

# Frequently Asked Questions

**Q-** Who do I contact when I have a question about an OTS grant?

**A-** Contact the OTS grant coordinator listed on your grant contract. If you are unsure contact Amber Wagley at [amber.wagley@state.mn.us](mailto:amber.wagley@state.mn.us) and she will forward your inquiry to the proper person.

**Q-**How do I get materials to support an enforcement mobilization?

**A-**Materials (Posters, Banners, Handouts, Window Clings and etc.) are available from the Office of Traffic Safety website: <http://www.four51.com/UI/Custom.aspx?autologonid=3c5ff7c4-df40-425d-913b-106b53c86a61> Items are available at no cost to the agency!

**Q-**How do we get training (SFST, OPUE & etc) that are requirements with OTS grants?

**A-**SFST and OPUE training is provided through a contract with OTS. See schedule and class descriptions at: <http://www.dps.mn.gov/divisions/ots/law-enforcement/Pages/training.aspx>

**Q-**Who do we contact about equipment that our agency is supposed to receive?

**A-**contact the Law Enforcement Liaison (LEL) who is servicing your region. Contact info: <http://www.dps.mn.gov/divisions/ots/law-enforcement/Pages/law-enforcement-liasons.aspx>

**Q-**How do we get copies of a **R**esult **F**or **P**roposal (RFP) for the Safe & Sober grant?

**A-** The Enforcement grant RFP will be posted on the OTS website when it is available.

**Q-**When does the Safe & Sober RFP come out?

**A-** We anticipate this to be posted the first week of June.

**Q-**Why are we limited to what enforcement dates are used for Safe & Sober grants?

**A-** Enforcement is most effective when supported with education supporting the enforcement activity. These dates are supported by planned paid and earned media throughout the state. Three of these enforcement waves are supported on a national level by the National Highway Safety Administration (NHTSA). OTS does allow for agencies to use a portion of your grant funds to work outside the planned waves to support overtime enforcement for community events in your area.

**Q-** What does OTS do with the information they collect from Law Enforcement?

**A-**OTS reports the data to NHTSA and reviews the data to evaluate the successes and the challenges of our enforcement programs.

**Q-**Why doesn't OTS have consistent timelines for reporting?

**A-**OTS will adopt consistent reporting timelines except when it conflicts with a NHTSA mandate.

**Q-**Does OTS require overtime enforcement on holidays since it is difficult to get extra officers on holidays?

**A-**OTS does not require working on holidays and actually would prefer this does not occur as it is very costly.

**Q-**Why does OTS allow officers who are unproductive to work the overtime shifts?

**A-**This is an issue that can only be addressed at the agency level. OTS is unable to dictate whether an individual officer can participate based on performance. Agencies with these issues need support from management. The Law Enforcement Liaisons are available to provide agency assistance and suggestions.

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**Q-**What is the methodology for determining HEAT zones?

**A-** Heat zones are determined in a few different ways.

1. In locations where we have full time speed monitoring devices a location can be selected when there is a high non-compliance with the posted speed limit.
2. Other locations are selected based on their crash history associated with speeding, specifically if one of the following factors were reported in the crash report (1. Skidding, 2. Illegal or unsafe speed, following too closely, improper passing/overtaking, or inattentive or distracted driving). Note the distraction piece is severely underreported and rarely comes out using the crash data only for justification. We did a statewide look at the roadway network and identified segments of road that had in excess of 10 crashes of these types per mile – that provided plenty of locations to consider for additional enforcement.
3. Finally, some locations are selected based on enforcement experience or recommendations. This option was used to identify opportunities to take the HEAT program onto the secondary road networks (city street, county roads) since we do not have speed monitoring devices at these locations (option 1) and the density of crashes tends to be less on these types of roads (option 2) compared to the trunk highway roads.