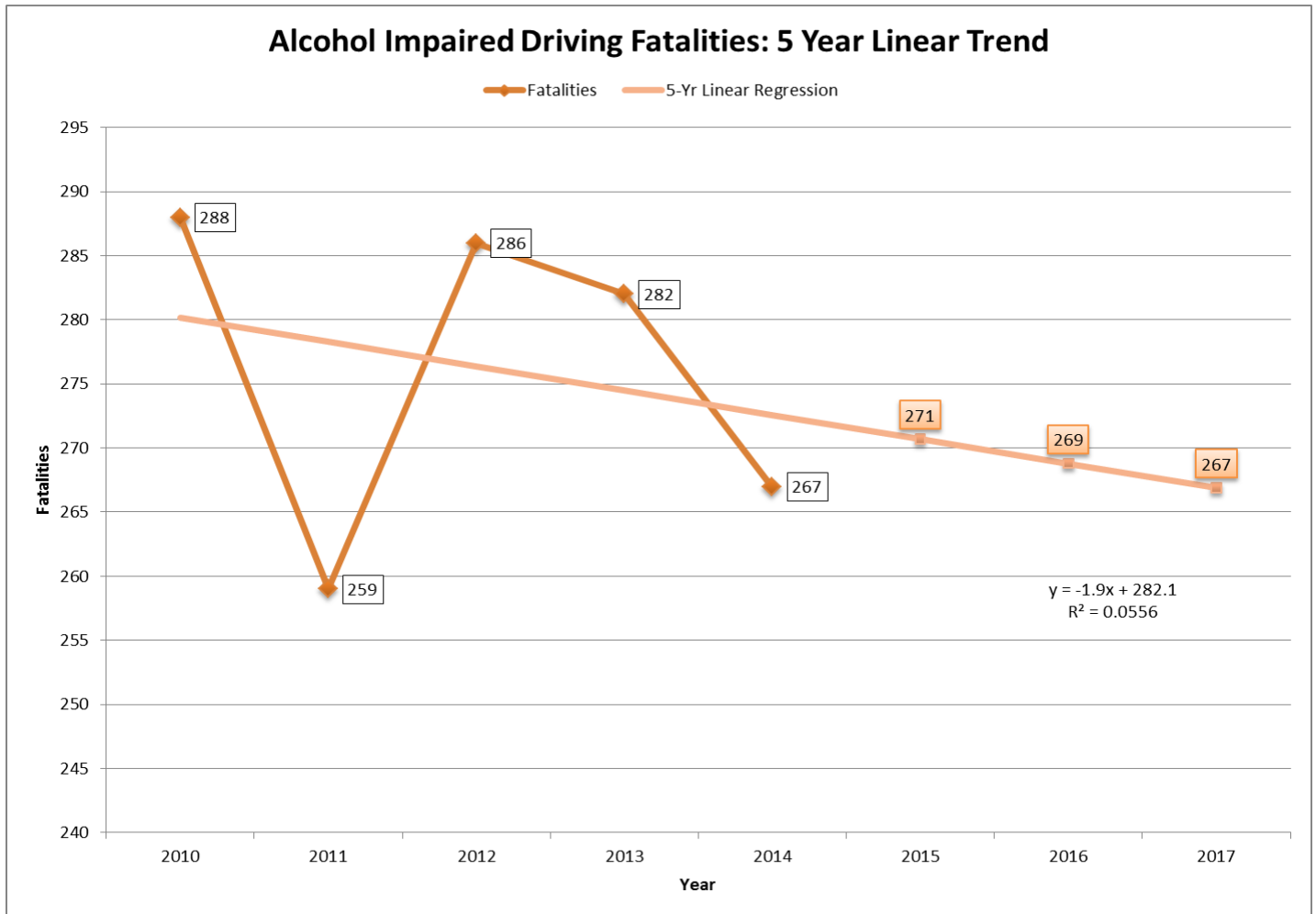
To decrease the number of impaired driving fatalities, injuries, and crashes.

Performance Measures

1. **Core Performance Measure** – To maintain the number of impaired driving fatalities from a 2014 baseline of 267 to 267 in 2017 (based on a 5-year Linear Regression Trend Analysis).
2. To decrease the number of alcohol impaired driving crashes from the 2015 baseline of 6,518 down to 6,305, a reduction of 213 or 3 percent (based on a 5-year Linear Regression Trend Analysis).
3. To expand judges and prosecutor training to 200 in 2017.

C. Support Data

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



Tennessee Alcohol Impaired Driving Fatalities

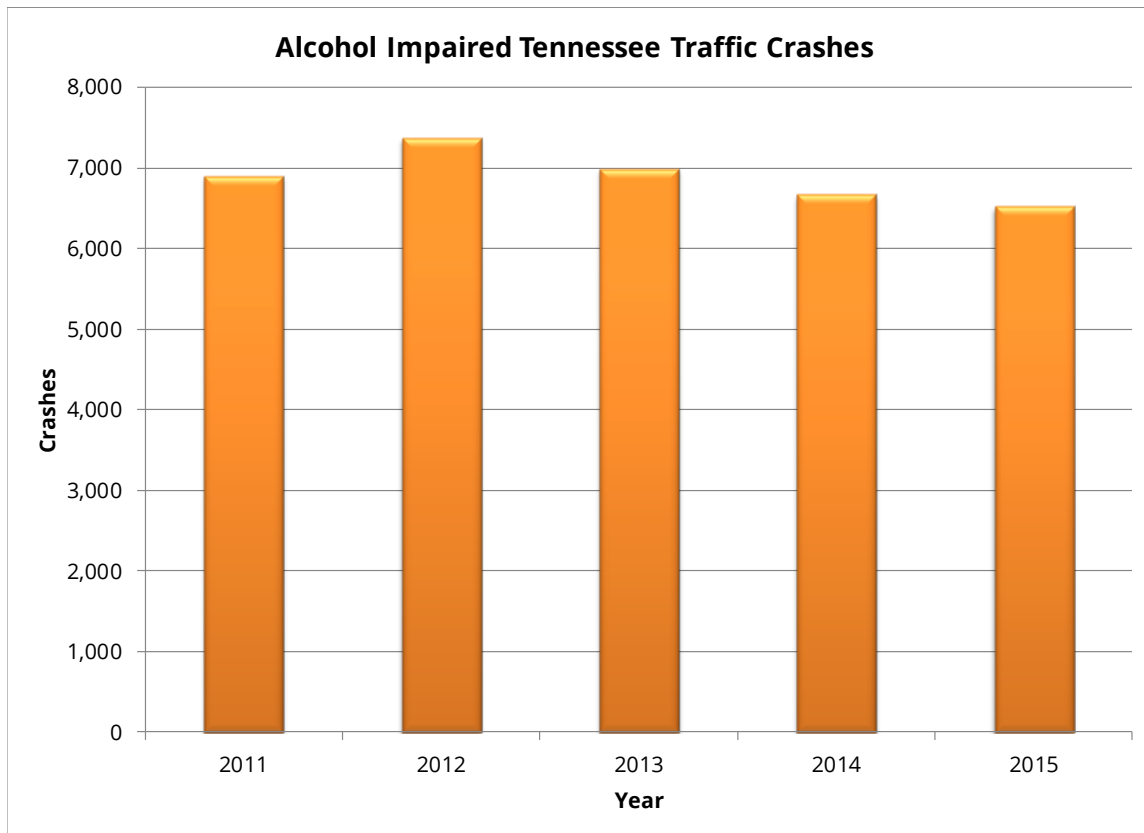
	2011	2012	2013	2014	2015
Fatalities	259	286	282	267	254

Source:

2011-2014 Data: NHTSA. State Traffic Safety Information. Online at http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nscsa/STSI/47_TN/2014/47_TN_2014.htm, accessed 31 May 2016.

2015 Data: TN Dept. of Safety and Homeland Security, TITAN Division, 31 May 2016. (FARS SharePoint Service)

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



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

D. Strategies for Decreasing Impaired Driving Fatalities and Injuries

Strategies Selected for 2017

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

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

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

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

Program Management

Program management strategies include the following:

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

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

Enforcement

Enforcement is a strategy within Section 3 of Highway Safety Program Guideline No. 8, Criminal Justice System. Saturation patrols are law enforcement efforts that combine a high level of sustained enforcement with intense enforcement mobilizations around the Memorial Day weekend (typically May is one of Tennessee's deadliest months for traffic fatalities), the July 4 weekend, Labor Day (September), and December holiday periods.

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

These saturation patrols will consist of 5 actions: 1) sustained enforcement of monthly DUI operations by agencies serving at least 50 percent of the state's population; 2) intense publicity, paid and earned; 3) pre/post knowledge/attitude/behavior surveys; and 4) monthly reporting of enforcement and media activity. Tennessee will organize a December holiday alcohol enforcement mobilization and a mid-summer traffic law enforcement mobilization concentrating on alcohol on 16 consecutive nights spanning three consecutive weekends by agencies serving at least 85 percent of the population. The agencies participating in the mobilizations will be required to maintain a high level of sustained enforcement by deploying monthly patrols combined with speed and other high-risk behavior enforcement efforts funded through the Police Traffic Services program.

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

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

Traffic Records—DUI Tracker System

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

Training of Law Enforcement Officers

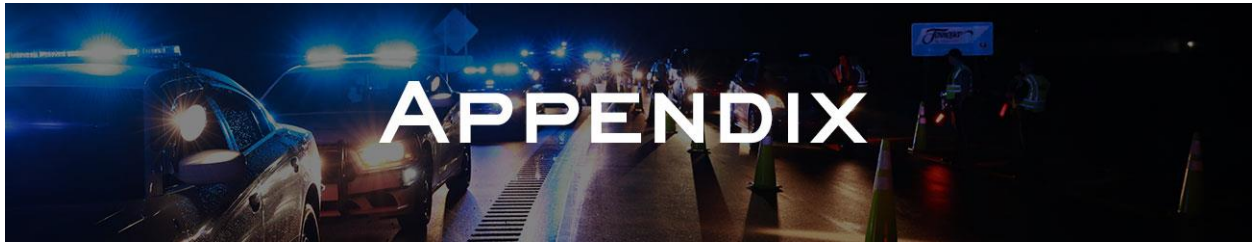
"DUI Detection and Standardized Field Sobriety Testing" is a NHTSA/IACP-approved curriculum. All agencies receiving highway safety grants for traffic law enforcement require SFST training of their traffic officers. A grant-funded position in the THSO schedules and administers SFST training. Drug Recognition Expert (DRE) training

produces certified officers who can reliably detect drug-impaired drivers approximately 90 percent of the time. The DRE program is a valid method for identifying and classifying drug-impaired drivers. The DRE program requires scientifically sound support by the laboratory. A full-time DRE-trained former officer serves as the state's DRE training coordinator. The ARIDE program (Advanced Roadside Impaired Driving Education) trains law enforcement officers to observe, identify, and articulate the signs of impairment related to drugs, alcohol, or a combination of both, to reduce the number of impaired driving incidents and crashes that result in serious injuries and fatalities. Further, the course educates other criminal justice professionals (prosecutors, toxicologists, and judges) to understand the signs of impairment related to drugs, alcohol, or a combination of both, to enable them to work with law enforcement to reduce the number of impaired driving incidents as well as crashes that result in serious injuries and fatalities. This program is offered statewide. Specific objectives regarding these programs are included in the training section of the Highway Safety Plan.

Training of the Prosecutorial and Judicial Community

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

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



A. Charter

Mission

To develop, recommend best practices, and approve a multi-year impaired driving strategic plan that will support the mission of the TN Highway Safety Office (THSO), plan the Impaired Driving Countermeasures Strategic Plan, and to advocate and support Tennessee's impaired driving program.

Team Structure

The Impaired Driving Task Force (IDTF) will function as a parallel team with all members having equal standing. Decisions are made collectively between the THSO and the subject matter expert for areas of emphasis in the Highway Safety Plan's Impaired Driving section.

Responsibility for meeting coordination will be administered by the THSO Impaired Driving Coordinator (IDC) who is responsible for the following:

- Prepare meeting agendas,
- Manage all aspects of meeting, including identification of meeting location, keeping meeting on schedule, and conducting meeting evaluation at conclusion,
- Delegate tasks and follow-up work,
- Compile meeting minutes and disseminate to members, and
- Follow-up on committee recommendations and actions.

Task force members will serve a renewable term of three years, which will allow for both continuity and change. Members will be expected to:

- Attend and participate in all meetings,
- Help determine committee priorities and ways to achieve them,
- Become familiar with alcohol and impaired driving programs and how they fit into the highway safety plan, and
- Accept and carry out assignments.

Chartering Authority

The IDTF is chartered by the Director of the TN Highway Safety Office. The IDTF may be dissolved at the discretion of the Director based on changes or alterations of requirements of the Fixing America's Surface Transportation Act (FAST Act) and subsequent authorizations.

Duration

The IDTF will conduct its work beginning May 1, 2013. Annually, the IDTF should evaluate its effectiveness and determine whether its work should continue for a predetermined period of time.

Governance of the Impaired Driving Task Force

The IDTF will meet a minimum of three times per year. A majority vote of the members present at a meeting will be sufficient to conduct IDC business. Meetings may be held in person or conducted through a conference call. Meeting dates and times will be adjusted as needed at the consensus of members. Time for completion of work outside of IDTF meetings will vary, but is not expected to exceed one to two hours per month.

Membership

Member representation will include viewpoints of segments of the community that interact with impaired driving highway safety issues. Membership consists, at a minimum, of representatives from the following:

- TN Highway Safety Office,
- areas of law enforcement and the criminal justice system (e.g., prosecution, adjudication and probation),
- driver licensing,
- treatment and rehabilitation,
- ignition interlock programs,
- data and traffic records,
- public health, and
- communication.

Each representative may designate appropriate individuals with the requisite skill, understanding, and commitment to effectively contribute to the IDTF's work. Membership ideally shall not exceed 25.

As the nature of the IDTF's work is not confidential, guests may attend meetings/conference calls/webinars as deemed appropriate or necessary by the membership.

5/5/16

B. List of Task Force Members

1. Kyle Anderson, Assistant District Attorney General, Vehicular Crimes Team Leader, 20th District – Criminal Justice System/Prosecution
2. Terry Ashe, Executive Director, Tennessee Sheriff's Association - Law Enforcement
3. Rod Bragg, Assistant Commissioner, TN Department of Mental Health and Substance Abuse Services - Treatment and Rehabilitation
4. Megan Buell, Communications Director, TN Department of Safety and Homeland Security – Communication
5. Patricia Burnett, Colonel, Memphis Police Department - Law Enforcement
6. Michelle Consiglio-Young, Assistant General Counsel/Legislative Liaison, Tennessee Supreme Court/Administrative Office of the Courts - Criminal Justice System/Adjudication - Data and Traffic Records
7. Maggie Duncan, Executive Director, Executive Director, Tennessee Association of Chiefs of Police - Law Enforcement
8. Brian Evans, Lieutenant, Knoxville Police Department - Law Enforcement
9. Michael Hogan, Director of Driver License Issuance, TN Department of Safety and Homeland Security - Driver Licensing
10. Richard Holt, Law Enforcement Liaison Administrator, Tennessee Highway Safety Office - Law Enforcement/DRE
11. Tom Kimball, Traffic Safety Resource Prosecutor, District Attorneys General Conference - Criminal Justice System/Prosecution
12. Joseph Massengill, Trooper, TN Department of Safety & Homeland Security – Ignition Interlock
13. Chris Osbourn, TITAN Program Director, Research, Planning, & Development / TITAN, TN Department of Safety & Homeland Security - Data and Traffic Records
14. Carroll Owen, Jr., Captain, Shelby County Sheriff's Office, Law Enforcement
15. Kate Ritchie, State Program Director, Mothers Against Drunk Driving – Communication
16. Terry Seay, Sergeant, TN Department of Safety & Homeland Security – Ignition Interlock

17. Robert Seesholtz, Trauma System Manager, TN Department of Health -Public Health
18. Lila Statom, General Sessions Court Judge, Hamilton County/Chattanooga Division IV - Criminal Justice System/Adjudication
19. Bobby Straughter, Assistant Commissioner, TN Department of Correction – Probation and Parole
20. Chuck Taylor, Deputy Commissioner, TN Department of Correction – Probation and Parole
21. Tracy Trott, Colonel, Tennessee Highway Patrol, TN Department of Safety and Homeland Security - Law Enforcement
22. Samera Zavaro, Special Agent/Forensic Scientist Supervisor Breath Alcohol Section, Tennessee Bureau of Investigation - Data and Traffic Records
23. THSO Impaired Driving Coordinator (non-member) Jason Ivey, Interim Director/Program Management Administrator, Tennessee Highway Safety Office, TN Department of Safety and Homeland Security

C. Bios of Task Force Members

Kyle Anderson

Kyle grew up in Decatur, Illinois, and graduated from the University of Illinois with a B.S. in finance in 1991. He then moved to Tennessee to attend the J.D./M.B.A. dual degree program at Vanderbilt University, during which time he served as an Associate Editor of the Law Review. He graduated in 1995 and was admitted to the Tennessee Bar.

From 1995 through 2004, Kyle was a sworn officer with the Metropolitan Nashville Police Department. During that time he worked as a patrol officer and sergeant, homicide detective, legal adviser and law instructor, and had just achieved the rank of lieutenant when he accepted a position as an Assistant with the District Attorney General, 20th District. From 2004 to 2007, Kyle worked both in General Sessions and Criminal Court, and in 2007 he was asked to be the team leader of Vehicular Crimes.

Terry Ashe

In 1972, Terry Ashe entered law enforcement part-time as a reserve deputy and in 1974 full-time. He worked as Wilson County's Chief Deputy Sheriff, the city of Lebanon's Chief of Detectives, and sheriff of Wilson County since 1982. In October 2012, he retired as sheriff of Wilson County and accepted the Executive Director position of the Tennessee Sheriffs' Association. In the fall of 2012, he authored his new book Ashes of Bluebird. His career as sheriff made him the second longest serving sheriff in the state's history in 2012. He has been appointed by four Tennessee governors to serve on major committees for the state of Tennessee. Sheriff Ashe was the first Sheriff in the Tennessee Sheriffs' Association to be elected President in his first term.

Rodney L. Bragg

Rodney L. Bragg is the Assistant Commissioner for the Tennessee Department of Mental Health and Substance Abuse Services, Division of Substance Abuse Services. He has a rich history in providing services in community based agencies working with persons with addictive disorders and serious mental illness, including implementing integrated co-occurring services. In his current position, Rod is responsible for the statewide direction in the planning, development, administering, and evaluation of publicly funded services for Tennesseans with substance use and co-occurring disorders.

Bragg received a Master's of Organizational Management degree from Trevecca University in 1999 and a Master's of Divinity from Pittsburgh Theological Seminary in 1984.

Megan Buell

Megan Buell is the Director of Communications for the Tennessee Department of Safety and Homeland Security. Megan was born and raised in Huntington, West Virginia, where she attended and graduated from Marshall University earning a Bachelor's

Degree in Journalism with an emphasis in Public Relations and a Minor in Political Science. She has an extensive non-profit and government background including development, communications, fundraising and marketing. Megan serves as a Board Member for MADD (Mothers Against Drunk Driving) and The Blake McMeans Promise Tour. She serves as a committee member for SADD (Students Against Destructive Decisions) and the Tennessee Teen Safe Driving Coalition.

Colonel Patricia Burnett

Colonel Burnett works in Traffic/Special Operations. Community Outreach Program (C.O.P) is a proactive initiative developed by the Memphis Police Department to improve the quality of life of citizens and reduce juvenile violence, utilizing crime prevention techniques through identification, enforcement and education within the community.

Michelle Consiglio-Young

Michelle Consiglio-Young is the Assistant General Counsel for the Administrative Office of the Courts (AOC). Prior to coming to the AOC, she worked in the criminal justice division of the Tennessee Attorney General's office. Prior to that, Michelle clerked for Court of Criminal Appeals Judge Robert W. Wedemeyer. During law school, she externed at various times for the United States Attorney's Office, the Tennessee Supreme Court, the United States Department of Justice, and the Tennessee Attorney General's Office. Before attending law school, Michelle was the Senate Judiciary Committee Research Analyst under then-chair Senator Mae Beavers. Michelle currently lives in Murfreesboro with her husband and young son. She earned her JD from the University of Tennessee College of Law, Magna Cum Laude and her BA in International Relations from Boston University, Summa Cum Laude.

Brian Evans

Brian Evans began his law enforcement career with the Richland County Sheriff's Department in Columbia, South Carolina in 1994. In 1998, Brian joined the Knoxville Police Department in Knoxville, Tennessee. Since joining the Knoxville Police Department, Brian has served as a Patrol Officer and Inspections Officer. In November 2005, Brian was promoted to Sergeant where he has served as a patrol supervisor. Sgt. Evans was transferred to the Traffic Services Division to serve as a Sergeant of the Department's Motorcycle Unit. In 2015, Brian was promoted to Lieutenant and currently serves as the Traffic Services Coordinator for the Knoxville Police Department, overseeing all traffic related functions and programs of the Knoxville Police Department.

Lt. Evans holds a Certificate of Police Management from Roane State Community College in Harriman, Tennessee; an Associate Degree of Applied Science in Criminal Justice (Summa Cum Laude) from Roane State Community College in Harriman, Tennessee; a Bachelor of Science Degree in Organizational Management from Tusculum College (Magna Cum Laude) and a Master of Science Degree in Criminal Justice from South College in Knoxville, Tennessee.

Maggi McLean Duncan

Maggi has served as the Executive Director of the Tennessee Association of Chiefs of Police (TACP) since November of 2000 and was the first professional director hired by the police chiefs organization. She also serves as the association's government affairs director and lobbyist as she facilitates all public safety policy matters. During her tenure, she has implemented or been intricately involved in numerous programs. As the TACP's director, she not only recruits new members but works to educate all members to be better leaders, advocates, and law enforcement professionals through bi-monthly training meetings, developing and implementing relevant programs that benefit both law enforcement and their communities, and long range, strategic planning to provide the framework for a safer Tennessee. As a public policy leader for the Tennessee Association of Chiefs of Police, she works a wide range of legislative issues and topics that affect her organization from workers' compensation to pursuit policy to violent offenders sentencing guidelines. Prior to joining the TACP, Ms. Duncan spent ten years as a funeral industry administrator and community relations director while handling the legislative duties of a sitting state representative and city councilman who also served as CEO of the funeral company. She is a graduate of Rogers High School in Newport, Rhode Island, and Cumberland University in Lebanon, Tennessee. She currently serves as the past chair of the Tennessee Lobbyist Association, Chair of the State Association of Chiefs of Police Executive Director's committee of the International Association of Chiefs of Police, and on the IACP/SACOP Executive Board.

Michael Hogan

Michael Hogan is the Director of the Driver Services Division for the Tennessee Department of Safety & Homeland Security. As Director, Hogan is responsible for overseeing a statewide staff of 394 employees, 44 Driver Service Centers and 39 County Clerk Partners across the state. A 2007 graduate of the Tennessee Government Executive Institute (TGEI), Hogan joined the Department of Safety & Homeland Security after serving as Assistant Vice President of Operations and Client Relationship for State Street Investment Bank. He earned his degree in Business Administration from Middle Tennessee State University in Murfreesboro, Tennessee.

Richard Holt

Richard Holt is a forty-two year veteran of law enforcement with a host of training and experience related to law enforcement. He is a graduate of Belmont University with a Bachelor's Degree in Criminal Justice; a graduate of the National FBI Academy and the FBI Law Enforcement Executive Development Program (LEEDS); and a graduate of The Robert F. Borkenstein Course on the Effects of Drugs on Human Performance and Behavior. Richard's current assignment is with the Tennessee Highway Safety Office as the Law Enforcement Administrator. Additionally, he is the state coordinator for the Drug Recognition and Evaluation Program. He is a DRE instructor and a Standardized Field Sobriety Testing instructor. He was a technical advisor to Governor Bredesen's DUI Task Force in 2006 and 2007.

Tom Kimball

Tom Kimball is a 1982 graduate of the University of Tennessee Law School. He serves as the Traffic Safety Resource Prosecutor for the Tennessee District Attorneys General Conference. In his role he organizes training seminars concerning DUI and traffic safety issues. He acts as a resource to all prosecutors in the State. He publishes the quarterly DUI News and has written and distributed a DUI Trial Manual for prosecutors. As a prosecutor in Hamilton County, Tom directed and coordinated efforts concerning the prosecution of DUI. He personally prosecuted all third offense or above DUI offenders in the Criminal Courts. He also prosecuted all alcohol or drug related vehicular assaults and homicides.

Tom is a frequent speaker concerning impaired driving. He has conducted presentations in Michigan, Mississippi, Georgia, Virginia, California, and Washington, DC. He has presented at the National Lifesavers Conference in Texas concerning the efforts of DUI Specialized Prosecutors in Tennessee. Tom has conducted trainings in Tennessee for over 200 prosecutors and more than 600 law enforcement officers this Federal Fiscal Year (2015-2016).

Joseph T. Massengill

Trooper Joseph T. Massengill began his career with the Tennessee Highway Patrol in March of 1997. During the past 19 years he has worked many different assignments at various locations across the state of TN. Previously he has been assigned to the THP Interdiction Team, dignitary protection details, and has served as a road trooper in the Memphis, Jackson, and Nashville districts. Since August 1, 2015, Trooper Massengill has been assigned to the Ignition Interlock Device Program in the THP's Research, Planning & Development Division where he currently serves as a program Compliance Officer. His current duties include conducting field inspections of current and prospective ignition interlock device installation facilities, completing bill analysis and reviewing new legislation. He assists with the training of law enforcement, probation officers, court clerks, and judges to create a better knowledge of the current ignition interlock laws and abilities of the device to deter repeat offenses of driving under the influence of alcohol.

Chris Osbourn

Chris has been with the Tennessee Department of Safety and Homeland Security since November 2004. He currently serves as the department's TITAN Program Director overseeing the TITAN Program and Tennessee's traffic records management system, Predictive Analytics and Statistical Analysis, FARS, and GIS Services. He has also served as co-chair of the Tennessee Traffic Records Coordinating Committee since 2009. Chris graduated with a Master's degree from Clemson University and a Bachelor's degree from the University of Central Florida.

Carrol E. Owen, Jr.

Captain Carrol E. Owen, Jr. has been a law enforcement officer for 36 years: 9 years at Millington Police Department and 28 years at the Shelby County Sheriff's Office. His current title is Captain, Executive Officer of Patrol Support Services. Under his command are the Traffic Bureau, the Reduce Impaired Distractive Driving Unit, The Motorcycle unit, The School Crossing Guards, Reserve Division, and Emergency Services. During his career, he served in several divisions: Patrol, Fugitive, Civil and Criminal Courts, Civil Field, Training Firearms, Traffic, and Narcotics.

Kate Ritchie

Kate Ritchie, an undergraduate Alum of University of Tennessee and a MBA graduate of Middle TN State University, began working with Mothers Against Drunk Driving in January 2010. In April of 2014, she accepted the position as State Director. MADD's focus is serving victims of impaired driving by providing them with support through the criminal justice system as well as emotional support as they learn to live with a loss due to impaired driving. MADD also works with TN legislatures to improve DUI law in Tennessee to keep roadways safe and impaired drivers accountable for their actions.

Terry Seay

Sergeant Terry Seay is employed with the Tennessee Department of Safety and Homeland Security. Currently he is working in the Ignition Interlock Department as an Ignition Interlock Compliance Officer. Sgt. Seay has been employed with the department for 15 years and has worked 18 months in the Ignition Interlock Department. Prior to becoming a state trooper, he worked two years as deputy with the Trousdale County Sheriff's Department. Sgt. Seay is also a four-year veteran of the United States Marine Corps.

Rob Seesholtz

Rob Seesholtz is the State Trauma System Manager responsible for oversight of Tennessee's Trauma System. This system consists of Tennessee's 10 state designated adult trauma centers and four comprehensive regional pediatric centers serving over 20,000 injured adult and pediatric patients per year. In addition, he's responsible for the management of the state trauma fund, trauma registry, and injury data collection for these centers. Rob is a registered nurse and paramedic and has practiced emergency medicine for over 20 years.

Lila Statom

Lila Statom was appointed to the position of General Sessions Judge of Hamilton County Division IV in December 2012. In August 2014, she was unopposed in the election for an 8-year term. As a General Sessions Court Judge, Judge Statom handles civil, criminal, and mental health cases. She is the presiding judge over the Hamilton County General Sessions Mental Health Court and is working to establish a veteran's court in Hamilton County.

Judge Statom previously served as an Assistant District Attorney in Hamilton County from 1998 until December 2012. Prior to moving home to Chattanooga, she served as an Assistant District Attorney in Nashville from 1989 until 1998.

She is a graduate of the University of Tennessee at Chattanooga, Memphis State University School of Law, and received her LL.M. in Litigation from Emory University School of Law.

Bobby Straughter

Bobby Straughter has served as Assistant Commissioner of Community Supervision since March 2013. As Assistant Commissioner of Community Supervision, he oversees 45 probation and parole offices. He is responsible for over 80,000 offenders and 950 employees statewide. He also serves as the Interstate Compact Administrator for the State of Tennessee.

Prior to his career in corrections, Mr. Straughter served in several senior leadership positions within the private sector with companies such as Tenneco Automotive, Calsonic Kansei, and Dell Inc. He also served as Administrator for the Tennessee Board of Parole, a position he held prior to his appointment with the Department of Correction.

Chuck Taylor

Chuck Taylor serves as the Deputy Commissioner/Chief of Staff for the Tennessee Department of Correction. A native of Memphis, Taylor's career spans over 40 years in executive positions in both the public and private sectors.

From the Memphis Mayor's staff, he joined state government in 2003 as the Director of the Governor's Highway Safety Office. There he oversaw the distribution of federal funds to Tennessee police departments, attorney generals, sheriff departments and Tennessee's Department of Safety. These law enforcement agencies worked with Governor's Highway Safety office supporting safety campaigns such as Click It or Ticket and Booze It and Lose It.

In 2007, Taylor, a disabled Vietnam Veteran, became the Assistant Commissioner of the Department of Veterans Affairs. He oversaw operations for veteran cemeteries, veteran nursing facilities, and veteran outreach offices across the state. In 2009, Governor Phil Bredesen appointed him to serve on the Tennessee Probation and Parole Board where he served until coming to the Department of Correction as Deputy Commissioner/Chief

of Staff. Taylor is responsible for overseeing daily activities of the Department's Finance and Administration, Operations, Community Supervision, and Rehabilitative Services divisions.

Tracy Trott

Colonel Tracy Trott has served as a member of the THP since 1978. His experience includes seven years as a Road Trooper in Greene and Carter counties; six years as a Greene and Sullivan County Enforcement Sergeant; and 14 years as a Troop Lieutenant, where he managed five counties in the Tri-Cities area and performed day-to-day law enforcement duties. Trott served a five-month stint as Major in the Colonel's office, before being promoted to Lieutenant Colonel in August of 2006.

A native of Randolph, Maine, Trott earned an Associate's Degree in Law Enforcement, a Bachelor's Degree in Criminal Justice, and a Master's Degree in Criminology from ETSU. He is also a 1996 graduate of the Northwestern School of Police Staff and Command, and graduated from the FBI National Executive Institute in 2013. He began his law enforcement career as a police officer with the ETSU Police Department in 1976.

Samera Zavaro

Samera Zavaro is a Special Agent/Forensic Scientist Supervisor, LIMS Administrator for the Tennessee Bureau of Investigation. Zavaro supervises the statewide Breath Alcohol Unit; she is also the Laboratory Information Management System (LIMS) Administrator for the Tennessee Bureau of Investigation Crime Laboratories. Along with administering the LIMS program, she is responsible for the iResults program, which allows law enforcement personnel the ability to retrieve their laboratory reports from the internet. She is currently an OSAC affiliate member of the Toxicology Subcommittee working on method development for breath alcohol instrumentation validation.

Jason Ivey (non-member)

Jason Ivey received a Bachelor's of Music from the University of Southern Mississippi and a Master's of Science in Management from Austin Peay State University. He is the former Director of Marketing and Public Relations for North Oak Regional Medical Center in Mississippi. In that position, he assisted in reestablishing a volunteer program, establishing an Alzheimer's support group, assisted in creating a United Way Chapter in Tate County, developed a pastoral panel for families in crisis, and developed an Adopt-a-School program, which formed an educational link between the school system and medical field.

He was hired April 2000 as a Program Manager for the Safe Communities projects of the TN Highway Safety Office. In 2006, he was promoted to Program Management Administrator with oversight of the University of Tennessee staff, training and coordination of Program Managers, and oversight of highway safety projects. In April 2016, he was appointed Interim Director of the Tennessee Highway Safety Office.

D. Meeting Minutes

Impaired Driving Task Force Meeting

Meeting Details

Date and Time: April 27, 2016; 11:00 A.M.

Location: TBI Headquarters, Conference Room 3; 901 R.S. Gass Blvd. Nashville, TN 37216

Attendees

- Jason Ivey - THSO
- Amanda Brown-THSO
- Kim Van Atta- THSO
- Chris Broome - NHTSA, Region 4
- Shawn Johnson - Hamilton County (in place of Lila Statom)
- Rod Bragg – TDMHSHS, Task force member
- Chris Osbourn, TDOSHS, Task force member
- Trooper Joseph Tim Massengill, THP
- Megan Buell, TDOSHS
- Maggi Duncan – TACP, Task force member

Agenda

Welcome and Introductions
Lunch
Changes to THSO in 2016
Task Force Membership
 Replacing members
 New Members
Proposed Charter
NHTSA Perspective
FY17 Impaired Driving Strategic Plan
Beyond the FY17 Strategic Plan
 Data
 Responsibilities
 3 or 5 year
 Meetings
New Program Areas for FY 17 405 Application
 24/7
 Ignition Interlock

Discussion

- Welcomed by Jason
 - Introductions
 - Jason Ivey
 - Added title of interim director, Tennessee Highway Safety Office (THSO)
 - 16 years of service
 - 3 functions - supervision, program manager, train program managers in our office to oversee
 - Chris Broome

- Regional Program Manager, National Highway Traffic Safety Administration (NHTSA)
- Two years as Tennessee's Regional Program Manager
- 15 years of service
- Kim Van Atta
 - Program Manager, Tennessee Highway Safety Office
 - Eight years with the Tennessee Highway Safety Office
 - Traffic Records Coordinator
- Amanda Brown
 - Public Information Officer, Tennessee Highway Safety Office
 - Two years
 - Grantee for five years previous to employment at THSO
- Rod Bragg
 - Assistant Commissioner, Department of Mental Health and Substance Abuse Services
 - Original member since 2013
- Megan Buell
 - Director of Communications, Tennessee Department of Safety and Homeland Security
 - Prior Governor's Highway Safety Office Public Information Officer
 - Prevention advocate for ten years in Tennessee
 - May replace Jennifer Donnals on the Impaired Driving Task Force
- Chris Osbourn
 - Traffic Records, Tennessee Department of Safety and Homeland Security
 - 10 years of service
- Tim Massengill
 - Trooper, Tennessee Highway Patrol
 - 19 years of service
 - Started with Ignition Interlock in August of 2015
 - May replace Ehrin Ehlert on the Impaired Driving Task Force
 - Shared personal experiences with drunk driver head on collisions
- Shawn Johnson
 - Stand in for Lila Statom
 - Many roles and many responsibilities held as it pertains to impaired driving in Hamilton County
- Maggi Duncan
 - Executive Director of the Tennessee Association of Chiefs of Police (TACP)
 - TACP is professional and leadership development for law enforcement
 - TACP is involved heavily in public policy and does a bulk of lobbying for Chiefs of Police
 - Engaged with national level as needed
 - Original member

- Lunch

- Changes to THSO in 2016
 - Director's retirement
 - Early January – Kendell Poole resigned
 - Timeline of Events
 - Management of THSO (formerly the Governor's Highway Safety Office) was told they would be moving over to the Department of Safety and Homeland Security as of April 1, 2016, by Joe Galbato, Deputy Commissioner of the Tennessee Department of Transportation
 - On March 23, 2016, Commissioner Gibbons met with the THSO management team
 - Announced Jason Ivey would be the Interim Director of THSO
 - On March 31, 2016, Commissioner Gibbons and some of his staff came over to meet the entire staff with some of his staff
 - These meetings laid groundwork to answer questions and allay anxiety
 - Still waiting on a Director to be appointed
 - Impaired Driving Task Force
 - Mandate of MAP-21
 - Mandated if a state is between .30 and .60 impaired driving fatality rate
 - Tennessee is at .36
 - At the beginning of MAP-21, THSO came to you all, we crafted a document, and you provided feedback. Then we added to the Highway Safety Plan.
 - Different Regional Program Manager
 - Guidance from that Program Manager stated that would work
 - That is not going to work now
 - MAP-21 ended without a new bill, which put certain aspects in limbo
 - Asked NHTSA for clarification if this would still be a requirement with the new funding bill
 - Got an answer in late February 2016
 - Needed a fast turnaround
 - Changes in terms of grants
 - As grantees, the only thing to change would be name of agency in your contracts with this transition.
- Task Force Membership
 - Positions that currently need to be filled
 - Bruce Behringer – retired
 - No representation from Department of Health
 - Chris Osbourn has an individual in mind for this position
 - Jenifer Donnals – new position
 - Proposed to take this position
 - Megan Buell
 - Ehrin Elbert – new position
 - Proposed to take this position
 - Trooper Terry Seay
 - Trooper Tim Massengill
 - No quorum to vote on this at this time

- New/open positions for Task Force
 - Based on number the task force currently has, we cannot accomplish what needs to be done
 - Public Health – (Bruce Behringer)
 - Current Commissioner of the Department of Health
 - John Dreyzehner
 - Chris Osbourn's candidate is part of the Traffic Records Coordination Committee Chris serves on
 - Rob Seesholtz
 - Should be able to propose a good candidate if he is not available
 - Chris Osbourn will reach out to Rob
 - Jason Ivey will reach out to Commissioner of the Department of Health to ask if the Task Force has the support of the Commissioner and the Commissioner is okay with that choice
 - Chris Broome provided Alabama's and Florida's Impaired Driving Strategic Plan to review
 - These were reviewed by Sharmila Patel (Florida) and Kim Van Atta (Alabama)
 - These plans have categories Tennessee does not have and some that we do
 - Adjudication
 - Judge Lila Statom
 - Proposed to add Administrative Office of the Courts (AOC)
 - Agreed it is appropriate to seek member
 - Maggi Duncan suggested Michelle Consiglio- Young
 - Assistant general Counsel/Legislative Liaison
 - Reports directly to Debbie Tait
 - AOC is much more engaged this year
 - Helps especially because Maggi Duncan is only one who can advocate on behalf of the task force
 - The others educate
 - Michelle Consiglio- Young also helps with training
 - Proper training for judges is necessary
 - How to share data between other agencies
 - Rod Bragg advocated for data sharing with other departments
 - Prosecution/Legislation:
 - The Task Force has Tom Kimball; should the reach be extended?

- Does the Task Force need actual an actual prosecutor on it?
- Maggi Duncan suggested from an area that has a DUI Court
- Jason Ivey suggested that the DUI Court may have a good name to suggest as a member for the Task Force
- Rod Bragg stated he could provide the names of all DUI courts
- Maggi Duncan stated that Tom Kimball is a tremendous asset. Someone in the trenches, someone in a bigger, urban area may see trending items
- Jason Ivey proposed that a DUI Prosecutor suggested by Tom Kimball or someone who handles primarily DUI cases may be a good option
- Maggi Duncan stated it is smart to look ahead for trends that are coming
- Maggi Duncan also suggested that the Task Force adds TACP and the Sherriff's Association to this category because they promote legislation
- Law Enforcement
 - The Task Force currently has Terry Ashe, Maggi Duncan, Richard Holt, and Colonel Tracy Trott
 - Richard Holt serves as LEL Administrator as well as the Drug Recognition Expert Statewide Coordinator for Tennessee
 - Proposed a member from larger law enforcement agency (i.e. Metro Nashville, Shelby Co)
 - Megan Buell proposed a representative from Shelby County as they see crime trends occurring first
 - Maggi Duncan suggested Memphis Police Department as they started using analytics
 - Jim Harvey:
 - Currently Deputy Chief over Information Technology Unit
 - Runs Blue CRUSH (Memphis' analytics software)
 - Probably have a colonel over a DUI unit that could be involved.
 - Amanda Brown suggested the Task Force could ask Frank Sousoulas since he is a network coordinator for THSO.

- Maggi Duncan stated that Jim Harvey would be retiring soon but could be kept on a consultant
- Jason Ivey proposed also Metro Nashville Police along with Memphis Police Department
- Megan Buell proposed to look at the regions of Tennessee
- Utilize someone from each of the four regions since not every region sees the same trends and increases
 - Cities:
 - Memphis
 - Nashville
 - Knoxville
 - Chattanooga
- Chris Broome gave some guidance for the strategic plan
 - Make it a quick read
 - Bring groups together with something in common (i.e. grant money)
- Sharmila Patel will put together 405 application
 - Tennessee likes for NHTSA to review
 - NHTSA gives feedback who office gives feedback
 - THSO makes changes or adjustments,
 - NOTE: This is separate from 154 AL penalty money awarded
 - A group of individuals (several regional NHTSA individuals and some NHTSA individuals from headquarters) look for references to of the Highway Safety Program Guideline No. 8 and the FAST Act
- Jason Ivey stated that to get a complete strategic plan, we need the categories
 - It allows enough individuals to get vote as well as the job done
 - Subordinates for Task Force members can also be brought in to help implement some of the work
 - This will create a more robust strategic plan
- Communication
 - Covered with the current proposed members to replace Jennifer Donnals
- Forensic Science

- Jason Ivey proposed a representative from Tennessee Bureau of Investigation be added to the Task Force
 - Samera Zavaro would be a good possible member or could propose someone who would be
 - Driver's License
 - The Task Force currently has Michael Hogan
 - May need a subordinate to also come to meetings but no one else proposed for the Task Force
 - Treatment and Rehabilitation
 - The Task Force currently has Rod Bragg
 - May need a subordinate to also come to meetings but no one else proposed for the Task Force
 - Probation and Parole:
 - The Task Force currently has Chuck Taylor
 - May need a subordinate to also come to meetings but no one else proposed for the Task Force
 - Traffic records:
 - The Task Force currently has Chris Osbourn
 - May bring Patrick Dolan to also come to meetings, but no one else proposed for the Task Force
- Jason Ivey inquired with Chris Broome as to whether the Task Force needed non-profits and advocates at the table (i.e. MADD)?
 - Chris Broome suggested the Task Force borrow other entities' ideas that partner in highway safety
 - Yes, to non-profits and advocates since they fit under categories the Task Force has
 - FAST Act wants to see what is being delivered.
 - The second year of the FAST Act, the Task Force can think outside of box.
 - Maggi Duncan suggested it could be on an "as needed" basis
 - Chris Broome stated it was not what you work with an agency to do but what WE do for highway safety.
- New Proposed Charter
 - Names of members need to be separate document
 - No great significant changes
 - Certain phrases/words are more direct about membership responsibilities
 - Membership will be a separate sheet to allow updates easily
- Corrections were proposed to the charter from Task Force Members
 - FAST ACT - or other subsequent legislation (future authorizations)
 - FAST acronym written out in full

- 25 member limit was questioned
 - Still below that for voting members with proposed additions
 - Membership limit was approved to not exceed 25
- Rod Bragg brought up the renewable term and suggested putting a limit on it
 - No limit was determined after the Task Force discussed the issue
- The corrections will be presented for vote in email format by Jason in the foreseeable future.
- NHTSA Perspective-Chris Broome
 - Chris Broome gave the Task Force NHTSA's perspective when reviewing the document
 - Guidance
 - Highway Safety Program Guideline No. 8 provides what NHTSA considers best practice
 - FAST Act will resemble this document
 - FAST Act will bring a minimum of three alcohol enforcement campaigns
 - If not performing, no money would be awarded with the 405 application
 - The third line in the Highway Safety Program Guideline No. 8 under "Task Force or Commissioners"
 - Traditional and nontraditional parties to be included:
 - Highway Safety Enforcement
 - Criminal Justice
 - Driver Licensing
 - Treatment
 - Liquor Law Enforcement
 - Business
 - Medical
 - Health Care
 - Advocacy and Multicultural Groups
 - Media
 - Institutions of Higher Education
 - Military
 - Past Assessment
 - Ellen Abbott with Rod Bragg at the Department of Mental Health and Substance Abuse Services was involved in past assessment
 - Need to see some improvements in application from the past assessment
 - May not show progress in all areas, but can show progress in:
 - Data
 - Communication
 - Directly or indirectly proposed legislation
- The Task Force cannot craft the document due to the tight timeframe
- More comprehensive strategic plan meetings on regular basis will help with this timeframe in the future
- The Task Force and individuals crafting the Strategic Plan can pull from last year's impaired driving plan
 - Can also pull information from other agencies if necessary

- State shows how the Task Force makes progress because of their meetings
- 1. FY17 Impaired Driving Strategic Plan
 - a. Overview of the strategic plan process
 - i. THSO will do majority of the work to craft the plan
 - ii. Three-year plan will be developed
 - 1. Bare bones
 - 2. Not deep and robust
 - a. More will be developed as regular meetings occur
 - 3. The Task Force will come together, use the document and revise/amend it
 - iii. Florida's Impaired Driving Strategic Plan will be used as the template as it pertains to headings, outline, etc.
- Beyond the FY17 Strategic Plan
 - Data
 - THSO primarily uses Tennessee Department of Safety and Homeland Security data
 - THSO has partners who use other data sources
 - Conversation with other data set holders
 - How can we mesh and use these data sources to the Task Force's advantage?
 - Could some of this data be kept from certain people?
 - Amanda Brown suggested the Task Force looks at Emergency Management Services Data from hospitals
 - Chris Osbourn stated that there was other data the Task Force could use
 - Other task forces could have potential data as well
 - Prescription Drug Abuse Task Force - Governor's initiative
 - Tennessee Medical Association
 - Maggie Duncan suggested utilizing the public safety coalition
 - District Attorney
 - Jerry Estes
 - Guy Jones
 - Impaired driving from drugs (or other means) is going to surpass alcohol
 - Keep marijuana at bay
 - Significant heroin increase in Tennessee
 - Rob Bragg stated that the Department of Mental Health and Substance Abuse Services has lots of opioid data
 - Maggi Duncan used the example of the proposed DUI 6 Bill for Tennessee
 - Law Enforcement surrendered a great deal (i.e. misdemeanor only for some drugs)
 - Using the Governor's Public Safety Plan – Governor's Subcabinet
 - Just ended a plan with huge successes
 - New plan underway
 - Responsibilities for Task Force Members
 - Categories or Committees with Subcommittees
 - Will be looked into further at the quarterly meeting in the summer

- Meetings
 - Every quarter
 - 2-3 hr. meeting
 - 11:00 A.M. until 2:00 P.M.
 - Will continue corresponding via email
 - Face-to-face discussions can be more beneficial to flesh out ideas
 - Structure the meeting schedule for a whole year
 - Maggi Duncan suggested it would be imperative of someone to be of equal knowledge to be there in place of the task force member if they could not attend
- New Program Areas for FY 17 405 Application
 - 24/7
 - Sobriety programs in
 - North Dakota
 - South Dakota
 - Montana
 - Washington
 - Aim to reduce recidivism of repeat DUI offenders while serving as alternatives to incarceration
 - Basic accountability was most effective for these states
 - Shawn Johnson stated that Hamilton County has had good luck with similar programs aimed to reduce recidivism
 - Ignition Interlock
 - It is a Class A misdemeanor to blow into the vehicle's Ignition Interlock system if you are not the person the device is assigned to.
 - Photo is taken when someone blows into device
 - Down side: someone has to physically review the photo
 - Amada Brown inquired about the delay in when these photos are sent in
 - Trooper Massengill stated a report was sent every 30 days
- Meeting adjourned

Next Meeting

Date and Time: May 25th, 2016; 11:00 AM

Location: TBI Conference Room 3