



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**GOVERNOR'S HIGHWAY SAFETY OFFICE**

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**JOHN C. SCHROER**  
COMMISSIONER

**BILL HASLAM**  
GOVERNOR

GHSO Grantees,

It is important both to our office and our parent agency, the National Highway Traffic Safety Administration (NHTSA) that enforcement being performed with alcohol or impaired driving funds are monitored. Typically, any TN law enforcement agency receiving section 154 (alcohol funds) or 405d (impaired driving funds) must justify hours outside those hours that are considered peak times. Further, we are also aware that some establishments serving alcohol are permitted to serve alcohol until 3:00 a.m. which can pose a difficulty to law enforcement agencies patrolling around closing time.

We want to streamline this process in order to keep our partnerships strong, remain in alignment with the intent of the policy, and stay within the boundaries of our funding bill, MAP-21.

Below is what should be followed by all law enforcement agencies receiving any **alcohol or impaired driving funds**:

1. NHTSA still prefers peak hours from 8:00 p.m. – 3:00 a.m.; "Happy Hour Checkpoints" are encouraged.
2. The GHSO will allow saturations to begin at 2:00 p.m. and continue to 4:00 a.m. without justification of data from the agency.
3. Any GHSO-funded enforcement **outside** the hours of 2:00 p.m. – 4:00 a.m. must be justified with data/supporting information. To do so, agencies must perform the following steps:
  - a) Use TITAN to pull a year-by-year comparison of the past three years of local DUI crashes, arrests, and their times. This data can also be requested from the TN Department of Safety;
  - b) Provide this to the GHSO Program Manager in advance of the enforcement; and
  - c) Once the data has been reviewed and approved, it will remain in effect for the remainder of the grant year.
4. Impaired driving funding is **not** allowed for speed, school zone, and/or seatbelt enforcement. We understand that citations will be given for those types of offenses, but those should be secondary in nature. Further, saturation and check points for impaired driving enforcement are based on data for time of day and location.

Sincerely,

Kendell Poole  
Director  
Governor's Highway Safety Office

Effective Date: October 1, 2013