

GRANT APPLICATION SUMMARY SHEET

Grant Name: 2023 Tennessee Highway Safety Office DUI 22-23
Department: POLICE DEPARTMENT
Grantor: U.S. DEPARTMENT OF TRANSPORTATION
Pass-Through Grantor (If applicable): TN HIGHWAY SAFETY OFFICE

Total Applied For: \$500,000.00

Metro Cash Match: \$0.00

Department Contact: Michael C. Park
862-7077

Status: CONTINUATION

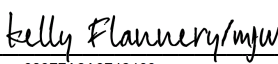
Program Description:

Funding will be used for the continuance of the enhanced DUI enforcement initiative. Funding will also be used to target distracted driving and seatbelt enforcement. Seeks to reduce traffic fatalities attributed to impaired drivers and distracted driving through aggressive enforcement on weekends and some major holidays. Funds will pay overtime for personnel working the initiative.

Plan for continuation of services upon grant expiration:

Project is totally grant funded and will cease upon expiration of the grant.

APPROVED AS TO AVAILABILITY OF FUNDS:

DocuSigned by:

 4/4/2022

 Director of Finance Date

APPROVED AS TO FORM AND LEGALITY:

DocuSigned by:

 4/5/2022

 Metropolitan Attorney Date

APPROVED AS TO RISK AND INSURANCE:

DocuSigned by:

 4/5/2022

 Director of Risk Management Date

DocuSigned by:

 4/5/2022

 Metropolitan Mayor Date

Services
5417

(This application is contingent upon the application being approved by the Metropolitan Council.)

Grants Tracking Form

Part One

<input type="radio"/> Pre-Application		<input checked="" type="radio"/> Application		<input type="radio"/> Award Acceptance		<input type="radio"/> Contract Amendment	
Department	Dept. No.	Contact			Phone	Fax	
POLICE DEPARTMENT	031	Michael C. Park			862-7077	880-3077	
Grant Name:		2023 Tennessee Highway Safety Office DUI 22-23					
Grantor:		U.S. DEPARTMENT OF TRANSPORTATION			Other:		
Grant Period From:		10/01/22		<small>(applications only)</small> Anticipated Application Date:		04/07/22	
Grant Period To:		09/30/23		<small>(applications only)</small> Application Deadline:		04/08/22	
Funding Type:		FED PASS THRU		Multi-Department Grant		<input type="checkbox"/> If yes, list below.	
Pass-Thru:		TN HIGHWAY SAFETY OFFICE		Outside Consultant Project:		<input type="checkbox"/>	
Award Type:		COMPETITIVE		Total Award:		\$500,000.00	
Status:		CONTINUATION		Metro Cash Match:		\$0.00	
Metro Category:		Est. Prior.		Metro In-Kind Match:		\$0.00	
CFDA #		20.607, 20.600		Is Council approval required?		<input type="checkbox"/>	
Project Description:		Applic. Submitted Electronically? <input checked="" type="checkbox"/>					
<p>Funding will be used for the continuance of the enhanced DUI enforcement initiative. Funding will also be used to target distracted driving and seatbelt enforcement. Seeks to reduce traffic fatalities attributed to impaired drivers and distracted driving through aggressive enforcement on weekends and some major holidays. Funds will pay overtime for personnel working the initiative.</p>							
Plan for continuation of service after expiration of grant/Budgetary Impact:							
Project is totally grant funded and will cease upon expiration of the grant.							
How is Match Determined?							
Fixed Amount of \$		or		% of Grant		Other: <input type="checkbox"/>	
Explanation for "Other" means of determining match:							
No match requirement							
For this Metro FY, how much of the required local Metro cash match:							
Is already in department budget?				Fund		Business Unit	
Is not budgeted?				Proposed Source of Match:			
(Indicate Match Amount & Source for Remaining Grant Years in Budget Below)							
Other:							
Number of FTEs the grant will fund:		0.00		Actual number of positions added:			
Departmental Indirect Cost Rate		31.20%		Indirect Cost of Grant to Metro:		\$156,000.00	
*Indirect Costs allowed?		<input type="radio"/> Yes <input checked="" type="radio"/> No		% Allow.		0.0%	
				Ind. Cost Requested from Grantor:		\$0.00	
*(If "No", please attach documentation from the grantor that indirect costs are not allowable. See Instructions)							
Draw down allowable? <input type="checkbox"/>							
Metro or Community-based Partners:							

Part Two

Grant Budget										
Budget Year	Metro Fiscal Year	Federal Grantor	State Grantor	Other Grantor	Local Match Cash	Match Source (Fund, BU)	Local Match In-Kind	Total Grant Each Year	Indirect Cost to Metro	Ind. Cost Neg. from Grantor
Yr 1	FY23	\$50,000.00			\$0.00		\$0.00	\$50,000.00	\$15,600.00	\$0.00
Yr 2	FY24	\$450,000.00			\$0.00		\$0.00	\$450,000.00	\$140,400.00	\$0.00
Yr 3	FY__									
Yr 4	FY__									
Yr 5	FY__									
Total		\$500,000.00	\$0.00	\$0.00	\$0.00		\$0.00	\$500,000.00	\$156,000.00	\$0.00
Date Awarded:			Tot. Awarded:			Contract#:				
(or) Date Denied:			Reason:							
(or) Date Withdrawn:			Reason:							

Contact: trinity.weathersby@nashville.gov
vaughn.wilson@nashville.gov

TW

Project Type Selection

Project Type Selection: * Alcohol and Impaired Driving Education	Alcohol and Impaired Driving Enforcement
Bicycle and Pedestrian Safety	Child Passenger Safety & Occupant Protection
Distracted Driving Education	DUI Drug Courts
DUI Prosecution	Emergency Medical Services
Motorcycle Safety	Network Coordinator
Older Driver Safety	Police Traffic Services (Multiple Violations)
Safe Communities	Teen Driver Safety Education
Traffic Records	Traffic Safety Resource Prosecutor

THSO Program Area Descriptions

Alcohol and Impaired Driving Education & Enforcement

These program area grants aim to prevent motorists from driving under the influence of alcohol or other drugs. Grant funds may be used by local, county and state law enforcement agencies to remove these drivers from the road through highly visible enforcement operations and public education programs that focus on high-risk groups. Grant funds will be allocated for overtime enforcement conducted by officers trained and certified in Standard Field Sobriety Testing (required) and Drug Recognition Expert (recommended). Grant funds may also be allocated to purchase supplies and equipment for use in conducting DUI-related enforcement. Equipment costing over \$5,000 is considered a capital expense and must be approved by the THSO and NHTSA.

This program area also funds educational projects aimed at underage drinking prevention and outreach to diverse communities and minority populations. These include Comprehensive Alcohol Risk reDuction (CARD) enforcement projects that combine Cops in Shops and Party Patrol programs; culturally sensitive, faith-based and community-driven initiatives; and peer-to-peer programs.

Bicycle and Pedestrian Safety

These program area grants may be used by local and county law enforcement agencies to conduct pedestrian and bicycle safety enforcement operations to make roads safer. Funding also may be used for outreach and education programs conducted in schools and community-based settings to increase safety awareness and help all roadway users understand their responsibilities.

Child Passenger Safety & Occupant Protection

These program area grants fund projects to reduce traffic fatalities and injuries by increasing the use of seat belts and child safety seats. Funding may be used for seat belt education programs conducted in schools and community-based settings and bi-lingual educational materials; and for seat check events and fitting stations, technician training and distribution of child safety seats to low income families.

Distracted Driving

These program area grants may be used to educate the public about Tennessee's hands free law and the danger of other distracted driving activities (eating, drinking, grooming, reading, using a cell phone or other electronic device) while driving. School and community-based programs, signage, and enforcement activities are eligible for funding.

DUI Prosecution

These program area grants fund DUI Prosecutor Activity and DUI Coordinators, who ensure the timely and accurate disposition of

DUI cases in their respective district, and the Traffic Safety Resource Prosecutor (TSRP) program. The latter perform legal research; provide information and consultation on impaired driving issues and policies to law enforcement, prosecutors, judges, lawyers, defense attorneys, legislators, and the public; and deliver education and training through an annual statewide impaired driving conference and other venues.

Emergency Medical Services

These program area grants fund training to ensure that first responders have the skills necessary to meet the needs of crash victims, with an emphasis on enhancing patient survival rate during the first 60 minutes following a traumatic injury. Grants are provided to EMS agencies serving rural counties and that rank in the top 65 Tennessee counties for overall crashes.

High Visibility Enforcement

These program area grants are awarded to law enforcement agencies to conduct HVE on a quarterly basis in support of state and national traffic safety campaigns addressing impaired driving and occupant protection. Grant funds must be used to provide active enforcement manpower (for saturation patrols, checkpoints, waves or multi-jurisdictional/network enforcement activities). A portion of the grant may also be used to purchase behavioral safety-related supplies (e.g., reflective vests, cones) and small equipment (e.g., computers, camera systems). Equipment costing over \$5,000 is considered a capital expense and must be approved by the THSO and NHTSA.

Motorcycle Safety

These program area grants fund motorcycle safety enforcement and motorcyclist safety awareness projects, including outreach and education projects to increase car and truck driver's awareness of motorcycles and safely sharing the road are also funded.

Older Driver Safety

These program area grants are used to increase older driver safety awareness and training. Older drivers represent almost one in every five drivers with their growth outpacing their teenage counterparts. Funding may be used for research, education, and outreach related to increasing safety awareness for this vulnerable population. This includes Car-Fit events and training for technicians and event coordinators.

Police Traffic Services (Multiple Violations)

These program area grants may be used by law enforcement agencies to conduct sustained and highly visible traffic enforcement addressing impaired driving, distracted driving, occupant protection, older drivers, teen driving, bicycle and pedestrian, motorcycle safety, and speeding (including work zones). Grant funding will be allocated for enforcement on an overtime basis conducted by officers trained and certified in Standard Field Sobriety Testing, Drug Recognition Expert (suggested), and Radar/LIDAR. Grant funds may also be allocated to purchase supplies and equipment for use in addressing behavioral safety-related problems. Equipment costing over \$5,000 is considered a capital expense and must be approved by the THSO and NHTSA.

Safe Communities

These program area grants funds traffic safety education and outreach materials used by law enforcement, program providers, traffic safety professionals, advocates, and individuals to encourage the public to make good choices whether they are driving or riding in a motor vehicle, bicycling or walking. These materials are distributed at local traffic safety programs, sobriety checkpoints, child safety seat checks, and at school and business-sponsored events. It also provides for the maintenance of a comprehensive website used to collect and disseminate traffic safety information and educational materials.

Teen Driver Safety

These program area grants are used to increase teen driver safety awareness and promote good decision making through education and outreach conducted by traffic safety professionals, law enforcement and court personnel, victim advocates, and teen peer leaders through an organized peer-to-peer program. Funding may be used for traffic safety education events and activities, training-related equipment, and public information and educational materials.

Traffic Records

These program area grants are used to implement effective projects that improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the data that is used by state and local agencies and their partners to identify and address traffic safety issues in Tennessee. Awards are limited to data improvement projects implemented by the Tennessee Department of Safety and Homeland Security and other state government agencies.

Contact and Project Information

Project Title: *Community-Based Traffic Safety Enforcement and Education*
Project Type: *Police Traffic Services (Multiple Violations)*

Primary Project Director: *Michael Gilliland**
Title: *Lieutenant*
Phone: *(615) 862-7738*
Fax:
Email: *mike.gilliland@nashville.gov*

Secondary Project Director: *Michael Park*
Title: *Police Officer 2*
Phone: *6158627755*
Fax:
Email: *michael.park@nashville.gov*

Police Chief/Sheriff/Executive Director:
Title: *Chief Of Police*
Name: *John Drake*
Phone: *(615) 862-7301*
Email: *chiefofpolice@nashville.gov*

Claim and Reporting Frequency: * Quarterly

Problem Statement

In 2021, 1,322 people were killed and 67,026 injured in traffic crashes on Tennessee roadways. Alcohol was a factor in 20.4 percent of fatalities, followed by speeding 15.0 percent, and distraction at 5.5 percent. Of fatally injured motor vehicle occupants, 43.7 percent were not wearing a seat belt. Research confirms that drivers who are aggressive (disregard their safety and the safety of others on the road) are high-risk and more likely to drink and drive, speed, not buckle up, and engage in other dangerous behaviors.

To address unsafe motorist behavior, the Tennessee Highway Safety Office (THSO) is providing grant funding for community-based efforts that employ highly visible and sustained enforcement coupled with public education to address impaired, distracted and aggressive driving; speeding (including work zone safety); improper occupant restraint; lack of helmet use; and other unsafe behaviors.

Included below is data for the three-year period of January 1, 2019 to December 31, 2021 for the

Metropolitan Nashville Police Department

Click [here](#) to find data for your agency (download excel file to enable content)

Number of total crashes:	81,709 *
Number of total fatalities:	351 *
Percentage of Alcohol Impaired Driving Fatalities:	24.20 % *
Percentage of Speeding Fatalities:	21.40 % *
Percentage of Distracted Driving Fatalities:	4.80 % *
Percentage of Unbelted Fatalities:	28.20 % *

Project Goals

Enter your target goals for the year by using baseline data from 2021.

Click [here](#) to find data for your agency (download excel file to enable content)

To reduce the number of total **crashes** by 2023:

from 81,709*

to 78,000*

by 4.54%

To reduce the number of total **fatalities** by 2023:

from 351*

to 335*

by 4.56%

Additional goals (check all that apply):

To reduce **alcohol-impaired driving** crashes by 2023:

from 1,946

to 1,900

To reduce **speed related** crashes by 2023:

from 3,576

to 3,450

To reduce **unbelted occupant** crashes by 2023:

from 1,115

to 1,000

To reduce **distracted driving** crashes by 2023:

from 5,095

to 4,975

To reduce **motorcycle** crashes by 2023:

from

to

To reduce **teen driver** crashes by 2023:

from

to

To reduce **older driver** crashes by 2023:

from

to

To reduce **bicycle/pedestrian** (non-motorist) crashes
by 2023:

from

to

Additional Goals:

Conduct 4 sobriety checkpoints during the grant year.

Selected Countermeasures

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

Roadways with high traffic volumes will be targeted to ensure that the motoring public not only sees law enforcement, but also officers making traffic stops. Enforcement will also be conducted in support of the NHTSA seat belt and impaired driving campaigns during the Memorial Day, July 4, Labor Day and Christmas/New Year's Day holiday periods. One or more of the following highly visible and proven enforcement tactics will be conducted on a sustained basis for this project:

- Saturation Patrols
- Checkpoints
- Multi-jurisdictional/Network
- Other

The following visibility elements will be used during this project:

- Road signs (electronic message boards, pop-up road signs)
- Marked patrol vehicles (includes magnetic HVE signs or window clings)
- High visibility vests
- Handouts (flyers, brochure, etc.)
- Other

The following public outreach tactics highlighting the danger of unsafe driving behaviors and increased enforcement to address those behaviors will be conducted in support of this project:

- Press releases (includes results of the enforcement)
- Press events
- Public Service Announcements/Ads (includes radio, TV, newspapers)
- Letters to the Editor/Op-Eds
- Community presentations
- Social media messaging
- Other

The following community/county-based agencies, organizations and/or businesses will help disseminate traffic safety information in support of this project (e.g., Smith Manufacturing will host a quarterly lunch and learn and distribute paycheck stuffers to educate employees about seat belt use and distracted driving):

Resources

Grant funding will be allocated for enforcement on an overtime or part-time basis conducted by officers trained and certified in Standard Field Sobriety Testing, ARIDE (suggested), Drug Recognition Expert (suggested), and Radar/LIDAR.

Grant funds may also be allocated to purchase the following supplies and equipment (described below) for use in addressing behavioral safety-related problems (equipment costing \$5,000 or more must be approved by the THSO and NHTSA).

Additional Resources

Kustom Signal ProLaser IV Lidar devices

Kustom Signal Eagle 3 Dual KA-Band Antenna w/same direction Radar

Task Schedule

First Quarter (Oct., Nov., Dec.):

Tasks

1. *Conduct monthly enforcement initiative(s) addressing (safety problems).*
2. *Conduct monthly public outreach and education addressing (safety problems).*
3. *Collect and analyze enforcement and public outreach activity data and crash data.*
4. *Conduct enforcement in support of the NHTSA holiday impaired driving mobilization.*
5. *Submit enforcement data via www.TNtrafficsafety.org no later than two weeks following NHTSA holiday mobilization.*
6. *Participate in at least one THSO Network meeting during this quarter.*
7. *Submit quarterly claim and status report no later than February 1.*

Additional tasks:

Conduct 1 sobriety checkpoint.

Second Quarter (Jan., Feb., Mar.):

Tasks

1. *Conduct monthly enforcement initiative(s) addressing (safety problems).*
2. *Conduct monthly public outreach and education addressing (safety problems).*
3. *Collect and analyze enforcement and public outreach activity data and crash data.*
4. *Continue enforcement in support of the NHTSA impaired mobilization.*
5. *Submit enforcement data via www.TNtrafficsafety.org no later than two weeks following the NHTSA mobilization.*
6. *Participate in at least one THSO Network meeting during this quarter.*
7. *Submit quarterly claim and status report no later than May 1.*

Additional tasks:

Conduct 1 sobriety checkpoint.

Third Quarter (Apr., May, Jun.):

Tasks

1. *Conduct monthly enforcement initiative(s) addressing (safety problems).*
2. *Conduct monthly public outreach and education addressing (safety problems).*
3. *Collect and analyze enforcement and public outreach activity data and crash data.*
4. *Conduct enforcement in support of the NHTSA Click It or Ticket mobilization.*
5. *Submit enforcement data via www.TNtrafficsafety.org no later than two weeks following NHTSA Click It or Ticket mobilization.*
6. *Participate in at least one THSO Network meeting during this quarter.*
7. *Submit quarterly claim and status report no later than August 1.*

Additional tasks:

Conduct 1 sobriety checkpoint.

Fourth Quarter (Jul., Aug., Sep.):

Tasks

1. *Conduct monthly enforcement initiative(s) addressing (safety problems).*
2. *Conduct monthly public outreach and education addressing (safety problems).*
3. *Collect and analyze enforcement and public outreach activity data and crash data.*
4. *Conduct enforcement in support of the NHTSA summer impaired driving mobilization.*
5. *Submit enforcement data via www.TNtrafficsafety.org no later than two weeks following NHTSA Summer mobilization.*
6. *Participate in at least one THSO Network meeting during this quarter.*
7. *Submit quarterly claim, quarterly status report, and final status report no later than November 1.*

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Additional tasks:

Conduct 1 sobriety checkpoint.

Evaluation

The number and duration of monthly DUI enforcement activities and the resulting arrest and citation data will be collected and analyzed to assess progress made in achieving the project goals and objectives. This data, along with copies or links to press clippings and printed materials such as flyers or press releases will be included in the monthly/quarterly status report submitted using the THSO online grants management system.

The following enforcement results will be submitted via www.THSOGrants.org data collection form as part of the status report: Speeding, DUI, Child Restraint, Seatbelt, Distracted, Other, Warnings.

The following enforcement results will also be submitted via www.TNTrafficSafety.org no later than two weeks following the required NHTSA mobilizations: Impaired driving arrests (DUI / DRE), Safety belt citations, Child safety citations, Felony arrests, Recovered stolen vehicles, Fugitives apprehended, Suspended/Revoked licenses, Uninsured motorists, Speeding, Reckless driving, Individuals given DRE evaluations, Weapons seized, Other, Number of checkpoints.

Personnel

Classification	Number	Title	Pay Rate	Period Type	Number of Pay Periods	Sub-Total	Benefits	Sub-Total	Total
<i>Overtime</i>	1	<i>Sergeant</i>	\$10,449.95	<i>Monthly</i>	12.00	\$125,399.40	20.5310 %	\$25,745.75	\$151,145.15
<i>Overtime</i>	1	<i>Officer</i>	\$197,000.41	<i>Yearly</i>	1.00	\$197,000.41	20.5310 %	\$40,446.15	\$237,446.56
<i>Overtime</i>	1	<i>Sergeant</i>	\$2,361.31	<i>Monthly</i>	12.00	\$28,335.72	20.5310 %	\$5,817.61	\$34,153.33
<i>Overtime</i>	1	<i>Officer</i>	\$41,167.00	<i>Yearly</i>	1.00	\$41,167.00	20.5310 %	\$8,452.00	\$49,619.00
								Total	\$472,364.04

Tennessee Highway Safety Office 2023

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Professional Fees

Classification	Description	Total	\$
		Total	\$

Non-Personnel (Small Equipment, Supplies, etc.)

Item Name	Classification	Cost	Quantity	Total
			\$	\$
			Total	\$

Travel, Meetings & Conferences

Name	Classification	Cost	Quantity	Total
<i>Lifesavers Conference 2023</i>	<i>Other: Registration Fees</i>	<i>\$500.00</i>	<i>2.0000</i>	<i>\$1,000.00</i>
<i>Lifesavers Conference 2023</i>	<i>Airfare</i>	<i>\$1,000.00</i>	<i>2.0000</i>	<i>\$2,000.00</i>
<i>Lifesavers Conference 2023</i>	<i>Lodging</i>	<i>\$705.00</i>	<i>2.0000</i>	<i>\$1,410.00</i>
<i>Lifesavers Conference 2023</i>	<i>Per Diem (Travel Day)</i>	<i>\$119.00</i>	<i>2.0000</i>	<i>\$238.00</i>
<i>Lifesavers Conference 2023</i>	<i>Per Diem (Full Day)</i>	<i>\$237.00</i>	<i>2.0000</i>	<i>\$474.00</i>
<i>Lifesavers Conference 2023</i>	<i>Other: Taxi/Shuttle</i>	<i>\$100.00</i>	<i>2.0000</i>	<i>\$200.00</i>
<i>IACP 2022</i>	<i>Other: Registration Fees</i>	<i>\$500.00</i>	<i>1.0000</i>	<i>\$500.00</i>
<i>IACP 2022</i>	<i>Airfare</i>	<i>\$500.00</i>	<i>1.0000</i>	<i>\$500.00</i>
<i>IACP 2022</i>	<i>Lodging</i>	<i>\$800.00</i>	<i>1.0000</i>	<i>\$800.00</i>
<i>IACP 2022</i>	<i>Per Diem (Travel Day)</i>	<i>\$104.00</i>	<i>1.0000</i>	<i>\$104.00</i>
<i>IACP 2022</i>	<i>Per Diem (Full Day)</i>	<i>\$210.00</i>	<i>1.0000</i>	<i>\$210.00</i>
<i>IACP 2022</i>	<i>Other: Taxi/Shuttle</i>	<i>\$200.00</i>	<i>1.0000</i>	<i>\$200.00</i>
			Total	\$7,636.00

Comments

Lifesaver's Conference 2023 Seattle, WA April 2023
IACP 2022 Dallas, TX October 2022

Other Non-Personnel

Name	Classification	Cost	Quantity	Total
		\$	Total	\$
				\$

Insurance

Name	Classification	Cost	Quantity	Total
	Insurance		\$	\$
			Total	\$

Equipment (\$5,000 or more)

Equipment Name	Equipment Description	Classification	Cost	Quantity	Total
<i>ProLaser radar</i>	<i>ProLaser 4 bundle and Eagle 3 Dual Ka-band antenna</i>	Equipment	\$5,000.00	4.0000	\$20,000.00
				Total	\$20,000.00

Indirect Cost and Revenue Source

Audited rate as determined by cognizant federal agency or the state Comptroller's Office subject to approval by NHTSA-Explain and submit copy of Certificate of Indirect Cost.

Indirect Cost:	%
Certificate of Indirect Cost:	
Revenue Sources	
Federal (THSO):	%
Local Government:	%
Other:	%
Total:	%

Budget Summary

Expense Object Line-Item Category

Salaries and Benefits & Taxes		\$472,364.04
Professional Fee, Grant & Award		\$
Non-Personnel: Supplies, Telephone, Postage & Shipping, Occupancy, Equipment Rental & Maintenance, Printing & Publications		\$
Travel, Conferences & Meetings		\$7,636.00
Other Non-Personnel		\$
Insurance		\$
Capital Purchase		\$20,000.00
Indirect Cost	%	\$
Grand Total		\$500,000.04

Tennessee Highway Safety Office 2023

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Attachments

Description

Attachment

**APPLICATION SIGNATURE PAGE
FOR
APPLICATION FOR 2023 Tennessee Highway Safety Office Grant**

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY



Director
Department of **Police Department**

3-29-22

Date