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

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			
Newton Police Department 1321 Washington Street Newton, MA 02465-2011			
Chief's Last Name Cummings	**First** Matthew	**Middle Initial** A.	
E-Mail Address MCummings@newtonma.gov	Telephone 617-796-2101	**Fax** 617-796-3679	
Grant Contact Last Name Mintz	**First Name** Howard	**Middle Initial** L.	**Title** Captain
E-Mail Address HMintz@newtonma.gov	**Telephone** 617-796-2106	**Fax** 617-796-3687	

Applicant Profile	
Does your department currently have any ALPR units in use? If so, how many?	No
Number of full-time officers	139
Number of part-time officers	0
What is the population of your community according to the 2009 census?	85,300 (est.)
How large is your community (square miles)?	18 square miles

Problem Identification

Category	2007	2008	2009
Number of unlicensed motorist citations	121	91	112
Number of uninsured motorist citations	42	31	34
Number of operating with a suspended license citations	77	3	83
Number of operating with a suspended license arrests	408	428	451

Number of stolen vehicle reports	42	29	32
Number of stolen vehicle arrests	1	4	5

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.).

The Newton Police Department is one of the first statewide law enforcement agencies to electronically transmit traffic crash data to the State. This crash data is submitted weekly on a routine basis to the appropriate authorities. In addition, our agency was one of the first to approach the EOPSS, the DMV and local State legislatures with the proposal of implementing an e-citation program here in Massachusetts. This is an efficient and effective program that will aid the State and local communities as it relates to issuing and reporting motor vehicle offenses, and e-citations has the added benefit of helping us all "go green." The Newton Police still holds an advisory board seat on the steering committee formed to research and follow through on the e-citation program.

The Newton Police Department has also participated in highway safety initiatives and grant programs for many, many years. Most recently, we received a grant from the EOPSS/HSD in the amount of $13,116.00 to aid in traffic enforcement, and another $8,000.00 to purchase traffic safety equipment such as collapsible traffic safety cones, M/V operator license scanners, portable radar units and portable breath test units. Much of this equipment is frequently deployed as useful tools in our traffic and pedestrian educational campaigns, during our proactive Click-It Or Ticket program, and during the daily traffic directed patrols that are assigned to both Patrol Officers and Traffic Officers. We have run so many successful traffic safety programs in our community of late that we will definitely be applying for the next Massachusetts Law Enforcement Challenge award.

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

January of 2011

- Generate purchase order request for the ALPR system from an approved vendor and follow all Comm-PASS procurement guidelines.
- Designate system administrator upon receipt of grant who will be responsible for

overseeing and administering the ALPR program.

- Issue educational press release for police employees and community members that will introduce the funding source for ALPRs (EOPSS) and outline technology capabilities.

- Begin submitting expenditure, activity, and in-kind match reports no later than the 15th of the month following the ALPR system purchase.

February of 2011

- Configure existing computer servers and cruiser laptops (MDTs) to accommodate ALPR software consisting of character translation, hot list management, and user interface.

- System administrator creates local hot list database containing sets of license plate data consisting of watch lists and stolen vehicles.

- Publish local written policy guidelines for ALPR operations, including the frequency ALPR data is purged or maintained and protected for evidentiary chain-of-custody purposes.

March of 2011

- System administrator coordinates with vendor and the Newton Police Department's Training Division staff to begin ALPR familiarization and certification training for selected officers and Information Technology support personnel.

- List of qualified ALPR operators is distributed to first-line supervisors and middle management personnel. Unique ALPR login/password is assigned to each qualified officer.

- Mobile field unit(s) or police cruisers are tested and selected for the first installation of the ALPR system.

April of 2011

- Designate a limited number of certified ALPR operators from each shift, e.g., days, evenings, nights, to test installed equipment and to ensure system integrity for a two-week period.

- Tweak any identified deficiencies in ALPR system protocols, hardware or software before deploying technology department-wide.

May of 2011

- System administrator coordinates the electronic submission of captured license plate data to the state repository maintained by the Criminal Justice Information Services (CJIS) Division at the Commonwealth's Public Safety Data Center.

June of 2011

- All approved equipment and materials must be received no later than June 30, 2011.

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

As a minimum, our Traffic Officer specialists are assigned to six (6) traffic directed patrols per shift. Each directed patrol equates to approximately 45 minutes of the officer's time. These directed patrols result in at least 36 hours of selective traffic enforcement in High Accident Locations (HALs), high traffic volume locations, or citizen complaint locations on a daily basis, and approximately 252 hours on a weekly basis based on the number of Traffic Officers assigned to the Traffic Bureau. Our Traffic Officers investigate all serious traffic crashes, including automobile vs. automobile, automobile vs. pedestrian, and automobile vs. bicyclist. During Calendar Year 2009, these same officers issued 4,519 motor vehicle citations. Other police officers issued an additional 7,262 motor vehicle citations, and our parking control officers issued a total of 84,717 citations. If the ALPR system trial goes well the Chief of Police is committed to purchase additional ALPR units to enhance traffic safety measures citywide.

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

The Newton Police Department has a robust technology infrastructure consisting of state-of-the-art radio communications, data servers, back-up servers, records management systems, and wireless field communications with Mobile Data Terminals (MDTs). MDTs will be the workhorse for officers operating the ALPR system. The MDTs are the lifeline used to transmit and receive real-time information from Police Headquarters, the Registry of Motor Vehicles, State Police, FBI and the Department of Homeland Security. They also serve as the primary tool used by officers in the field to check for stolen vehicles, wanted or missing persons or runaway children. Our MDTs rely heavily on graphic information display applications (maps and pictures) and are each configured for increased throughput from the Police Station and our combined Police/Fire/EMS Dispatch Center. The overall condition of our technology infrastructure, including MDTs, data servers and records systems, is currently rated excellent to outstanding.

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 #1: Reduce fatalities, injuries, and economic loss from motor vehicle crashes, and reduce crime.

Objective #1: Utilize ALPR technology to identify habitual traffic offenders, the uninsured, or unlicensed, suspended or revoked operators and institute positive control measures to prevent future operation of motor vehicles by these offenders to reduce high probability of traffic crashes.

Objective #2: Employ ALPR technology in High Accident Locations (HALs), Crime Hot Spots or other areas to identify habitual traffic offenders, wanted parties, stolen vehicles, or other official agency purposes.

Goal #2: Deploy an effective response strategy for Homeland Security alerts or other local emergency notifications such as AMBER alerts or BOLO alerts.

Objective #1: Formulate strategy to position ALPR equipped police cruisers along main thoroughfares where wanted parties are most likely to be detected.

Objective #2: Use established "Hot Lists" to locate voluntary or involuntary missing persons, crime victims, Alzheimer's patients, etc.

Goal #3: Educate end-users and prepare local technology systems to facilitate the transmission of captured license plate data files to the state repository maintained by the Criminal Justice Information Services (CJIS) Division.

Objective #1: Designate system administrator upon receipt of grant who will be responsible for overseeing and administering the ALPR program, including storage and management of data systems; proper selection of ALPR operators and providing documented ALPR operator training; and authorizing requests for ALPR use or data access according to local written guidelines.

Objective #2: Configure cruiser laptops (MDTs) and existing data servers with PIPS-SW-BOSS Back Office System software. Develop internal policies, procedures and/or guidelines on the use of ALPR technology, the sharing of ALPR data, the purging of ALPR data, or the storing of ALPR data for evidentiary purposes.

Goal #4: Improve neighborhood quality of life by implementing effective crime and traffic enforcement education strategies.

Objective #1: Distribute press release to police employees, community members and community leaders outlining the funding source for ALPR technology (EOPSS) and how this new technology will enhance traffic safety capabilities and the deterrence of crime in neighborhoods.

Objective #2: Use "Survey Monkey" program to develop questions and solicit feedback from citizens and police regarding neighborhood traffic and crime safety concerns. Use community-policing approach to address these concerns and work closely with residents, business owners and local public officials to eliminate problems.

Objective #3: Identify internal safety enforcement team(s), institute traffic and crime directed patrols, and deploy ALPR technology to educate the public, monitor progress and build on traffic and crime safety techniques that yield results.

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).

The Newton Police Department's Traffic Bureau Commander and his staff will be instructed to compile traffic safety statistics over a 12-month period following the initial deployment of ALPR technology. These statistics will be comprised of the number of arrests generated from motor vehicle stops, the number of motor vehicle citations issued, the type of citations issued, the number of recorded traffic crashes for the given period (especially in High Accident Locations), and the seriousness of injuries and contributing factors in motor vehicle crashes. Ancillary statistics such as stolen vehicles recovered, wanted parties located, etc., will also be compiled and compared to statistical data from the previous 12-month period. The data will be shared with statisticians and police command staff personnel at bi-weekly COMPSTAT meetings to evaluate the successes of this new technology. A statistical summary will be provided to the EOPSS/HSD staff following the 12-month study.

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 city of Newton is one of the largest municipalities in the Greater Boston area, behind only Cambridge and Quincy. Newton lies immediately west of Boston, and the city is split from side-to-side and end-to-end by many of the state's major thoroughfares, including the Massachusetts Turnpike and Routes 128, 95, 30, 16 and 9. Newton maintains approximately 360 miles public roadways, many of which accommodate 1/3 of the sum total of all commuter traffic to and from the city of Boston on a daily basis.

The receipt of this proposed ALPR grant will greatly enhance the Newton Police Department's ability to monitor and enforce traffic regulations and provide safe roadways for the huge volumes of motor vehicle traffic that we experience during peak commuter transit periods. Also, in the spirit of cooperation and collaboration the Newton Police is prepared to share and/or deploy this ALPR technology on short notice in bordering communities for special occurrences where the technology may lead to the successful outcome of a missing person(s) case, criminal occurrence or critical incident.

BUDGET TEMPLATE

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

Equipment	Cost/Rate	Total
PIPS Two-Camera Mobile P362 ALPR System	$14,400.00	$14,400.00
Please Note: Price entered is for one (1) system. The price		
each drops with purchase of two (2) or more systems.		
Total		**$14,400.00**

Total funding requested: $14,400.00

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
PIPS-SRVC-MVI Field Engineering Services	1	$3,200.00	$3,200.00
PIPS-SW-BOSS Back Office System Software	1	$995.00	$995.00
Please Note: Twenty (20) percent of total project is			
$3,600.00. We are prepared to make an in-kind match			
of $4,195.00.			
Total			**$4,195.00**

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

The Newton Police Department fully intends to embrace ALPR technology well into the future. This relatively new technology to Massachusetts will become a standard law enforcement tool with time that no modern police agency will be able to do without. If the Newton Police is fortunate enough to be awarded seed funds from EOPSS/HSD to facilitate the first purchase of an ALPR system, the processes and protocols that we implement today will serve us well for years to come. When and if necessary, our annually funded operational accounts will support any maintenance and warranty costs for ALPR systems, very similar to

the additional costs incurred by the acquisition of other new technology here in the Newton Police Department.

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 Sub-recipient 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 **Newton Police Department** 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:

Hugh J. Downing, Executive Officer, Newton Police Department
Authorized Representative Name and Title (please print)

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

Hugh J. Downing
Authorized Signature in blue ink

11/26/2010
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.

Data Sheet FEDERAL SIGNAL

MOBILE ALPR CAMERA MODEL P362 SYSTEM

The Federal Signal PIPS P362 camera system is a complete image-capture solution designed for use with Automatic License Plate Recognition (ALPR) systems. Primarily designed for portable or mobile applications, its small size coupled with high performance makes it suitable for many industries, including parking, law enforcement and access control.

Patented filter and flash techniques provide excellent suppression of headlights, bright sunlight, etc.

Field-by-field control of camera parameters enables the use of Federal Signal PIPS Technology's patented TripleFlash™ technique to reduce problems of plate-to-plate variation.

As an option, the P362 system can be supplied with an integrated overview camera (color or monochrome), set either to the same focal length as the IR camera, or for a wider view. Thus, the P362 enables an ALPR system to always capture from the monochrome camera and, when suitable lighting conditions are available, a color overview image of the vehicle can be associated with the captured license plate image.

› Features

- Complete image-capture system designed for use with Automatic License Plate Recognition (ALPR)
- Patented filter and flash techniques provide excellent suppression of headlights and bright lights
- Small size coupled with high performance makes it suitable for many applications
- The unit consists of a monochrome CCD camera with high infrared sensitivity, surrounded by an illuminator consisting of a ring of eye-safe, infrared light-emitting diodes (LEDs)
- The rugged metal housing is completely waterproof and the unit has no moving parts for high reliability
- The built-in controller, 12V operation, and single connecting cable enable easy mobile or fixed system configuration and installation
- The overview camera can be a separate video feed or the built-in multiplexer can send two signals on a single output
- An integrated photocell can automatically activate separate night settings for the overview camera especially for high-speed traffic

> Specifications

Specifications	
Dimensions	112mm (4.4 inches) long, 107mm (4.2 inches) diameter, excluding hood
Weight	<1.5 kg (3.31 pounds)
Power	8.5-15V d.c., 12 to 20 Watts
Mechanics	Longitudinally-extruded finned case for excellent heat dissipation Sealed end-caps provide totally-sealed enclosure. Casing nitrogen purged
Optics	Clear IR-transmissive front window Integral band-pass filter (IR camera) Integral IR-cut filter (color camera) 25, 12, 8, 7, 6, 4.9, 4mm and 2.9mm lenses available
Illumination	High-power IR pulsed illuminator. Federal Signal PIPS Technology TripleFlash illumination (patented) Flash table can include a position for the color overview camera with LEDs turned off The illuminator flash table runs locally and autonomously on power-up and can be set via an interactive PC graphical utility or via a simple command-line text interface Effective viewing range: up to 50 feet (15 meters)
Monochrome IR camera	Hi-sensitivity IR CCD 752 x 582 (CCIR) or 768 x 494 (EIA) ¼-inch format
Color camera (optional)	Exview-HADTM Color CCD 752x582 (PAL) or 768 x 494 (NTSC) ¼-inch format Separate day / night settings (for high-speed applications) with changeover from built-in photo sensor
Video output	Separate 75 ohm standard video output for infrared monochrome and for color Both cameras can be multiplexed to one output controlled by the flash table
Synchronization	External video sync input; otherwise crystal-controlled internal sync (both cameras locked together)
Control	No external controller required; graphical or command-line interface control of:video-field table; flash (8 settings); gain (8 settings); shutter (4 settings); camera selection (2 settings) under RS 232 control; table depth, up to 8 Manual/auto-table(On/Off), plus engineering-only access to camera DSP internal settings, e.g. horizontal and vertical aperture correction, Gamma, etc.
Communications	RS232 & RS485, Rx, Tx, Gnd, 19.2kB, 8 bits, no-parity, 1 stop-bit Flash-table index encoded in top left-hand corner of image
Cable	Twisted-pair with overall screen, standard length 16.4 feet (5 meters) Greater lengths achievable; including optional use of cable incorporating coaxial video
Connectors	Metal IP67-sealed connectors
Connections	75 ohm standard video (infrared monochrome and color); power supply (+ve/-ve); RS 232/RS485 communications; camera and overall screens; external sync, flash gnd and flash pulse
Mounting	Integral 'T'-slot with captive floating retainer tapped for ¼-inch UNC (standard tripod mount), or two M4 fixing holes for standard pan & tilt mounting
Sun shield	The use of a sun shield is recommended where the unit is deployed externally. Federal Signal PIPS will supply a short sunshield A long sunshield may be supplied as an alternative for permanent installations where it is required to keep contamination from the faceplate

FEDERAL APD
A Federal Signal Company
42775 Nine Mile Road, Novi, MI 48375-4113 USA
248.374.9600 • federalapd.com

City of Newton
Police Department

GENERAL ORDER

ROBERT F. MCDONALD
ACTING CHIEF OF POLICE

GENERAL ORDER: 322

TO: All Personnel

EFFECTIVE: September 1, 1994 (Revised 7/5/95, 6/4/01, 09/07/04)

SUBJECT: Use of Safety Belts (Occupant Restraint Devices)

PURPOSE: The purpose of this General Order is to inform personnel of the Department's position on the mandatory use of safety belts (occupant restraint devices). This is to minimize the possibility of death and injury as a result of accidents involving drivers and passengers in Departmental vehicles.

COMMENTARY: There is significant evidence indicating 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, and the use of safety belts assists officers in maintaining proper control of their vehicle during pursuits and/or emergency high speed operations.

Police officers are faced with some of the following additional driving risks:

- Officers drive more miles and spend more time on the road than people in most other professions.
- Officers are often on the roads at night when visibility is reduced and intoxicated drivers are most likely to be encountered.
- Officers are often required to drive aggressively at high speeds, e.g., during pursuits and in responding to emergency calls. This increases the likelihood of crashing and the severity of a crash when it does occur.
- Officers are often intentionally distracted when driving by the requirement to observe other activities while on patrol as well as to listen and talk on the police radio. Officers are therefore more distracted than many civilian drivers.
- Officers must often pull over or stop on highways increasing the chances of rear-end collisions.
- Officers are often required to work long shifts causing fatigue that increases the likelihood of accidents.
- Officers are required to drive during adverse weather conditions.

Many injuries occur when the occupant is thrown around inside the vehicle and comes into contact with the hard surfaces of objects mounted within the vehicle.

vehicles have some of the following additional equipment installed:

- Radio(s)
- Mobile Data Terminals
- Shotgun/mounting bracket
- Additional inferior light
- Radar unit
- Toggle switches near knees
- Spotlight handle

These additional factors make the wearing of safety belts even more necessary for police officers while in Departmental vehicles.

POLICY:

All operators and passengers of Departmental vehicles shall use safety belt restraining systems in accordance with the intended use and design of the manufacturer. This policy does not apply to persons occupying a seating position that is not equipped with a safety belt assembly.

Unless a replacement vehicle is unavailable, no personnel shall operate a Departmental vehicle in which any safety belt in the front seat is inoperable. It shall be the responsibility of every member of the Department who discovers an inoperable restraint system to report the defect to a superior officer. That report will then be forwarded to the Special Services Bureau for corrective action.

Prisoners: All prisoners must be seat-belted unless the safety of the arresting or transporting officer is unduly jeopardized by an attempt to apply the safety belt on violent prisoner. Any officer seated with a prisoner may choose not to wear his or her safety belt if the officer determines that unrestricted movement is necessary for his/her own safety.

Special Circumstances: Massachusetts General Law, Chapter 90, Section 13A(e) exempts passengers in emergency vehicles, e.g., fire, police, emergency medical services, from mandated use of safety belts. However, Departmental policy requires safety belt use. There are very few circumstances in which the use of safety restraining systems may hamper efficient conduct of police functions. For example, when the officer is frequently stepping into and out of a cruiser to issue a series of parking citations on a row of vehicles parked alongside the roadway. Supervisors may grant exemptions to this policy for this specific situation or similar situations in which the supervisor deems efficient operation outweighs the safety belt benefit.

Per order of:

Robert F. McDonald
Acting Chief of Police

Issued May 2004

COMMONWEALTH OF MASSACHUSETTS
CONTRACTOR AUTHORIZED SIGNATORY LISTING

CONTRACTOR LEGAL NAME : NEWTON POLICE DEPARTMENT
CONTRACTOR VENDOR/CUSTOMER CODE: VC6000192120

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
Matthew A. Cummings	Chief of Police
Hugh J. Downing	Executive Officer

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.

Hugh J. Downing
Signature

Date: November 26, 2010

Title: Executive Officer

Telephone: (617) 796-2101

Fax: (617) 796-3679

Email: HDowning@newtonma.gov

[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.

Issued May 2004

COMMONWEALTH OF MASSACHUSETTS
CONTRACTOR AUTHORIZED SIGNATORY LISTING

CONTRACTOR LEGAL NAME: NEWTON POLICE DEPARTMENT
CONTRACTOR VENDOR/CUSTOMER CODE: VC6000192120

PROOF OF AUTHENTICATION OF SIGNATURE

This page is optional and is available for a department to authenticate contract signatures. It is recommended that Departments obtain authentication of signature for the signatory who submits the Contractor Authorized Listing.

This Section MUST be completed by the Contractor Authorized Signatory in presence of notary.

Signatory's full legal name (print or type): Hugh James Downing

Title: Executive Officer

X Hugh J. Downing
Signature as it will appear on contract or other document **(Complete only in presence of notary):**

AUTHENTICATED BY NOTARY OR CORPORATE CLERK (PICK ONLY ONE) AS FOLLOWS:

I, Lisa M. Pearson (NOTARY) as a notary public certify that I witnessed the signature of the aforementioned signatory above and I verified the individual's identity on this date:

NOV. 26, 2010.

My commission expires on: 7/2/2015

LISA M. PEARSON
Notary Public
COMMONWEALTH OF MASSACHUSETTS
My Commission Expires
July 2, 2015

AFFIX NOTARY SEAL

I, _____ (CORPORATE CLERK) certify that I witnessed the signature of the aforementioned signatory above, that I verified the individual's identity and confirm the individual's authority as an authorized signatory for the Contractor on this date:

_____, 20 _____.

AFFIX CORPORATE SEAL

LISA M. PEARSON
Notary Public
COMMONWEALTH OF MASSACHUSETTS
My Commission Expires
July 2, 2015