

A Step by Step Guide to Completing the Law Enforcement Challenge Application



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National Law Enforcement Challenge

This guide is designed to assist you in assembling an application for the National Law Enforcement Challenge (NLEC) as well as the state challenge programs that are using the same electronic system. These simple recommendations will make it easier for evaluators to locate the necessary information, thus giving your application an edge that could make a winning difference.

Completing a Challenge Application

Your application should document your agency's overall traffic safety efforts in the categories of impaired driving, occupant protection, speeding, and a state/local traffic safety issue. To begin your online application submission process you will need to create a user name and password on the NLEC website www.theiacp.org/NLEC.

How are the Applications Judged?

A panel of evaluators will review each application and assign points based on certain established criteria. After the evaluation is completed, the evaluators' scores are averaged and a final score is assigned for each submission. After all of the applications are scored, the agencies are ranked in their appropriate categories based on agency size and type. All of the national evaluators are independent members of the law enforcement community, public safety, and corporate partners who have demonstrated advanced knowledge of highway safety initiatives.

Challenge Categories

The NLEC includes four main categories where points can be earned. Applicants must address each of these categories in their applications. The categories are aligned with national traffic safety priorities but also provide agencies the opportunity to include their response to a localized issue. The categories are:

- Impaired Driving
- Occupant Protection
- Speeding
- State/Local Issue

Applicants will be expected to provide information about their efforts related to each of these issues. Applicants are free to choose a state or local issue that is impacting traffic safety in their community or supports their state's Strategic Highway Safety Plan. Potential issues could include young drivers, distracted driving, pedestrian crashes, etc. Applicants could also choose to use a state level program or issue that has been significant in their jurisdiction or a localized project that targeted a traffic safety issue in a specific geographic area of their jurisdiction. The purpose of these categories is to ensure that applicant agencies address national priorities as well as issues that are more localized in nature.

Within each of the main categories, points are earned in seven specific areas:

- Problem Identification (10 points)
- Policy (5 points)
- Planning (10 points)
- Training (5 points)
- Public Information and Education (5 points)
- Enforcement (5 points)
- Outcomes (10 points)

A description of the information required for each category follows in the next section.

Organizing Your Application

The online system will lead the applicant through the required categories. Applicants should ensure that each area is addressed in a thorough but concise manner. Activities that do not relate to the areas in the application should not be included.

The online application has been revised to reflect the changes in the program and how it will be scored. After providing basic agency information, applicants will be required to submit information related to the four main categories.

- A text box will be provided for each category that will be used to provide a summary of the agency's activities in that area. The responses should be focused on the scoring criteria (discussed below) and will be limited to 2,000 characters (not words).
- There will be a number of additional questions under each category that must be completed. These will require statistical information such as number of speeding citations, DUI arrests, etc.
- Applicants will be permitted to attach two documents (Word, PDF, etc.) for each category. The first document should supplement the information from the text boxes and include documentation/information to demonstrate the agency's activities and accomplishments. Information included in these documents should be specifically focused on the topic area. Each attachment, per category, will be limited to no more than 10 pages. Text on each page must be no less than 11 point font with no less than 1 inch margins. Naming requirements are found later in this document. The second document must be only the policy related to that section. For instance, the attachment for the Speeding category must only be the policies related to speed enforcement (see page 10 for more information about Policies).
- Applicants are cautioned to be very judicious in the use of photos. Any photo must fit within the 10 page limit and must include a caption and date. Staged photos, logos, etc. should not be included.

- In addition to narrative, applicants are encouraged to include graphs, data tables, charts, etc., that demonstrate their activities and outcomes. For example, graphs showing crash statistics/enforcement or a matrix of training activities are recommended. It is not necessary to include copies of all press releases, training certificates, etc.
- Attachments for special awards will also be limited to 10 pages.

The purpose of this format is to increase the level of consistency in the applications, simplify the information that is required, and mitigate the amount of unnecessary information that must be reviewed by judges. It is important that applicants follow these directions precisely. Applications that do not follow instructions will not be scored.

The specific areas that should be addressed for each of the categories are included below. It is understood that not all agencies will be able to address each and every question; however, these are items that should be considered part of an effective traffic safety program. Judges will be considering the agency's overall approach and efforts towards each of these areas when awarding points.

Speeding: (50-points)

- Problem Identification (10-points)
 - Describe the speed-related crash problem in your jurisdiction.
 - Have speeding problems been identified based on community/engineering input?
 - Have surveys been used to assess the severity of the problem and temporal factors? Note: surveys don't have to be conducted by agency personnel; they could be obtained from other sources (i.e. DOT, etc.).
- Policy (5-points)
 - Attach written directives that make speed enforcement a priority. Include any provisions that provide specific guidance to officers conducting speed enforcement.
 - Attach written directives governing the use of speed-measuring devices, including the importance of calibration.
- Planning (10-points)
 - Did you develop an operational plan to reduce the identified speed problems?
 - Were specific target areas included in the plan?
 - Is the plan specific to the time/day when the problem is occurring?
 - Is follow-up conducted to ensure that the plan is implemented?
 - How do you support the state's Strategic Highway Safety Plan related to this issue?
 - Attach a copy of the relevant sections of any written plan(s).
- Training (5-points)
 - Describe training initiatives related to speeding. The number of personnel who received training, as well as personnel already trained in radar/LIDAR or other enforcement techniques is relevant.
 - Describe other relevant training your officers have undergone.
- PI&E (5-points)
 - What public information/education activities occurred in the last twelve months? (Please verify the activities occurred during the past year and provide specific date(s) if known).

- Were any of these activities directed toward the specific speed problem areas?
- Were any partnerships developed? With who and how did they help?
- Enforcement (5-points)
 - How much regular duty time was directed at the problem?
 - How much grant-funded enforcement (overtime) was used?
 - Output Statistics:
 - How many speed citations were issued? (total)
 - How many speed citations were issued in target areas?
 - How many speed citations were issued during the target times?
 - How many speed contacts were made? (total)
 - How many speed contacts were made in target areas?
 - How many speed contacts were made during target times?
 - If automated speed enforcement is utilized, how many citations were issued utilizing this technology?
 - How many special team enforcement details were directed at the problem (not routine patrol)? Dates should be included and the activities should be described.
- Outcomes (10-points)
 - Was there follow-up after the plan was implemented?
 - What were the outcomes of the plan (in terms of crash, speed reduction)?
 - Were there any other benefits (crime reduction, significant arrests, etc.)?
 - Was any recognition provided to your officers? Explain.
 - Was any recognition provided to any external stakeholders? Explain.
 - Was any recognition received by any officers or your agency from external stakeholders? Explain.
 - Note: enforcement statistics are not outcomes

Impaired Driving (50-points)

- Problem Identification (10-points)
 - Describe the crash problem related to alcohol/drug impaired driving and underage drinking in your jurisdiction.
 - Did you utilize crash data to assess the severity of the problem and temporal factors (the data can be from any source)?
- Policy (5-points)
 - Attach written directives that prioritize alcohol/drug impaired driving enforcement.
 - Attach written directives that mandate the arrest of alcohol/drug impaired drivers.
 - Does your agency prioritize enforcement of alcohol related violations other than DUI?
 - Attach your policy governing processing of DUI offenders.
- Planning (10-points)
 - Did you develop an operational plan to reduce the identified problems?
 - Were specific target areas included in the plan?
 - Is the plan specific to the time/day when the problem is occurring?
 - Is follow-up conducted to ensure that the plan is implemented?
 - How does your agency support its state Strategic Highway Safety Plan related to this issue?

- Training (5-points)
 - Describe training initiatives related to alcohol/drug impaired driving.
 - How many of your officers have received initial SFST training?
 - How many of your officers have received SFST refresher training?
 - How many of your officers have received initial ARIDE training?
 - How many of your officers have received ARIDE refresher training?
 - How many officers are DRE certified?
 - How many of your officers were DRE recertified this year?
 - Describe other relevant training your officers received.
- PI&E (5-points)
 - What public information/education activities occurred in the last twelve months? Please provide specific date(s).
 - Were any of these activities directed toward the specific problem areas?
 - Were any partnerships developed? With who and how did they help?
 - Were any public information/education activities directed towards underage drinking?
- Enforcement (5-points)
 - How much regular duty time was directed at the problem?
 - How much grant-funded enforcement (overtime) was used?
 - Output Statistics:
 - How many DUI arrests were made by your agency?
 - How many DUI arrests were made in target areas?
 - How many DUI arrests were made during target times?
 - How many other alcohol related charges were made?
 - How many DRE Evaluations were conducted by your agency?
 - How many special team enforcement details were directed at the problem? These include saturation patrols and checkpoints, not routine patrol.
 - Were any enforcement initiatives directed at underage drinking?
- Outcomes (10-points)
 - Was there follow-up after the plan was implemented?
 - What were the outcomes of the plan?
 - Were there any other identified benefits (crime reduction, significant arrests, etc.)?
 - Was any recognition provided to your officers?
 - Was any recognition provided to any external stakeholders?
 - Was any recognition received by any officers or your agency from external stakeholders?
 - Note: enforcement statistics are not outcomes.

Occupant Protection (50-points)

- Problem Identification (10-points)
 - Describe how you measured the occupant protection usage rate in your jurisdiction.
 - Have you used surveys to assess the severity of the problem and temporal factors?
 - Have you identified or considered target populations whose occupant protection usage is lower?
- Policy (5-points)
 - Attach written guidelines that prioritize occupant protection enforcement.

- Attach a copy of your agency's policy that requires personnel to wear seat belts while operating departmental vehicles (with very limited exceptions). How does your agency follow up to ensure compliance?
- Planning (10-points)
 - Did your agency develop an operational plan to target occupant protection usage?
 - Were specific target areas included in the plan?
 - Is the plan specific to the time/day when the problem is occurring?
 - Does the plan include night time seat belt enforcement (between 6:00 pm and 6:00 am)?
 - Is follow-up conducted to ensure that the plan is implemented?
 - How does your agency support its state Strategic Highway Safety Plan related to this issue?
- Training (5-points)
 - Describe training initiatives related to occupant protection. This should include training related to the enforcement of occupant protection laws (seat belt, child seat, etc.), training and identifying the use/non-use of restraints in collision investigating, as well as the agency's policy regarding employee use of occupant restraints.
 - How many certified child restraint technicians does your agency have?
- PI&E (5-points)
 - What public information/education activities were used (i.e. billboards, TV, radio, other)?
 - Were any directed toward the specific problem areas?
 - Were any partnerships developed? With whom and how did they help?
 - Were any public information/education activities directed toward the proper use of child restraints?
- Enforcement (5-points)
 - How much regular duty time was directed at the problem?
 - How much grant-funded enforcement (overtime) was used?
 - Output Statistics:
 - Seat Belts
 - How many occupant protection citations were issued? (total)
 - How many occupant protection citations were issued in target areas?
 - How many occupant protection citations were issued during the target times?
 - How many occupant protection citations were issued during night time hours (between 6:00pm and 6:00am)?
 - Child Restraints
 - How many child restraint citations were issued? (total)
 - How many child restraint citations were issued in target areas?
 - How many child restraint citations were issued during the target times?
 - How many child restraint citations were issued during night time hours (between 6:00pm and 6:00am)?
 - How many special team enforcement details were directed at the problem (not routine patrol)? Dates should be included and the activities should be described.
- Outcomes (10 points)
 - Was there follow-up after the plan was implemented?
 - What were the outcomes of the plan (in terms of occupant protection usage)?

- Were there any other benefits (crime reduction, significant arrests, etc.)?
- Was any recognition provided to your officers? Explain.
- Was any recognition provided to any external stakeholders? Explain.
- Was any recognition received by any officers or your agency from external stakeholders? Explain.
- Note: enforcement statistics are not outcomes.

Local/State Issue: (50-points)

- Problem Identification (10-points)
 - Has your agency identified a local or state traffic safety issue? This could be a local problem, i.e., pedestrian crashes, residential speeding, a local target area, or something that supports a statewide issue.
 - Has your agency used crash data and/or other sources of information to define its problem?
 - Has your agency used any surveys to assess the severity of the problem and temporal factors (Surveys don't have to be done by the agency; they can be done by others)?

- Policy (5-points)
 - Does your agency have policies/guidelines in place to support its approach to addressing the issue?

- Planning (10-points)
 - Did your agency develop an operational plan to reduce the identified problems?
 - Were specific target areas included in the plan?
 - Is the plan specific to the time/day when the problem is occurring?
 - Is follow-up conducted to ensure that the plan is implemented?
 - How does your agency support its state Strategic Highway Safety Plan related to this issue?

- Training (5-points)
 - Describe training initiatives related to the identified problem. If training is not needed, a discussion of how this was assessed could suffice.

- PI&E (5-points)
 - What public information/education activities were used (i.e. billboards, TV, radio, other)?
 - Were any directed toward the specific problem areas?
 - Were any partnerships developed? With whom and how did they help?

- Enforcement (5-points)
 - How much regular duty time was directed at the problem?
 - How much grant-funded enforcement (overtime) was used?
 - Output Statistics:
 - How many citations were issued? (total)
 - How many citations were issued in target areas?
 - How many citations were issued during the target times?
 - How many contacts were made? (total)
 - How many contacts were made in target areas?
 - How many contacts were made during target times?

Note: The agency should explain what type of violation was addressed.

- How many special team enforcement details were directed at the problem (not routine patrol)?
- Outcomes (10-points)
 - Was there follow-up after the plan was implemented?
 - What were the outcomes of the plan (in terms of crash reduction or other relevant variable)?
 - Were there any other benefits (crime reduction, significant arrests, etc.)?
 - Was any recognition provided to your officers? Explain.
 - Was any recognition provided to any external stakeholders? Explain.
 - Was any recognition received by any officers or your agency from external stakeholders? Explain.
 - Note: Enforcement statistics are not outcomes.

General Tips For A Winning Submission

- Follow the instructions on the top of the screen throughout the application process. Evaluators cannot read attachments that are incorrect file types (see attachments).
- First impressions count. A neat, well-organized application that is easy to follow during the evaluation makes a big difference.
- Make sure you address every question asked – do not say N/A or leave blank without an explanation. If you leave a question blank you will not be able to continue to the next page of the application.
- Lists and graphs/charts are very helpful to illustrate your accomplishments.
- Scan any articles and photos that you want included in your overall 10-page attachment. The scanned items should be incorporated into the one 10-page attachment per section. Do not forget to use captions and dates telling the evaluators what a picture is showing and how it applies to your program. Generic or staged photographs are discouraged.
- Do not include minutia – only what counts. Quality is more important than quantity.
- No videos, audio, web-links, or computer-based presentations allowed.

Narrative Text Boxes

Narrative text boxes are provided for each area. The narrative text boxes are where agencies should provide evaluators with highlights of their year-round efforts. The text boxes have a strict 2,000 character limit so provide short summaries and information that will be supported by your attachments.

We recommend using a word processing program (ex. MS Word) to create your narrative and then cut and paste the narrative into the relevant boxes.

Attachments

The online system allows agencies to submit supporting documentation as a Word, PDF, or PowerPoint document. Agencies may submit one 10-page attachment for each section of the application and one attachment of the relevant policy/policies for each section. Evaluators are looking for supporting documentation (graphs, photos, and tables). You can include information and descriptions of other year-round efforts that could not fit in the text boxes in these attachments, but be sure that at a minimum, your attachments support what you wrote in the text boxes. Also, be sure to include captions and explanations of graphs, photos, and tables.

IMPORTANT: Be sure to follow the exact naming convention for each file:

"agencyname_city_state_sectionname" (e.g. IACP_Reston_VA_Speed).

Your agency naming convention cannot exceed 100 characters. If your file name will exceed 100 characters you will need to abbreviate your file name. The file name is the name of the file that you saved your document to on your computer. When uploading your document you will be asked to include a description . This should match your file name and not exceed 100 characters .

Files that are incorrectly named may not be available for judges to evaluate.

Problem Identification

Applicants are required to describe the process that was used to measure and evaluate the problem in each category. Items to consider include:

- Crash analysis to determine places, days, and times when incidents occur
- Causes of crashes
- Speed surveys
- Seatbelt surveys
- Community input

Policies

When required, applicants ***must attach an actual copy*** of their policies. Evaluators need to see the policy along with critical information such as the date it was written, title, etc. Do not just type in the wording of your policy – a copy of the actual policy is required.

- Include only the page(s) with the necessary information, not the entire policy. If your belt use policy is one page of a 14 page policy, you only need to include the pertinent information and passages.
- If your agency has no policy for the requested areas, provide a brief statement saying so – do not make the evaluators search for something that isn't there.

- Do not say that you have a policy, and then neglect to include it. You will not receive points unless each policy is included.
 - Enforcement policies are clear directives emphasizing the importance of impaired driving, speeding, seat belt, and child safety seat enforcement for your department. Enforcement guidelines should be specific – they should provide guidance to officers conducting enforcement operations.
 - Guidelines may be part of a policy/procedure statement; agency goals and objectives; operational plans; or internal memorandum.
 - The policies should be directed to all agency members, not just a traffic unit.
 - Neither a copy of the state law nor a memorandum “recommending” belt use or enforcement of the target areas is considered a policy.

Planning

Applicants should develop written plans to target the issues identified in the problem identification. Plans should include elements such as:

- Description of the problem
- Measurable objectives
- Activities (enforcement, education, engineering, etc.) that will be used to accomplish the objectives
- Days and times that activities will be scheduled
- Monitoring of activities
- Evaluation

Training of Officers

Attach supporting documentation outlining the training conducted/received by officers. Provide a narrative about the training your agency conducted/received during the past year. Include the percentage of officers trained in each category. Also include other recent training over the past few years that still may be applicable today (child passenger safety technicians, crash reconstructionists, etc.)

- Do not include training that has nothing to do with the categories.
- Do not include basic academy training or FTO training.
- If you say officers were trained – you must show your documentation.
- Do not include entire training manuals, certificates, or rosters of each class conducted.
- Be sure to provide the percentage of sworn personnel trained and the type of training conducted (many programs can be used over several roll call training sessions – take advantage of this type of training). This could be done through use of a table, chart, matrix or other graphic that lists the training, dates, and numbers attended.

- Provide a brief narrative of all of your training activities – how was it conducted? Roll call, training bulletins, cross-training, formal and informal schools, seminars, and conferences should all be included.
- Consider including a matrix of the types of training provided and how many officers were trained or up-dated during the year.
- For past training – include what is still relevant today (i.e. child seat techs, crash reconstructionists, etc.). Past 3-4 years would be sufficient if that training is still being utilized by that person today.
- ***Please make sure no personal information is included (personal addresses, social security numbers, personal phone numbers)***

Incentives & Recognition

Attach supporting documentation and examples regarding incentives and recognition of officers. Points are awarded (under outcomes) for agencies that reward officers for a job well done and citizens who practice safe driving. Rewards and incentives are important elements in letting people know that traffic safety is a priority in the community and the agency.

- Participation in “Saved by the Belt” programs (state or local). If you have a program that recognizes motorists, you should include information on how many were recognized in that past year as well as supporting documentation – photos, certificates, etc. Different programs, of a similar nature, may also be included.
- Recognition of officers for efforts to reduce impaired driving.
- Recognition of officers for efforts to reduce speeding.
- Recognition of officers for efforts to increase the use of occupant protection.
- Recognition received by the agency for traffic safety efforts.

You must include supporting documentation on officers recognized – photos, certificates, etc. Do not include recognition that is not traffic safety related.

Public Information & Education

Agencies should attach detailed information on their efforts to promote the issues of occupant protection, impaired driving, speed-enforcement, and traffic safety. Show your creativity in promoting your programs. Provide a narrative of your public information and education efforts and of your efforts to publicize highly visible enforcement throughout the year. Tell the evaluators what you have done and how you got the message out to the public.

This is where agencies need to document non-enforcement activities they participated in during the year to address these topics. Activities could include: citizen police academies (if traffic was a topic), high school mock DUI crashes, posters, signs, billboards, educational pamphlets and brochures, child seat programs, press releases, website information, newspaper articles, photos, and other similar items. Agencies should also include their non-enforcement participation in state and national campaigns such

as Click It or Ticket, National Drunk and Drugged Driving Prevention Month, National Child Passenger Safety Week, etc.

- Show the evaluators what you have done: photos/news articles/letters/etc. (ensure these have captions that tell us what they are).
- Give details on each activity/program, how often it was used, and how well it worked. Who was involved? Did you build community partnerships?

Enforcement Activity

- Attach charts, graphs, and other documentation regarding increases/decreases in enforcement. The numbers should make sense compared to the number of officers in your department.
- Include the number of special enforcement efforts. State not only the number of special enforcement efforts but also what they were. How many were for speed details, how many impaired driving roadblocks or saturation patrols, how many details targeting red light running, etc.
- Provide a narrative explaining in detail what you accomplished in these waves.
- If you have shown an improvement over previous periods or years, show it. Your attached narrative should explain annual numbers and any improvement over the past 3-5 years (recent data – not from 10 years ago).

Outcomes

The secret to this section is very simple: do the research and find the numbers. This is not only important to complete your application but will help you evaluate and build your entire traffic safety program(s). This section can be used as barometer of how well your agency is doing.

At a minimum, address your traffic program's effectiveness in the following areas:

- Change in safety belt use.
 - You must show the difference. What was the change in the belt use rate in your jurisdiction during the year? If it is already high, how did you keep it that way? You are required to conduct seat belt use surveys both early and late in the year.
- You must show the numbers of speed and alcohol related fatalities and injury crashes.
 - How do they compare to previous years?
 - Use graphs and charts to illustrate this change.
- If you state "unknown" you will not get credit. Do the research. Find the numbers.
- Your effectiveness documentation should also include results of your enforcement programs in terms of crash reduction, seat belt use, speed, etc.
- Provide a narrative of your effectiveness. How did the programs change your results and did the community support your efforts?

- How many total crashes during the year and how did it compare to previous years?
- Are you conducting traffic crash analysis? Where are your top five problem crash areas? What is causing these crashes? Are you directing proactive enforcement to these areas to target the violations contributing to crashes and injuries?

While this may seem difficult for smaller departments, it is always a good idea to keep track of this data. It can be used to help plan and make program decisions in your agency and help you determine how to allocate resources.

Evaluators will be looking for information such as:

- Did your safety belt use rate increase?
- Did your total crashes decrease?
- Did your total injury crashes decrease?
- Did your alcohol or speed-related crashes decrease?
- Did the number of crashes related to your state/local priority decrease?
- Can you show the effectiveness of your PI&E activities?

It is important to remember that enforcement data is not an outcome. It is one of the tools that you might use to achieve an outcome.

Special Awards

There are several special awards for which your agency can be considered. If your agency wishes to be considered for a special award, a separate attachment is required for each award except speed, occupant protection, and impaired driving. The award winners in these three categories will be selected from the best submissions in the overall Challenge application. Your attachment should highlight your efforts in the area(s). (The attachment limit applies to the special award considerations. Agencies can have one 10-page attachment for each award).

- Do not check all the special award categories, only check the special awards that you have provided the additional data and information about for the award.
- If you do not want to be considered for a special award check “not applicable”.
- Special awards will be judged based on the following criteria, which should be addressed in each application:
 - Problem identification (10 Points): applications should include an explanation of the problem being targeted within the special award category.
 - Policy (5 Points) applications should include a description of agency policies/procedures that apply to the category.

- Planning (10 Points): applications should describe the planning activities that were completed.
- Training (5 Points): applications should describe training related to the special award category.
- Public Information and Education (PI&E) (5 Points): PI&E activity conducted during the last 12 months, related to the category, should be included. Include any partnerships that were developed and how they were used.
- Enforcement (5 Points): enforcement strategies and statistics related to the category should be included along with a description of how they were targeted. Note: this category will not be included for the Technology Special Award.
- Outcomes (10 Points): applications should describe the outcomes of their efforts related to the category in terms of crash reduction, compliance with laws, efficiency, etc. (Note: Enforcement statistics are not outcomes). Also include any partnerships/coalitions that developed as a result of focusing on the special award category.

NEW: State Association/Highway Safety Office Award

In addition to the awards provided to law enforcement, the NLEC will be implementing an annual award to a state association or highway safety office for outstanding work in creating, maintaining, or promoting a state level challenge program. The NLEC can only grow if more states participate and grow their own programs. Work in this area will only improve our overall approaches to effective traffic safety programs and is worthy of recognition.

In order to be considered for this award, the state association/office must be nominated. A challenge application is not required. Nominations will be solicited at the same time that NLEC applications are being submitted and will be reviewed by the NLEC Subcommittee. A nomination format will be available on the IACP web site.

Conclusion

If you do not “place” in the awards program, it does not mean that you did not do a good job - it only means that another agency in your category did slightly better. In addition to the formal awards, each agency that achieves the minimum qualifying score will receive a certificate acknowledging this accomplishment. The NLEC Subcommittee recognizes that there are many excellent traffic safety programs and earning enough points to qualify for an award is an accomplishment worthy of recognition.

One purpose of the NLEC is to provide an example that can be used by agencies to implement and/or improve their traffic safety programs. Regardless of your award status, participation is important. Please strive to do more the following year. Interact with others who have successful programs and learn from them. Do not give up. Above all, remember that what you have done has made a difference! The community that you serve has benefited from your work and is a safer place to drive and live. Everyone is a winner!

