

ORDINANCE NO. 11-366

AN ORDINANCE OF THE TOWN OF MOUNT CARMEL, TENNESSEE AMENDING THE FISCAL YEAR 2011-2012 GENERAL FUND BUDGET, PASSED BY ORDINANCE NO. 11-359.

WHEREAS, the Town of Mount Carmel adopted the fiscal year 2011-2012 General Fund budget by passage of Ordinance No. 11-359 on June 30, 2011; and

WHEREAS, pursuant to the Tennessee state constitution, Section 24 of Article II, no public money shall be expended except pursuant to appropriations made by law; and

WHEREAS, pursuant to the Municipal Budget Law of 1982, as found in the *Tennessee Code Annotated* §6-56-209, the Board of Mayor and Aldermen has the authority to authorize the budget officer to transfer moneys from one appropriation to another within the same fund; and

WHEREAS, revenue from Intergovernmental Revenues will be greater than anticipated; and

WHEREAS, General Fund Intergovernmental Revenues will be made available for Public Safety for Wages, Benefits and Equipment; and

WHEREAS, expenses for Public Safety will be greater than anticipated; and

WHEREAS, Intergovernmental Revenues and Public Safety are housed within the General Fund for the Town; and

**NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF MAYOR AND
ALDERMEN FOR THE TOWN OF MOUNT CARMEL, TENNESSEE THAT CHANGES
BE MADE TO THE FISCAL YEAR 2011-2012 BUDGET AS FOLLOWS:**

SECTION 1. Ordinance Number 11-359 is hereby amended by increasing Intergovernmental Revenue by **\$30,000**; and by increasing Public Safety expenditures by **\$30,000**.

SECTION 2. The Board of Mayor and Commissioners authorizes the City Recorder to make said changes in the accounting system.

SECTION 3. This ordinance shall take effect immediately upon final passage.



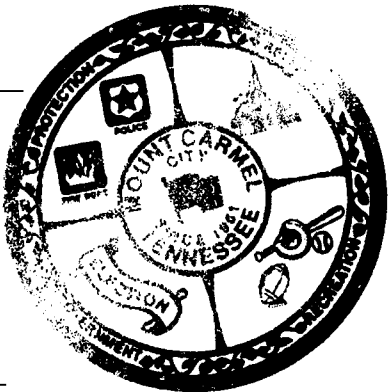
GARY LAWSON, Mayor

ATTEST:

Marian Sandidge
MARIAN SANDIDGE, City Recorder

APPROVED AS TO FORM:

Joe May
JOSEPH E. MAY, TOWN ATTORNEY



FIRST READING	AYES	NAYS	OTHER
ALDERMAN EUGENE CHRISTIAN	X		
ALDERMAN LEANN DEBORD	X		
ALDERMAN FRANCES FROST	X		
ALDERMAN KATHY ROBERTS	X		
ALDERMAN THOMAS WHEELER	X		
VICE-MAYOR CARL WOLFE	X		
MAYOR GARY LAWSON	X		
TOTALS	7	0	0

PASSED FIRST READING: September 27, 2011

SECOND READING	AYES	NAYS	OTHER
VICE-MAYOR EUGENE CHRISTIAN	X		
ALDERMAN LEANN DEBORD	X		
ALDERMAN FRANCES FROST	X		
ALDERMAN KATHY ROBERTS			ABSENT
ALDERMAN THOMAS WHEELER	X		
VICE-MAYOR CARL WOLFE	X		
MAYOR GARY LAWSON	X		
TOTALS	6	0	1

PASSED SECOND READING: October 25, 2011

PUBLICATION AFTER PASSAGE:
DATE: OCTOBER 27, 2011
NEWSPAPER: *Kingsport Times-News*

154 - Alcohol Saturation Patrols / Roadside Sobriety Checkpoints
360 - Alcohol Enforcement Program
Alcohol Countermeasures

Applicant Information

<http://www.tnhsogrants.org/getApplicationPrintPreview.do?documentPk=1300282657046> 9/22/2011

NON-PERSONNEL

Item Name:	Classification:	Description:	Unit Cost (\$):	Quantity:	Total
					\$0.00

OTHER NON-PERSONNEL

Item Name:	Classification:	Description:	Unit Cost (\$):	Quantity:	Total
					\$0.00

CAPITAL PURCHASES

Item Name:	Classification:	Description:	Unit Cost (\$):	Quantity:	Total
Mobile radar	Equipment (Less Than \$5,000)	Dacatur Genesis II	\$1,000.00	1.0	\$1,000.00
In Car Digital Video Camera	Equipment (Less Than \$5,000)	Dacatur In Car video system	\$4,000.00	1.0	\$4,000.00
					\$5,000.00

INDIRECT COSTS

Indirect Cost \$:	\$0.00
Total Budget:	\$0.00

Total Budget

This amount represents the total amount requested.

Total Requested Amount:	\$14,999.36
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Indirect Cost

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

Indirect Cost %:	0%
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Revenue Summary

Federal %:	100.0%
Local Government %:	0%
Other %:	0%
Claim Submitted:	Quarterly

Problem Statement

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.

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 statisical 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 Crashes12	Speed Related Fatalities	9	75%
2004 Fatal Crashes9	Speed Related Fatalities	3	33%
2005 Fatal Crashes9	Speed Related Fatalities	1	11%

Proposed Solution

List the specific goals and objectives for the project:*

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 GHSO 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 a 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 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.*
- * *Training requirements*

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 GHSO program and the Training Officer's Association.

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

Task:

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.) Tasks:

Task:

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.) Tasks:

Task:

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.) Tasks:

Task:

1. 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.

Method of Evaluation

What data will be collected (crash statistics, fatalities, case load, survey, etc.)?*

- 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.

How often will data be collected and compared?*

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.

Self-Sufficiency Plan

Self-Sufficiency Plan:*

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.

Other Attachments

Application

167 - Network Law Enforcement Grants
328 - network coordinator grant
Police Traffic Services

Status: Submitted Submitted Date:03/16/2011 9:36 AM Last Submitted Date: 09/22/2011 5:28 PM

Applicant Information

Primary Contact:
Name:* Mike Campbell
Salutation First Name Middle Name Last Name
Title: Asst. Chief
Email: mcpd_campbell@yahoo.com
Address: 100 East Main St.

City/State/Zip:* Mt Carmel Tennessee Zip
City State
Phone:* 423-817-2959 Ext.
Phone
Fax: 423-357-1184

Organization Information

Name: Mount Carmel Police Department
Organization Type: Law Enforcement
Tax ID: 620961519
Organization Website:
Address: 100 E. Main St.
P.O. Box 1421

City/State/Zip:* Mount Carmel Tennessee 37645
City State Zip
Phone:* 423-357-7311 Ext.
Phone
Fax: 423-357-1184
County:

PERSONNEL SERVICES

Classification:	Number of Persons:	Job Title:	Pay Rate/Period Type:	Period Type:	# of Pay Periods:	Benefits %:	Total
Overtime	1.0	network coordinator/patrol	\$18.50	Hourly	435.0	24.0	\$9,978.90
							\$9,978.90

PROFESSIONAL FEES

Type:	Fee:	Total
Consultant	\$0.00	\$0.00
		\$0.00

NON-PERSONNEL

Item Name:	Classification:	Description:	Unit Cost (\$):	Quantity:	Total
Travel	Mileage (0.46 Per Mile) / Airfare	Travel to and from Network Meetings, Conferences, Etc.	\$0.46	4347.0	\$1,999.62
					\$1,999.62

OTHER NON-PERSONNEL

Item Name:	Classification:	Description:	Unit Cost (\$):	Quantity:	Total
					\$0.00

CAPITAL PURCHASES

Item Name:	Classification:	Description:	Unit Cost (\$):	Quantity:	Total
Mobile Lighting	Equipment (Less Than \$5,000)	Lighting for sobriety checkpoints, seatbelt checkpoints	\$3,000.00	1.0	\$3,000.00
					\$3,000.00

INDIRECT COSTS

Indirect Cost \$:	\$0.00
Total Budget:	\$0.00

Total Budget

This amount represents the total amount requested.

Total Requested Amount:	\$14,978.52
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Indirect Cost

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

Indirect Cost %:	0%
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Revenue Summary

Federal %:	100.0%
Local Government %:	100.0%
Other %:	100.0%
Claim Submitted:	Quarterly

Problem Statement

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.

As the Governors Highway Safety Office works toward its goal of reducing injuries, fatalities and economic losses on Tennessee's roadways, a number of factors are important in bringing success to its various traffic safety programs. The most important factors in the success of the programs are the involvement of law enforcement agencies on the local level and their zeal in promoting the programs. In the past, the GHSO's Law Enforcement Liaison Officers (LEL's) have been the major point of contact between the GHSO and local law enforcement agencies. They have been able to pull together excellent support and have achieved fine results in the past, especially for the high visibility campaigns such as Click It or Ticket and Booze It & Lose It. Building on the success of the CIOT campaigns, the GHSO is anxious to increase support of and commitment to initiatives to address impaired driving. With strong local support, the Booze It & Lose It campaign as well as the Buckle Up In Your Truck and Over the Limit Under Arrest campaigns could achieve the same measure of success as the CIOT campaign. In their work with local agencies, the LEL's have seen that, if communities work together toward achieving a safety goal, greater progress can be made than if only one agency in the community is involved in the program. In order to strengthen state safety initiatives on the local level and to achieve community support for them, the Law Enforcement Liaison Officers in Tennessee have set up twenty-two Network organizations across the state. These Networks are made up of law enforcement officers from agencies in groups of adjacent counties who hold regular meetings to discuss safety initiatives in their areas.

These Networks have been established in the following manner:

1. West TN - 6 coordinators
2. Middle TN - 5 coordinators
3. Cumberland - 6 coordinators
4. East TN - 5 coordinators

These established networks must be strengthened and empowered to carry out established initiatives in order to reduce injuries, fatalities and economic losses on Tennessee's roadways.

Attachments

Proposed Solution

List the specific goals and objectives for the project:*

The Governors Highway Safety Offices goal is to reduce injuries, fatalities and economic losses on Tennessee's roadways. The most important factors in the success of statewide highway safety programs are the involvement of law enforcement agencies on the local level and their enthusiasm and interest in the programs. The states response to the 2001 Click It or Ticket campaign was excellent; the state achieved a 20% increase in seat belt use, and, more important, fatalities on Tennessee's roads through August 2001 were down. Click It or Ticket was solidly supported by law enforcement agencies throughout the state. In the coming year, Tennessee has made a commitment to support not only the Click it or Ticket program, but also to endorse and strongly promote Booze It and Lose It, formerly You Drink & Drive, You Lose, Over the Limit Under Arrest and Buckle Up In Your Truck. In 2002, Law Enforcement Liaison Officers in Tennessee set up sixteen Network organizations across the state to help promote the safety initiatives of the GHSO. Since the inception of the network coordinator program seatbelt usage has risen to 80.2% and fatalities were at a 15 year low in 2007

Since 2002 these networks have grown and so has the Network Coordinators from 16 to 22. These Networks are made up of law enforcement officers from agencies in groups of adjacent counties. Also invited to be involved in the Networks are safety professionals from the counties particularly health educators, judges, EMS, and CPS Technicians. Network groups meet at a luncheon meeting one day each month for networking and programs on subjects of interest. They also learn about GHSO initiatives, receive training on how to implement the initiatives and commit their department's support to each effort. The Network Plan provides an excellent vehicle to reach law enforcement officers and other community safety workers to involve them in state safety initiatives. It also helps encourage cooperation among agencies, among communities and among counties, leading to maximized use of resources available, opportunities for training and information dispersal, and increased dialog among members of the safety community. The goals of the local networks are:

1. To build partnerships to address local and statewide safety issues among law enforcement agencies,
2. Health care providers,
3. Highway safety advocates,
4. The judiciary,
5. Safety educators and business leaders

To promote an organization through which information (e.g. training, enforcement campaigns) can be efficiently distributed. To provide a means of collecting data from agencies across the state in an efficient and expedient manner. To utilize list serve technology to expedite communication within and among the networks. For this effort to be successful, the Local Area Network Coordinators (LANCs) will be called upon to make a major investment of time and effort. Contacting and following up with Network members, recruiting support and new members in the communities, planning meetings, recruiting speakers for pertinent programs and coordinating GHSO initiatives will involve their spending a great deal of time on the Network. For the success of the Network program, it is vital that the Coordinators be compensated for the time they put in to this effort. Local

Area Network Coordinators will be required to:

Provide assistance to the Regional LEL as required.
Participate in the national/state campaigns as directed by the GHSO.
Solicit network agencies to participate in national campaigns.
Conduct monthly/quarterly network meetings.
Participate in GHSO sponsored press events.
Participate in GHSO training events, to be available as an Instructor if qualified.
Personally contact each Chief of Police and Sheriff or representative in the local area network in order to explain the GHSO campaigns and solicit agency participation.
Serve as data collectors for law enforcement statistics for each GHSO campaign.
Attend GHSO meetings as directed.
Attend at least one Regional LEL meeting during the grant period.

Other duties as may be assigned by the GHSO/LEL. By bolstering, strengthening and encouraging the 22 networks currently in place, the Network Program will significantly encourage and strengthen response to the GHSO's safety programs. Network meetings are an important tool in training area law enforcement officials to implement the safety programs. In addition, the increased cooperation and communication among neighboring communities will enormously benefit the counties, the networks and the state. The strength of this program has been proven by the 2007 decrease in fatalities by 110.

Identify the target groups where the solution is designed to affect:*

This program will target motorists traveling on Tennessee highways, including teenage drivers. Target ages and demographics have shown that white males between the ages of 18-35 are least likely to buckle up and or drive impaired. Motorcycle fatalities among middle aged people are also on the rise and it is imperative we include this demographic in the target group.

Describe the chosen interventions:*

ENFORCEMENT: Click It or Ticket, Booze It and Lose It, National Drunk and Drugged Driving Prevention Month, Over the Limit Under Arrest, Buckle Up In Your Truck, Hands Across the Border etc...

AWARENESS: Earned media through the network

EDUCATION & TRAINING: GHSO training programs

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

By making the public aware that law enforcement is out in force enforcing the traffic laws of the state with an emphasis on seat belts, impaired driving and speed people will reconsider before they drink and drive or drive or ride with a seatbelt.

By educating our officers they become more aware of trends in impaired driving. They know how to observe and identify impaired drivers and those not wearing their seatbelts.

Describe the 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.*
- * *Training requirements*

Manpower - Money in the grant will be used to pay the district coordinator for time spent promoting these programs and gathering data. Other coordinator assistance may be needed from time to time to aide the LEL in other areas such as classroom instruction etc...

Equipment - the equipment purchased with this grant money will aid in speed detection, DUI evidence collecting and conviction and communications

Travel - funding will allow for the LEL Conference, Lifesavers/Challenge (state and national)

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

Task:

1. Plan and conduct monthly network meetings. Submit agenda, sign-in sheet showing name and agency and minutes from each meeting to the GHSO
2. Contact law enforcement agencies and officials, health officials and other safety advocates in the local area to enlist their participation in the network
3. Each month, submit a list of area agencies contacted and results of those meetings
4. Begin planning to enlist network participation in the following initiatives: Click It or Ticket, National Drunk and Drugged Driving Prevention Month, Booze It and Loose It, Cumberland Crackdown
5. Arrange for area media conferences through the GHSO when appropriate
6. Keep record of all press events and newspaper articles
7. Attend any scheduled briefings held

in region 8. Submit quarterly activity report by January 15, 2010.

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

Task:

1. Plan and conduct monthly network meetings. Submit agenda, sign-in sheet showing name and agency and minutes from each meeting to the GHSO 2. Contact law enforcement agencies and officials, health officials and other safety advocates in the local area to enlist their participation in the network 3. Each month, submit a list of area agencies contacted and results of those meetings 4. Begin planning to enlist network participation in the following initiatives: Click It or Ticket, National Drunk and Drugged Driving Prevention Month, Booze It and Loose It, Super Bowl Enforcement Weekend, St. Patrick's Day Enforcement and the Law Enforcement Challenge 5. Arrange for area media conferences through the GHSO when appropriate 6. Keep record of all press events and newspaper articles 7. Attend any scheduled briefings held in region 8. Submit quarterly activity report by April 15, 2010

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

Task:

1. Plan and conduct monthly network meetings. Submit agenda, sign-in sheet showing name and agency and minutes from each meeting to the GHSO 2. Contact law enforcement agencies and officials, health officials and other safety advocates in the local area to enlist their participation in the network 3. Each month, submit a list of area agencies contacted and results of those meetings 4. Begin planning to enlist network participation in the following initiatives: Click It or Ticket, National Drunk and Drugged Driving Prevention Month, Booze It and Loose It, Buckle Up In Your Truck, and Hands Across the Border 5. Assist with the National Lifesavers Conference in Nashville 6. Arrange for area media conferences through the GHSO when appropriate 7. Keep record of all press events and newspaper articles 8. Attend any scheduled briefings held in region 9. Submit quarterly activity report by July 15, 2010.

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

Task:

1. Plan and conduct monthly network meetings. Submit agenda, sign-in sheet showing name and agency and minutes from each meeting to the GHSO 2. Contact law enforcement agencies and officials, health officials and other safety advocates in the local area to enlist their participation in the network 3. Each month, submit a list of area agencies contacted and results of those meetings 4. Begin planning to enlist network participation in the following initiatives: Click It or Ticket, National Drunk and Drugged Driving Prevention Month, Booze It and Loose It, 100 Days of Summer Heat 5. Arrange for area media conferences through the GHSO when appropriate 6. Assist with the Tennessee Lifesavers Conference and the Law Enforcement Challenge 7. Keep record of all press events and newspaper articles 8. Attend any scheduled briefings held in region 9. Submit quarterly activity report by October 15th, 2010. 10. Submit quarterly activity report by November 1st, 2010.

Method of Evaluation

What data will be collected (crash statistics, fatalities, case load, survey, etc.)?*

- Plan and conduct monthly network meetings. Submit agenda, sign-in sheet showing name and agency
- Network Coordinators will submit the following items to both the GHSO and the Regional LEL each month:
1. A copy of the Network Meeting Agenda
 2. A list of those who attended and the agencies represented
 3. Minutes of the meeting Network Coordinators
 4. Submit quarterly reports to the GHSO following the end of each quarter.

Quarterly reports will indicate the names of the agencies participating in the Network Program. The reports indicate the safety initiatives the Network was involved in (both GHSO initiatives and local, if applicable), agencies involved, the dates of the initiative, the level of involvement (number of officers involved, time spent) and a description of the activities carried out. The success of the Network Programs and of the individual Local Area Network Coordinators will be measured by:

1. The number of agencies participating in monthly Network meetings;
2. The number of law enforcement agencies participating in planned enforcement initiatives;
3. The participation level of the agencies in the Network in national campaigns.
4. The number of law enforcement officers within the network receiving training.

The network coordinator will have access to the Tennessee Traffic Reporting System to determine which agencies are participating and which agencies are not.

*

How often will data be collected and compared?*

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

Each agency that participates in a special, reporting mobilization is given or is already in possession of a mobilization reporting sheet. During that mobilization the agencies report multiple times to the network coordinator who in turns gathers all the data and stats and forwards them to the LEL. This is done via email, fax or departmental visit

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

- Administrative data

*Anytime a press conference or media event is held in the network area it will have been arranged through the office of the network coordinator or the LEL. Working together they will have the contact information and location and will be able to record such event. Any articles or news broadcasts will be captured.

*During our meetings an attendance roster is signed with the attendees' name, department, contact number and email address so the network coordinator can keep the department informed on upcoming events.

- Police and/or Traffic Engineering data

- Cost data

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

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.

Attachments

Self-Sufficiency Plan

Self-Sufficiency Plan:*
Because of the success of the program the City/County Administration would incorporate the costs of maintaining this program within their budget. We have also developed strong community partnerships that would ensure the self-sufficiency of the program.

Other Attachments

Subject: Passed Ordinances for the Town of Mount Carmel
From: Marian Sandidge (mariansandidge@yahoo.com)
To: sedwards@timesnews.net;
Date: Wednesday, October 26, 2011 10:47 AM

October 26, 2011

Kingsport Times-News
Classified Advertising Department
P.O. Box 479
Kingsport, TN 37662

RE: Adopted Ordinances for the Town of Mount Carmel

Dear Sheryl:

Please run the following advertisement in the Legal Section one time:

The Town of Mount Carmel, Tennessee, on October 25, 2011, passed the following ordinances:
Ordinance 11-365. An Ordinance Amending the Personnel Policies and Procedures by Adding Section 2.40, "Workplace Harassment."; and **Ordinance 11-366.** An Ordinance of the Town of Mount Carmel, Tennessee, Amending the Fiscal Year 2011-2012 General Fund Budget, Passed by Ordinance No. 11-359.

Should you have any questions or if any additional information is needed, please do not hesitate to call on me.

Sincerely,
TOWN OF MOUNT CARMEL
Marian Sandidge, City Recorder

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Should you have any questions or if any additional information is needed, please do not hesitate to call on me.

Sincerely,
TOWN OF MOUNT CARMEL
Marian Sandidge, City Recorder