

**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 Gloucester Police Department, 197 Main St, Gloucester, MA 01930			
Chief's Last Name Lane	First Michael	Middle Initial W.	
E-Mail Address mlane@gloucester-ma.gov	Telephone 978 283 1212	Fax 978 282 3026	
Grant Contact Last Name Fitzgerald	First Name Joseph	Middle Initial	Title
E-Mail Address jfitzgerald@gloucester-ma.gov	Telephone 978-283-1212	Fax 978-281-9750	
Applicant Profile			
Does your department currently have any ALPR units in use? If so, how many?		NO	
Number of full-time officers		58	
Number of part-time officers		8	
What is the population of your community according to the 2009 census?		30,564	
How large is your community (square miles)?		25.94 SQ MILES	

Problem Identification

Category	2007	2008	2009
Number of unlicensed motorist citations	77	67	35
Number of uninsured motorist citations	65	46	18
Number of operating with a suspended license citations	52	38	22

Number of operating with a suspended license arrests	26	30	11
Number of stolen vehicles reports	13	29	15
Number of stolen vehicle arrests	4	6	4

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 Gloucester Police Department has participated in several Highway Safety Grants over the past 7 years;

- The “Click it or Ticket” programs
- Drink You Drive You Lose
- Over the Limit Under Arrest
- Massachusetts Law Enforcement Challenge
- Child Safety Seat Programs
- Bicycle Helmet Programs
- Implemented RMS vendors “Easy Street Draw” crash reporting system

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

After acceptance of grant proposal we would estimate the installation and training of entire department would take approximately 4 months to complete. The time line would be depending on availability from the manufacturer to install the ALPR to the cruiser.

For example if we were to receive the ALPR in February of 2011 we would complete training by July 1, 2011. The training would take place during actual application of the ALPR system in use.

If there is a hold-up by the manufacturer to deliver the product in a timely manner then the completion date will move forward by the same amount of time delayed.

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

The ALPR would be installed in a line marked cruiser in the downtown area. There are numerous parking lots and market places that we can take advantage of during their operational periods. The area cruiser operates 24 hrs per day / 7 days per week depending on maintenance.

When extra personnel are assigned to the shift, we will dedicate the system to performing license plate checks for the day's assignments.

The ALPR would be part of the assigned officer duties when operating area cruiser. Officers assigned to the ALPR cruiser are highly energetic and motivated during their shift work with traffic, warrants, and performing community policing duties. This would only benefit our community with increasing the awareness of unregistered motor vehicles that are operating within the City limits.

With the ALPR installed in a Cruiser that is operating every day we can see the benefits it will provide by being a deterrent through media releases and demonstrations we intent to perform.

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

We have IT personnel on staff at the Gloucester Police Department and also a group of dedicated personnel within the City to assist in the implementation. They are also there to assist us in dealing with any software or hardware issues that may arise.

The cruiser the LAPR will be installed in has an existing MDT which will interface with the LAPR. The MDT is a Panasonic Toughbook CF-30 using secure "Sprint Datalink" to access CJIS and RMV databases.

We have a training staff that will create lesson plans to implement the training necessary to start the program and keep personnel up to date with up and coming changes in the Law or software.

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).

We will attempt to at least increase the amount of unregistered motor vehicle citations by 30 % from 2009.

2009 Unregistered (35)	increase 30% by end of 2011	30 %	(47) Violations
2009 Uninsured (18)	increase 30% by end of 2011	30%	(25) Violations
2009 Suspended (22)	increase 30% by end of 2011	30%	(30) Violations

Warrant arrest will increase because of the sheer numbers of inquiries that the ALPR will obtain. This will lead to increased inquiries on drivers' information which should increase the warrant arrests this department makes in a year.

We can also see an increase in Stolen Motor Vehicle recoveries by the data that is collected with the unit which will also lead to an increase of improper attaching of license plates violations.

Just by the installation in the area cruiser we will see an estimated 30 % increase by the end of 2011.

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).

2009	2010	2011
End of Year Report	End of Year Report	End of Year with ALPR

**Unregistered
Uninsured
Suspended license
Warrants
Improper Attaching Plates
Arrest from Chapter 90**

We will make comparisons from each of the years above in the categories provided before and after the ALPR is installed.

In 2011 the data will be broken down on a monthly basis to determine if an increase of the cruiser area is necessary in the 2011 year.

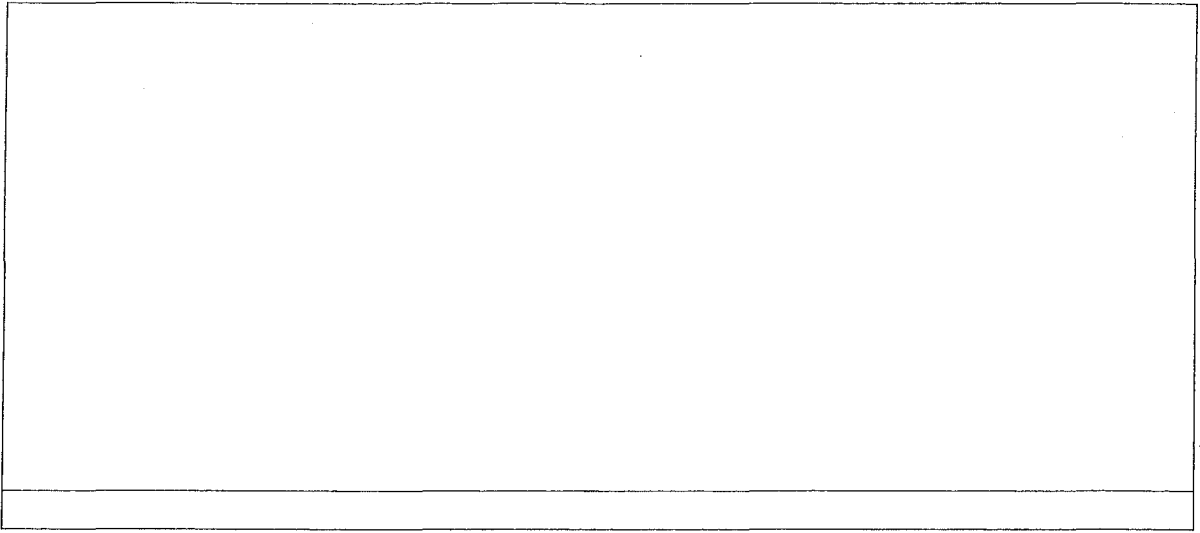
This will evaluate how effective the system is working with monthly evaluations in the categories provided.

With the implementation of media drives and demonstration of the ALPR during the 2011 year to the community, we could see a drop in the unregistered and uninsured motor vehicles which is the ultimate goal of an effective enforcement campaign.

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).

Gloucester is 25 square miles with a major 4 lane highway running through it, Route 128. There is the State Scenic Route 127 that travels through Rockport and along the coastline. We also have Route 133 that brings New Hampshire & Maine residents into our community during the summer season when our population increases due to the beach traffic.

During the summer months we have three parking lots that fill up on the weekend because of our beaches. Vacationers and citizens from all over the state travel to Gloucester during the summer months. We can see great benefits with the implementation of the ALPR.



BUDGET TEMPLATE

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

Equipment	Cost/Rate	Total
PIPS Three Camera System	\$19,707.00	\$19,707.00
Mapping	\$755.20	\$755.20
Extended Two Year Warranty	\$1,900.00	\$1,900.00
Total	\$22,362.20	\$22,362.20

Total funding requested: \$22,362.20

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
Admin Prep	35hrs	\$43.96	\$1,538.60
Admin Data Collection	30hrs	\$26.95	\$ 808.50
Cruiser	365 days	\$5.5930/day	\$2,041.45
IT Support/training	40	\$30.05	\$1,202.00
TOTAL			\$5,590.55

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

Project cost includes \$1,900.00 for extended two year warranty. Utilize existing CJIS & RMV Sprint Datalink. Maintenance fees may be funded from the contractual services line item in the annual operating budget.

For EOPSS/HSD Use:

Revised Total Request:

\$22,362.20

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 Gloucester Police Department acknowledges and agrees to comply with all grant contract requirements and performance measures. This 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:

Chief Michael W Lane

Authorized Representative Name and Title (please print)

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

Chief Michael W Lane

Authorized Signature in blue ink


November 22, 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.

SAFETY RESTRAINING DEVICES

POLICY & PROCEDURE NO. 1.26	ISSUING AUTHORITY:  Chief Michael Lane
	EFFECTIVE DATE: <u>November 1, 2010</u>
MASSACHUSETTS POLICE ACCREDITATION STANDARDS REFERENCED: None	REVIEWED BY DATE: <u>January 1, 2012</u>

I. GENERAL CONSIDERATIONS AND GUIDELINES

The proper use of occupant safety restraining devices, commonly known as seat belts, by police officers, can have a significant effect in reducing the number of police deaths as well as the severity of injuries officers may sustain as the result of traffic crashes. In addition, the regular usage of seat belts assists officers in maintaining proper control of their vehicles during pursuit or emergency high-speed operations

II. POLICY

This policy requires the use of seat belts by the driver and all passengers, detainee and arrestees in any Gloucester Police vehicle when the vehicle is in motion, subject to the following procedures.

III. PROCEDURES

- A. It is the responsibility of the operator of any police vehicle to ensure that he/she, and all passengers, detainees and arrestees wear a seat belt with the following exceptions:
 - 1) Officers may remove seat belts when they are within a reasonable proximity of the reported location of any call, prior to stopping any motor vehicles, approaching any suspicious activity or other unique, uncommon situation where the individual officer feels wearing the seat belt may create a safety problem for the officer;

- 2) When an officer, due to the exigency of the situation, does not have time to safely fasten a seat belt;
- 3) Officers are not required to wear seat belts when they would be required to exit their patrol vehicles frequently within a short distance, e.g. parking tickets;
- 4) Officers are not required to wear seat belts when the patrol vehicle is in a parked or stationary position;
- 5) Officers and their passengers will not be required to wear seat belts when an officer is functioning in an active undercover status;
- 6) An officer will not be required to fasten the seat belt of an arrestee/detainee that is violent or potentially violent to the point where the officer's safety would be jeopardized by attempting to fasten the device;
- 7) When an arrestee/detainee has an injury that may be aggravated by use of the seat belt;
- 8) When an employee, through a physician approved by the Chief of Police, has documentation from that physician that the wearing of a seat belt may aggravate an existing injury that the employee has suffered.

B. The equipping of police vehicles with supplemental restraint systems, or "air bags", shall not exempt the need for the wearing of seat belts, as the air bags' purpose is to supplement the standard lap-shoulder belt system.

C. Any supervisor may grant exceptions to this Policy and Procedure for specific, distinct situations in which they deem the efficiency of the operation outweighs the safety benefit, bearing in mind that their decision may be overruled by a higher ranking officer.

D. Each patrol Officer shall be responsible for reporting in writing any seat belt malfunction with the creation of a q-sheet and the UCR code 001, as well as verbally to his/her shift supervisor.

- 1) Upon receiving knowledge that a seat belt is not working properly, the shift supervisor shall be responsible for reassigning the officer into a vehicle that has a properly working seat belt, or allowing the officer to remain in the vehicle and waive the requirement as is allowed under section II, subsection C.
- 2) The shift supervisor shall then assure that the reporting officer makes out the q-sheet before the end of their tour of duty, reporting the non-operative belt.

- E.** Shift supervisors shall be held directly responsible for compliance of this policy at all times.
- F.** Any violation of this Policy and Procedure shall not exempt an employee from receiving benefits in relation to an injury sustained on duty in a City vehicle. The employee, however, may be subject to Departmental disciplinary action.