

RESOLUTION NO. 12-486

A RESOLUTION AUTHORIZING THE TOWN OF MOUNT CARMEL TO PARTICIPATE IN THE GOVERNORS HIGHWAY SAFETY OFFICE 2012-13 LAW ENFORCEMENT ALCOHOL SATURATION PATROL/ROADSIDE SOBRIETY CHECKPOINT 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 Alcohol Saturation Patrol/Roadside Sobriety Checkpoint 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:

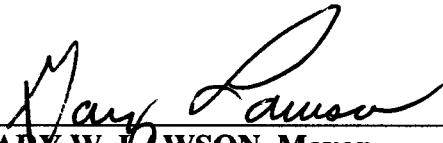
Section I. That the Town of Mount Carmel is hereby authorized to apply and accept a Governor's Highway Safety Office Law Enforcement Grant for approximately Nine Thousand Nine Hundred Ninety-Nine Dollars and thirty six cents (\$9,999.36) for personnel services and Four Thousand Nin Hundred Ninety Nine Dollars (\$4,999.00) in capital purchases 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;

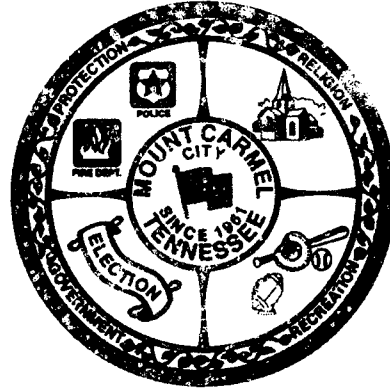
Section IV. This Resolution shall take effect upon its passage the public welfare requiring it.

Duly passed and approved this the 24nd 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: April 24th, 2012

APPLICATION FOR HIGHWAY SAFETY GRANT

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

PROJECT TITLE: Alcohol Enforcement Program

Application ID:	1402800	Grant Class:	Initial
Grant Category:	Alcohol Countermeasures	Prior ID:	1300282657046m
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):	\$9,999.36
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):	\$4,999.00
CAPITAL PURCHASES (Equipment Under \$5,000 & Over \$5,000):	\$0.00
SUB-TOTAL:	\$14,998.36
INDIRECT COSTS (0%):	\$0.00
TOTAL COSTS:	\$14,998.36

Revenue Sources

Federal:	100%	\$14,998.36
Local Government:	0%	\$0.00
Other:	0%	\$0.00
Total Revenue:	100%	\$14,998.36

Claim Submitted: Quarterly

Personnel Costs**Personnel Services**

Classification	Number	Role	Pay Rate	Pay Periods	Sub-Total	Benefits	Sub-Total	Total
Internal Staff	1.0	patrol	\$672.00	12.0M	\$8,064.00	24%	\$1,935.36	\$9,999.36
Sub-Totals:					\$8,064.00		\$1,935.36	

Personnel Costs Total: \$9,999.36

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	Travel Total:	Total
					\$0.00

(E) Other Travel & Conferences

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

(F) Meetings & Conferences

Name	Classification	Cost	Quantity	Meetings & Conferences Total:	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
Mobile radar, In-car camera system	Advertising	\$4,999.00	1.0	\$4,999.00

Other Non-Personnel Costs Total: \$4,999.00

Capital Purchases**Equipment (Less Than \$5,000)**

Name	Classification	Cost	Quantity	Total:	Total
					\$0.00

Equipment (\$5,000 or More)

Name	Classification	Cost	Quantity	Total
Total:				\$0.00
Capital Purchases Total:				\$0.00

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	\$14,998.36
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Attachments

Problem Statement

Identify current problems. Include summary of past and current GHSA 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.

Mount Carmel is located in upper North East Tennessee in Hawkins County (covering 486 square miles and had a county population of 56,850 in 2006.) Because our city limits borders the city of Kingsport (population 44,231 in 2003), our traffic volume far exceeds our ability to control speeds and/or crashes. For the past several years, the Mount Carmel Police Department has placed a high priority on traffic enforcement and crash reduction. However, we continue to experience fatalities year after year. Highway 11W spans through our city and is estimated to have a daily traffic count of 35,000 vehicles. The city has only 7 full-time officers, working one officer per shift on most days. As you can see, one officer is no match for this type of traffic volume, considering the calls for service that also have to be answered.

Being a city in the county of Hawkins creates further issues with which we must deal on a daily basis. The county is ranked 60th in Overall Crashes, 45th in Young Driver Crashes, 50th in Speed Related Crashes, and 57th in Alcohol Related Crashes (Source, TN Dept of Safety). Although we try to maintain a high level of traffic visibility, our city is responsible for approximately 10% of the crashes that occur in the county. Because of Highway 11W our presence, not only has the ability to impact our citizens but also, drivers from other counties that pass through our city.

In 2006 the agency answered 7,749 calls for service. 21.1% of our crashes ended with injuries, indicating that our injuries are on the rise as crashes rise. We arrested 42 drivers for DUI and 135 for Driving on Revoked/Suspended licenses (46.8% of arrests). 776 speeding citations were written.

In 2007, calls for service decreased but our crash investigations increased by 17. Our arrests rose by 28 and our citations increased by 151. The 7 officers answered 7,292 calls for service, wrote 768 speeding citations, and arrested 37 DUI offenders. 59 drivers were arrested for Driving on Revoked License & 85 were charged with Driving on a Suspended License. DUI and driving on revoked or suspended licenses made up the bulk of our arrests for the year, at 57.2%. This data alone should indicate the level of our commitment to traffic enforcement.

According to data retrieved from TRACs, in 2007, the city experienced 2 fatalities. Since then, the city has experienced 3 more fatalities in 2008. All 3 deaths occurred in the Carters Valley area, an area that continues to be a problem. One death was a teen who was ejected from the vehicle. 36% of our crashes in 2007 ended with injuries. For a city our size, these statistics are frightening. Over 1/3 of our crashes end in injury and 3 people have died within the past 3 months.

Hawkins County 2007 Data:
 Overall Crash Rank 60th
 Alcohol Related Crash Rank 57th
 Speed Related Crash Rank 50th
 (Source: TN Dept of Safety)

According to the data below, crashes have been increasing for several years.

Crash Data			
2003 Crashes	1,216	Rank for 2003	63rd
2004 Crashes	1,386	Rank for 2004	64th
2005 Crashes	1,387	Rank for 2005	56th
2003 – 2005 Avg. Crashes	1,330	2003 – 2005 Avg. Rank	60th

Of the fatalities that have occurred from 2002 – 2006, alcohol remains the primary cause. Approximately 47% of all fatalities were caused by alcohol. Though the county is ranked 57th in the state among alcohol related fatalities, we must address this issue with dedication if we are to reverse the statistical trend.

Fatality Data (Source NHTSA)

	2002		2003	2004	2005	2006
Total	12	9	9	25	13	
Alcohol Related	6	4	6	7	6	
% of Fatalities		50%	45%	66.6%	28%	46.15%

Of the fatalities, 32.4% were caused by speed. Adding these two elements together (alcohol & speed), the 2 contributing factors account for 79.4% of all fatalities.

Fatal Crashes (TN Dept. of Safety)

2003 Fatal Crashes	12	Speed Related Fatalities	9	75%
2004 Fatal Crashes	9	Speed Related Fatalities	3	33%
2005 Fatal Crashes	9	Speed Related Fatalities	1	11%
2006 Fatal Crashes	25	Speed Related Fatalities	5	20%
2006 Fatal Crashes	13	Speed Related Fatalities	3	23%

As seen below, speed related crashes continued to increase from 2003 to 2005. 2007 TDOS Speed Related Crash Ranking data continues to rank the county 50th, as did the 2003 – 2005 data.

2003 Speed Crashes	95	Rank for 2003 Rate	52nd
2004 Speed Crashes	112	Rank for 2004 Rate	52nd
2005 Speed Crashes	121	Rank for 2005 Rate	33rd
Average Ranking	50th		
(Source: NHTSA)			

Young drivers continue to be a problem for our county as well. As the data reveals, the county is ranked 45th among youth driver involved crashes. This fact, combined with the sobering statistics regarding alcohol and speed related crashes, reveals a dim future for our children. Given these facts, we know that we are sure to lose more teens to crash fatalities in the upcoming years.

Youth Related (Y.R.) Crashes (TN DOS)

	2002	2003	2004	Avg.	2007
Y.R. Crashes	241	303	295	280	
State Ranking	40	40	58	45	45

In that we are such a small agency, bordering a county as large as Sullivan and a city the size of Kingsport, our daily traffic flow far exceeds our ability to combat the problem. Without intervention we fear that the problems will only grow stronger and more lives will be lost. We are requesting assistance through this grant program to prevent the injuries and fatalities from occurring.

Attachments

Proposed Solution

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

The long-range goal of this program is to reduce the number of crashes, injuries, and fatalities on our roadways with an emphasis on DUI.

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

The target group for the program will be the entire driving population of Mount Carmel, to include drivers traveling on Highway 11W through our city limits.

Describe the chosen interventions.

A high visibility traffic approach will be taken in an effort to make the public aware of the problem and the methods by which the agency will impact the problem. Through the heightened awareness of Click It or

Ticket and Booze it and Lose It, we have learned that highly visible enforcement and coordinated enforcement efforts, combined with earned media, will change adult behavior. Our chosen interventions are described below.

1. The agency will make officers available to participate in enforcement events coordinated by the Network Coordinator in surrounding counties.
2. The agency will utilize full-time traffic officers in a comprehensive approach to traffic enforcement, with a focus on alcohol related offenses. These officers will not answer calls for service, but will be directly responsible for traffic enforcement, crash investigations, and data collection. Due to the young driver problem, indicated by the data, the officers will focus enforcement on days and times that the data shows to be statistically the worst in crash saturation.
3. The agency will focus traffic officers on the Carters Valley area a minimum of 3 times per week. A highly visible approach will be taken to deter alcohol/drug impaired driving.
4. The agency will conduct a minimum of 1 sobriety checkpoint per month.
5. The agency will utilize our Fatal Vision Goggles and golf cart to conduct a minimum of one educational event in the schools each week.
6. The agency will conduct a minimum of one driver's education/traffic related event in the high school each week.
7. The agency will conduct saturation patrols every week during the grant period. Days and times will be data driven.
8. The agency will announce the award of the grant to the media, upon GHSA approval. We will continue to update the media regarding the ongoing success of the program. We will notify the media of the outcomes of each sobriety checkpoint and invite them to attend at every opportunity.
9. The agency will develop a departmentally sponsored "Spirits" program that will train all alcohol servers and store clerks in the city on methods to properly check IDs, spot fake IDs, and determine if a customer is under the influence and should not be sold alcohol. This program will impact not only the youth, but also individuals who are not fit to drive. We feel that this program will positively impact our community in many ways.

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

Having been a Network Coordinating agency since the inception of the networks in 1999, we have been involved in Click It or Ticket and Booze it and Lose It from the beginning. We understand that highly visible enforcement, combined with earned/paid media are the elements that lead to a reduction in fatalities. It is for this reason we have selected the interventions written in this proposal.

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*

A digital in-car video camera is being requested for use in the patrol vehicle. This unit will be used to record every traffic stop, filming evidence that will be used in court. Without video evidence in today's court system, cases take much longer to prosecute and prove beyond a reasonable doubt, especially if the traffic stop leads to more serious crimes.

1 mobile radar unit for the traffic officer. Officers will attend radar training (one day class) and SFST training (three day class) within the first quarter of the grant as cases are often challenged if the officer is not properly trained. Moreover, if the traffic stop leads to the detection of a DUI offender or drug seizure the entire case can be challenged and/or dismissed based on the lack of training that the officer has. It is mandatory that all officers working radar receive proper training. The agency will seek training through the GHSA program and the Training Officer's Association.

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*

All officers will be trained in sfst, and radar and lidar trained

List the specific goals and objectives for the project.

To reduce the number of crashes, injuries, and fatalities on our roadways. To detect and apprehend DUI offenders, to prosecute these offenders.

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 mentioned in this application. - The final number of citations will be compared with previous years to determine the level of enforcement increase. - The number of crashes will be reported to the GHSO each quarter and compared with previous years crashes, to determine the level of effectiveness. - The contributing factors for crashes will be reported to the GHSO each quarter to determine the level of alcohol and speed related crashes as compared to previous years. - Data will be provided to indicate the # of crashes and fatalities that occur throughout the grant period. Further, data regarding average speeds will be collected and compared to baseline data. Since the target group includes all drivers, this data should provide a proper evaluation. - The number of fatalities will be compared to the previous year's city data to determine the level of effectiveness. - The number of crashes will be compared to 2007 data to determine the effectiveness of the program as evidenced by a reduction. - The number of DUI related crashes will be compared to 2007 data to determine the effectiveness of the program as evidenced by a reduction. - All comments by citizens will be collected and provided to the GHSO in an effort to determine the level of awareness of the community. - The number of establishments/stores/clerks trained in the Spirit program will be documented. The number of fake ID's/persons arrested and/or kept from drinking more alcohol will be documented in quarterly reports. - All costs associated with the program will be documented in quarterly reports and/or reimbursement requests. All man-hours will be documented and compared to the amount of enforcement conducted by those officers.

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

DUI arrest comparisons between the grant year vs. 2007• Crash data comparisons• Fatality data comparisons• State data, NHTSA data, TRACs data• Number of arrests made in the Spirits program All administrative data will be collected on a daily basis. We will collect newspaper articles on the implementation of this project and all updated articles as released throughout the grant period. All pamphlets, posters, brochures etc.. that are provided to the public as part of this program will be documented and provided to the GHSO in quarterly reports. All meetings with public officials, city council, networks, public, etc. will be documented. We will utilize a current speed trailer to collect speed data. This data will be used on a weekly basis to determine where speed enforcement is needed. This data will be provided in GHSO reports. All costs associated with the grant, to include donations, will be reported. We will compare this program to other programs, that have been conducted in the city within the past 2 years, to determine the level of efficiency the program created. We will obtain information from TRACs, the state, and our LEL to conduct data comparisons.

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.

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.
2. Train officers in SFST.
3. Contact GHSO LEL to make sure our agency is participating in all GHSO programs.
4. Provide a press release to the media regarding the awarding of this grant, it's purpose, and the planned enforcement activities.
5. Conduct weekly saturation patrols.
6. Conduct monthly sobriety checkpoints.
7. Complete quarterly report and provide them to the GHSO.
8. Conduct driver's education in high school.
9. Conduct Fatal vision education.
10. Develop the Spirits program and begin training.

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

1. Collect data to determine the effectiveness of the 1st 2 quarters.
2. Provide a report to the media regarding checkpoints/enforcement events regarding this program.
3. Provide a report to the media regarding the results of the 1st 2 quarters of the grant.
4. Continue weekly saturation patrols.
5. Continue monthly checkpoints.
6. Complete and provide quarterly reports to GHSO.
7. Continue driver's education in the high school.
8. Conduct Fatal Vision education.
9. Monitor the establishments that were trained in the Spirits program to see if fake ID's were detected or arrests were made.
10. Participate in GHSO sponsored programs/initiatives

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

1. Continue monthly sobriety checkpoints.
2. Continue weekly saturation patrols.
3. Continue Fatal Vision education.
4. Conduct a ½ year evaluation of speed data to determine effectiveness to this point.
5. Provide updates to the media on a weekly basis.
6. Complete and provide quarterly reports to the GHSO.
7. Collect data regarding enforcement vs. crash activity to determine a level of effectiveness.
8. Complete driver's education training in high school.
9. Monitor the establishments that were trained in the Spirits program to see if fake ID's were detected or arrests were made.
10. Participate in GHSO sponsored programs/initiatives.

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

Collect data to determine the effectiveness of the last 2

quarters.

2. Provide a report to the media regarding checkpoints/enforcement events related to this program.
3. Provide a report to the media regarding the results of the last 2 quarters of the grant.
4. Continue weekly saturation patrols.
5. Continue monthly sobriety checkpoints.
6. Complete Fatal Vision education in community
7. Participate in GHSO sponsored programs/initiatives.
8. Provide a quarterly report to the GHSO.
9. Provide a final report of the yearlong grant progress.
10. Evaluate the effectiveness of the Spirits program.

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.

Attachments