

## Quick Guide to Police Traffic Services

The following enforcement projects are eligible for funding in FY2024:

**IMPAIRED DRIVING ENFORCEMENT PROGRAMS** (Statewide and Community, Overtime-based). Jurisdictions must have a high incidence of alcohol-involved and/or drug-involved crashes or a significant increase over the previous year to justify a proposal. Crash data and analyses, along with citation data, should be used to clearly indicate a major impaired-driving problem and to demonstrate that overtime enforcement will have a significant impact on the reduction of alcohol-involved and/or drug-involved traffic crashes.

**SEAT BELT ENFORCEMENT PROGRAMS** (Statewide and Community, Overtime-based). Jurisdictions must have a high incidence of unbelted crashes or a significant increase over the previous year to justify a proposal. Crash data and analyses, along with citation data, should be used to clearly indicate a major unbelted problem and to demonstrate that overtime enforcement will have a significant impact on the reduction of unbelted traffic crashes. [Special consideration will be given to counties below the 90 percent threshold.](#)

**DISTRACTED DRIVING ENFORCEMENT** (Police Traffic Services, Overtime based) In order for traffic enforcement proposals to be considered for funding, state and local crash data and traffic records analyses must be available to fully justify the requirement for increased traffic enforcement. Jurisdictions must have a high incidence of distracted driving-related crashes or a significant increase over the previous year to justify a proposal. Crash data and analyses, along with citation data, should be used to clearly indicate a major problem and to demonstrate that increased enforcement will have a major impact on the reduction of traffic crashes.

**SPEED ENFORCEMENT** (Police Traffic Services, Overtime-based) Jurisdictions must have a high incidence of speed-related crashes or a significant increase over the previous year to justify a proposal. Crash data and analyses, along with citation data, should be used to clearly indicate a major problem and to demonstrate that increased enforcement will have a major impact on the reduction of traffic crashes.

**PEDESTRIAN AND BICYCLIST SAFETY ENFORCEMENT** (Overtime-based) In order for traffic enforcement proposals to be considered for funding, state and local crash data and traffic records analyses must be available to fully justify the requirement for increased traffic enforcement. Jurisdictions must have a high incidence of pedestrian-involved and/or bicyclist-involved crashes or a significant increase over the previous year to justify a proposal. Crash data and analyses, along with citation data, should be used to clearly indicate a major problem and to demonstrate that increased enforcement will have a major impact on the reduction of traffic crashes.

All Pedestrian and Bicyclist safety grants require a 20% funding match.

- Priority will be given to proposals that include participating in statewide enforcement periods. OHSP will provide materials to assist with publicizing these initiatives.
  - Pedestrian safety enforcement October 1-31, 2023
  - Impaired driving enforcement December 15, 2023 – January 1, 2024
  - Distracted driving enforcement April 1-30, 2024
  - Seat belt enforcement May 20 - June 2, 2024
  - Speed enforcement July 1-31, 2024

- Bicyclist safety enforcement August 1-31, 2024
- Impaired driving enforcement August 16 – September 2, 2024

Proposals for either a statewide or community Enforcement Program must:

- a) Describe the need for this specialized program, based on the number of crashes, injuries, and fatalities now occurring in the area to be covered by the program.
  - b) All applications should address how funding will serve to decrease the number of crashes, injuries, and fatalities in their respective jurisdictions through increased enforcement and educational efforts and enhance existing police traffic services.-
  - c) All police traffic services proposals must include educational and media components to support the enforcement program.
  - d) Equipment will only be considered when there is a demonstrated need. Equipment required to perform enforcement must be fully justified and must have a direct effect upon the apprehension and conviction of traffic offenders while performing grant activity hours. Requests for vehicles will not be considered.
  - e) If funding was received in the previous fiscal year, applicants must provide an analysis of the results of the previous year's activities (e.g., the number of [DUI impaired](#) arrests compared with previous years, the number of speeding citations compared with previous years, the number of citations for other violations issued compared with previous years, the number of traffic crashes and fatalities compared with previous years, etc.).
  - f) Estimates are allowed for budgeting purposes. Only actual costs can be reimbursed.
- NOTE: Comp time is not allowed.

Overtime must focus on traffic stops for hazardous moving violations during times and on roadways experiencing fatal and serious injury traffic crash problems. The expectation is zero tolerance for distracted driving, speeding drivers, unrestrained motor vehicle occupants, OWI violations, and any other hazardous moving violations during the grant-funded high-visibility enforcement efforts.

A daily activity log with a listing of activities performed must be completed for all time requested for reimbursement. It must include the following information in the body of the document to be acceptable documentation:

- The start time of the grant-funded enforcement detail.
- A brief description of every stop.
- The end time of the grant-funded detail. All grant time must be accounted for. Time must be documented at a minimum of every hour, regardless of whether traffic stop is made. This includes time spent on traffic stops, arrest, transporting and lodging of arrested subjects, report writing, or serving as “zone spotters” where applicable.
- The time on the daily must match the hours requested for reimbursement and supervisor approval must be documented electronically or in writing. If supervisors’ approval is given by means other than a signature on the daily, explanation of the approval process must be provided at the OHSP’s request.

Activities such as response to calls for service, traffic control, property inspections, motorcades or dignitary protection are not allowed. In some instances, an officer on a grant-funded detail may be closest to an incident. If this occurs, the officer must come off time charged to the grant and be funded by the department instead. Note: The officer daily must indicate the time will not be charged to the grant.

EMERGENCY RESPONSE: A police emergency is defined as an imminent threat to life or property. If a police emergency occurs during a grant-funded detail and response is required by an officer(s)/trooper(s) working that detail:

0. The officer/trooper is allowed up to one hour of grant-time to respond and return to the traffic enforcement patrol.
  - a. The agency must incur the costs (i.e., the grant cannot be charged) beyond 60 minutes or for additional emergencies that arise during the detail.
  - b. Response to non-emergency calls while on grant time must be charged to the agency.
1. All emergency responses must be documented with a brief description on the daily.