

Commonwealth of Massachusetts
Executive Office of Public Safety and Security
Office of Grants and Research
Highway Safety Division
10 Park Plaza, Suite 3720
Boston, MA 02116
Tel: 617.725.3341

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Application for Grant Funds (AGF)
FFY 2011 Automated License Plate Reader Grant Program
Deadline for Applications: Noon, November 29, 2010

All sections must be completed to be eligible.

Name and Complete Address of Department or Municipality			
Longmeadow Police Department 34 Williams Street Longmeadow, MA 01106			
Chief's Last Name Siano	First Robert	Middle Initial	
E-Mail Address rsiano@longmeadow.org	Telephone 413-565-4192	Fax 413-565-1097	
Grant Contact Last Name Stankiewicz	First Name John	Middle Initial	Title Captain
E-Mail Address jstankiewicz@longmeadow.org	Telephone 413-567-3311 ext 134	Fax 413-565-1097	
Applicant Profile			
Does your department currently have any ALPR units in use? If so, how many?		NO	
Number of full-time officers		25	
Number of part-time officers		3	
What is the population of your community according to the 2009 census?		16, 502	
How large is your community (square miles)?		9.2	

Problem Identification

Category	2007	2008	2009
Number of unlicensed motorist citations	25	28	27
Number of uninsured motorist citations	16	15	27
Number of operating with a suspended license citations	31	43	37

Number of operating with a suspended license arrests	18	24	24
Number of stolen vehicles reports	1	4	4
Number of stolen vehicle arrests	0	0	0

Proposed Programming

Experience- Provide a summary of previous experience your department has with highway safety initiatives (Click It or Ticket, Massachusetts Law Enforcement Challenge, crash reporting, etc.).

For more than twenty years the GHSB has been an integral part of the Longmeadow Police Departments comprehensive service delivery plan which includes providing safe travel for motorist and pedestrians alike. Some of the police departments' safe road initiative has been inspired and funded by GHSB monies. The following list is just a snapshot of the programs and equipment implemented.

A Longmeadow Police Officer was one of the first to receive Lidar Instructor Certification leading to Longmeadow being one of the first Town's to receive a Lidar unit. Through GHSB grants, the Town has received speed signs, "Buckle Up" channel reflector indicators and pedestrian crosswalk indicator signs. Major GHSB funding underwrote the purchase of a speed trailer which residents clamor to have positioned on their street and has been instrumental in reducing the speeds of motor vehicles. This equipment facilitated the Town in its petition to Mass Highway with the establishment of speed zones on all major streets including the addition of school zones therefore providing the police with authority under 90-18 vs 90-17. These measures have led to improved awareness and have been instrumental in the safety of motorist, bicyclist and pedestrians alike.

An automatic traffic counter was purchased through GHSB funds. This equipment has been used extensively being strategically placed on streets when complaints of speeding vehicles have been received. The data from this equipment has been used to evaluate the need to increase traffic enforcement and has been forwarded to the Town's Safety Committee for evaluation of these safety concerns. This data has been the impetus for decisions to install speed humps, pedestrian warning signs, and lane markings.

"Click it or Ticket" as well as "Drunk Driving. Over the Limit. Under Arrest" enforcement initiatives have been instrumental with maintaining awareness and visibility in the community. The visibility of increased police presence during times of these enforcement programs are major factors providing residents with an overall sense of security given them the impression of police omnipresence.

Timeline- Provide your projected timeline for unit purchase, training, and implementation (January 2011-June 30, 2011).

The Longmeadow Police Department will purchase an ALPR unit from MHQ scheduling installation during the week of January 9, 2011. Comprehensive training will commence on the following week with the entire patrol staff receiving instruction in its capabilities and use. The unit will be placed into 24/7 service commencing on the 8AM-4PM shift beginning January 24th, 2011.

Purchase Unit: January 3, 2011
Installation: January 10, 2011
Training: January 17, 2011
Implementation: January 24, 2011

Project Activities- Describe your proposed deployment use (how many hours per day, per week, etc.).

The ALPR unit will be deployed 24 hours a day seven days a week. This unit will be assigned to the traffic division where the primary responsibility of the officer assigned to this unit is traffic enforcement. Depending on the circumstances, including criminal investigation, this unit will be utilized as a data gathering tool for future data mining.

For the most part, the ALPR officer will be assigned to traffic enforcement including patrolling the parking lots of office parks throughout the day. This area is and has been a fertile ground for criminal activity including B & E's autos. On weekends the unit will also be deployed in the parking lots of the several athletic fields. These parking lots are filled with both resident and non-resident vehicles and have been areas where individuals have fallen victim to B & E autos, hit and run accidents, illegal drug activity and domestic violence.

During the hours of operation, ALPR certified officers will patrol the business district which houses several retail establishments including five strip malls; areas which have experienced armed robberies, shoplifting, larcenies from vehicles, domestic violence, bank robberies, larcenies by check, uttering false prescriptions, and hit and run accidents.

All service/gas stations in Town will receive additional coverage. Again, these areas have in the past been locations where larcenies, robberies and thefts have occurred.

Longmeadow also sponsors two large venues each year, "Longmeadow Days" and The Youth Lacrosse Tournament. Both of these events draw thousands of participants and spectators from throughout New England. ALPR deployment to these events is essential for providing safety and security.

Although, when not patrolling areas with stationary high vehicle density, the unit will be deployed to areas of Town during peak commuter hours providing an opportunity to enforce motor vehicle laws including, unlicensed operation, suspended operation, insurance and registration violations as well as identifying vehicle owners with warrants.

As an investigative tool, this unit will be utilized to identify vehicles used in hit and run accidents, robberies, B & E's, as well as tracking vehicles involved in the illegal drug trade, data mining.

During times when a crime is in progress or an investigation of a crime is in process, the ALPR vehicle will be deployed to the scene to gather information of vehicles in the area. This information will be used for the investigation. A primary example would be for a structure fire where an arsonist may be in the area to witness his/her handiwork.

During the day, the ALPR cruiser will be deployed to school parking lots and registrations will be uploaded into the database to "hit" on vehicles of sex offenders. Hits will also be recorded on those parents who have restraining orders or no trespass order in and around the schools.

Capabilities- Describe your department's technical capabilities to implement this program.

Mobil Server:

Computer: Dell

Operating System : Microsoft Windows 2003 R2 Enterprise Edition
Service Pack 2

Processor: Intel Xeon CPU 3.00 GHZ, 4 GB RAM

Laptop Computers: 6 Panasonic Tough Book; 3 Model C29F, 3 C30

Air Cards: Verizon

In House Server:

Computer: Dell

Operating System : Microsoft Windows 2003 R2 Standard Edition
Service Pack 2

Processor: Intel Xeon CPU 1.60 GHZ, 2 GB RAM

Goals- Identify specific, measurable, attainable, realistic and time-bound goals and objectives for this program (i.e. increase uninsured motorist violations by 20% over 2009 levels by August 2011).

Goal: Increase violations for Unregistered, Uninsured and Unlicensed motorist including operating after suspension/revocation by 20% over 2010 levels over the same time through August 2011.

Objective: 1. Deploy ALPR unit twenty-four hours a day, seven days a week.
2. Directed patrol during peak commuter hours
3. Assign unit patrol parking lots including office building, retail business districts, athletic fields, school parking lots and major roadways.

Goal: Increase arrests for motorist who are operating stolen vehicles, unlicensed including operating after suspension/revocation by 20% over 2010 levels over the same time period through August 2011.

Objective: 1. Deploy ALPR unit twenty-four hours a day; seven days a week.
2. Directed patrol during peak commuter hours
3. Assign unit patrol parking lots including office building, retail business districts, athletic fields, school parking lots and major roadways.

Goal: Decrease the number of breaking and entering into dwellings and vehicle by 10% over 2010 levels during the same time period through August 2011.

Objective: 1: Deploy unit to areas of increased crime.
2. Deploy ALPR unit twenty-four hours a day; seven days a week.
3. Directed patrol during peak commuter hours
4. Assign unit patrol parking lots including office building, retail business districts, athletic fields, school parking lots and major roadways.

Evaluation- Describe your evaluation plan (for example, a pre and post data comparison for your community during the grant period with the same time period in the previous year).

Traditional as well as non-traditional measures of standards will be utilized to evaluate the effectiveness of the ALPR program as outlined in the grant.

Hard Data

Both process and impact measures will be used to evaluate the success of the ALPR Technology enhanced enforcement mobilizations. The pre-initiative data will be used as baseline data for impact evaluation. Current data will be compared against post initiative data to evaluate changes realized with respect to an increase in motor vehicle citations including, unregistered M/V, uninsured M/V, operating after suspension/revocation of specific motor vehicle citations as well as specific arrests including operating without a license and operating after suspension/revocation.

Another measure to be evaluated will be the number of motor vehicle stops. The cumulative number both pre and post response will be compared as well as the number of stops pre and post per hour of the day.

In addition, pre-mobilization data relating to breaking and entering into dwellings, breaking and entering into a motor vehicles and warrant arrests will be compared with post-mobilization data determining technology impact. The hypothesis being the ALPR provides probable cause thereby increasing frequency of motor vehicle stops; increasing contact with nefarious individuals; ie interrupting criminal acts.

Soft/Subjective Data

A survey will be developed, with the assistance the social science department of Bay Path College, and made available through the Department's and Town's web sites. The survey will target residents and will be subjective in nature addressing safety and livability issues. In addition, the survey will determine the awareness of the ALPR system and the effectiveness of the police department's media campaign. Pre and post data will be compared and a numerical score will determine the impact of the ALPR's on perceived safety.

Additional Information- Provide any additional information about your current and/or proposed ALPR program you would like EOPSS to consider when evaluating your AGF response (major highways through community, commuter population).

The Town of Longmeadow is a residential suburban community of more than 16,000 residence and 5000 dwellings covering nine square miles. Due to its location between two large metropolitan areas, Hartford Connecticut 28 miles to the South and Springfield which borders Longmeadow, a significant volume of commuter and transient traffic pass through the Town each and every day. Routes 91 and 5 are two major roadways which connect these two major cites and both highways dissect Longmeadow. This access to Longmeadow makes it vulnerable to drug traffickers and susceptible to gang members who frequent both major cities. Vehicles from Vermont and New York routinely pass through Town being that Route 91 and Route 5 also connect New York City to Burlington Vermont; Burlington being a hotbed for newly formed gang activity and 91 being documented as a drug route between these two cities. Boarding Longmeadow to the South is Enfield Connecticut a city of 40,000 experiencing problems of its own dealing with youth gangs, the Outlaws motor cycle gang and most recently the infiltration Hell's Angels motorcycle club who is looking to gain a stronghold in the region.

Longmeadow is also a community, due to its geographic location and access to Route 91, lends to an inordinate amount of commuter traffic. Workers employed at major manufacturers such as Hasbro, Lenox Tool and work in the several industrial parks located in East Longmeadow pass though Town on a daily basis. Those who live in surrounding towns pass through Longmeadow to gain access to the Massachusetts Turnpike or to work in Hartford, Springfield or the greater metropolitan area of either city. Converse Street routinely has traffic counts of upward of 19,000 vehicles during commuter hours. This includes tractor trailers and other commercial vehicles that make deliveries to those communities and surrounding dustrial parks.

Over the past year, Longmeadow has experienced and increase in crime, most notable bank robberies, breaking and entering into dwellings and breaking and entering into vehicles. In 2010, two Longmeadow Banks fell victim to armed robberies. Although one of the assailants was quickly apprehended, the second is still at large. The last bank robbery was experienced in 2006. In 2009 residential burglary totals were 14 compared to 2010 which stands at 33 and statistically will be more than 40 at years end. This is more than a 135% increase. The 2009 to the 2010 B & E auto rates went from 71 to 95 with year end totals projected to be 114; a 34% increase. Investigations into these crimes have revealed vehicles were the mode of transportation used in the commission of these crimes.

The Jewish Federation will again be sponsoring the Maccabi Games. These are national and international athletic activities providing Jewish athletes the world over the opportunity to share their heritage and customs in competitive athletic settings. This event is staged at the Jewish Community Center in Springfield, bordering Longmeadow.

Access to the JCC is through Longmeadow and due to the religious nature of this event surely peaks the interest of anti-semitics and terrorist. Security involves federal, state and municipal agencies providing protection for these international athletes and their sponsors.

Finally, Longmeadow is a residential suburban community which has felt the impact of staff reductions, a weak economy, high un-employment and house foreclosures. This has manifested itself through an increase in crime. The police department has been unable to sustain the same level of service as it once did when grant funding was available in abundance and readily obtainable. The police department has fewer officers on the streets and although has the resources to maintain its current technologies, does not have the resources to purchase new crime fighting equipment such as the ALPR.

The board of selectmen has authorized the hiring of two officers, bringing the compliment of officers to 2005 levels, helping to staff the 4:00PM- 12:00AM shift providing the department with the manpower needed to utilize the ALPR to its full capabilities. If the Longmeadow police department is the recipient of this equipment, it will ensure it receives the media attention it deserves identifying the GHSB as it benefactor.

BUDGET TEMPLATE

January 2011 - June 30, 2011- also provide specification sheet from your chosen vendor

Equipment	Cost/Rate	Total
SLATE-750 PLUS Three Camera Mobil LE Package	15,250.00	15,250.00
PIPS SW BOSS Back Office System	0	0
PIPS SRVC MVI	2,900.00	2,900.00
BOSS Map Map	795.00	795.00
Total	18,945.00	18,945.00

Total funding requested \$ 18,945.00

Please Note:

If your department does not have an officer safety belt policy, 50% of your total grant award will be deducted. If your department falls into this category, please provide a statement agreeing that the balance will be paid by your department or that no funds will be awarded.

Grant recipients are required to provide an in-kind (soft) match which represents 20% of the total project cost. For example if you receive \$5,000, your 20% match would be calculated as follows: \$5,000 divided by 80% = \$6,250 X 20% = \$1,250.

FEDERAL IN-KIND MATCH REQUIREMENTS - REQUIRED

Item/Service	Quantity	Cost	Total
Warranty	1 – 4 year	2723.00	2723.00
O/T Training	12	960.00	1440.00
		Total:	4163.00

Department's plan to pay for additional maintenance and warranty costs:

The Town Manager has authorized the use of the police department's communication/technology budget for maintenance and annual maintenance warranty costs.

For EOPSS/HSD Use:

Revised Total Request:

\$ _____

Applications due on or before November 29, 2010 at noon to:

Dan DeMille, Program Coordinator
Executive Office of Public Safety and Security
Office of Grants and Research
Highway Safety Division
10 Park Plaza, Suite 3720
Boston, MA 02116

CHECK LIST

- Completed Application (original and 8 copies)
- Required Signatures
- Safety belt policy or commitment to establish one by DATE
- Contract Authorized Signatory Listing

Please note that in the event that your department or municipality is selected for an award, a Standard Contract Form and General Subrecipient Conditions will be provided for your signature at that time.

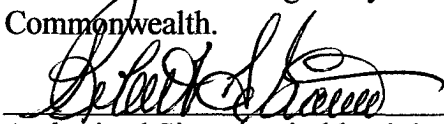
Before signing below, or obtaining signature, please be sure the entire application is complete.

ASSURANCES

The LONGMEADOW Police Department/municipality acknowledges and agrees to comply with all grant contract requirements and performance measures. This municipality or department understands and agrees that a grant received as a result of this application is subject to the regulations governing highway safety projects and grant management requirements and will comply with all State and Federal Guidelines. Funding is based on availability of federal funds. I hereby acknowledge my understanding of the above grant requirements and will comply with the best of my ability:

Robert Siano Chief of Police
Authorized Representative Name and Title (please print)

Please note that the signatory must be authorized to enter into a contract with the Commonwealth.



Authorized Signature in blue ink

11/22/10

Date signed in blue ink

Deadline: An original application form with attachments, along with three copies, must be received by HSD by **noon on November 29, 2010**. Faxed and electronic responses will **NOT** be accepted.

*It is suggested that departments verify with EOPSS-HSD receipt of application prior to deadline (this is because of recent mail delivery problems). Please email Dan DeMille at Daniel.DeMille@state.ma.us to verify receipt.

COMMONWEALTH OF MASSACHUSETTS
CONTRACTOR AUTHORIZED SIGNATORY LISTING

Issued May
2004



CONTRACTOR LEGAL NAME :
CONTRACTOR VENDOR/CUSTOMER CODE:

INSTRUCTIONS: Any Contractor (other than a sole-proprietor or an individual contractor) must provide a listing of individuals who are authorized as legal representatives of the Contractor who can sign contracts and other legally binding documents related to the contract on the Contractor's behalf. In addition to this listing, any state department may require additional proof of authority to sign contracts on behalf of the Contractor, or proof of authenticity of signature (a notarized signature that the Department can use to verify that the signature and date that appear on the Contract or other legal document was actually made by the Contractor's authorized signatory, and not by a representative, designee or other individual.)

NOTICE: *Acceptance of any payment under a Contract or Grant shall operate as a waiver of any defense by the Contractor challenging the existence of a valid Contract due to an alleged lack of actual authority to execute the document by the signatory.*

For privacy purposes **DO NOT ATTACH** any documentation containing personal information, such as bank account numbers, social security numbers, driver's licenses, home addresses, social security cards or any other personally identifiable information that you do not want released as part of a public record. The Commonwealth reserves the right to publish the names and titles of authorized signatories of contractors.

AUTHORIZED SIGNATORY NAME	TITLE
Robert Siano	Chief of Police

I certify that I am the President, Chief Executive Officer, Chief Fiscal Officer, Corporate Clerk or Legal Counsel for the Contractor and as an authorized officer of the Contractor I certify that the names of the individuals identified on this listing are current as of the date of execution below and that these individuals are authorized to sign contracts and other legally binding documents related to contracts with the Commonwealth of Massachusetts on behalf of the Contractor. I understand and agree that the Contractor has a duty to ensure that this listing is immediately updated and communicated to any state department with which the Contractor does business whenever the authorized signatories above retire, are otherwise terminated from the Contractor's employ, have their responsibilities changed resulting in their no longer being authorized to sign contracts with the Commonwealth or whenever new signatories are designated.

Robin Crosbie
Signature

Date: November 22, 2010

Title: Town Manager

Telephone: 413-565-4110

Fax: 413-565-4112

Email:rcrosbie@lonmeadow.org

[Listing can not be accepted without all of this information completed.]

A copy of this listing must be attached to the "record copy" of a contract filed with the department.



November 8, 2010

REF: 3 Camera Mobile P362 ALPR Price Quote

**Captain John Stankiewicz
 Longmeadow Police Department
 34 Williams Street
 Longmeadow, Massachusetts 01106**

Captain Stankiewicz,

I'm pleased to provide you with this quote for a three Camera Mobile ALPR system "hard" mounted and integrated into an MDT system in your patrol vehicle.

Key points about Federal Signal in the ALPR market:

- For more than 16 years, Federal Signal market focus has specialized in Automatic License Plate Recognition technologies.
- As an Original Equipment Manufacturer, they design, manufacture, and develop their own hardware and software – they control the quality and support of their products from start to finish.
- PIPS offers an ALPR "back-end" analysis software package (BOSS) that provides data-mining of "historic" license plate information obtained and stored from all deployed mobile (and fixed) systems within your department.

Qty	Item	Description	List Unit Cost
1	1	SLATE-750- PLUS MA Three Camera Mobile Law Enforcement Package including 750nm illumination, SuperXIII processor, camera cable/connector(s), GPS module, PAGIS software and dongle, PIPS ALPR/OCR Engine, Client/Server architecture, camera bracket mount assemblies	15,250.00
1	2	PIPS-SW-BOSS Back Office System Software utilizing Microsoft SQL Express Server Software for system administration, data analysis and data storage, data mining, reporting, mapping via google Maps, remote alerting, and networking in support of inter-agency data sharing. Note: Software includes 1 administrative plus 2 user license.	INCLUDED
1	3	PIPS-SRVC-MVI; Field Engineering services required for the installation of the PIPS Mobile ALPR system on a traffic vehicle including PAGIS in car and BOSS back office software training. Priced on a per car vehicle basis	\$2,900.00

1 4 **BOSS MAP-MAP Advanced mapping utilizing BING maps –Birds eye, satellite, multiple images** \$795

Total Cost: \$18,945.00

***** **OPTIONS** *****

1	5	(OPTIONAL) PIPS-SVC-MAINT-Mobile Annual maintenance cost for year #1 and #2 for the PIPS mobile vehicle system plus the PAGIS in car display software.	\$1815.00
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1	6	(OPTIONAL) PIPS-SRVC-MAINT-BOSS Annual maintenance cost for year #1 and #2	\$108
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		Freight is included at no charge	
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NOTE:

- 1) Only one copy of PIPS-SW-BOSS PRO System Software and one BOSS-SRVR PIPS server is required to support a combination of one or more mobile and/or fixed mobile systems (up to 1,000 separate ALPR mobile or fixed systems), therefore additional vehicles or fixed cameras will not require items 2 and 3.
- 2) This quote excludes applicable sales tax and is subject to the attached PIPS' standard terms, conditions and warranties.

Scope of Work:

Our quote ***includes*** installation. During that time, our system will be installed in your designated vehicles by our installer. After installation, you or the appropriate personnel will receive training on both PAGIS and BOSS by our representative.

Our quote ***includes*** the cost for our Back Office Server Software (BOSS) that can be installed on a department supplied SQL server. During the installation and training, our engineer will install one copy of this software application that is used for mining of all data collected by each mobile LPR system. The initial cost of installing BOSS for your agency can be utilized for all future PIPS mobile installations within your organization. It can also integrate with other local law enforcement agencies, fixed ALPR sites, or with commercial purchasers of our ALPR systems to provide a comprehensive database of vehicle movement within the surrounding areas where PIPS systems have been deployed.

NOTE 3: This software has a 4GB storage limit (approx. 120,000 license plate reads). If your agency has a full Microsoft Sequel License, BOSS integrates with it and the only limit to data storage would be the amount of server hard disk space available.

NOTE 4: The above \$995 BOSS pricing includes 1 administrative plus 2 user license. Additional concurrent user licenses are priced as follow:

Block of 5 \$2250
Block of 10 \$3500
Block of 25 \$7000

Longmeadow Police Department

SEATBELT USAGE

Policy: 3.33

Effective Date: November 12, 2009

SEATBELT USAGE

Purpose:

To establish a policy to assure maximum operator and passenger safety, thus minimizing the possibility of death or injury as a result of motor vehicle crashes. This policy will apply to all personnel operating or riding in Department vehicles.

Discussion:

Research clearly indicates that the use of safety belts has a significant effect in reducing the number of deaths and the severity of injuries resulting from traffic crashes. A law enforcement officer's chance of being involved in a motor vehicle crash is approximately two to ten times greater than that of the general public. The use of safety restraints reduces this risk of death and serious injury and assists officer in maintaining proper control of their vehicle in pursuit and/or emergency high-speed operations.

Policy:

To assure the safety of all personnel, safety belts shall be worn by drivers and passengers in all vehicles owned, leased or rented by the Department at all times. This also applies to the operation of privately owned or other vehicles if used on-duty.

- A. Department personnel shall use the safety belts installed by the vehicle manufacturer properly adjusted and securely fastened when operating or riding in any vehicle so equipped if used while on-duty.
- B. Lap belts shall be properly secured in those vehicles equipped with automatic safety belt systems that require the lap portion of the belt be manually secured.
- C. The driver of the vehicle is responsible for ensuring compliance by all occupants of the vehicle they are operating. Approved child safety restraints shall be used for all children of age, size or weight for which such restraints are prescribed by law.

- D. No person shall operate a Department vehicle in which any safety belt in the driver's seating position is inoperable. No person shall be transported in a seating position in which the safety restraint is inoperable.
- E. No person shall modify, remove, deactivate or otherwise tamper with the vehicle safety belts except for vehicle maintenance and repair and not without express authorization of the Chief of Police.
- F. Personnel who discover an inoperable restraint system shall report the defect to the appropriate supervisor. Prompt action will be taken to replace or repair the system.
- G. Any person(s) under arrest and being transported in Department vehicle(s) are required to be secured in the vehicle by a safety belt in all seating positions for which safety belts are provided by the vehicle manufacturer. Caution: Prisoners that are handcuffed in front have the ability to release the handcuffs using the safety restraint latch plate. If officer encounters an unruly prisoner or if the application of the safety belt would jeopardize the safety of the officer, prisoners may be transported without the use of a safety belt.
- H. An officer operating in an undercover capacity may be exempt **only** if the officer believes the use of the safety belt will compromise their identity.
- I. When arriving at an emergency call or making a vehicle traffic stop, the operator may remove the safety restraint just prior to stopping for quick exit. Caution should be exercised to ensure that during the traffic stop, the violator is in fact going to stop. This prevents becoming involved in a pursuit without the use of a safety belt.