



Regional Performance Incentive Program

Pursuant to Public Act 07-239, Section 8

Proposal for Joint Provision of Service(s) to be filed with the Secretary of the Office of Policy and Management no later than December 1, 2007.

Submit to: Office of Policy and Management, 450 Capitol Ave. MS #54 SLP,
Hartford, CT 06108-1379, Att: RPI Program

Regional Traffic Team/Accident Investigation Unit

Regional Planning Organization(RPO)(s):	
Name	Capitol Region Council of Governments
Address	241 Main Street
City/State/Zip	Hartford, CT 06106
RPO Contact Person(s):	
Name	Lyle D. Wray
Title	Executive Director
Telephone	860-522-2217
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E-mail	lwray@crcog.org
Amount of Regional Performance Incentive Funding Requested: \$353,290.00	
Short Descriptive Title of Project: Regional Traffic Team/Accident Investigation Unit	
REQUIRED PROPOSAL ELEMENTS Items (1) through (10) :	
(1) Proposed Shared Service(s): Describe at least one service currently provided by a municipality or municipalities within the region, but not currently provided on a regional basis, for which this proposal is being submitted (attach additional pages as necessary):	
<p>This project will create three regional Traffic Enforcement/Fatal Motor Vehicle Accident Teams which includes training officers in commercial truck inspections (including weight enforcement). These teams would deploy to target areas as determined by each individual agency, to provide large scale traffic-safety check points, traffic calming efforts, fatal motor vehicle accidents, traffic surveys, commercial truck inspections, and other traffic issues. They will also be available to provide large scale traffic control when requested by the impacted municipality. The three teams will represent the 20 Law Enforcement agencies in the service area.</p> <p>The teams will be used in targeted areas and as needed as traffic situations develop. The teams could also deploy to augment smaller departments who do not have the personnel to participate in check point grant opportunities. If requested by a participating municipality, this team could also deploy to conduct voluntary proactive commercial inspections for trucking companies within their municipalities; e.g. yearly inspections possibly tied to an incentive program offered by the</p>	

town.

Most police departments in the Capitol Region approach the problem of traffic enforcement, truck enforcement and serious (fatal) accident investigation at the local level. In the case of the North Central Law Enforcement Group which contains the towns of Avon, Bloomfield, Canton, Farmington, Granby, Simsbury, Suffield, Windsor, and Windsor Locks, they do some joint traffic investigation and have trained two officers in truck enforcement. In the case of Mid-State Law Enforcement Group which includes the towns of Berlin, Cromwell, Newington, Rocky Hill and Wethersfield Police Departments, these issues are handled by the Patrol or Detective Divisions. The Mid-State group does conduct joint traffic enforcement efforts during the summer months. This is limited to two or three details per year. While there is some inter-town cooperation in general traffic enforcement it is not done on a regular basis. In the case of Capital Region Law Enforcement Group, which includes the towns of East Windsor, Enfield, Glastonbury, Manchester, South Windsor, and Vernon, they too have developed local joint traffic enforcement activities but not on a comprehensive basis. None of these groups provide a regional service that includes the proposed elements that will be deployed in a regular manor. Most of the towns listed have either traffic units, directed personnel or investigative teams that handle these types of traffic enforcement and investigative functions. This project addresses these short comings from a regional approach rather than a local one.

(2) Describe how such service will be delivered on a regional basis, the entity that would be responsible for the service and how the population would continue to be served (attach additional pages as necessary):

This project will lower the costs of each participant by the sharing of personnel and equipment. We have proposed developing three teams for the region that respond to their areas or can respond to assist other teams. By doing this we will serve the public with better trained and equipped officers. We will be expanding services by developing the in-team expertise that includes truck enforcement (including weight and inspection enforcement) along with accident reconstruction.

By making use of the regional approach each municipality will have to invest fewer personnel, and thus save manpower and therefore tax dollars. They will be able to share equipment rather than purchase equipment for each municipality.

Each of teams will be controlled by the local Chiefs of Police. The local teams and related municipalities will provide future funding for maintaining equipment and supplying manpower to the teams. The Capital Region Chiefs of Police will assist in the coordination of the teams and supply future training and financial support.

(3) Describe the amount and manner in which the service will achieve economies of scale, and the amount and manner in which each municipality will reduce its mill rate as a result of the savings realized by regionalizing the service (attach additional pages as necessary):

Cost of training per officer is \$12,000. The cost for equipment per town if done separately is \$61,500 for the trailer, total station, scales, software, and miscellaneous equipment. This totals \$73,500 if done separately. A total cost of \$1,323,000. If we subtract the cost of the project (\$343,000) then the savings would be \$980,000 divided by 18 communities that equals \$54,445

in savings for each community.

Savings Estimates and Potential Mill Rate Reductions:

Town	Savings	Potential Mill Rate Reduction
Avon	\$54,445	0.0244
Bloomfield	\$54,445	0.0320
Canton	\$54,445	0.0612
East Windsor	\$54,445	0.0696
Enfield	\$54,445	0.0374
Farmington	\$54,445	0.0200
Glastonbury	\$54,445	0.0181
Granby	\$54,445	0.0673
Manchester	\$54,445	0.0162
Newington	\$54,445	0.0218
Rocky Hill	\$54,445	0.0345
Simsbury	\$54,445	0.0272
South Windsor	\$54,445	0.0259
Suffield	\$54,445	0.0500
Vernon	\$54,445	0.0598
Wethersfield	\$54,445	0.0287
Windsor	\$54,445	0.0227
Windsor Locks	\$54,445	0.0665

(4) Provide a cost benefit analysis for the provision of such regional service by each participating municipality and by the RPO (attach additional pages as necessary):

The use of regional specialized teams to address specific traffic issues in our region shares the expertise of its members. In this case we are looking to equip and train selected officers to be part of three teams that will address truck safety, traffic safety, and investigate serious motor vehicle accidents from a team approach rather than individually. This will allow the region to develop an expertise that will far exceed the local department skill levels to address these issues. The sharing of intelligence, skills, and techniques will make each of the units stronger than one of its parts. Our region has seen the creation of a regional computer system (CAPTAIN), regional SWAT units (8 of them working together), regional dive teams, region narcotics units, and other smaller cooperative efforts.

The RPO has worked with our Chiefs Association on many of the above projects and Homeland Security Grants over the years. This has been a very positive relationship that has resulted in a number of very successful projects.

(5) Set out a plan of implementation for such regional service, include an approximate date for the beginning of the regional service and how the service will continue to be funded once service is established and grant funds are expended (attach additional pages as necessary):

Upon receipt of the grant the following time line would take place (the January 1, 2008 start date can be adjusted):

- **January 1 – January 31, 2008**
A meeting of the Capital Region Chiefs of Police to determine the final number of participants and to which team they will be assigned.
- **January 15 – January 31, 2008**
The local teams will meet and set up their organizational structure
- **February 1 – March 31, 2008**
The three teams will meet to decide on the final equipment lists and begin the development of response protocols (using existing Regional Services as examples). Develop a cost figure of continuing the teams. Meet with the Department of Motor Vehicles to begin the planning process for training the officers.
- **March 1 – March 31, 2008**
Gain full agreement from the CRCOPA for the concept, make up and continued funding.
- **April 1 – April 15, 2008**
Order the equipment and continue work on the training aspect of the job.
- **April 15 – June 30, 2008**
Conduct the truck enforcement and weight enforcement training for the three teams.
- **July 1 – July 31, 2008**
Begin deployment of the teams
- **August 1 – August 31, 2008**
Develop a quarterly meeting schedule for the three teams to ensure that protocols remain consistent and handle any problems that surface with the systems.
- **September 1 – September 30, 2008**
Formal reporting to the Capital Region Chiefs of Police Association begins on activity of the team, discussion on regional traffic issues, and deployment direction.

After the initial grant is expended the costs of the program will be shared by each participating municipality on each team. The Capital Region Chiefs of Police will maintain overall coordination via its monthly meetings and subcommittees.

(6) List the municipalities participating in the proposed shared service and estimate the savings to be realized by each municipality participating in the regionalized service.

Municipality	Savings ¹
Avon	\$54,445
Bloomfield	\$54,445

¹ Cost of training per officer is \$12,000. The cost for equipment per town if done separately is \$61,500 for the trailer, total station, scales, software, and miscellaneous equipment. This totals \$73,500 if done separately. A total cost of \$1,323,000. If we subtract the cost of the project (\$343,000), then the savings would be \$980,000 divided by 18 communities that equals \$54,445 in savings for each community.

Canton	\$54,445
East Windsor	\$54,445
Enfield	\$54,445
Farmington	\$54,445
Glastonbury	\$54,445
Granby	\$54,445
Manchester	\$54,445
Newington	\$54,445
Rocky Hill	\$54,445
Simsbury	\$54,445
South Windsor	\$54,445
Suffield	\$54,445
Vernon	\$54,445
Wethersfield	\$54,445
Windsor	\$54,445
Windsor Locks	\$54,445
Per cent of municipalities, in the RPO, participating in the proposed regional service(s): 62%	
(7) Attach hereto the following documents from participating municipalities:	
(A) A resolution by the legislative body of each municipality affected by the proposal endorsing such proposal.	
(B) Certification by each municipality that there are no legal obstacles to provision of services in the manner described in the proposal including, but not limited to binding arbitration.	
(8) Attach the following material:	
1. A site location map (if applicable)	
2. Proposed Project Schedule (Outline the Proposed Project timeline)	
3. Project cost estimates supporting the request for funding	
4. List of necessary local/state/federal permits and approvals required for the project.	
(9) Has a copy of the proposal been sent to legislators representing the participating municipalities? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> **To be mailed the week of Dec. 3, 2007	
If YES, please attach copies of cover letters.	
(10) Certification by the Chairman of the Regional Planning Organization(s):	
I do hereby certify that the information contained herein is true and accurate to the best of my knowledge.	
Signature:	
Name: David Kilbon	
Title: Chairman, Capitol Region Council of Governments; First Selectman, Town of East Granby	
Date:	

(Please use following certification if more than one RPO is participating.)
(10) Certification by the Chairman of the Regional Planning Organization(s):
I do hereby certify that the information contained herein is true and accurate to the best of my knowledge.
Signature:
Name:
Title:
Date:

Attachments:

A site location map (if applicable) Attached

Proposed Project Schedule (Outline the Proposed Project timeline)

Upon receipt of the grant the following time line would take place:

- Month 1 A meeting of the Capital Region Chiefs of Police to determine the final number of participants and to which team they will be assigned.
- Month 1 The local teams will meet and set up their organizational structure
- Month 2 The three teams will meet to decide on the final equipment lists and begin the development of response protocols (using existing Regional Services as examples). Develop a cost figure of continuing the teams. Meet with the Department of Motor Vehicles to begin the planning process for training the officers.
- Month 3 Gain full agreement from the CRCOPA for the concept, make up and continued funding.
- Month 4 Order the equipment and continue work on the training aspect of the job.
- Month 5 & 6 Conduct the truck enforcement and weight enforcement training for the three teams.
- Month 7 Begin deployment of the teams
- Month 8 Develop a quarterly meeting schedule for the three teams to ensure that protocols remain consistent and handle any problems that surface with the systems.
- Month 9 Formal reporting to the Capital Region Chiefs of Police Association begins on activity of the team, discussion on regional traffic issues, and deployment direction.

Project cost estimates supporting the request for funding

We are proposing to receive funding to:

- Purchase equipment for check-points, portable compact radar signs, truck inspection kits including portable scales, and trailer(s).
- Fund personnel costs for education and deployment, based on costs listed below;
 - Assign officer(s) to the team for overtime or straight time deployments and/or,
 - To send an officer to commercial inspection school and either pay for his/her time or back fill during his or her absence.

- Purchase equipment for motor vehicle accident investigation such as, measuring devices (manual and automated (laser measuring devices)), traffic cones, marking equipment, computer software, and other miscellaneous items.

Costs of Project:

Equipment Costs: \$199,000

- 4 trailers @ \$10,000 each - total \$40,000
- 2 sets of Total Stations (measuring devices) @ \$11,000 each – total \$22,000
- 4 sets of weight scales @ \$23,000 – total \$92,000
- 4 sets of miscellaneous equipment @ \$30,000
- 2 sets of software for accident reconstruction @ \$7,500 each – Total \$15,000

Personnel Costs: \$144,000

- Training or deploying officers to their team and/or to a six-eight week DMV Truck Enforcement Unit for training that will meet the federal DOT standards. Approximately 360 days between the three teams.

CRCOG Grant Administration Costs (3%): \$10,290.00

Total Costs of Project: \$353,290

List of necessary local/state/federal permits and approvals required for the project.

There are no permits necessary for this project. We will need the officers to be federally certified for truck enforcement and inspection. This is the reason for the 360 hours of training of team members.