

NSEP (Night-time Seatbelt Enforcement Program) Fact Sheet

NSEP awards reimbursement grants to municipalities and counties to increase the number of enforcement and education efforts directed at compliance with Kansas' occupant restraint laws. Since the majority of unrestrained motor vehicle occupant deaths occur during the evening and late night hours, this program provides dedicated night-time seatbelt enforcement in, primarily, urban settings. Enforcement is accomplished through 6-9 **overtime** enforcement activities consisting of spotter callout and saturation patrols. Funding is provided by the National Highway Traffic Safety Administration (NHTSA), an arm of the U.S. Department of Transportation. As such, the NSEP year follows the federal fiscal year of October 1-September 30.



Particulars

- All enforcement must be done on overtime. Federal funds cannot be used to supplant regular operating expenditures. As with other KDOT enforcement grants, officers participating are expected to be exempt from calls for service and other normal duty requirements. Should this requirement need to be overridden, time spent away from grant enforcement will not be included in the request for reimbursement.
- NSEP grants are awarded on a reimbursement basis and are limited to overtime personnel costs. Fuel, maintenance and fringe benefit costs are the responsibility of the agency.
- Agencies will be reimbursed for the deployment of one (1) supervisor and up to four (4) officers for up to four (4) hours per enforcement activity.
- LE overtime policies vary across the state. Where NSEP hours worked were determined by local policy to have been overtime, and for which an officer has been compensated, those hours will be reimbursed at the rate utilized.
- Reimbursement is at 1.5X the base pay rate with the exception of those occasions where local policy requires payment at the straight-time rate. Most commonly, the straight-time rate is used for part-time officers; for salaried officers who have been declared eligible for temporary overtime participation; or where vacation, sick leave, or holiday scheduling during the pay period has impacted an officer's qualification for overtime. Overtime hours for a part-time officer are considered to be any hours over those regularly or commonly scheduled for that individual.
- A benefit of utilizing part-time officers is that it is common for them to enjoy traffic enforcement and the opportunity it affords to show the badge.
- Reporting and reimbursement is accomplished via a Monthly Reimbursement Voucher (MRV) and Activity Report form along with supporting documentation of hours, such as timesheets or payroll spreadsheet. Both the voucher and the activity rpt. form are provided in an easy-to-use Excel workbook. Up to three (3) enforcements can be included on each MRV, with one activity rpt. form completed for each.
- Enforcements can be conducted using either the "spotter callout" or the roving saturation patrol format. Spotter callout is more economical and efficient, and generally results in many more enforcement contacts and tickets. However, it takes more planning and set-up time than a saturation patrol, and is limited to well-lighted locations with fairly high traffic volume, but low speeds.
- Deployments need to begin at least 30 minutes AFTER sunset.
- Media contact is a crucial tool in any traffic enforcement effort because it elevates the existing perception, among drivers, that they risk a ticket if they choose to not buckle up. It should be both pre- and post-enforcement.

Questions? Write or call Steve Halbett: halbett@ksdot.org, 785-296-0296.