

PURPOSE

The Office of Highway Safety Planning (OHSP) is soliciting proposals to research and recommend a performance standard(s) for Michigan's federally-funded overtime traffic enforcement grants. The services of a college, university or non-profit research institution are required to ensure an independent, accurate, and scientifically valid performance standards are recommended.

BACKGROUND – OVERTIME TRAFFIC ENFORCEMENT

The National Highway Traffic Safety Administration (NHTSA) provides funding to all states, through designated State Highway Safety Offices (SHSOs), to implement behavioral-based traffic safety programming to reduce motor vehicle related fatalities. This programming must include periodic national traffic enforcement campaigns as well as sustained enforcement of statutes addressing safety belt and child seat use, impaired driving, and other moving violations that are shown by crash data to be causation factors in traffic crashes, including texting while driving and speeding.

OHSP is the state agency responsible for managing NHTSA funding awarded to the state of Michigan. Law enforcement agencies that receive grant funding from OHSP each year for overtime traffic enforcement are determined by (1) countywide crash data and (2) available funding levels on an annual basis. A review of 2005-2010 ranking based on averages of fatalities and incapacitating injuries involving an impaired driver or an unrestrained occupant was used to identify where grant-funded overtime has the best potential to impact traffic crashes in Fiscal Year 2012 (October 1, 2011 through September 30, 2012.) Twenty-six counties were selected for funding.

OHSP-awarded traffic enforcement grants are “cooperative” in nature. A lead agency is identified in the selected county and invites other local law enforcement agencies to participate in the grant. The number of agencies in a county-cooperative grant ranges from one to thirteen. The Michigan Department of State Police (MSP) also participates, but to streamline the process the MSP has a separate grant that provides overtime funding to posts in each of the identified counties.

In FY2012, OHSP traffic enforcement grants allow enforcement to be scheduled during the following enforcement periods:

- December 16, 2011-January 2, 2012 (impaired driving) Christmas/New Year's
- March 13-April 2, 2012 (impaired driving) NCAA Final Four
- May 21-June 3, 2012 (safety belt - day and night) Memorial Day
- July 1-July 8, 2012 (impaired driving) July 4 holiday
- August 16-September 3, 2012 (safety belt and impaired driving) Labor Day

In addition to the mandatory enforcement periods above, optional impaired driving enforcement can be scheduled from June 7 to September 22, 2012, as budgets and personnel availability allow.

BACKGROUND – ENFORCEMENT ACTIVITY REPORTING

Enforcement activity reports must be submitted to OHSP within five days after the conclusion of an enforcement period (see attachment).

In May 2011 a revised [traffic enforcement report](#) was created to capture enforcement activity for each participating agency in the grant. Prior to May 2011, the combined activity from each agency was collected and submitted as one compiled report. This methodology did not provide OHSP with a process to determine individual agency performance.

BACKGROUND – PERFORMANCE STANDARDS

OHSP staff has reviewed information from other states across the country on how each evaluates grant-funded traffic enforcement activity. However, there is little consistency with regard to how performance is measured or what the specific performance standards should be.

The current grant productivity standard utilized by OHSP is defined as the number of traffic stops made per grant-funded project hour. Project hours are the total hours billed to the grant.

Prior to FY2012, OHSP required a productivity standard of three stops per project hour while engaged in grant-funded traffic enforcement that involved mobile patrols. That standard was lowered to two traffic stops per project hour for the FY2012 programming year.

There is no current standard for stationary safety belt enforcement zones (1) due to the methodology of that enforcement and (2) because it is designed to serve as a general deterrent to motorists, and as a result, should not generate large numbers of violations.

SCOPE OF WORK AND DELIVERABLES

It is imperative that OHSP comes out of this project with a process to objectively determine (1) appropriate productivity standard(s) for both mobile patrols and static (zone) enforcement methodologies, (2) productivity levels of law enforcement agencies receiving federal grant funds to conduct traffic enforcement, and (3) rankings of agency performance, taking into consideration a variety of variables, that can be utilized to determine which agencies provide the best return on investment (ROI) when making annual determinations on grant funding awards for traffic enforcement efforts.

Recommending reasonable performance standards for Michigan's federally-funded overtime traffic enforcement grants will require researching available data from a variety of sources as well as interviews with law enforcement officials. Consultation and outreach will include law enforcement from the state, county and local level. Outreach to federal partners and other State Highway Safety Offices may also be appropriate. OHSP will assist with the identification of these partners.

A number of variables make this project challenging. Grant budgets, officer strength, agency requirements for officers to double up on drunk driving patrols (two versus one-officer cars), day and time of the week, weather, jurisdiction and agency size, population, and vehicle miles of travel (VMT) may also impact grant-funded enforcement activity levels and should be considered when recommending performance standards.

A secondary expectation of this project is to rank and identify high performing agencies, using the recommended performance standard.

The contractor assigned to this project shall have an in-depth working knowledge of data analysis and evaluation, excellent report writing skills, and an understanding of law enforcement practices. The contractor should also have knowledge of traffic safety issues and familiarity with Michigan demographics and geography.

Following the selection of a successful proposal, the contractor must complete a formal grant application and review process through Michigan's web-based grant application to finalize grant details. All OHSP grants are administered on a cost-reimbursement basis. All grant-related costs incurred are first paid by the contractor, the contractor bills OHSP, and then OHSP reimburses the contractor. Quarterly progress and financial reports are required.

The individual or organization who is awarded the grant must agree to abide by the OHSP "Grant Management Requirements," as posted on the OHSP Web site.

The contractor will have extensive and regular contact with staff members from OHSP.

SELECTION AND DELIVERABLES

Proposals received by the deadline shall be evaluated based upon the ability of the institution to develop a suitable plan in regard to the following tasks:

Task #1: The contractor shall submit a grant application no later than March 9, 2012.

Task #2: The contractor shall review available research, grant-funded enforcement activity, interview law enforcement partners, and draft a report on the performance standard(s) recommendations no later than August 1, 2012. The report shall include the following sections:

- A table of contents.
- An executive summary.
- Background (e.g. why the study was conducted, study purpose and objectives).
- Methods (e.g. descriptions of the design, procedures, techniques, formulas, and other pertinent details of how the data were collected and analyzed, as well as copies of data collection instruments and glossary of terms).
- Findings (e.g. outcomes of the research including tables, graphs and explanations if needed).
- Discussion and conclusions (e.g. interpretation of findings, how they relate to the purpose and objectives).
- Recommendations (e.g. discussion of changes that should be made).

OHSP will review and provide feedback no later than August 15, 2012.

Task #3: The contractor shall identify high performing agencies using the recommended performance standard and provide a complete list of all agency rankings no later than September 1, 2012.

OHSP will review and provide feedback no later than September 15, 2012.

Task #4: The contractor shall provide a final report to OHSP no later than September 30, 2012.

The contractor shall also provide quarterly progress reports to OHSP.

ADDITIONAL SPECIFICATIONS

- The contractor selected for this grant must demonstrate prior experience working with government agencies. Prior experience working with law enforcement is preferred.
- **Only colleges, universities, and non-profit research institutions are eligible for this grant.**
- The applicant must provide resumes of all persons on the project team.
- All proposals must include a detailed budget and timeline including project milestones.

DUE DATE

To be considered for this project, three copies of your proposal must be sent to the Office of Highway Safety Planning at the address listed below, no later than 5 p.m. Monday, February 6, 2012. Electronic copies are acceptable. OHSP will respond no later than February 20, 2012.

CONTACT INFORMATION

Please direct proposals and any questions about this grant opportunity to:
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