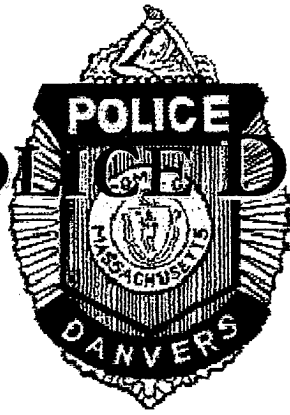


DANVERS POLICE DEPARTMENT



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

From: Sgt. James P. Lovell
Danvers Police Department
120 Ash Street
Danvers MA 01923

Re: 2011 Automated License Plate Reader Grant Program

Date: November 24, 2010

Dear Mr. DeMille,

The Danvers Police Department was excited to receive information on the FFY 2011 Automated License Plate Reader Grant Program. Attached are an original and eight copies of the following documentation:

- Completed Grant Application.
- Completed Contractor Authorized Signatory Listing.
- Danvers Police Department Policy and Procedure 38.0, the Patrol Vehicle which documents the mandatory use of safety belts.
- Danvers Police Department Policy and Procedure 83.0, Safety Belt Enforcement.
- ELSAG North America Law Enforcement Systems quote for the Automated License Plate Reader (MPH-900).
- ELSAG North America Law Enforcement Systems LPR Bid Specifications.
- A Danvers Police Incident Report and Bulletin documenting the Department's experience with an Automated License Plate Reader.

In advance I would like to thank you for considering the Danvers Police Department for the 2011 Automated License Plate Reader Grant Program.

Respectfully Submitted,

James P. Lovell

Sgt. James P. Lovell

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			
Danvers Police Department 120 Ash Street, Danvers MA 01923 978-774-1212 (Business Line) 978-777-8861 (Fax Line) Danverspolice.com			
Chief's Last Name	First	Middle Initial	
Ouellette	Neil	F.	
E-Mail Address	Telephone	Fax	
ouelletten@mail.danvers-ma.org	978-774-1212 ext 135	978-777-8861	
Grant Contact Last Name	First Name	Middle Initial	Title
Lovell	James	P.	Sergeant
E-Mail Address	Telephone	Fax	
lovellj@mail.danvers-ma.org	978-774-1212 ext 147	978-777-8861	
Applicant Profile			
Does your department currently have any ALPR units in use? If so, how many?		No	
Number of full-time officers		46 Full Time Officers	
Number of part-time officers		0 Part Time Officers	
What is the population of your community according to the 2009 census?		27,228	
How large is your community (square miles)?		14.1 square miles	

Problem Identification

Category	2007	2008	2009
Number of unlicensed motorist citations	107	85	78
Number of uninsured motorist citations	31	29	20
Number of operating with a suspended license citations	94	100	70
Number of operating with a suspended license arrests	58	53	34
Number of stolen vehicles reports	38	33	23
Number of stolen vehicle arrests	1	5	2

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 Danvers Police Department has a strong commitment to highway safety initiatives and its mission to reduce fatalities, injuries and economic loss resulting from motor vehicle crashes. The Department has been committed to these initiatives since the mid 1990's. Officers have participated in such programs as "Click it or Ticket", OUIL patrols, cross walk enforcement and aggressive driving patrols. The Department has exceeded the expectations set forth in the initiatives in which we have participated. The following is a list of our most recent initiatives:

- 08/2009 thru 09/2009 – Bicycle/Pedestrian Safety Grant
- 12/11/2009 thru 01/03/2010 - Drunk Driving - Over the Limit under Arrest
- 07/ 2010 thru 09/2010 – Child Passenger Safety Program
- 05/24/2010 thru 06/21/2010 - Click It or Ticket
- 06/2010 thru present – Bicycle Helmet Grant
- 07/23/2010 thru 07/31/2010 - Click It or Ticket
- 08/20/2010 thru 09/06/2010 - Drunk Driving - Over the Limit under Arrest.

The Danvers Police have also participated in the Massachusetts Law Enforcement Challenge and recently received an Award of Excellence in the bronze category in the 2010 challenge. The Danvers Police Department is in the process of obtaining a computerized diagram module that would allow the Department to submit crash reports on line. The Department has also been working with Advanced Public Safety, a Florida based company, who specializes in electronic citations to develop a program that exports RMV data into an e-citation software. We have also met with members of the Criminal History System Board and the Registry of Motor Vehicles and hope to be on the forefront of e-citations in the Commonwealth.

With the goal of reducing injuries and fatalities form motor vehicle crashes, another area the Danvers Police have concentrated on over the past few years is educating the youth of Danvers about the dangers of drinking and driving. The Danvers Police Department has a working partnership with DanversCares, a community coalition which educates teens

about the dangers of drugs and alcohol. The Danvers Police Department is a member of this coalition and has taken steps to reduce teen access to alcohol through bi-annual compliance checks at local establishments and package stores, Cops in Shops programs, conducted parking lot surveillance at package stores, conducted shoulder taps to assess the willingness of individuals to purchase alcohol for teens, and other educational efforts offered to both students and businesses in the area. The Danvers Police Department has a specialized policy that addresses responses to underage drinking parties and proper dispersal practices that release teens to parents and/or responsible adults to reduce alcohol related crashes. Our Juvenile Division also conducts periodic safety belt checks at all schools as an educational tool on the importance of wearing seat belts, as well as participating in an initiative to place mentors from the high school on elementary school busses to prevent bullying and ensure a safe environment. Over the past several years, officers have also participated in the Massachusetts Registry of Motor Vehicles Operation Yellow Blitz, citing operators who fail to stop for school busses picking up and dropping off students.

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

If awarded the funding for the Automated License Plate Reader the Danvers Police would expect to have the system purchased, installed and operational within a three month period. The training for the officer on the street would be minimal since many of our officers are already familiar with the system and how it operates. In 2009, the Danvers Police Department had the opportunity to test the ELSAG Automated License Plate Reader and the PIPPS for approximately one month each. These units were loaned to us from NEMLEC and the Somerville Police Department. During this short testing period, officers had the opportunity to see the unit's capabilities as well as see its potential. Since then we have been in constant contact with one of the sales representatives. An Automated License Plate Reader was proposed for last year's budget. Unfortunately due to budget cuts and layoffs, we have not been able to make the investment in this valuable technology.

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

The Automated License Plate Reader will be installed in a new 2011 fully marked Ford Crown Victoria and assigned to our most productive officers. Our goal would be to have the cruiser on the road a minimum of 16 hours per day, seven days a week. This would not be uncommon for a Department our size taking into consideration the size of our fleet. Specially assigned patrols of the hotels/motels and larger scale apartment complexes would operate during the midnight shift where call volume is lower in order to detect unregistered and uninsured vehicles. Currently officers are assigned to one of four areas on a four month rotation which would ensure that the Automated License Plate Reader would be utilized throughout the Town. Another option would be to assign the cruiser installed with the ALPR to a roving area cruiser during the day and evening shift

which has no geographical boundaries within the Town allowing maximum exposure.

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

The Danvers Police Department currently has nine front line patrol cars, six fully marked, two low profile cruisers and one unmarked. All nine cruisers have laptop stands permanently installed and all have Panasonic Toughbook's assigned to them. The department is in the process of updating all of the Verizon air cards. We feel that our current system will be able to run all of the necessary software and have the ability to update the data files from the Massachusetts Registry of Motor vehicles on a regular basis.

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).

If awarded this grant, the Danvers Police Department would expect to increase the number of unregistered and uninsured vehicles taken off the road, registration plates seized and identify and prosecute unlicensed, suspended and revoked operators by a minimum of twenty five percent over 2009 levels by August 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).

The evaluation process for this project will be coordinated with our full time crime analyst. Based on that input, parameters will be developed for the tracking of the number of unlicensed operators, unregistered/uninsured vehicles, and stolen vehicles recovered with the assistance of the Automated License Plate Reader. These incidents will be either documented by a notation in the CAD system or a written narrative. With the assistance of the crime analyst, comparisons will be made against accumulated data from 2009 to evaluate the effectiveness of the program. Any incidents involving the assistance of the Automated License Plate Reader that have a significant impact on the community or this department will also be presented during the evaluation process.

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 Danvers is only 14.1 square miles, yet we have a major shopping mall, six strip malls/shopping plazas, several industrial parks, ten hotels and motels, a harbor with several marinas, two large apartment complex's with over 750 Units, a portion of a

municipal airport and two major highways (Rte 1 & Rte 95) as well as four high traffic state roads (Rte 128, Rte 114, Rte 35 & Rte 62). Our Town's population as well as the traffic on our roadways increases dramatically on a daily basis.

Automated License Plate Readers greatly enhances an officer's potential to observe traffic offenses by alerting officers to vehicles with existing violations such as suspended or revoked registrations. Based on our prior experience, the Danvers Police Department believes we can incorporate the technology of Automated License Plate Reader to assist patrol officers and detectives in their daily activities. In addition to the Hot List downloaded from the Massachusetts Registry of Motor Vehicles, the ELSAG unit has the capability to add additional registration plates to the system with associated notes.

An additional area the Department feels this technology could be utilized is the deployment of the Automated License Plate Reader in high crime areas to identify stolen vehicles and to collect data on escape routes after serious crimes have been committed. This technology will enable the Department to collect intelligence data relative to house break suspects, car break suspects, along with identifying habitual traffic offenders such as those convicted of Operating Under the Influence of alcohol and drugs. With the ability to enter BOLO's and search for the registrations previously scanned by the Automated License Plate Reader, we feel we could assist our community as well as others in locating a vehicle if an Amber Alerts is issued. This capability can also be a valuable investigatory tool.

During our trial period in 2009 we were experiencing an increase in larcenies from motor vehicles. We were able to work with our crime analyst to create a list of area suspects and the vehicles they were operating. This data came from internal information as well as intelligence obtained from area departments throughout the north shore. We were able to enter this data into the ELSAG software so officers would be alerted to a suspect vehicle in the area. Once alerted to the presence of a vehicle, the officer was provided with intelligence and they could see exactly where the vehicle was located. On one occasion a vehicle associated with a suspect responsible for dozens of car breaks was located in the lot of the Danvers Wal-Mart. The officer was alerted to the presence of the car and later stopped the vehicle for a motor vehicle infraction. The operator had a suspended driver's license and was issued a summons to court on the charges (Copy of Incident Report is Attached).

A second incident involved a larceny from a store at the Liberty Tree Mall. The suspects fled the area in the direction of the police station, almost striking an officer. One of the responding officers had the Automated License Plate Reader installed in his cruiser. As the vehicle passed him at an extremely high rate of speed, the Automated License Plate Reader captured the license plate. The picture captured the front plate of the suspect vehicle. We were able to confirm the make/model of the vehicle and the GPS system was able to mark exactly where the vehicle passed the officers as it fled the scene of the theft. With this information, a flier was created with the vehicle information, photo of the plate and front portion of the vehicle and a map of the location of the vehicle where it was last seen. On a side note, we missed capturing the drivers face by a few feet (Copy

of this flier is attached).

These are just two examples of what we see as the potential of an Automated License Plate Reader. We strongly feel that we can incorporate the technology of the Automated License Plate Reader to not only take unregistered, uninsured, and unlicensed operators and vehicles off the roadway but also assist us in investigatory functions.

BUDGET TEMPLATE

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

Equipment	Cost/Rate	Total
(1) ELSAG MPH-900	\$16,350.00	\$16,350.00
(1) Operations Center License	\$ 600.00	\$ 600.00
Total		\$16,950.00

Total funding requested \$16,950.00

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
ELSAG MPH 900	One	\$16,950.00	\$4,237.50

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

The Danvers Police Department would submit for funding through the annual budget, \$1,600 a year for the next three years to fund the service plan that consists of software upgrades, annual training, service, parts and labor.

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 Danvers 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:

Neil F. Overette 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.

Neil F. Overette
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**



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
<i>Neil F. Marquis</i>	<i>Town Manager</i>

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.

Neil F. Marquis
Signature

Date: *11-23-10*

Title: Town Manager Telephone: 978-777-0001 x3069

Fax: 978-777-1025 Email: WMARQUIS@mail.danvers-ma.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.

COMMONWEALTH OF MASSACHUSETTS
CONTRACTOR AUTHORIZED SIGNATORY LISTING



CONTRACTOR LEGAL NAME :
CONTRACTOR VENDOR/CUSTOMER CODE:

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):

Title:

X *[Handwritten Signature]*

Signature as it will appear on contract or other document (Complete only in presence of notary):

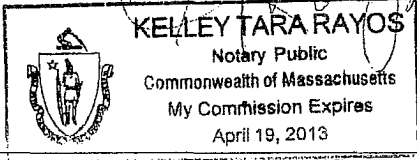
AUTHENTICATED BY NOTARY OR CORPORATE CLERK (PICK ONLY ONE) AS FOLLOWS:

I, *Kelley Tara Rayos* (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 24, 20 *10*

[Handwritten Signature]

My commission expires on:



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

TOWN OF DANVERS
POLICE DEPARTMENT
Policy and Procedure #PP38.0

THE PATROL VEHICLE

**38.2.5 Discusses the mandatory
use of safety belts.**

Approved by
Neil F. Ouellette
Chief of Police
Effective September 16, 2007
Revised: 01-22-2009

CALEA STANDARDS
41.2.1 83.2.4
41.3.1
41.3.2
41.3.3
71.1.2
71.1.3
71.2.1
71.4.1

38.1 GENERAL CONSIDERATIONS AND GUIDELINES

To a police officer, the patrol vehicle serves as one of the most necessary and important tools required for proper performance of duties. It is an office, a method of public access, a transport vehicle, a storage and resource facility, and a communications center. As such, it becomes the dual responsibility of the officer and the Department to ensure that the vehicle is conspicuous in its markings, operationally safe, mechanically maintained, and equipped both internally and externally with the devices which ensure this proper performance.

All vehicles used in routine or traffic patrol, for selective enforcement, and prisoner transportation shall meet the criteria outlined in this policy. The Department is responsible for providing the equipment and maintenance, and those assigned to operate the vehicle are responsible for the proper care of the vehicle and its equipment, and for notification of need for repair or replacement.

In order to help ensure that criteria is being met, all officers assigned to Patrol shall inspect their vehicle prior to operation, including the trunk, making note of any missing or damaged equipment or previously unreported exterior or interior damage to the vehicle. Information uncovered shall immediately be reported to the Shift Commander or Patrol Supervisor. All officers assigned a cruiser are responsible for filing the gas tank (prior to completing the shift) by using his/her personal gas identification along with the key assigned to the cruiser being operated. The correct vehicle mileage indicated at that time shall be entered into the gas unit. When cruiser keys are damaged or lost the Shift Commanders will arrange to replace them. Superior officers as assigned by the Operations Commander will formally inspect cruisers monthly. The inspection forms shall be returned to the Administrative Services Division Commander and the Administrative Services Division Commander will handle any discrepancies.

38.2 PROCEDURES

38.2.1 EXTERIOR EQUIPMENT & MARKINGS: All patrol vehicles shall be conspicuously marked, "Danvers Police, Dial 911" and shall prominently display the cruiser number(s) each patrol vehicle shall have a set of blue emergency bar lights on the roof (with the exception of the low-profile cruisers), a siren, a loud speaker system,

alternating flashing headlights for daytime use, and a set of alley lights for nighttime use. All lettering shall be of reflectorized paint or material. One patrol vehicle shall be reserved for exclusive use of the Shift Commander or Patrol Supervisor and shall be conspicuously marked, "SUPERVISOR".

38.2.2 INTERIOR EQUIPMENT: All patrol vehicles shall be equipped internally with a complete BAPERN radio transceiver, a strong interior white dome light, a metal cage which separates the front and rear compartments and a shot gun mounted on the cage behind the operator. Some vehicle may be equipped with hand-held radar units, mobile data computers, LOJACK vehicle recovery systems and mobile video recording equipment.

38.2.3 TRUNK EQUIPMENT: All patrol vehicles shall carry the following items in the trunk:

- a. a resuscitator containing an absolute minimum pressure of 500 PSI or a positive pressure resuscitation device;
- b. emergency medical supplies jump kit, which is replenished after use (See 38.2.6);
- c. a spare tire;
- d. a minimum of twelve (12) street flares;
- e. a blanket stored in a plastic bag;
- f. a fire extinguisher;
- g. a roller-type measuring device;
- h. a rope life-line for potential water rescues.
- i. miscellaneous equipment kit (see 38.2.7)

Note: The fire Department responds to all traffic collision scenes. Their vehicles contain all necessary extrication devices and equipment.

38.2.4 PRISONER TRANSPORT UNITS: Only marked vehicles equipped with "cages" separating the front and rear compartments will normally be used for transporting prisoners.

38.2.5 MANDATORY USE OF SAFETY BELTS Research clearly indicates that the use of safety belts has a significant effect in

reducing the number of deaths and the severity of injuries from vehicular collisions. A police officer's chance of being involved in a motor vehicle collision is greater than that of the general public. The use of safety belts reduces this risk and assists the officer in maintaining proper control of the cruiser in all types of normal and emergency driving.

To assure the safety of all personnel, drivers and passengers shall wear safety belts at all times in all vehicles owned, leased, or rented by the department. This also applies to the operation of privately owned vehicles or other vehicles if used on-duty. It is strongly recommended that all personnel and their families utilize safety belts in vehicles in an off-duty capacity to further reduce the risk of death or injury.

38.2.5.1 PROCEDURE

- A. Department personnel shall use the safety belts installed by the vehicle manufacturer. They shall be properly adjusted and fastened when operating or riding in any vehicle so equipped 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 to be manually secured.
- C. The driver of the vehicle is responsible for insuring compliance by all occupants of the vehicle they are operating. In the event that a child requires transportation, approved child safety seats are available at the station.
- D. No person shall operate a Department vehicle in which any safety belt in the drivers seating position 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 the expressed authorization of the Administrative Services Division Commander.
- F. Personnel who discover an inoperable restraint system shall report the problem on a "Cruiser Defect" form. Prompt action will be taken to repair or replace the system.
- G. Any person under arrest and being transported in a department vehicle is required to be secured

in the vehicle by a safety belt in all seating positions for which the vehicle manufacturer provides safety belts. **CAUTION:** Prisoners that are handcuffed in front have the ability to release the handcuffs using the safety restraints latch plate. If an officer encounters an unruly prisoner or if the application of the safety belt may jeopardize the safety of the police officer, prisoners may be transported without the safety belt.

- H. An officer working in an undercover capacity may be exempt only if the officer believes the use of the safety belt will compromise his/her identity.
- I. When arriving at an emergency call or making a traffic stop, the operator may remove the safety belt 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.

38.2.5.2 DRIVER AND/OR PASSENGER NEGLIGENCE: If negligence or noncompliance with the requirements of this policy is displayed, appropriate corrective or disciplinary action shall be initiated against the employee.

38.2.6 MEDICAL JUMP KIT CONTENTS: The following items are the minimum requirements for the contents of a medical jump kit:

- (1) pair of scissors
- (10) small sterile sponges
- (6) large sterile sponges
- (10) Band-Aids
- (1) bite stick
- (1) large airway
- (1) medium airway
- (1) roll adhesive tape
- (2) large Kling
- (2) small Kling
- (4) 4 x 5 combine dressings
- (6) sterile prep pads or similar anti-viral product
- (1) ice pack
- (2) pair latex gloves

38.2.7 MISCELLANEOUS EQUIPMENT KIT: A gray plastic tool kit that will contain evidence, ammo and protective gear.

- (1) 1 each Glass punch for emergency entrance to vehicles
- (2) 2 each Needle tubes
- (3) 1 box shotgun slugs
- (4) 2 boxes 00 shotgun shells
- (5) 1 box .357Sig caliber duty ammo
- (6) 15 red Property Tags
- (7) 20 small Evidence bags
- (8) 5 large Evidence bags
- (9) 2 pair rubber gloves

38.2.8 Bio-Hazard Kit: A kit to prevent exposure to body fluids is located in the compartment of the passenger side door.

38.2.9 Automated External Defibrillator: AED's are located in the lobby as they are sensitive to temperature. AED's will be placed in the cruiser at the beginning of an officer's tour of duty and returned to the lobby room at the conclusion of their shift.

TOWN OF DANVERS
POLICE DEPARTMENT
Policy & Procedure #PP83.0
SAFETY BELT ENFORCEMENT

Approved by:
Neil F. Ouellette
Chief of Police
February 20, 2006
Revised: December 4, 2009

CALEA STANDARDS
61.1.6

GENERAL CONSIDERATIONS & GUIDELINES

The agency recognizes the importance of the use of seat belts and child passenger restraints in reducing injury and death in motor vehicle collisions. For this reason, agency personnel are required to wear seat belts in the performance of their duties as regulated by PP 38.2.5. The enforcement of the seat belt and child passenger restraint laws are to be considered a priority. Officers are encouraged to adopt a "zero tolerance" approach to seat belt violations. The issuance of civil violations rather than written warnings is the preferred disposition for violations of the seat belt and child restraint laws.

83.1 PROCEDURES

83.2.1 When an officer makes a motor vehicle stop for a primary violation, he/she should take particular note of the occupant's compliance or non-compliance with the seat belt law and should whenever possible, issue a citation for any non-compliance observed.

83.2.1.2 ENFORCEMENT OPTIONS: Officers may consider the following options when enforcing safety belt violations:

- a). Issue a written citation for the primary violation and the seat belt violation, marking both, **Civil Infraction**.
- b). Issue a written citation for the seat belt violation, marked, **Civil Infraction** and noting the primary violation only.
- c). Issue a written citation for both violations, marking both, **Warning**.
- d). Issue a written citation for the primary violation, marking **Civil Infraction** and noting the seat belt violation only.

83.2.2 ENFORCEMENT CRITERIA AND FINE STRUCTURE:

CHAP/SEC/SUB	OFFENSE DESCRIPTION	ASSESSMENT
90-13A	Operator, no safety belt	\$25.00 fine.
90-13A	Passenger, at least 13 years old but not yet 16 years old, Not wearing a safety belt	\$25.00 fine Operator cited.
90-13A	Passenger, age 16 or over, Not wearing a safety belt.	\$25.00 fine. Passenger cited.

NOTE: THE PROVSONS OF THIS LAW SHALL BE ENFORCED BY OFFICERS ONLY WHEN AN OPERATOR OF A MOTOR VEHICLE HAS BEEN STOPPED FOR ANOTHER VIOLATION OF THE MOTOR VEHICLE LAWS OR SOME OTHER OFFENSE.

83.2.2.1 Officers should take particular notice of Chapter 90 Section 7AA which mandates the following (in itself a primary violation):

90-7AA	Child passenger restraint, child under 8 not secured in, unless child is 57" tall.	\$25.00 fine Operator cited.
90-7AA	Child, under age 13, not wearing safety belt	\$25.00 fine Operator cited

OFFICERS SHOULD BE AWARE THAT VIOLATIONS OF BOTH CHAPTER 90-13A AND 90-7AA ARE "NON-SURCHARGABLE OFFENSES" AND THUS, WILL NOT AFFECT AN INDIVIDUAL'S INSURANCE PREMIUM.

83.2.4 REPORTING: In order to monitor the efforts of patrol personnel, the following procedures will be in effect:

83.2.4.1: Shift Commanders and Patrol Supervisors will be expected to be the driving force at the patrol level by encouraging patrol officers to increase enforcement of occupant restraint violations and shall monitor activity for the purposes of employee evaluation.

83.2.4.2: The Operations Division Commander shall monitor monthly safety belt activity of all patrol officers. The Operations Division Commander shall work with the Administrative Services Division Commander in setting up selective enforcement strategies for safety belt compliance.

83.2.5 **COLLISION REPORTS:** All officers shall record the use or non-use of safety belts when reporting/investigating motor vehicle collisions.



ELSAG North America Law Enforcement Systems, LLC

412 Clocktower Commons
 Brewster, NY 10509
 Duns # 196140821
 Phone: 1-866-9MPH900 (967-4900)
 Fax: 336-379-7164

DATE

11/6/2010
QUOTATION

Delivered to:

Danvers Police Dept.
 Att: Chief Neil Ouellette
 120 Ash St.
 Danvers, Massachusetts 01923

Quotation valid until: January 31, 2011
 Prepared by: Pat Fox

Projected Arrival Date: TBD

(Please mail your PO to the address above or FAX copies to the number above and also FAX a copy to (518) 452-7777.

Receipt of Goods

<p align="center">NASPO Multi-State Contract #PC62119 Award #19745 Massachusetts Contract # HSL-01 WCSA # PC 62119 Hazardous Incident Response Equipment (Contract term: September 2, 2005 - May 31, 2015)</p>

MASSACHUSETTS EOPSS FY2011 AUTOMATED LICENSE PLATE READER GRANT

Model #	Description	Cost	Units	Amount
MPH-900X2AD3 SPLIT TRANS	Mobile License Plate Reader - Includes two units with LPR Processors, camera (color and IR LPR); Infrared illuminators, enclosures, junction box, cables and related software. (REQUIRES INSTALLATION BY AUTHORIZED ELSAG N.A. PERSONNEL)	\$16,350	1	\$16,350.00
MPH-900 INSTALL	IN A TRANSPORTABLE RUGGEDIZED CASE. Hedley mounts with a Clicker to be mounted on a Ford Crown Victoria.			
OPERATION CENTER LICENSE	Operations Center License	\$600	1	\$600.00
			TOTAL	\$16,950.00

Service Plan for goods and services provided by the above quote

Year I	Free		
Year II	\$1,600.00 per year	Hardware and Software	
Year III	\$1,600.00 per year	Hardware and Software	
Year IV	\$1,600.00 per year	Hardware and Software	

Service Plan Includes:

- Software Updates
- Annual Training/Service
- Parts & Labor

Approval Signature: _____



LPR BID SPECIFICATIONS



1 Technical Equipment Specs

- System shall be composed of 1-4 cameras with integrated OCR processor along with a power distribution and network communication unit, and all necessary cabling and mounting hardware for a use in a patrol vehicle setting.
- The system will perform OCR processing on the camera, eliminating the need for special cables between the cameras and processor; thus eliminating EMI interference with analog devices.
- Camera cables will be shielded to eliminate RF interference and use military specification (MIL-SPEC) connectors.
- Power specification is 12VDC; Power consumption will not exceed 25W.
- The system shall be designed and installed to be immune from the temporary drop in DC power during vehicle starts and will not reboot or lose connectivity with the vehicle's system.
- In each nitrogen sealed enclosure, there are two different cameras; one color and one black and white.
- Cameras will be available in 740nm, 810nm, or 880 nm Infrared Illuminator Wavelength utilizing high current pulses which are synchronized with the camera shutter.
- LPR system should have operating temperature range of -20+55°C (-4+131°F).
- Cameras will be available in configurations that can view across one or two lanes.
- Cameras shall be externally mounted with secure magnetic base including optional alignment bracket and variable direction system. The variable direction system allows the camera to be locked into a forward or backward facing position.
- Infrared illuminator shall be a Class 1 Illuminator, according to EN 60825-1.
- Communications between the cameras and user interface will consist of IP/TCP and UDP over 100Mbps Fast Ethernet.
- The system separately captures, interprets, processes, displays, and stores images of license plates within range of the equipped vehicle without action from the end-user.
- The system will continue to read license plates during all functions except for a diagnostic mode.
- The system shall provide a GPS device, compliant with NMEA D183 version 2.0 or later.
- The LPR cameras should utilize Fresnel lens technology to maximize IR illumination power.

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LPR BID SPECIFICATIONS

2 User Interface Specs

- The user interface software (GUI) must be able to be loaded on existing MDT or laptop computer and not require additional interface hardware.
- The system must be installed and function on an MDT within the minimum specs for the user interface software. The minimum specs are a Pentium III 700 MHz processor, 512 MB Ram, 800x600 minimal display Resolution, 5 GB disk space available, 1 - 100Mb Fast Ethernet, and 1-USB 2.0 port.
- The system must function with full capabilities with an operating system environment of XP Professional SP2 or Windows 2000 Professional SP4.
- Each license plate read will consist of one color overlay image of the entire target vehicle, one black/white of the license plate, a time and date stamp, GPS coordinates, and any associated "hit" information.
- The system must allow storage of plate reads for at least 1 month and up to 9 months and retain those records after data transfer to a server for long term storage.
- The system shall provide the ability to store at least 4 million records in its "hotlist" database.
- Hotlists shall be merged externally then loaded to the car system.
- The system will be multi-user capable with user and password management available through the in-car interface.
- Hotlists must be able to be loaded via USB flash drive, wi-fi (802.11) and long-range (cellular, modem) with no user intervention.
- Reads that are on the hotlist ("hits") must alert the user with both an audible and visible alarm within a second.
- The system will allow the end-user to query stored reads against time and date and full or partial plates.
- The system will allow query results to be displayed and include a time and date stamp, an infrared image of the plate, a color image and corresponding GPS coordinates of the read placed on a map including any associated information with the hotlist database match.
- The system will allow multiple results from a query to be shown on a map.
- The system will interpret and report only one license per scanned plate. Systems that provide multiple responses for each read plate are not acceptable.
- The system shall provide multiple layers of security and configuration so that certain matches may alert only those officers with appropriate privileges.
- The system shall be able to capture an image with a manual trigger by the end-user.
- The system will allow the ability to toggle between the black/white (IR) image and the corresponding color image on the user interface.
- The system will be configurable to choose the default image displayed after system startup as either the black/white or the color image.
- The system is able to simultaneously process images and data from multiple sets of cameras, fixed and mobile.
- The system retrieves new or updated hotlist files automatically on an agency-defined schedule, via the wireless network connection, and without operator intervention.

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LPR BID SPECIFICATIONS

2 User Interface Specs (continued)

- The system will have at least 10 multiple classes of alarms to differentiate between "hit" types
- The GUI will allow the end-user to manually insert a plate, state and additional description data. The GUI will also search through in-car stored read for inserted plates and display any and all past reads on that plate.
- The system will provide on-board cartography
- The system will allow the creation of a virtual barrier around sensitive or restricted areas by connecting GPS coordinates
- The system will generate alarms on existing reads each time a new Hot List is received.
- The system will export data in HTML

3 Server Specs

- The software will allow searches of stored reads via time and date, plates (including partials), location radius and map location. Queries will be able to be defined for partial plate searches using Regular expressions.
- The software will allow the display of a thumbnail of the original image with query results.
- Each query result will link to a details page that includes original color image, black/white image and map location.
- Software has built-in trouble management system to alert support personnel of potential problems.
- The software provides data mining functions including: Convoy Analysis, Unique/Duplicate plates time frame analysis, and Nested searches.
- Communications protocols to accompany different bandwidth requirements.
- The system can generate emails on alarms to cellular devices.
- The software can manage multiple hotlists.
- The software will allow Pending alarms that are not managed in a configurable time frame to be transmitted to the server and automatically change the class to Deferred.
- The software allows for Multiple Login roles.
- The software allows for customized menu selection based on role.
- The software will provide an activity log of user functions.

4 Company Performance

- The LPR provider must have experience in large camera network systems and have at least two 100+ networked camera systems installed and currently operational in North America.
- The LPR provider will manufacture and service the system in the United States of America.

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**DANVERS POLICE DEPARTMENT
DANVERS, MA**

INCIDENT # / REPORT #
9019328 / 1

OFFICER
HINES, R

RANK
OFFICER

REVIEW STATUS
APPROVED

INCIDENT #9019328 DATA

As Of 09/29/2009 23:16:35

BASIC INFORMATION

CASE TITLE OPERATING AFTER SUSPENSIO LOCATION ANDOVER ST APT/UNIT #

DATE/TIME REPORTED 09/29/2009 22:01:39 DATE/TIME OCCURRED 09/29/2009 22:01 to 09/29/2009 22:15

INCIDENT TYPE/OFFENSE
LICENSE SUSPENDED, OP MV WITH c90 S23

PERSONS

<u>ROLE</u>	<u>NAME</u>	<u>SEX</u>	<u>RACE</u>	<u>AGE</u>	<u>DOB</u>	<u>PHONE</u>
VEHICLE OWNER	[REDACTED]	FEMALE	WHITE	18	[REDACTED]	(HOME) UNKNOWN (CELL)
	ADDRESS: [REDACTED] #2 LYNN, MA					
PASSENGER	[REDACTED]	MALE	WHITE	20	[REDACTED]	(HOME) UNKNOWN (CELL)
	ADDRESS: [REDACTED] LYNN, MA					
OPERATOR	[REDACTED]	FEMALE	WHITE	20	[REDACTED]	(HOME) UNKNOWN (CELL)
	ADDRESS: [REDACTED] LYNN, MA					

OFFENDERS

<u>STATUS</u>	<u>NAME</u>	<u>SEX</u>	<u>RACE</u>	<u>AGE</u>	<u>DOB</u>	<u>PHONE</u>
DEFENDANT	[REDACTED]	FEMALE	WHITE	20	[REDACTED]	(HOME) UNKNOWN (CELL)
	ADDRESS: 6 GROVER ST. #2 LYNN, MA					

VEHICLES

<u>ROLE</u>	<u>TYPE</u>	<u>YEAR</u>	<u>MAKE</u>	<u>MODEL</u>	<u>COLOR</u>	<u>REG #</u>	<u>STATE</u>
STOPPED		2001	FORD	FOCUS	RED	[REDACTED]	MA
<u>STOLEN \$</u>	<u>REC CODE</u>	<u>DATE REC</u>	<u>REC \$</u>	<u>REC BY</u>			

[NO PROPERTY]

DATE/TIME OF REPORT

09/29/2009 22:01:39

TYPE OF REPORT

INCIDENT

REVIEW STATUS

APPROVED

NARRATIVE

On 09/29/2009 (Tuesday), at approximately 21:30 hrs, I (Ofc. Hines), was on patrol in the parking lot of Walmart (55 Brooksby Village Dr.) when I received a hit on the Mobile Plate Hunter license plate reader (LPR) for MA REG: [REDACTED] (a 2001 Ford Focus station wagon, color red). The LPR indicated a B.O.L.O (be on the lookout) for this vehicle as the owner's father, [REDACTED] is listed as a suspect in numerous B&E's throughout the town of Danvers. The vehicle was parked in a space and as I passed it, it appeared unoccupied but seemed to have a large amount of items inside.

After surveilling the vehicle for approx. 10-15 minutes, I observed a male party enter the passenger's side of the vehicle but could not see who entered the driver's side. The vehicle left the parking lot and was waiting at the red light in the right lane at the corner of Rt. 114 and the access road to the store. At this time, I pulled up towards the rear of the vehicle and observed that the license plate appeared to have a light out.

The vehicle took a right-hand turn onto Rt. 114 East and I conducted a motor vehicle stop near MacArthur Blvd. I approached the operator (later identified as [REDACTED]) and asked for a license and registration which she did produce. The registration listed the owner as [REDACTED] dob: [REDACTED] of [REDACTED] Lynn. The passenger was not wearing a seat belt and I asked if he would provide me with an ID and he gave me a Massachusetts Driver's License. The passenger was ID'd as [REDACTED] of [REDACTED] in Lynn, Mass. Crystal told me her sister Heather knows she has the vehicle and gave her permission to drive it.

I observed a large amount of laundry in the rear of the vehicle and some other clothing strewn about the car. None of the clothing appeared new. Crystal told me she was in the process of moving to [REDACTED] in Lynn, Mass. [REDACTED] also added that they had just gone to Walmart to purchase some clothing for a wake/funeral as he claimed Crystal's boyfriend had passed away.

I returned to the cruiser and had dispatch run both parties and the registration. Dispatch informed me that the vehicle was ACTIVE, Crystal's license was SUSPENDED (as of 8/26/08 for a payment default), and [REDACTED] had and ACTIVE license. Crystal had no BOP. [REDACTED] has 5 adult arraignments.

I issued Crystal Mass. Citation M8284496 for C.90/S.6 (No rear license plate light) and C.90/S.23 (Operating After Suspension of License). Crystal was advised she would be summonsed into Salem District Court for the above offenses and she understood.

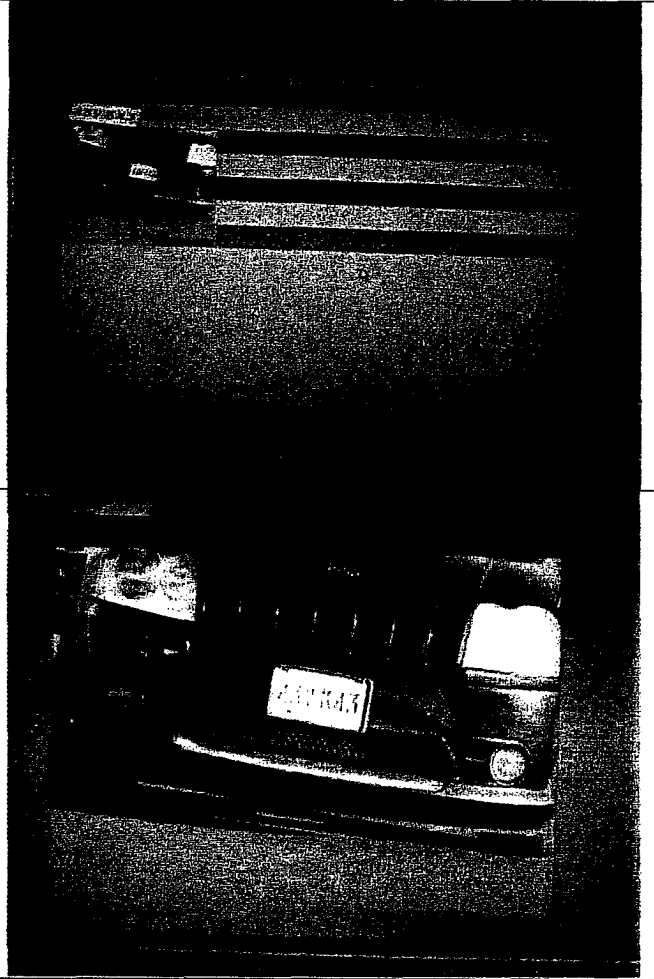
[REDACTED] was allowed to take possession of the vehicle. An Affidavit of Operating After Suspension form was filled out and will be submitted to the registry.

Danvers Police Department

Incident Number 9024817

Photograph's and Information obtained from the License Plate Reader in Officer Cassidy's Cruiser

A search was conducted for the suspect's vehicle registration on the PIP's license plate reader. To the left is a photograph of the results. Officer Cassidy's cruiser recorded the suspect's vehicle at 3:08:19 pm on 12/17/2009. The GPS coordinates were 42.554406, -70.941131.



This is an enlarged picture of the suspect vehicle.

Below is a Google map, mapping the coordinates provided by the License Plate Reader

