

RESOLUTION NO. 12-484

A RESOLUTION AUTHORIZING THE TOWN OF MOUNT CARMEL TO PARTICIPATE IN THE GOVERNORS HIGHWAY SAFETY OFFICE 2012-13 CARTERS VALLEY ROAD LAW ENFORCEMENT HIGH VISIBILITY GRANT.

WHEREAS, the safety and well being of the citizens of the State of Tennessee and the Town of Mount Carmel is of the greatest importance; and

WHEREAS, the Governor's Highway Safety Office seeks to encourage highway safety by offering a Law Enforcement High Visibility Grant to keep impaired drivers off the streets, roads, and highways by educating law officers and by conducting specialized Impaired Driver enforcement for a period of one (1) year; and

WHEREAS, the Town of Mount Carmel now seeks to participate in this important program; and

WHEREAS, the public welfare requires it;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE TOWN OF MOUNT CARMEL, TENNESSEE, as follows:

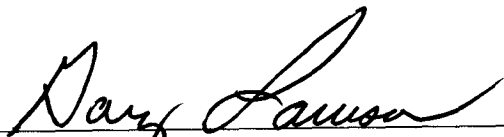
Section I. That the Town of Mount Carmel is hereby authorized to apply and accept a Governor's Highway Safety Office Law Enforcement Grant for approximately Twenty Thousand Nine Hundred and Eleven Dollars (\$20,911.00) and upon award appropriately budget for its use;

Section II. If awarded, the Town of Mount Carmel is not required to provide any matching sums of money. If the Grant Continues into continuing years with matching sums, subsequent years will be brought before the board for approval.

Section III. The Mayor shall do all things necessary to validate and make the agreement legally binding including, but not limited to, affixing his or his designee's signature thereto;

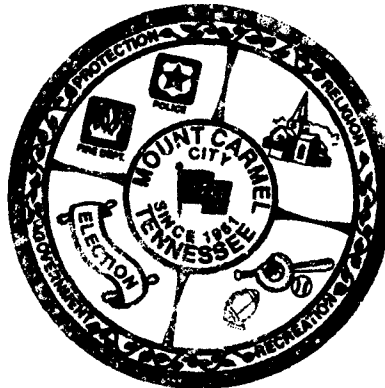
Section IV. This Resolution shall take effect upon its passage the public welfare requiring it.

Duly passed and approved this the 24th day of April, 2012.

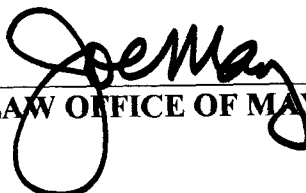

GARY W. LAWSON, Mayor

ATTEST:


MARIAN SANDIDGE, City Recorder



APPROVED AS TO FORM:


LAW OFFICE OF MAY & COUP

FIRST READING	AYES	NAYS	OTHER
Alderman Eugene Christian	✓		
Alderman Leann DeBord	✓		
Alderman Frances Frost	✓		
Alderman Kathy Roberts			absent
Alderman Thomas Wheeler	✓		
Vice-Mayor Carl Wolfe	✓		
Mayor Gary Lawson	✓		
TOTALS	6	0	1

PASSED FIRST READING April 24, 2012

APPLICATION FOR HIGHWAY SAFETY GRANT

RFP TITLE: 1101772-Alcohol Saturation Patrols / Roadside Sobriety Checkpoints

PROJECT TITLE: State Highwat 346/Carters Valley Road DUI Enforcement

Application ID:	1402788	Grant Class:	Initial
Grant Category:	Alcohol Countermeasures	Prior ID:	1302618924737m
Status:	Submitted	Grant Year:	2013
State:	Locked		

Contact Information

Agency Name:	Mount Carmel Police Department	Project Director:	Campbell, Mike
Type:	Law Enforcement	Title:	Asst. Chief
Tax ID:	620961519	Phone:	423-817-2959
Governmental Unit:	City	Fax:	423-357-1184
Address 1:	100 E. Main St.	Email:	mcpd_campbell@yahoo.com
Address 2:	P.O. Box 1421		
City:	Mount Carmel	Financial Officer:	Ewing, Kevin
State:	TN	Title:	Officer
County:	Hawkins	Phone:	423-357-9019
Zip:	37645	Fax:	423-357-1184
Main Phone:	(423) 357-7311	Email:	kevewing@chartertn.net
Main Fax:	(423) 357-1184		

Cost Estimates (SUMMARY FROM PART TWO)

PERSONNEL SERVICES (salaries & benefits):	\$14,911.00
PROFESSIONAL FEES (consultants, personal services contractors, accounting & auditing fees):	\$0.00
NON-PERSONNEL (supplies, communications, postage printing, occupancy, equipment rental & maintenance, travel, meetings and conferences):	\$0.00
OTHER NON-PERSONNEL (advertising, organization permits):	\$0.00
CAPITAL PURCHASES (Equipment Under \$5,000 & Over \$5,000):	\$6,000.00
SUB-TOTAL:	\$20,911.00
INDIRECT COSTS (0%):	\$0.00
TOTAL COSTS:	\$20,911.00

Revenue Sources

Federal:	100%	\$20,911.00
Local Government:	0%	\$0.00
Other:	0%	\$0.00
Total Revenue:	100%	\$20,911.00

Claim Submitted: Monthly

Personnel Costs**Personnel Services**

Classification	Number	Role	Pay Rate	Pay Periods	Sub-Total	Benefits	Sub-Total	Total
Internal Staff	1.0	patrol officer	\$18.50	620.0H	\$11,470.00	30%	\$3,441.00	\$14,911.00
Sub-Totals:					\$11,470.00		\$3,441.00	

Personnel Costs Total: \$14,911.00**Professional Fees****Professional Fees**

Classification

Total:	Total
	\$0.00

Professional Fees Total: \$0.00**Non-Personnel Costs****(A) Supplies**

Name	Classification	Cost	Quantity	Total
				Total: \$0.00

(B) Occupancy

Name	Classification	Cost	Quantity	Total
				Total: \$0.00

(C) Communications thru Printer etc.

Name	Classification	Cost	Quantity	Total
				Total: \$0.00

(D) Travel

Name	Classification	Cost	Quantity	Total
				Travel Total: \$0.00

(E) Other Travel & Conferences

Name	Classification	Cost	Quantity	Total
				Other Travel & Conferences Total: \$0.00

(F) Meetings & Conferences

Name	Classification	Cost	Quantity	Total
				Meetings & Conferences Total: \$0.00

All Travel Items Sub-Total(D+E+F): \$0.00**Non-Personnel Costs Total(A+B+C+D+E+F): \$0.00****Other Non-Personnel Costs****Other**

Name

Classification

Cost

Quantity

Total

Other Non-Personnel Costs Total: \$0.00**Capital Purchases****Equipment (Less Than \$5,000)**

Name	Classification	Cost	Quantity	Total
Mobile radar, in-car camera system	Equipment (Less Than \$5,000)	\$6,000.00	1.0	\$6,000.00
				Total: \$6,000.00

Equipment (\$5,000 or More)

Name	Classification	Cost Quantity	Total
		Total:	\$0.00

Capital Purchases Total: \$6,000.00**Indirect Cost**

(audited rate as determined by cognizant federal agency or the state Comptroller's Office subject to approval by NHTSA - Explain and submit copy of Certificate of Indirect Cost (maximum allowed - 15%))

Indirect Cost Details

Percent	Total
0%	\$0.00

Indirect Cost Total: \$0.00**Total Costs**

Total Costs	\$20,911.00
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Attachments

Problem Statement

Identify current problems. Include summary of past and current GHSO Projects. Focus on human, vehicle, and environmental factors contributing to crashes and their severity; identify target locations. Use data to support the need for the project (include at a minimum, data over a three year period). Include an explanation as to how the problem was documented.

Roadside memorials for victims of fatal car crashes are a far too familiar sight along a 4.2 mile stretch of Carters Valley Road in Mount Carmel. The memorials - ranging from elaborate to simple - mark the spot where loved ones have died.

In the past four years there have been a total of 37 crashes on the stretch of Carters Valley Road with five fatalities and 19 serious injuries. Speed, impaired driving and negligent driving have been identified as the major factors in each of the fatal crashes.

The high number of fatalities on the portion of Carters Valley Road in Mount Carmel is a major reason Hawkins County is ranked 40th in the state in highway fatality rates.

Those three factors speed, impaired driving, and negligent driving are endemic of a growing problem on roadways across the nation. Mount Carmel has not been spared from the deadly trend.

As a rapidly growing small city in Northeast Tennessee, Mount Carmel has seen a tremendous increase in traffic and traffic-associated hazards over the course of the past few years. Because of the geographic layout of the surrounding area, all traffic traveling into Hawkins County from the Tri-Cities metropolitan area must pass through Mount Carmel on one of two roads, Carters Valley Road or Highway 11-W.

With an average of 23,000 vehicles a day Highway 11-W is one of the busiest highways in the region. Carters Valley Road a narrow, curvy two-lane carries an average of 5,000 vehicles a day. A majority of the accidents that occur inside Mount Carmel city limits occurs on one of those two roadways.

Speeding, unrestrained drivers, impaired drivers, failure to yield and following too close violations coupled with the high traffic volume have created a very real and very urgent danger for motorists in Mount Carmel.

The above noted numbers may not seem very high until the size of the city and the department are factored in. We are an eight-man department covering a city with a population of only 5,600. But because we are a pass through community from the Tri-Cities into Hawkins County our traffic counts are on par with larger neighboring cities.

The amount of traffic and related hazards have become one of the Mount Carmel Police Department top priorities. The police department has undertaken an aggressive traffic enforcement campaign that has included several specific operations, many of them funded by or originating from the GHSO.

Through our programs and studies we have concluded that our problems are the same as department everywhere speeding, impaired drivers, and negligent drivers. Those three elements have combined to make Carters Valley Road one of the deadliest stretches of roadway in the state.

The roadside markers attest to that fact.

Attachments

Proposed Solution

What long-range goal in the GHSO Performance Plan does this project support?

The Mount Carmel Police Department has developed a long-term, two-pronged strategy for reducing the number of fatal and serious injury crashes on Carters Valley Road. Physical improvements to the road along with a targeted enforcement effort are the keys to the effort.

The strategy includes major engineering changes to the road that have already been approved by the Tennessee Department of Transportation. The changes are scheduled to be made during the grant period.

The physical changes include better signage along the road, rumble strips on the center line and fog line, improved guard rails, reflective marking, and widening the road in some areas. The engineering changes were approved after traffic and crash data were presented to TDOT.

The second prong of the strategy will be targeted traffic enforcement on the specific stretch of Carters Valley Road. Officers working extra duty will conduct specialized traffic enforcement in areas that have been identified as being exceptionally dangerous or having a high rate of violators. The officer's sole responsibility will be in the enforcement of traffic violations.

With \$14,900 of the grant funding provided by the GHSO at least two five-hour shifts of enforcement activity will be scheduled each week on Carters Valley Road. The grant money will be used to pay the officer's extra-duty salary while working the targeted enforcement. Grant money will not be used to supplant regular salary.

The shifts will be covered on a voluntary basis and will only be available to full-time officers who are radar certified. Preference will be given to officers who are also trained in the use of Standardized Field Sobriety Tests. The time of operation for the enforcement shifts will be changed on a weekly basis to ensure comprehensive coverage of problem areas.

The remaining \$6,000 requested in the grant will be used to purchase a dual-antenna radar and in-car video camera.

By using better engineering and targeted enforcement we have established the following goals:

- Significantly reduce the number of fatal crashes on Carters Valley Road
- Significantly reduce the number of serious injury crashes on Carters Valley Road
- Increase officer presence and enforcement activities on Carters Valley Road

Identify the target groups where the solution is designed to affect.

It is our hope that by having an officer working specifically at stopping speeding and other dangerous driving we can offer real-time relief to motorists on our highways. On an almost daily basis our department receives complaints about reckless driving, unrestrained children, impaired drivers, or other dangerous driving actions. Each one of those violators that an officer stops and takes enforcement action against is one less danger that our motorists must navigate on their way to school, church, work or just to visit their grandchildren. By taking action against these dangerous drivers the MCPD, with the support of the GHSO, can make an immediate difference in the lives of motorists.

Describe the chosen interventions.

- Engineering improvements including more guard-rails, restriping, better signage, reflective markings, rumble strips, and widening of the road. (Already approved and funded by city and TDOT)
- Enforcement patrols targeting speeding, impaired driving and negligent driving on Carters Valley Road
- Public education outlining the danger of Carters Valley Road and corrective measures being taken.

Describe the rationale behind the interventions (i.e., why you believe the intervention(s) will work).

The three "E's" of traffic safety - engineering, enforcement, and education - have historically shown to be major factors in improving safety for motorists. Our strategy is to use all three components on Carters Valley Road.

Describe the resources to be used in carrying out the intervention(s):

- Manpower requirements and how they will be utilized
- Equipment requirements and how it will be utilized

The Carters Valley Road multiple violation enforcement effort has been designed to take advantage of resources already possessed by the MCPD, meaning that very little additional equipment will need to be purchased. Every officer assigned to the patrol division has a cruiser that is equipped with Stalker dual-head radar and in-car video cameras. All patrol officers are also radar certified.

One additional radar unit and in-car camera will be purchased with grant money to partially equip a patrol car that is being purchased by the department.

The day-to-day scheduling and administrative tasks associated with the program will be handled by Patrol Supervisor Kevin Ewing. He will track all daily activity, compile statistics to interpret the effectiveness of the program, and complete all administrative details to keep the department in compliance with the grant guidelines.

By taking advantage of current equipment, training and manpower the program has been designed so that a majority of grant money goes directly toward enforcement.

The engineering improvements have been funded by TDOT and the city and will not require any grant money.

If the project contains training or similar activities, indicate:

- Specific type training planned
- How the need for and type of training planned was identified
- Number of persons affected
- Where the training will be held, duration of training, subjects covered, etc

Officers will be trained in all aspects of detecting speed offenders, and impaired driving offenders

List the specific goals and objectives for the project.

To reduce crashes, serious injury crashes, and to arrest and convict impaired drivers

Attachments

Method of Evaluation

Evaluation of program effectiveness should be able to answer such questions as:

- *Was the program conducted as planned?*
- *Did the program reach the intended target group?*
- *Did the program achieve what it intended (e.g., change behavior or attitudes, educate people)?*
- *What did the program cost (in terms of dollars, person-hours of effort, donated materials)?*

Describe the outcome(s) you are measuring.

The program will be evaluated on a continual basis throughout the grant period. Documentation will be provided in each GHSO report outlining all elements that are included in this application.

- The final number of citations and traffic arrests will be compared with previous years to determine the level of enforcement increase.
- The number of crashes on Carters Valley Road will be reported to the GHSO each quarter and compared with the previous years crashes to determine the level of effectiveness.
- The contributing factors for crashes on Carters Valley Road will be reported to the GHSO each quarter to determine the level of speed related crashes compared to previous years.
- Data will be provided to indicate the number of crashes and fatalities that occur throughout the grant period. Further, data regarding average speeds will be collected and compared to baseline data. Because the target group includes all drivers this data should provide a proper evaluation.
- The number of fatalities on Carters Valley will be compared to the previous year's citywide data to determine the effectiveness of the program.
- The number of crashes on Carters Valley Road will be compared with data from 2006-2010 to determine the effectiveness of the program as evidenced by a reduction in total crashes.
- All costs associated with the program will be documented in quarterly reports and/or reimbursement requests.

Describe the method(s) you will be using for collecting data (e.g., self-report, observations, physical trace analysis, surveys, etc.)

For the next three, describe the type(s) of data you will be collecting:

- *Administrative data*
- *Police and/or Traffic Engineering data*
- *Cost data*

Detail the data analysis technique(s) used to examine the data.

Enforcement data will be collected at the end of each targeted shift. The officer will be responsible for completing and submitting a shift activity report that will include such information as total citations, types of citations, arrests, etc.

- We will use a speed trailer to collect speed data. The data will be used on a weekly basis to determine what areas of Carters Valley Road need extra enforcement.
- We will use Titan/Wizard, NHTSA, and state data monthly in the evaluation process.
- All collected data will be submitted to GHSO.

Attachments**Schedule of Tasks by Quarter**

List performance schedule of tasks by quarters referring specifically to the tasks you provided in the Proposed Solution (part IV) and defining the components of the tasks to be accomplished by quarters. Identify the person(s) responsible for each task. Tasks that extend beyond one quarter should specify the elements of the tasks that are to be performed for the particular quarters.

1st Quarter (Oct., Nov., Dec.):

1. Purchase equipment - Major Mike Campbell
2. Conduct roll-call training to instruct officers in grant procedures and scheduling - Lt. Kevin Ewing
3. Contact GHSO LEL to make sure our agency is participating in all GHSO programs - Lt. Kevin Ewing
4. Provide a press release to the media regarding the awarding of this grant, its purpose, and the planned enforcement activities - Lt. Kevin Ewing
5. Conduct saturation patrols on Carters Valley Road targeting traffic violators - Lt. Kevin Ewing
6. Complete quarterly report and provide them to the GHSO - Major Mike Campbell
7. Conduct driver's education in high school - Major Mike Campbell
8. Target Thanksgiving, Christmas and New Years holiday travel periods for extra enforcement - Lt. Kevin Ewing

2nd Quarter (Jan., Feb., Mar.):

1. Collect data to determine the effectiveness of the 1st 2 quarters - Lt. Kevin Ewing
2. Provide a report to the media regarding enforcement events regarding this program - Lt. Kevin Ewing
3. Provide a report to the media regarding the results of the 1st 2 quarters of the grant - Lt. Kevin Ewing
4. Continue targeted enforcement - Lt. Kevin Ewing
5. Participate in GHSO sponsored programs/initiatives - Major Mike Campbell

3rd Quarter (Apr., May, Jun.):

1. Collect data to determine effectiveness of the first three quarters of enforcement program - Lt. Kevin Ewing
2. Provide report to the media outlining the effectiveness of the program - Lt. Kevin Ewing
3. Continue targeted enforcement efforts - Lt. Kevin Ewing
4. Complete and provide quarterly report to GHSO - Lt. Kevin Ewing
5. Target Memorial Day travel period for enforcement - Lt. Kevin Ewing
6. Participate in GHSO sponsored programs/initiatives - Major Mike Campbell

4th Quarter (Jul., Aug., Sep.):

1. Collect data to determine effectiveness of the first three quarters of enforcement program - Lt. Kevin Ewing
2. Provide report to the media outlining the effectiveness of the program - Lt. Kevin Ewing
3. Continue targeted enforcement efforts - Lt. Kevin Ewing
4. Complete and provide quarterly report to GHSO - Lt. Kevin Ewing
5. Target July 4th and Labor Day holiday travel periods for selected enforcement - Lt. Kevin Ewing
6. Complete final statistical report to determine overall effectiveness of program - Lt. Kevin Ewing
7. Provide final statistical report to media and to GHSO - Lt. Kevin Ewing
8. Participate in GHSO sponsored programs/initiatives - Major Mike Campbell

Attachments

Self-Sufficiency Plan

Outline below the plan to ensure that the traffic safety program will become self-sufficient once Federal funding has expired.

This agency commits to continue this program upon the completion of the grant. Though we will budget city funds, we will continue to seek state and federal funding to support the program. State money has already been allocated that will provide engineering improvements that will last beyond the grant period.

Attachments