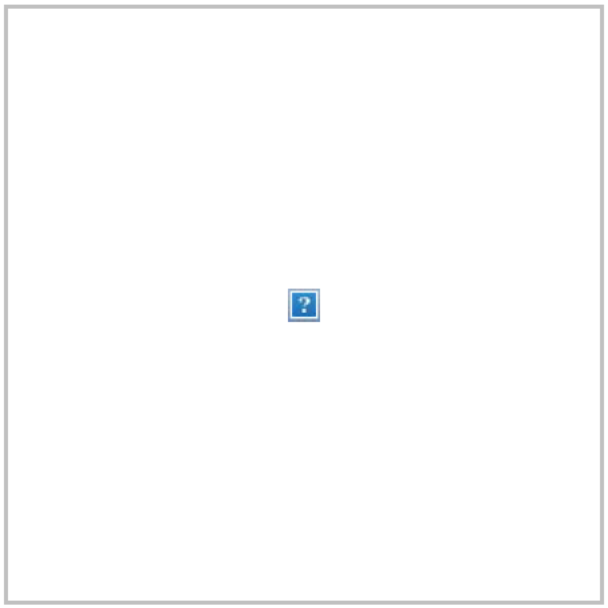
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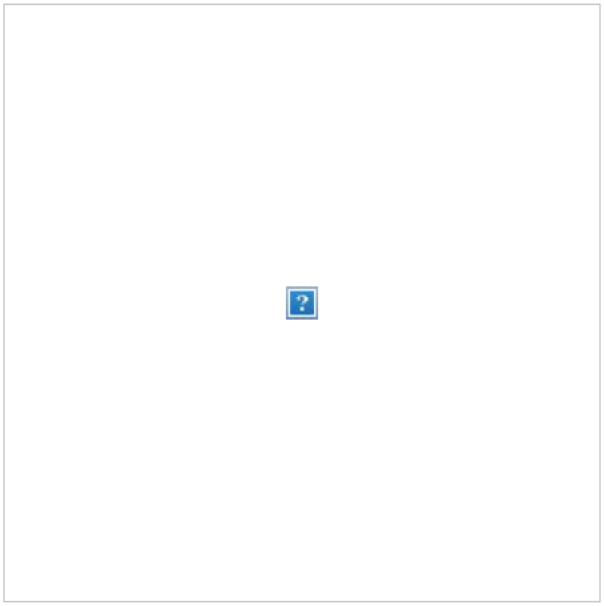


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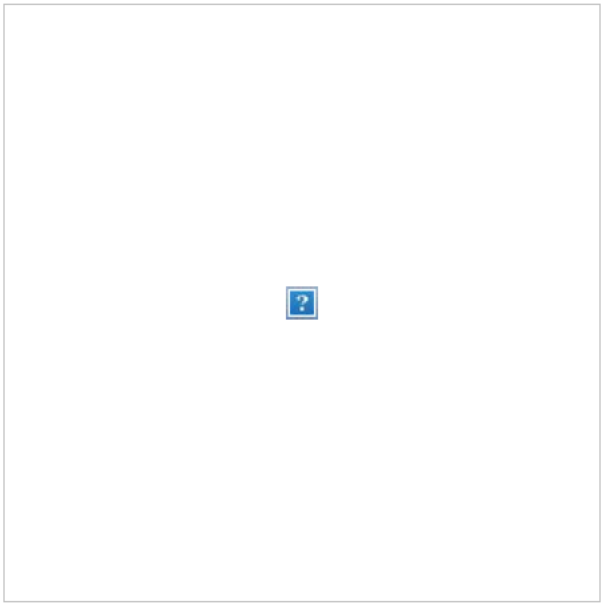
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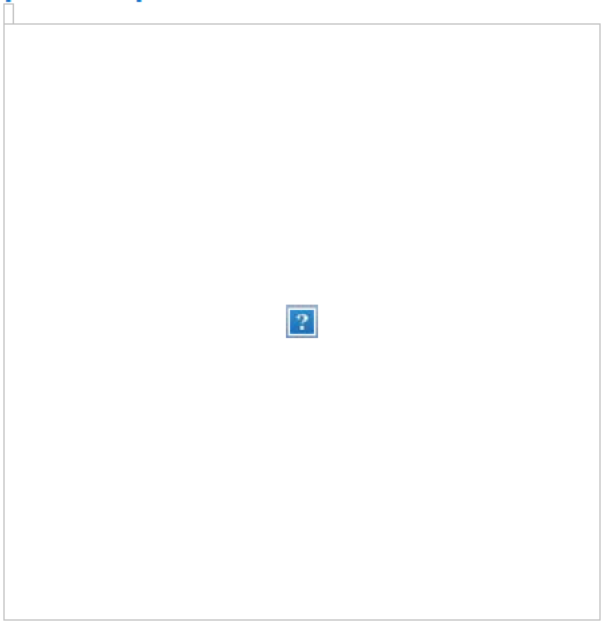
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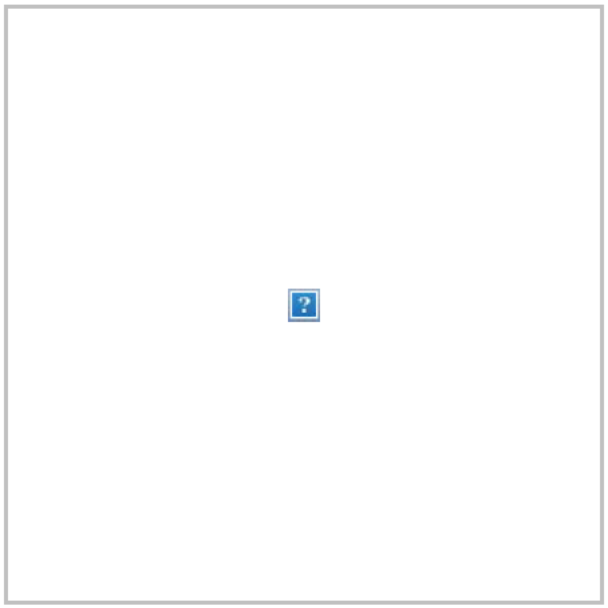
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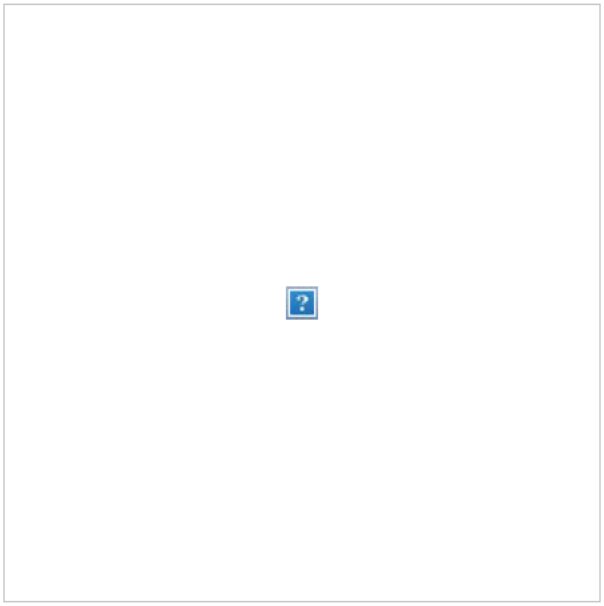


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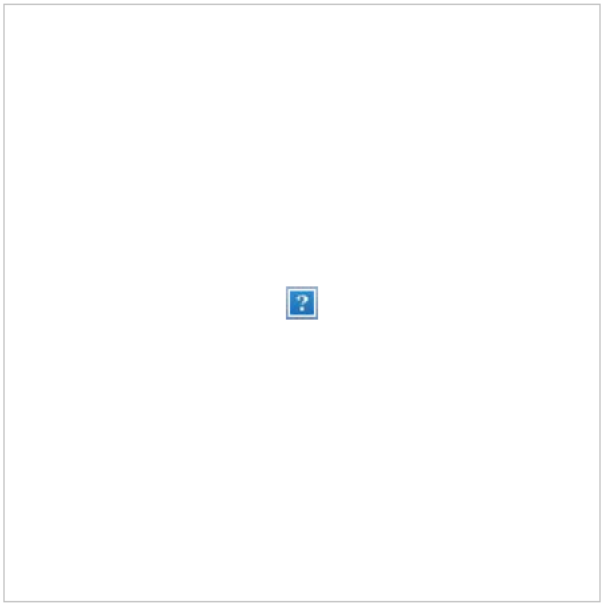
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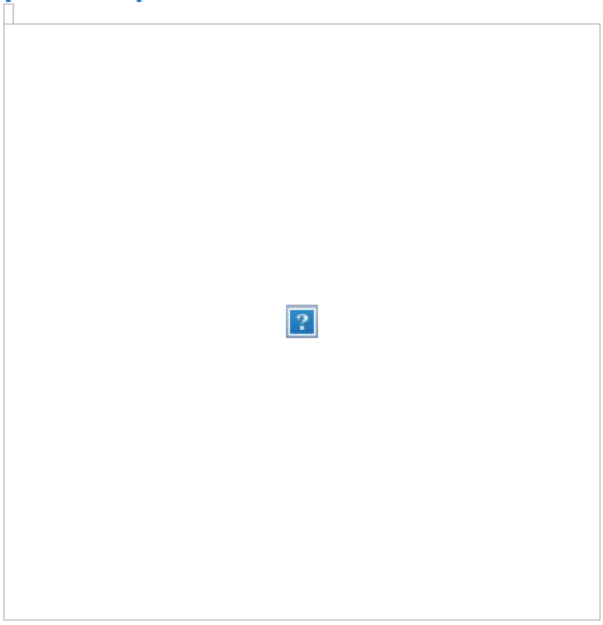
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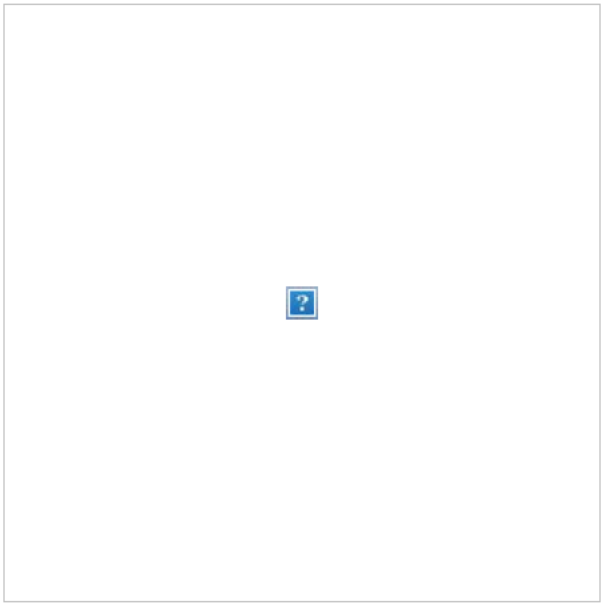
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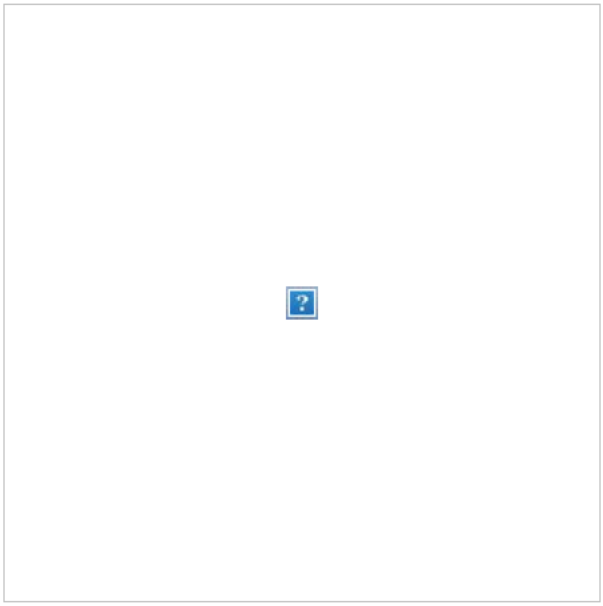
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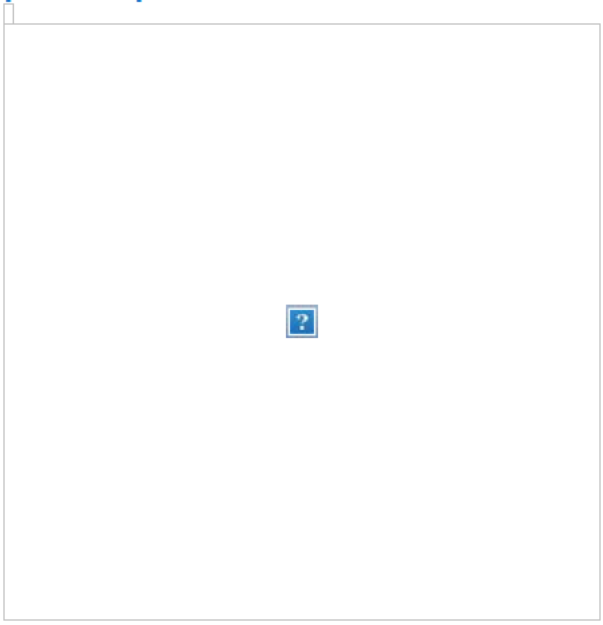
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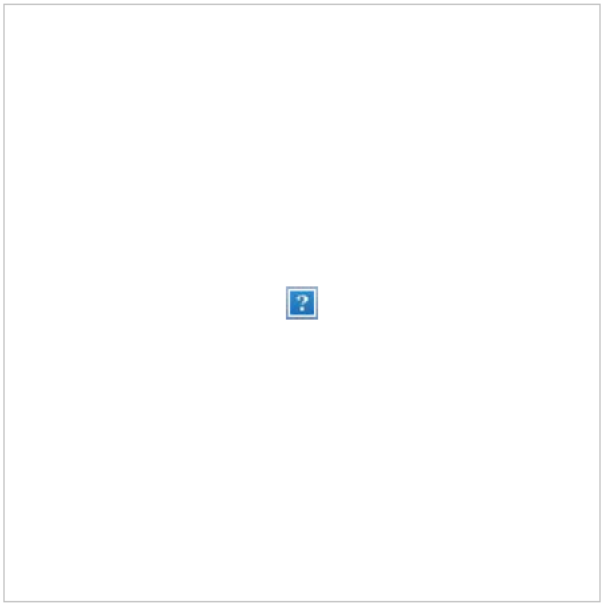


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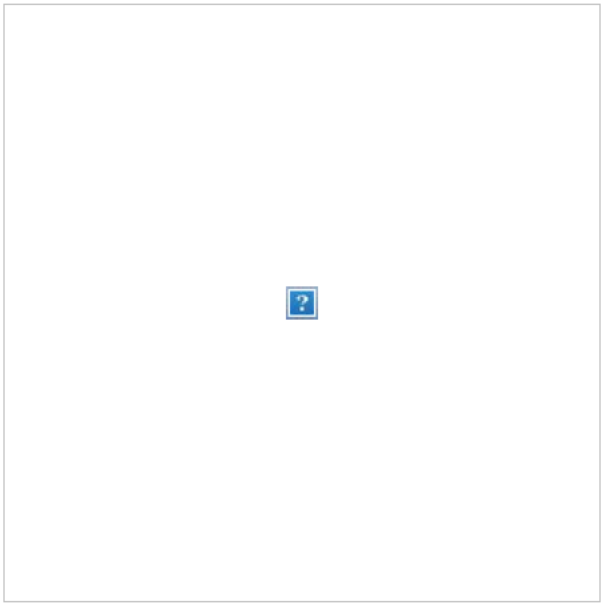
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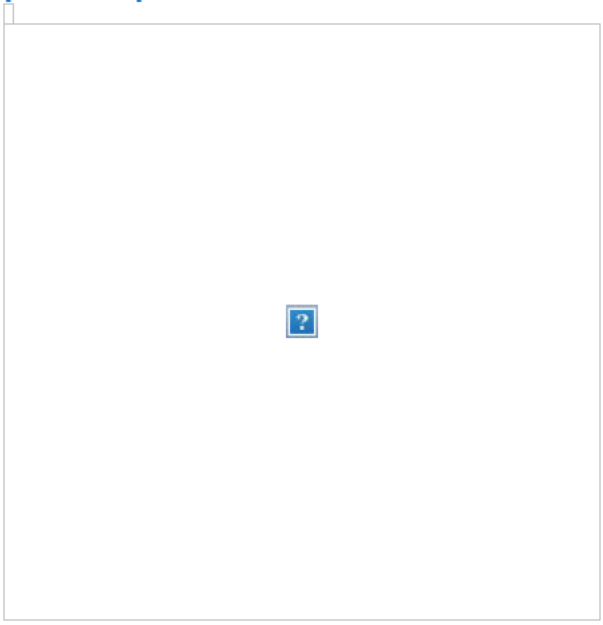
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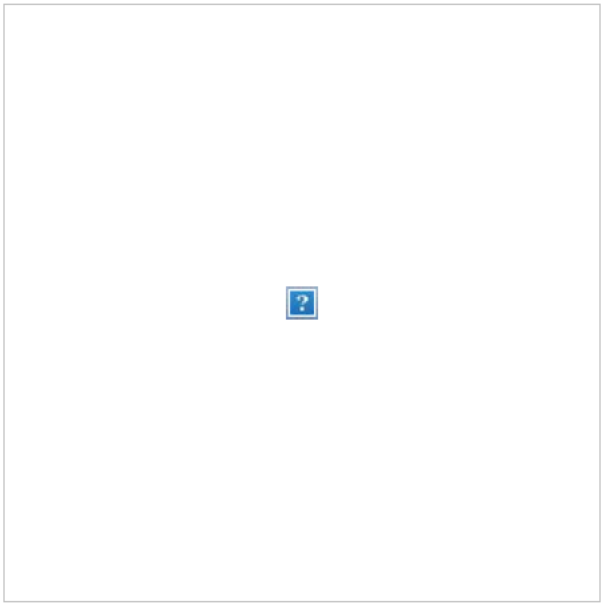
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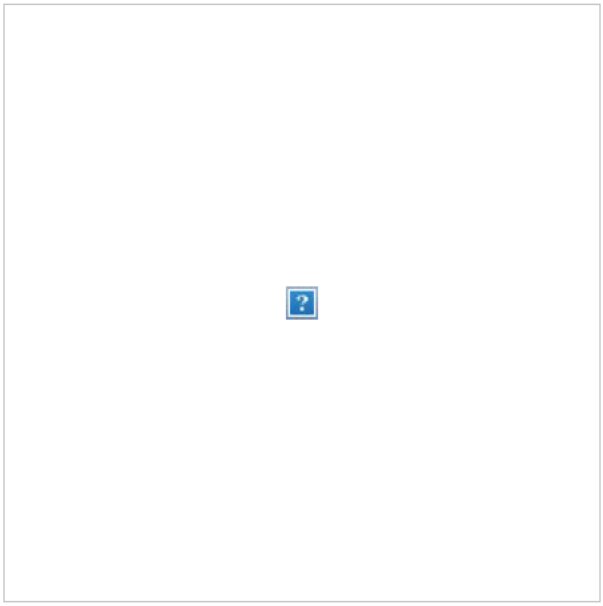
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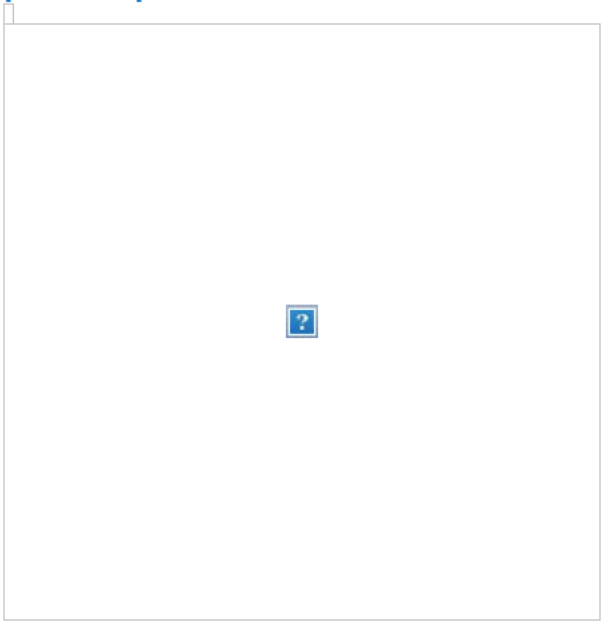
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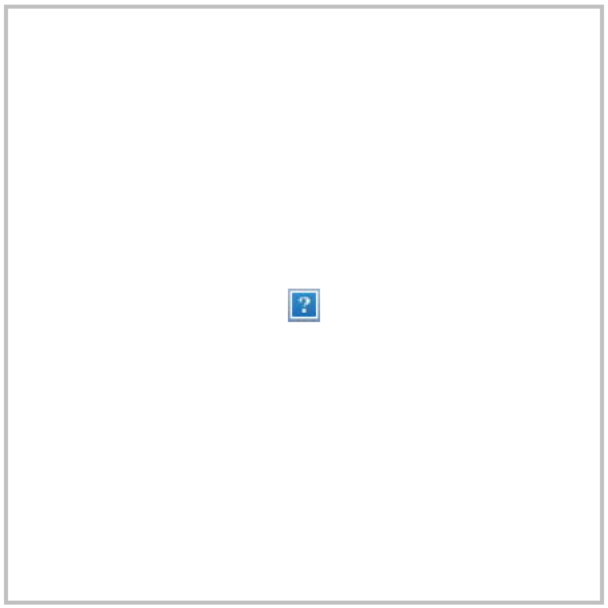
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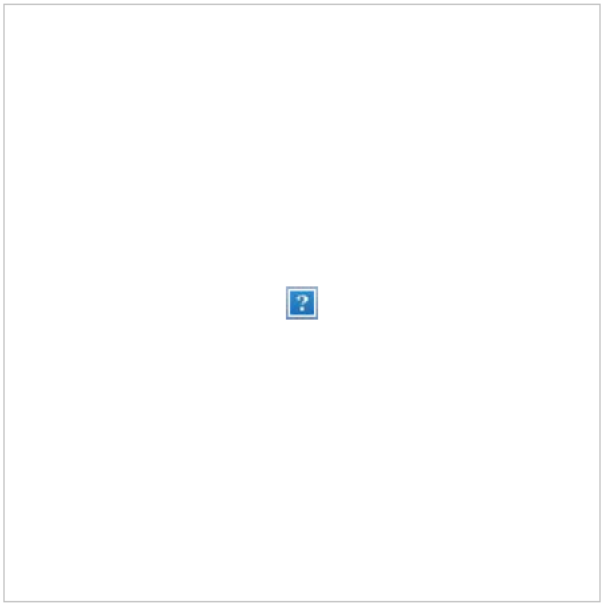


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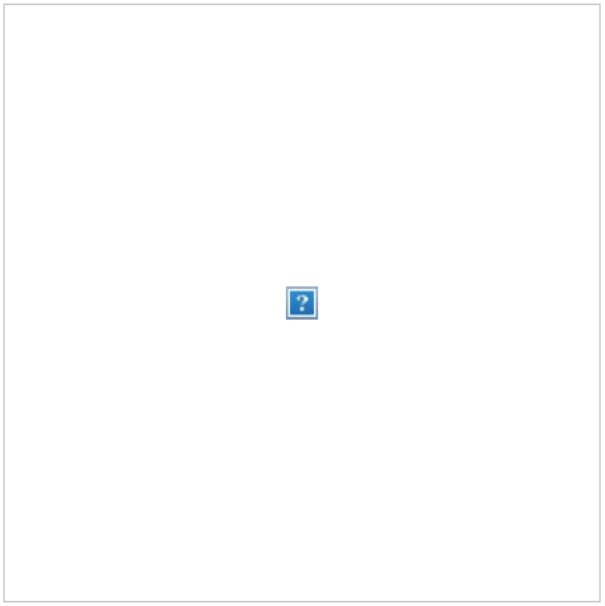
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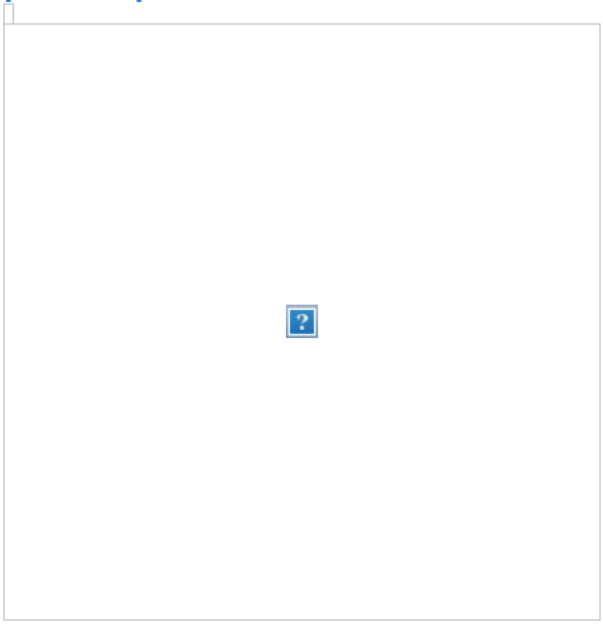
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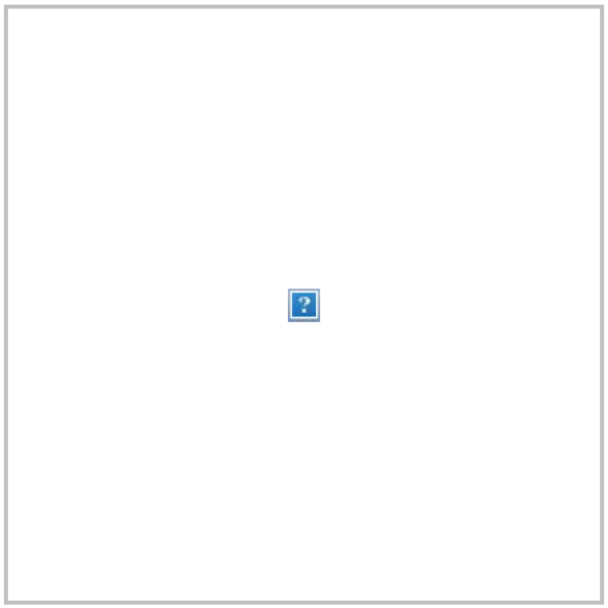
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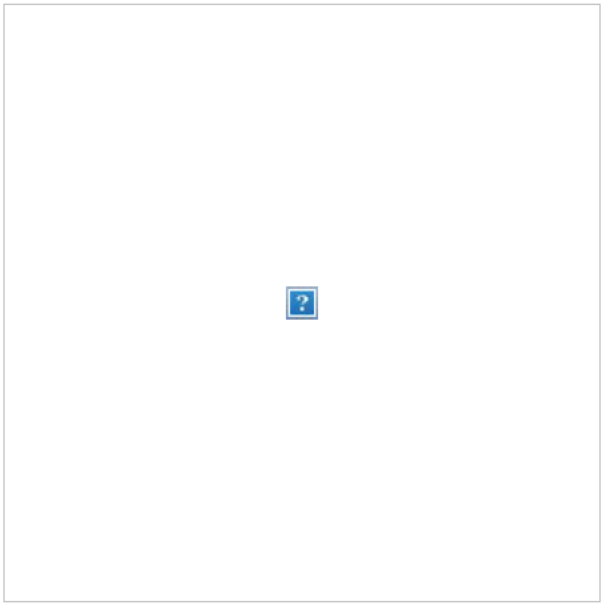
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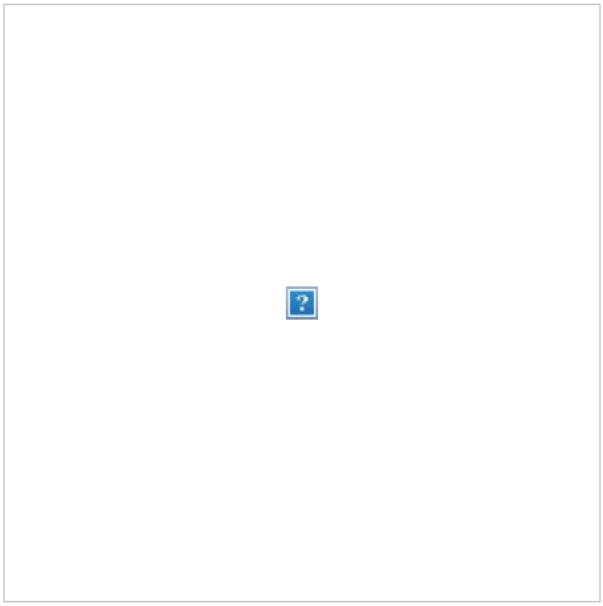
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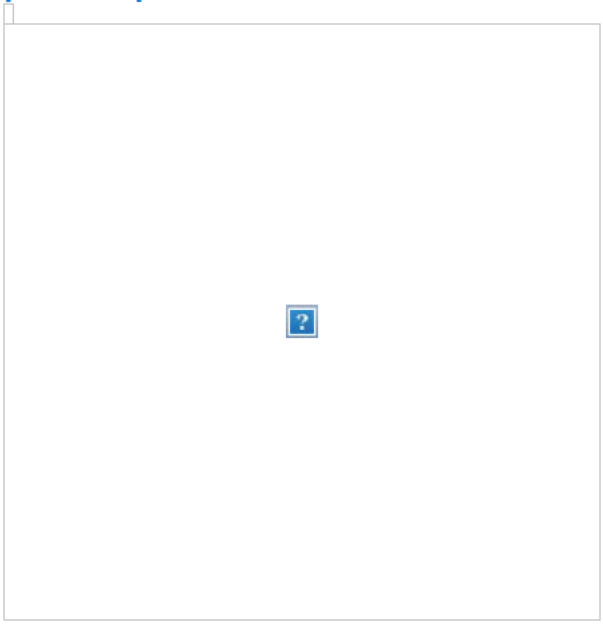
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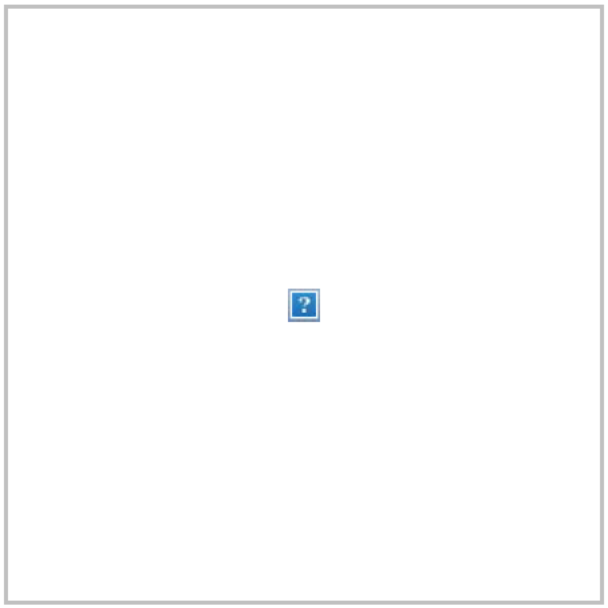
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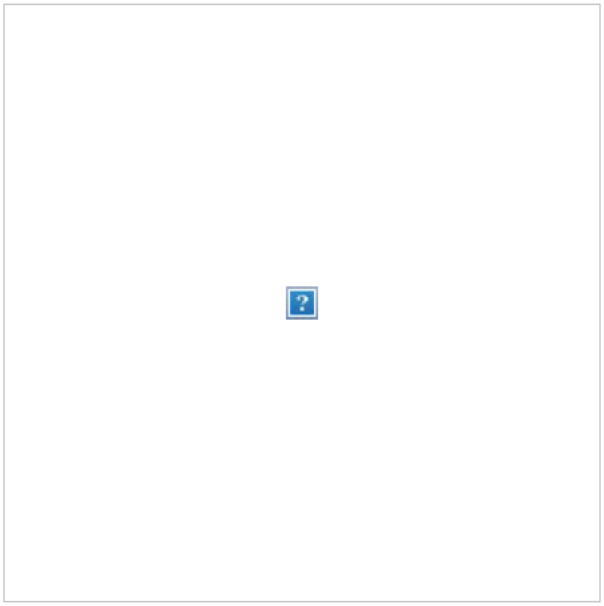
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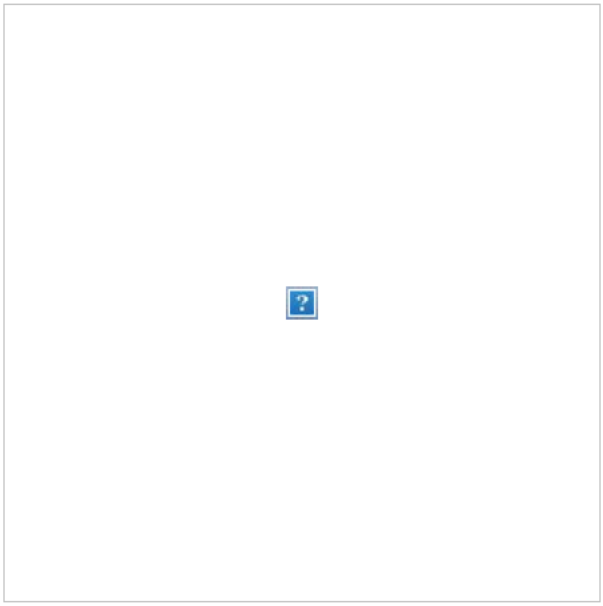
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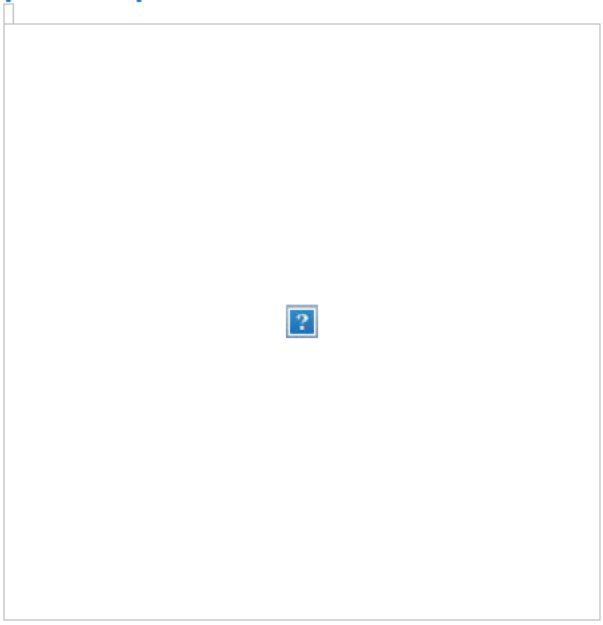
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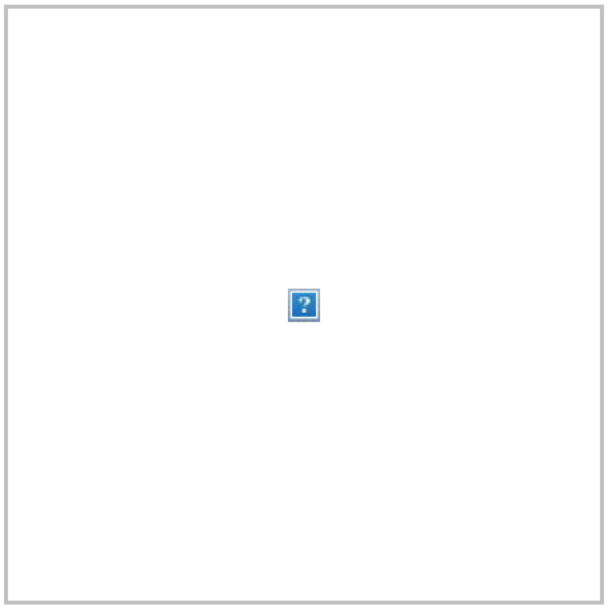
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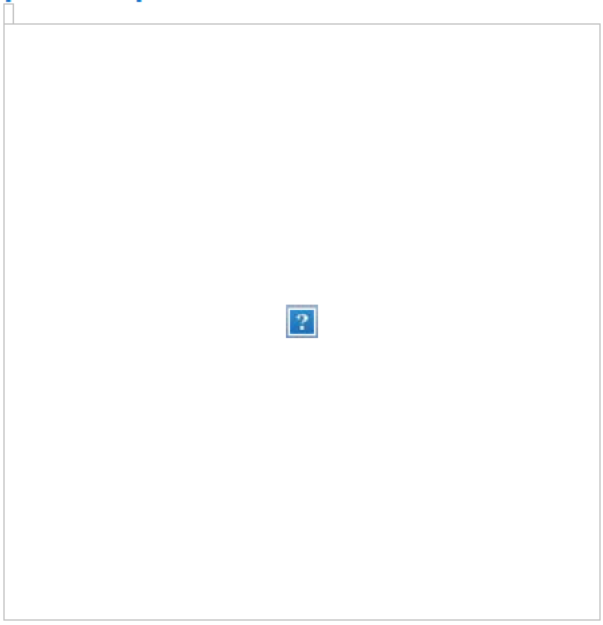
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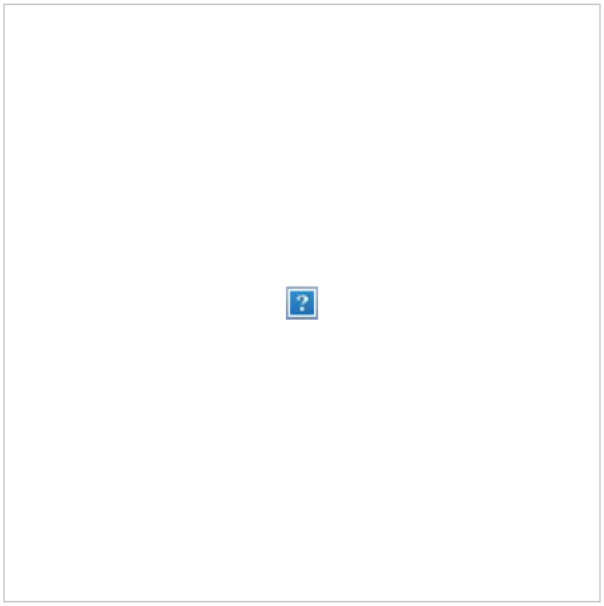
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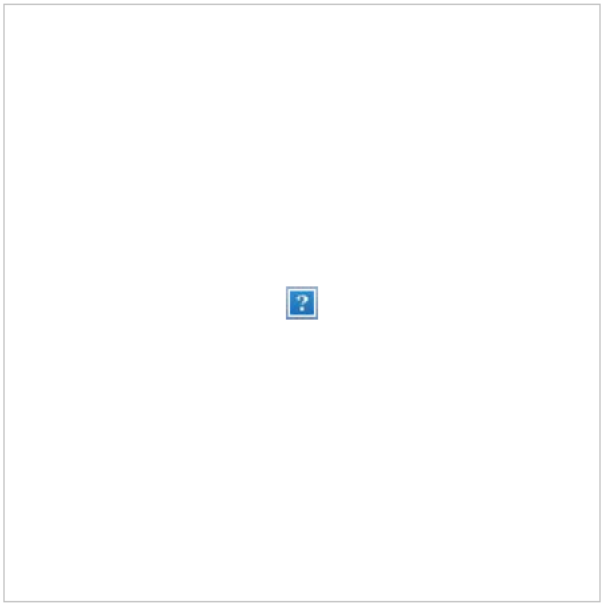
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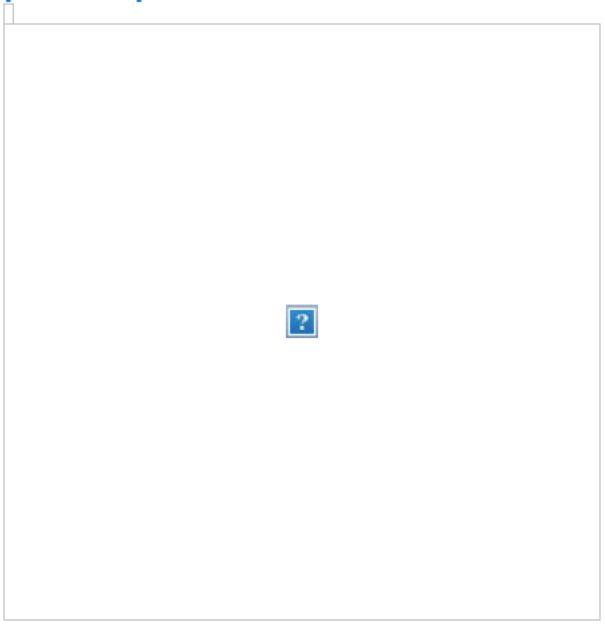
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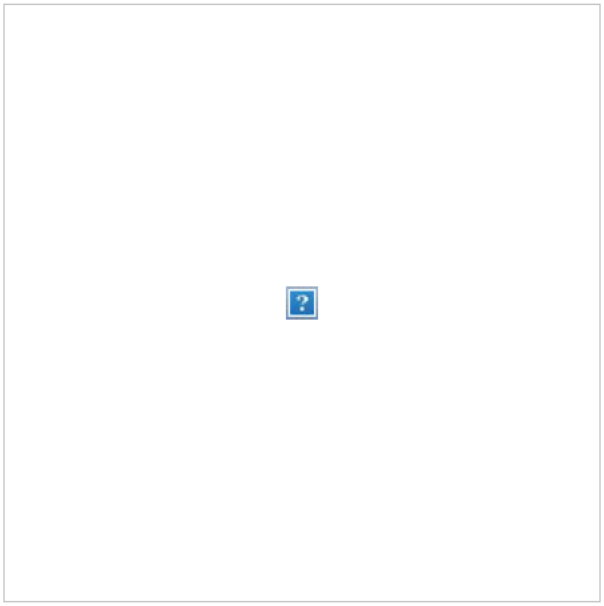
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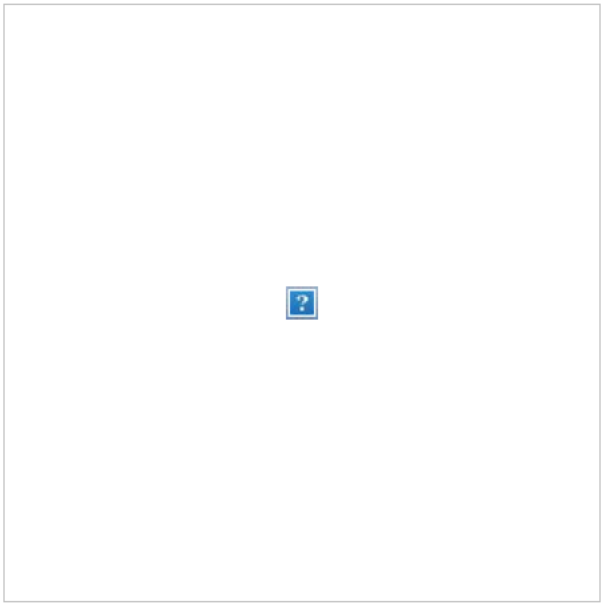
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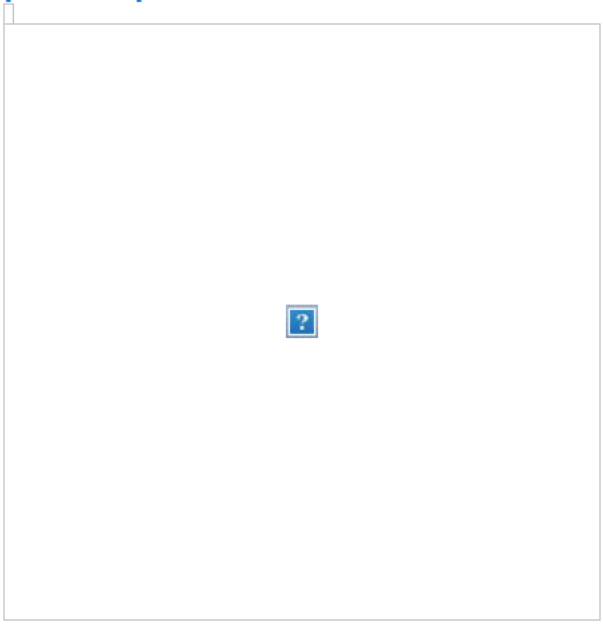
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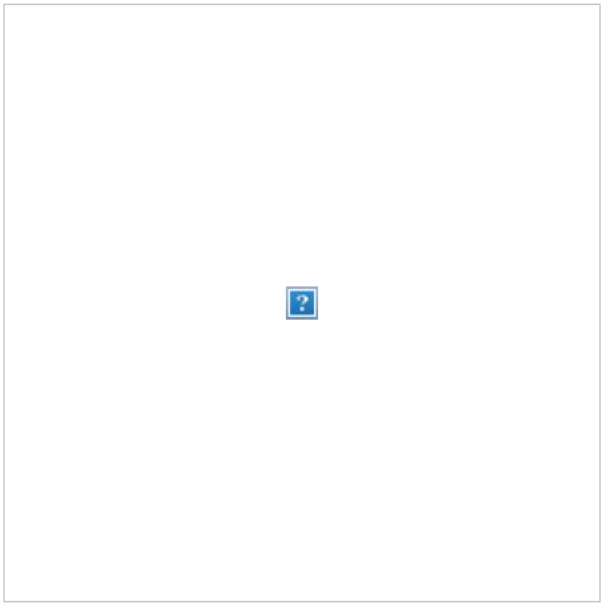
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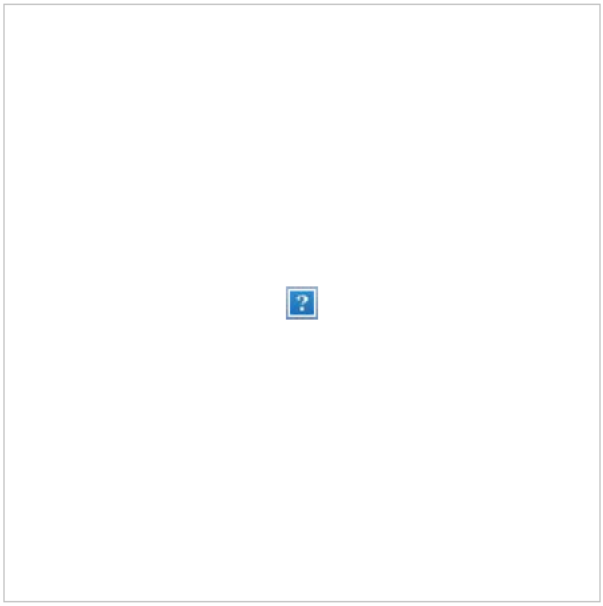
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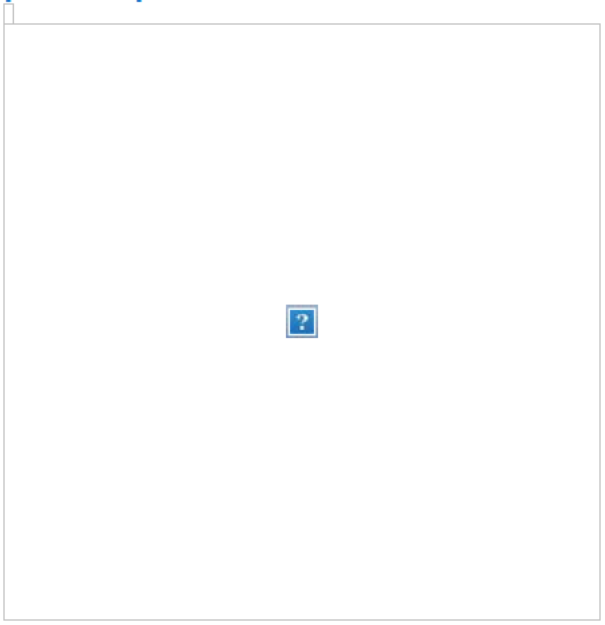
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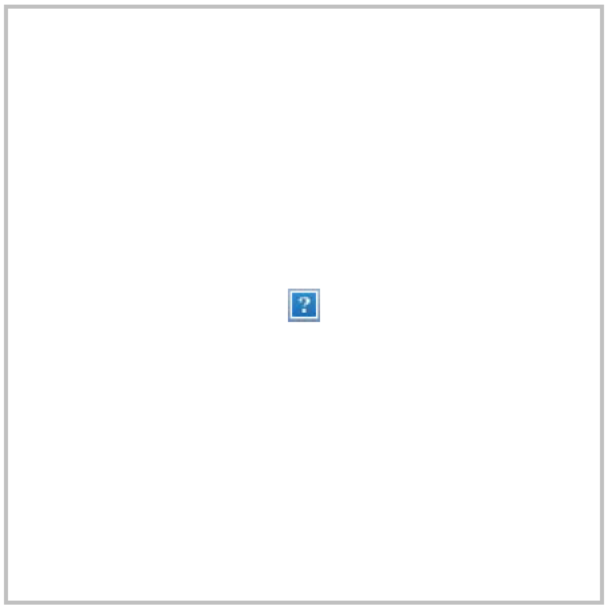
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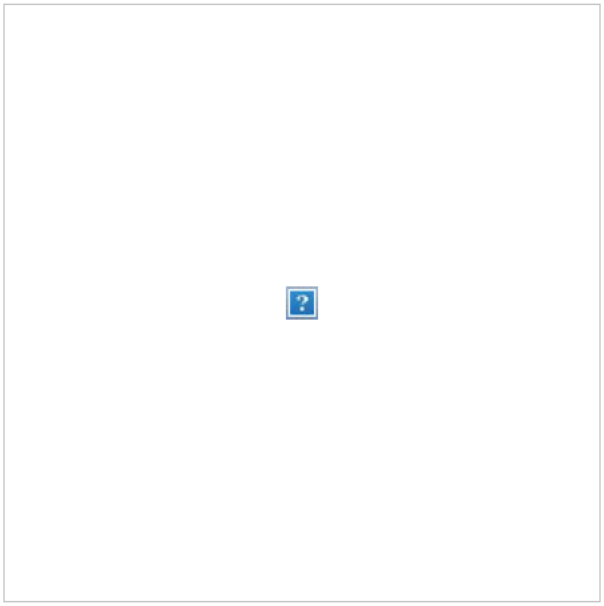


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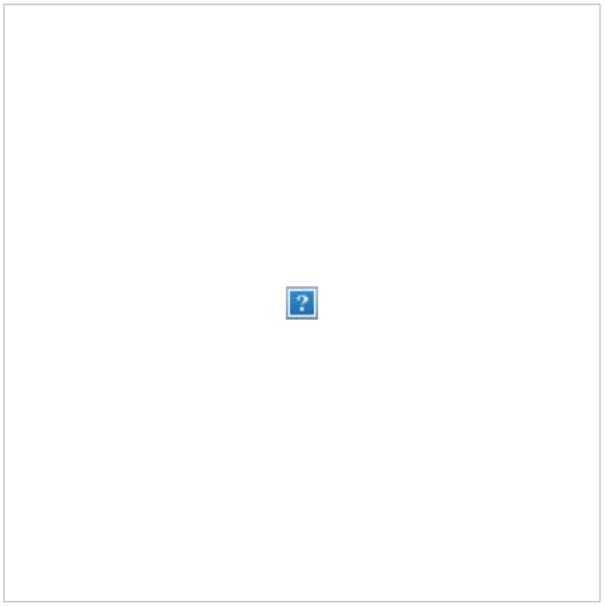
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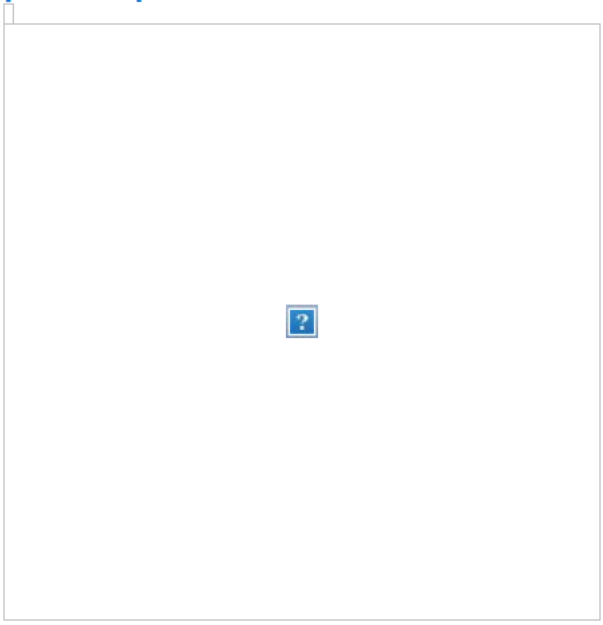
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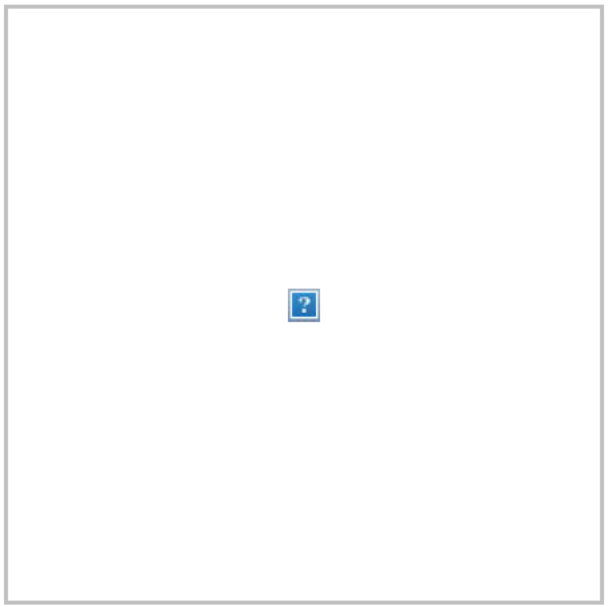
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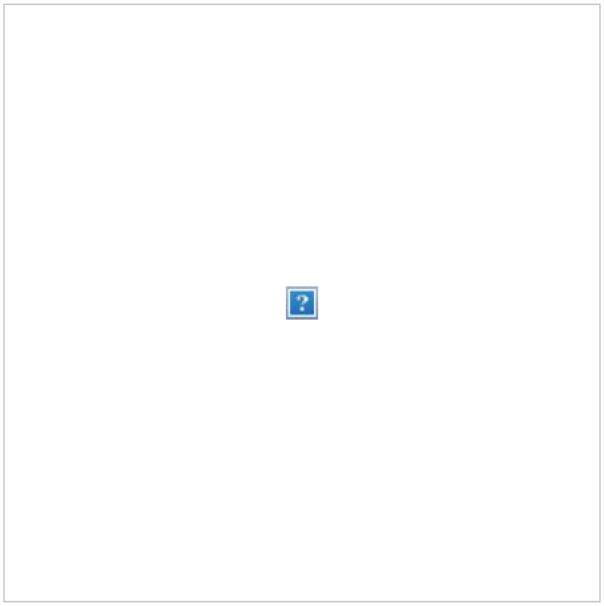
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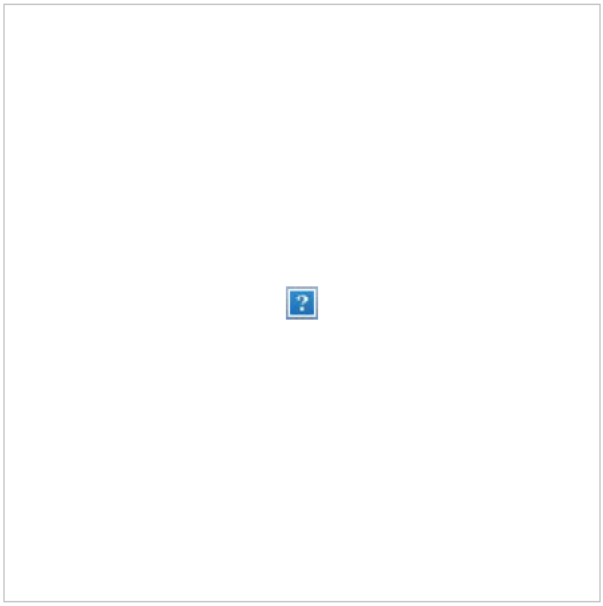
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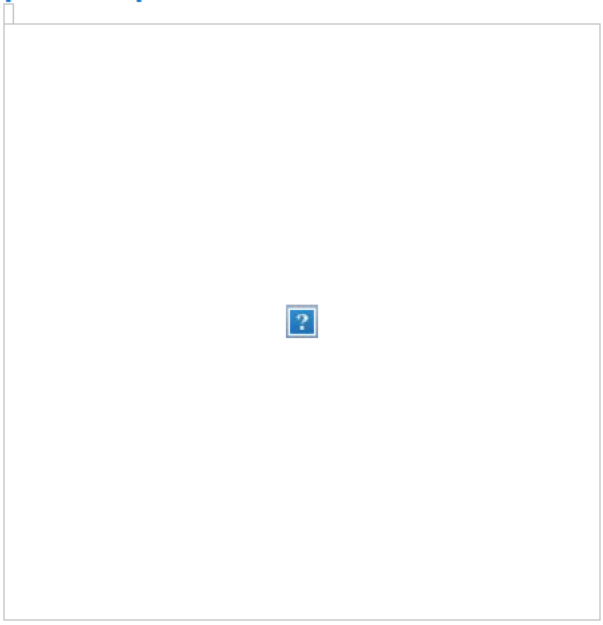
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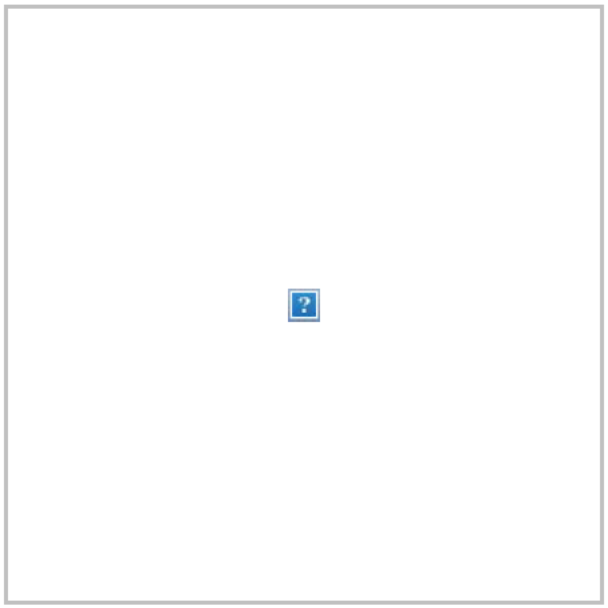
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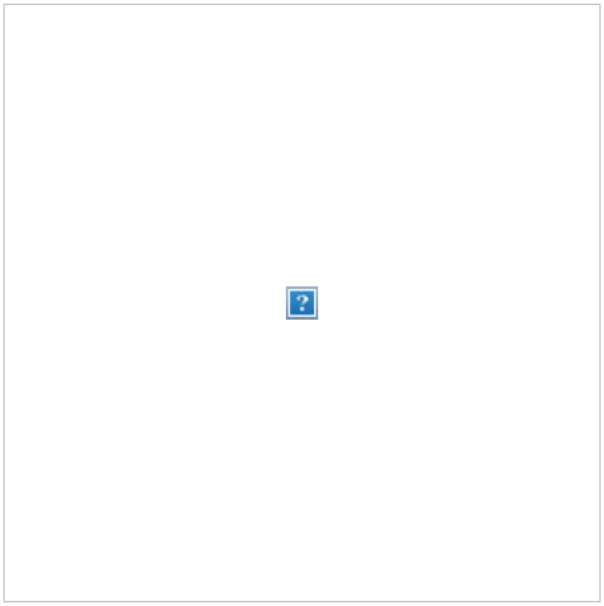


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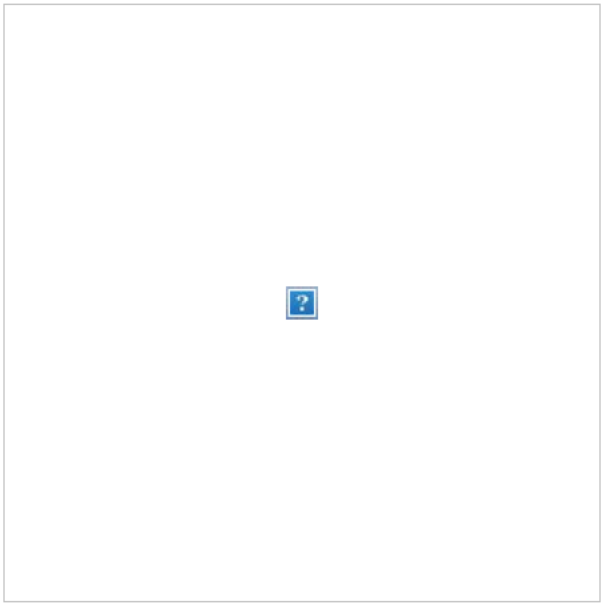
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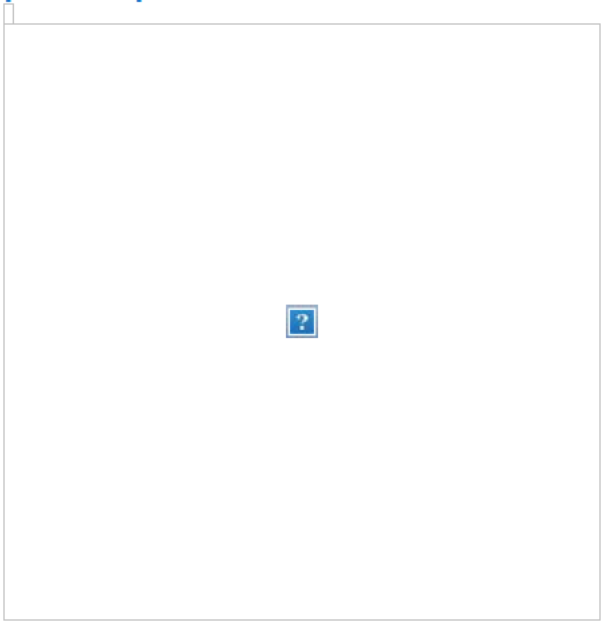
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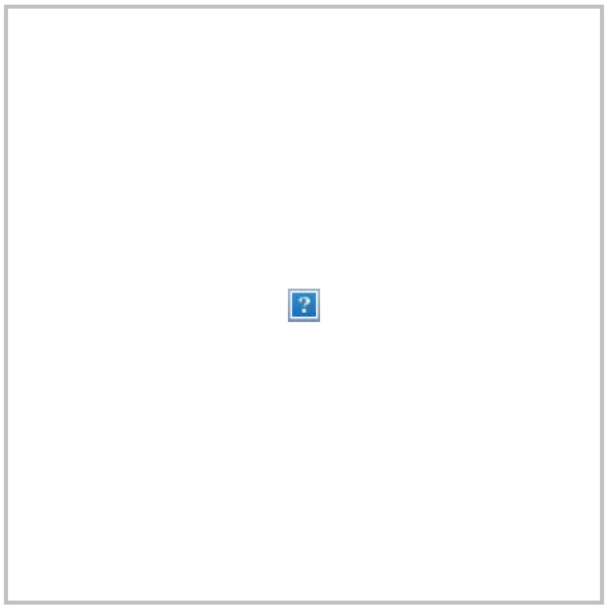
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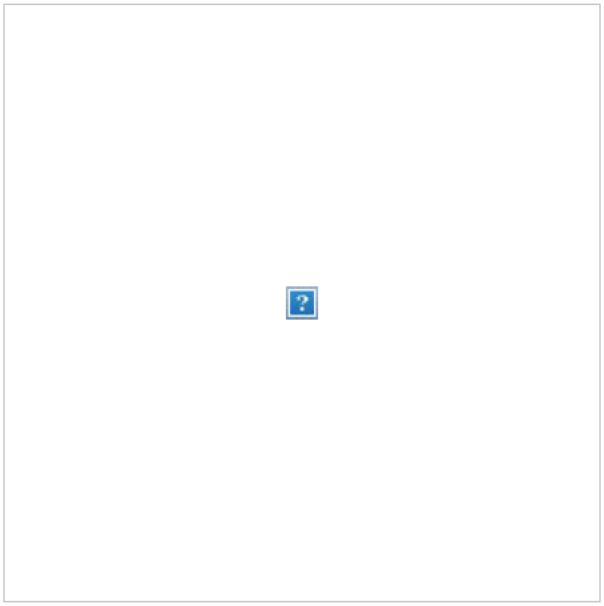
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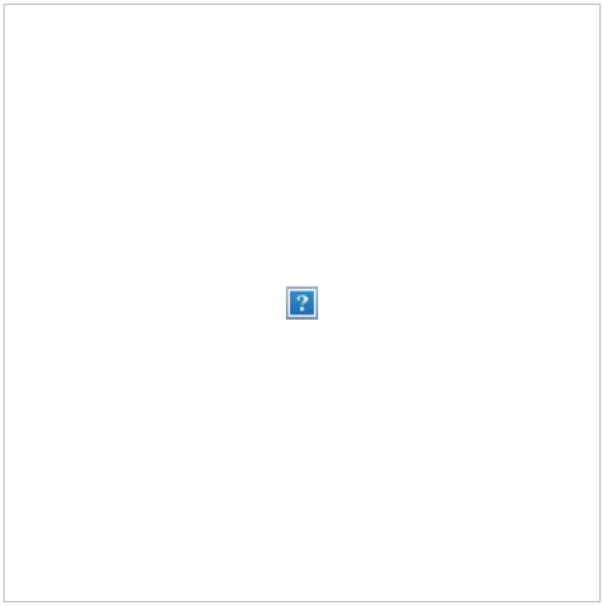
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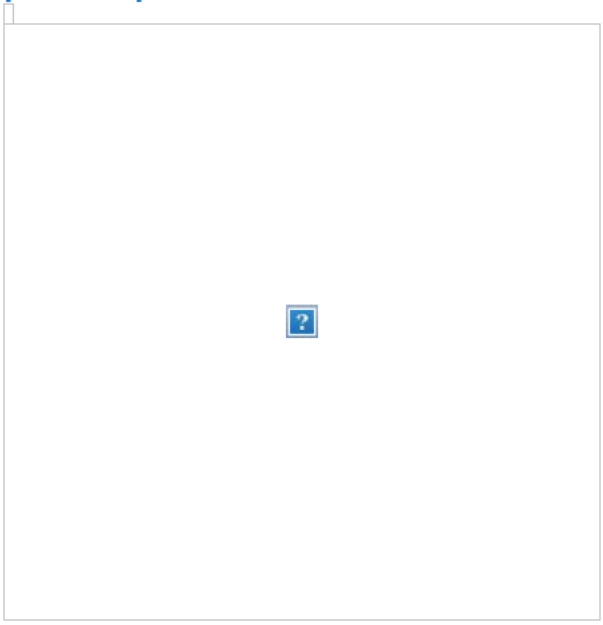
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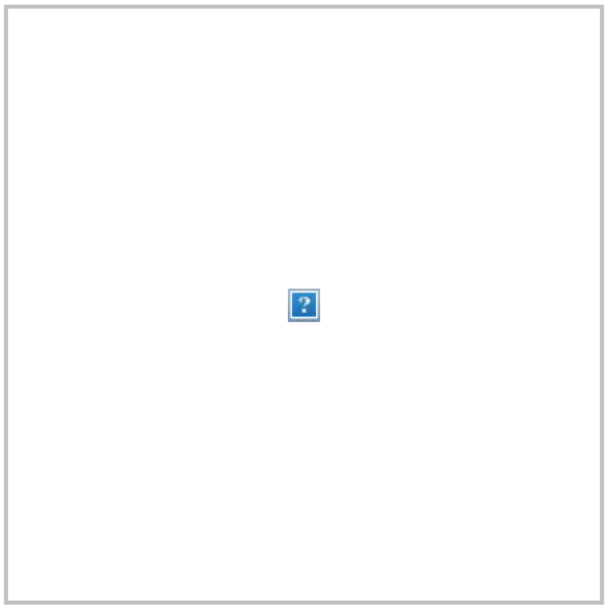
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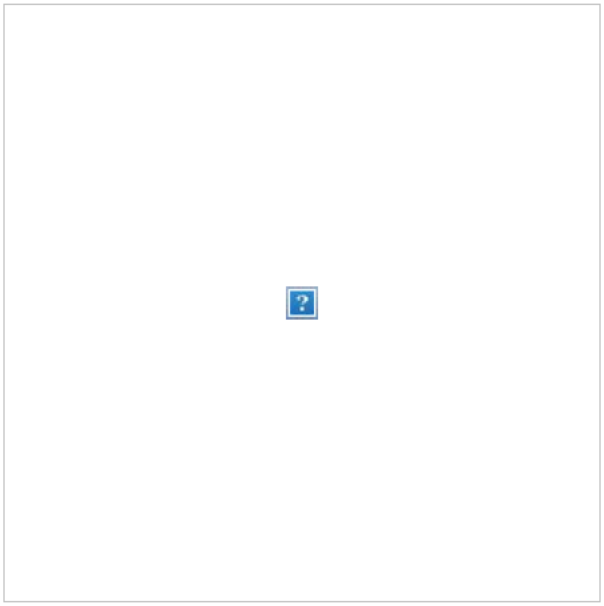
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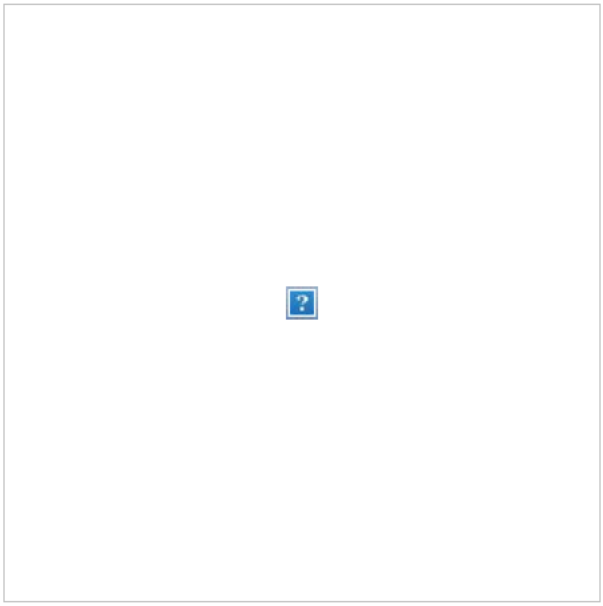
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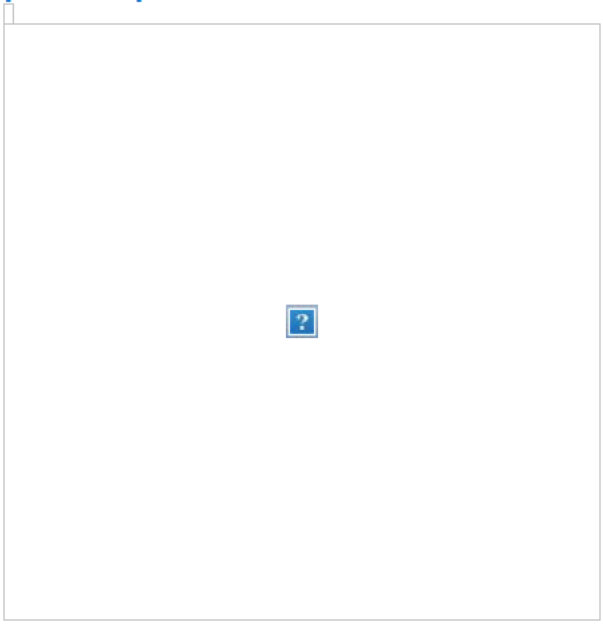
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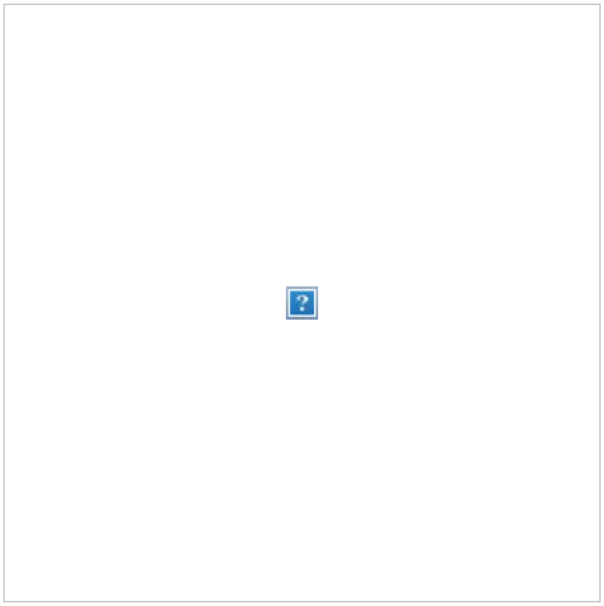
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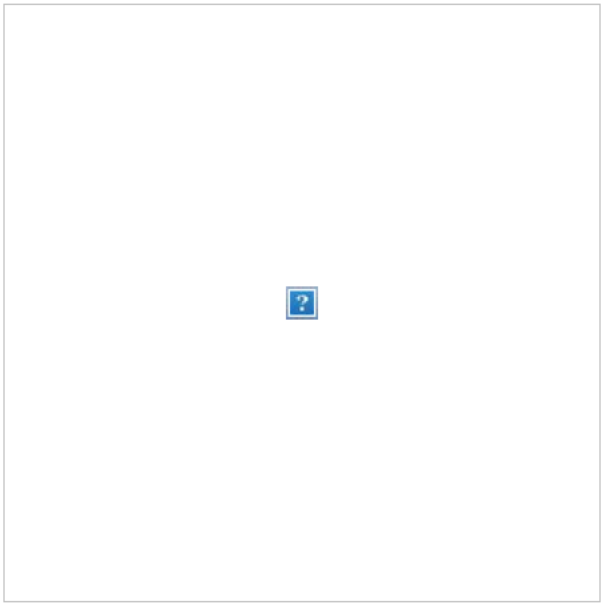
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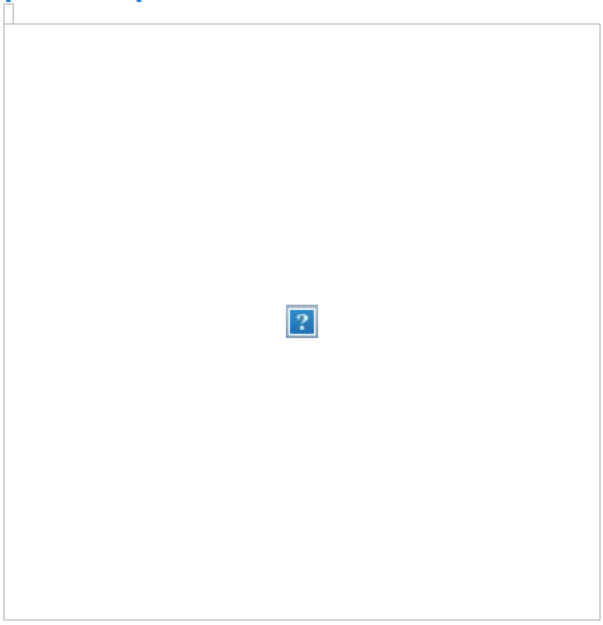
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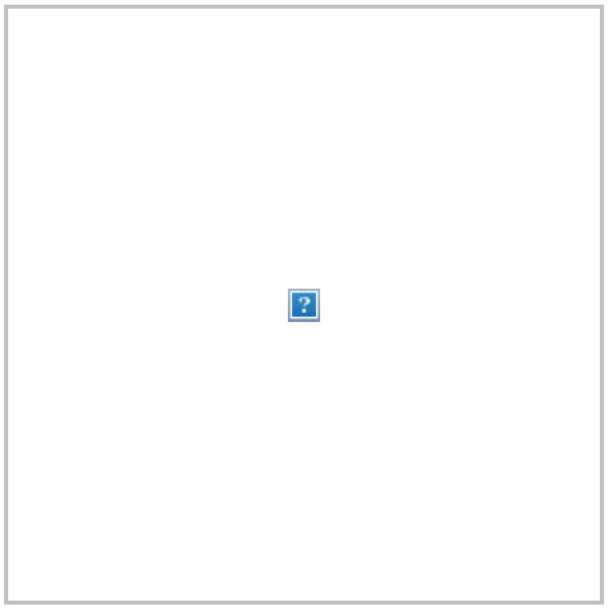
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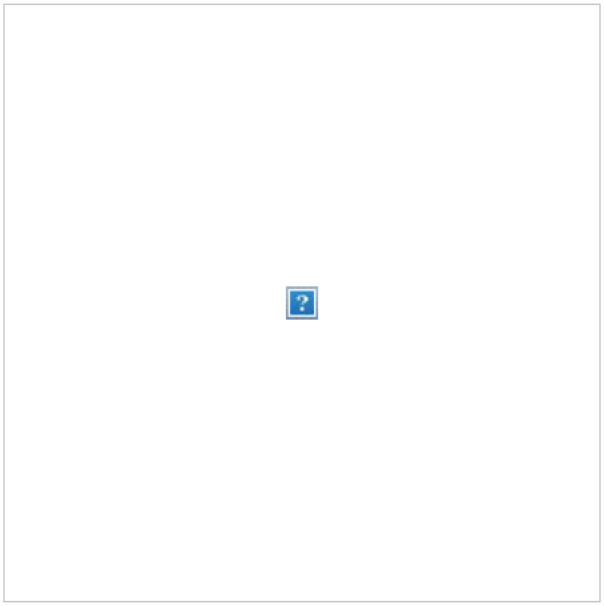
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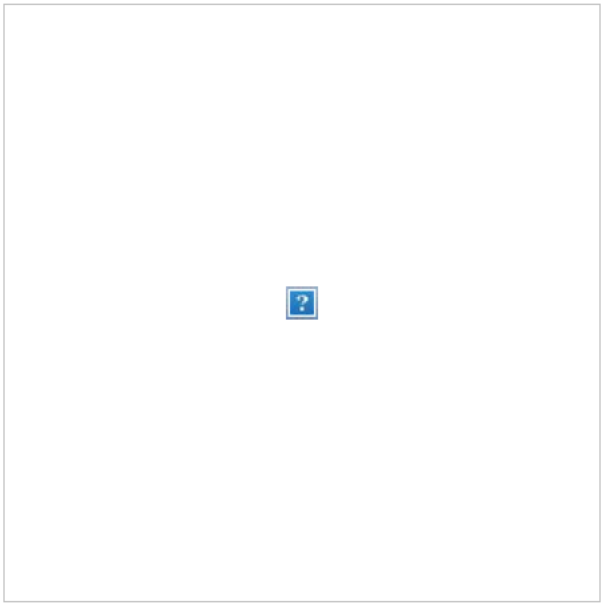
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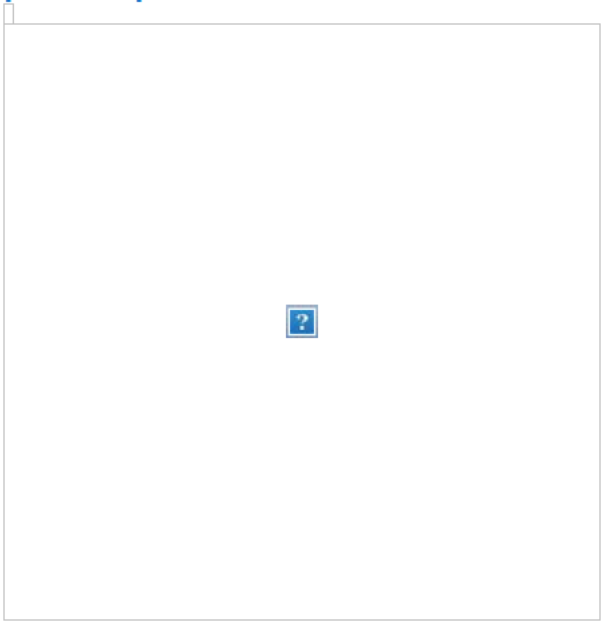
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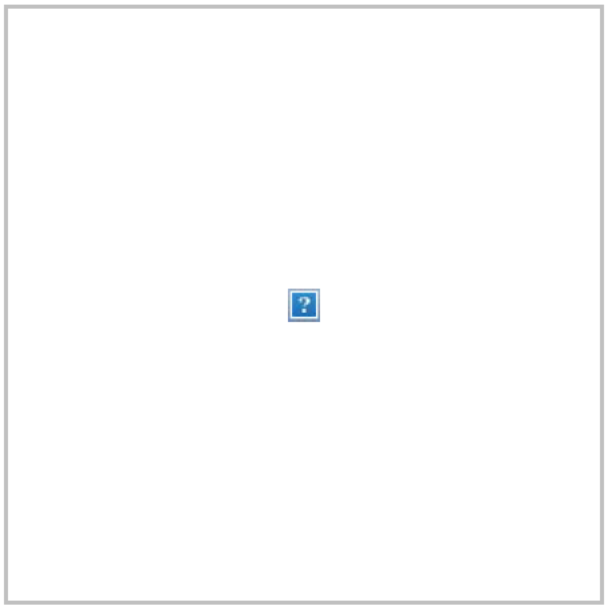
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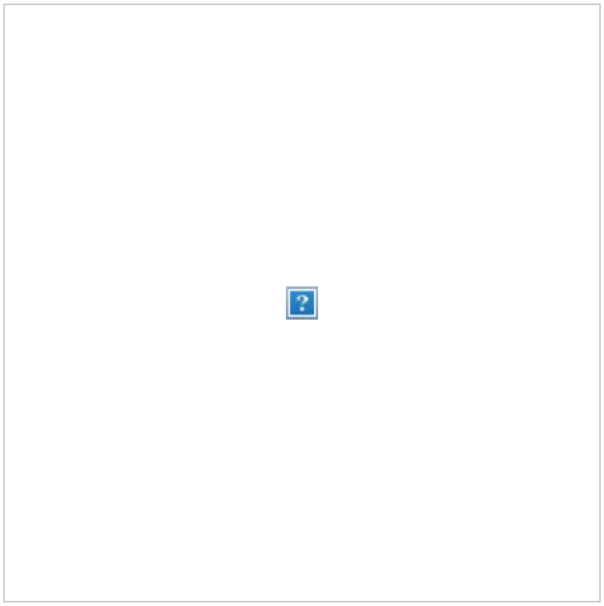
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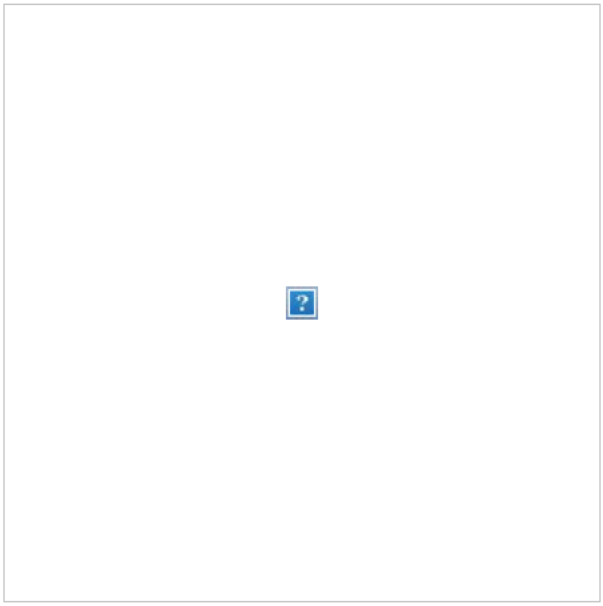
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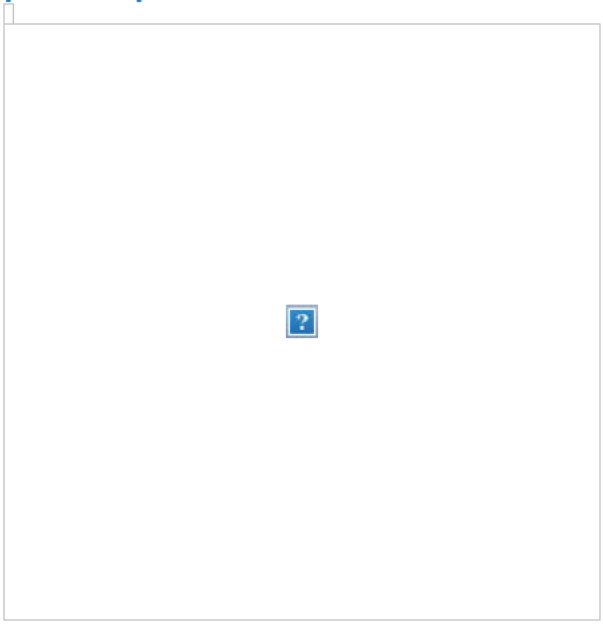
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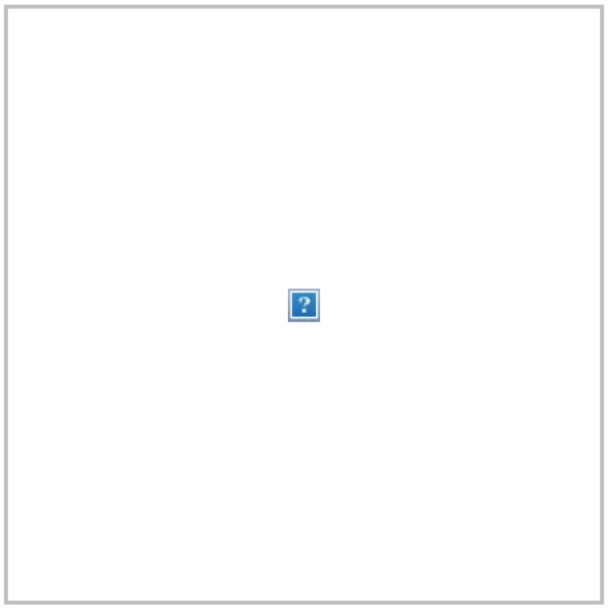
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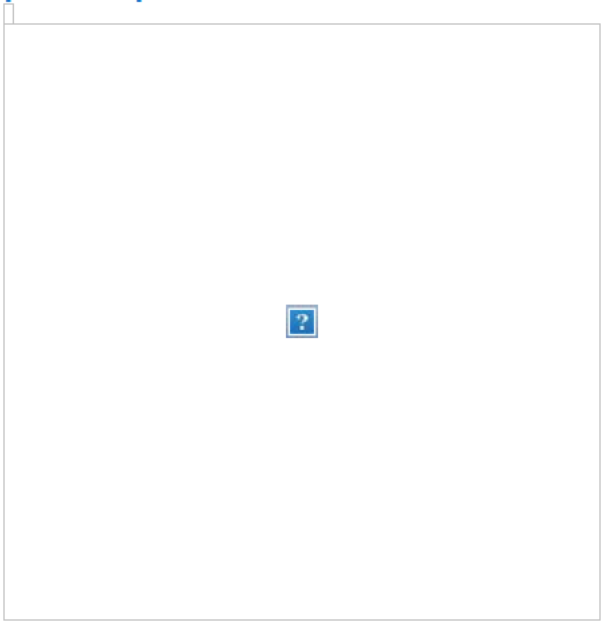
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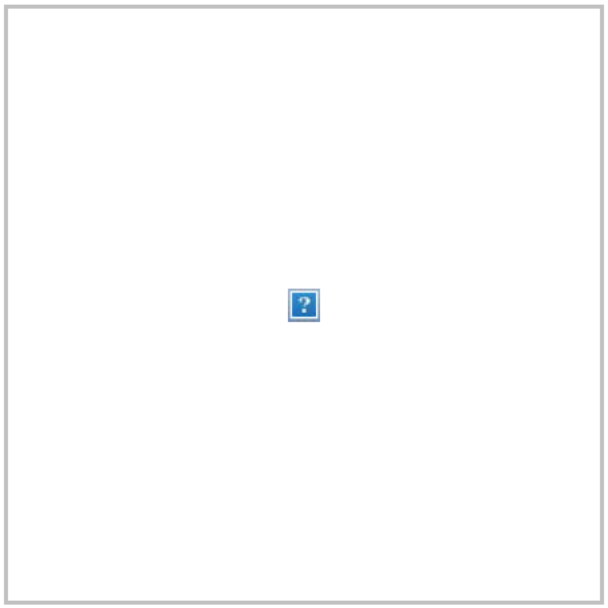
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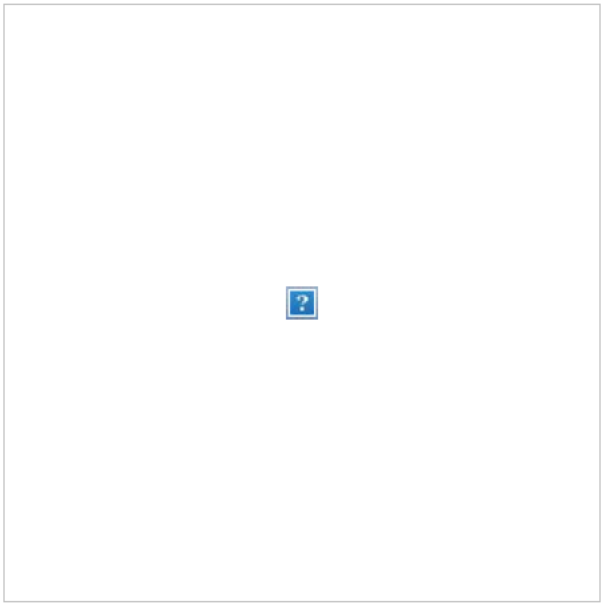


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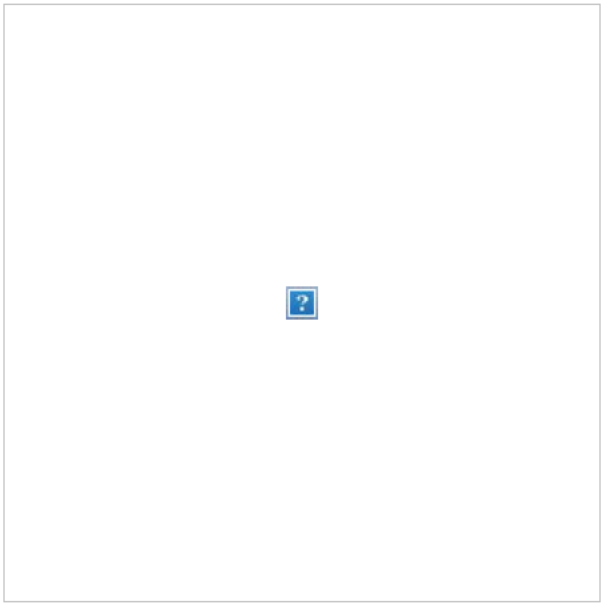
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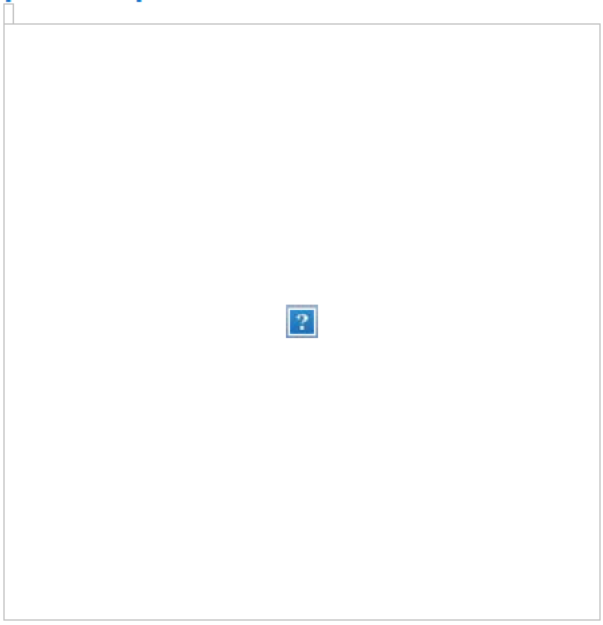
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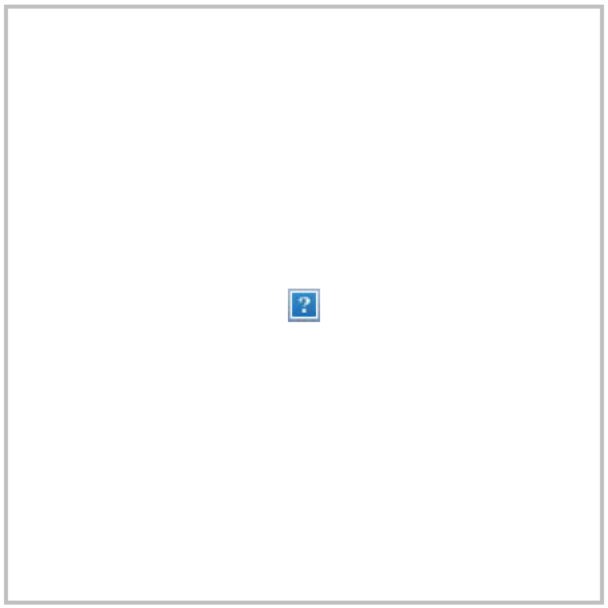
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From: PoliceOne Roll Call
To: Golenski, Michael (POL)
Subject: 5 dead in border pursuit crash; Bystander kills gunman who wounded 2
Date: Monday, June 18, 2018 7:45:13 PM

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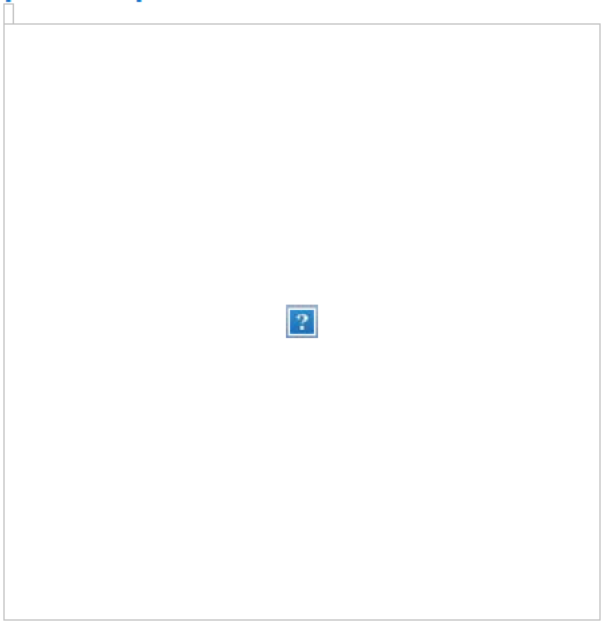
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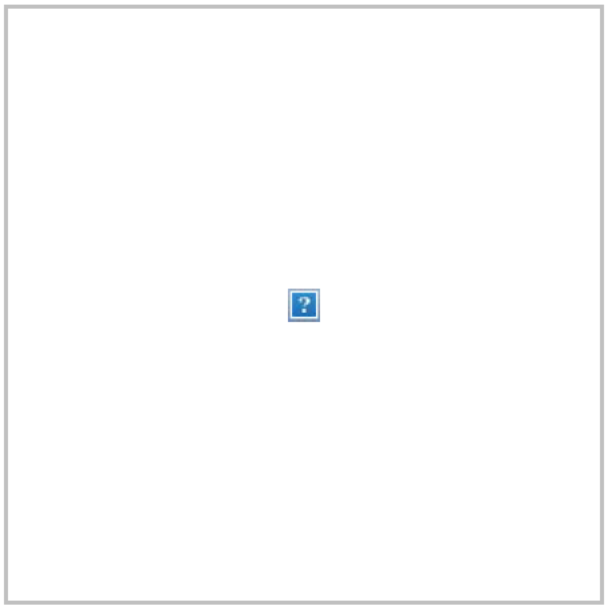
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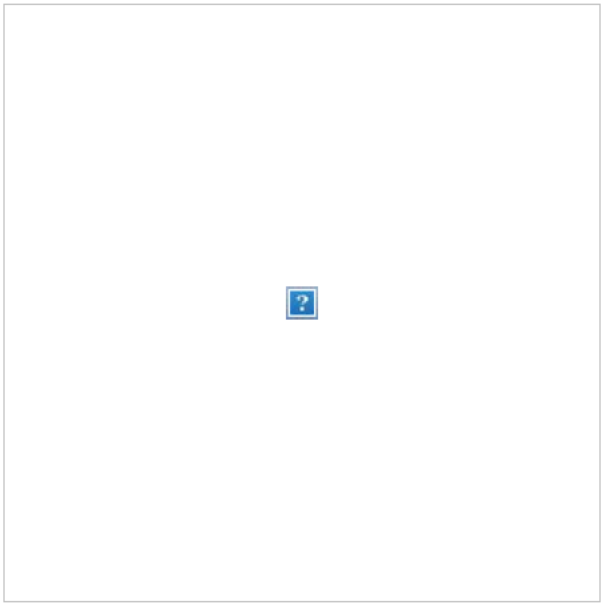
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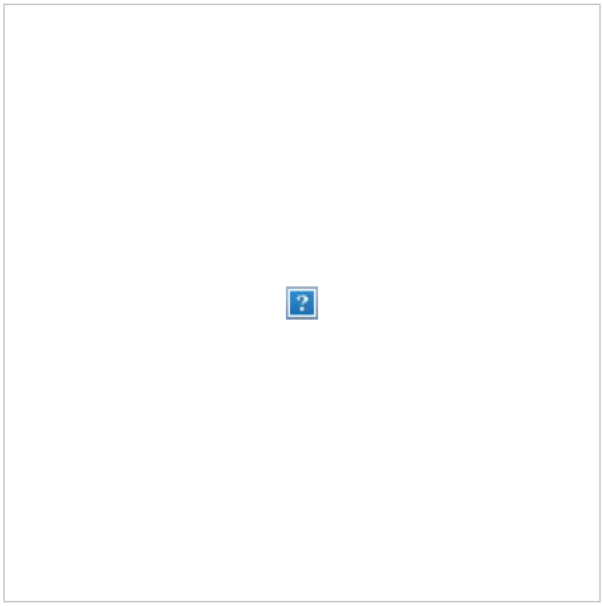
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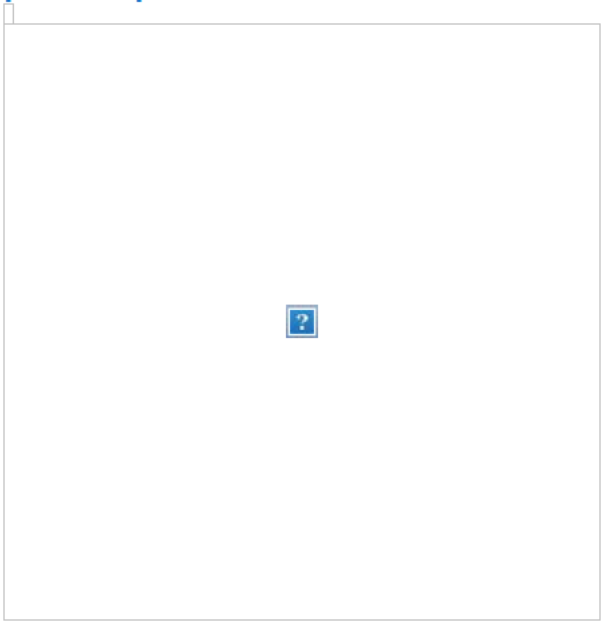
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From: APCO PSConnect
To: Walsh, Tammy (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 1:16:05 AM

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May 13, 2018

started 2 days ago, Rebecca Downing (3 replies)

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2. You can purchase a guideline from CALEA that... Dustin Buckner

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Call Taking

5. We give them four weeks for call-taking. They... Ashley Ahlquist

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May 13, 2018 2:07 AM
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------Original Message------

I would be interested in this as well.

Janet Nakamura
Communications/Records Supervisor
University of California, Riverside PD
3500 Canyon Crest Drive
Riverside, California 92521

janet.nakamura@ucr.edu
951-827-6189
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Sent: 05-12-2018 01:28
From: Janet Nakamura
Subject: CALEA Directives

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May 13, 2018 5:59 PM | view attached

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Colorado 911 Training Standards Committee
July 9-13, 2018 Delta County (Register at goo.gl/GxMXuh)
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Sent: 05-09-2018 14:56
From: Sonya Williams
Subject: Automatic License Plate Reader

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Sent: 05-09-2018 09:29
From: Karl Christian
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Lead Dispatch Communications Specialist
Tactical Dispatch Team Leader
Yavapai County Sheriff's Office
Prescott, AZ

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Original Message:
Sent: 05-06-2018 00:08
From: Diana Armistead
Subject: Call Taking

How long does your agency give for call taking training? Right now we give 6 weeks with an additional 2 if needed.

Diana Armistead
Training Coordinator
Coral Springs Police Department
Coral Springs, FL
darmistead@...
954-346-1744

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To: Garrity, Charles (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 1:15:28 AM

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Snohomish County 911
Everett, WA
kchristian@...
(425) 407-3908
SNOPAC 9-1-1 Emergency CommunicationsSNOPAC 9-1-1 Emergency CommunicationsSNOPAC 9-1-1 Emergency CommunicationsSNOPAC 9-1-1 Emergency CommunicationsSNOPAC 9-1-1 Emergency Communications
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top previous

5. Re: Call Taking

Reply to Group Reply to Sender

May 13, 2018 3:59 AM
Ashley Ahlquist

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Ashley Ahlquist
Lead Dispatch Communications Specialist
Tactical Dispatch Team Leader
Yavapai County Sheriff's Office
Prescott, AZ

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Original Message:
Sent: 05-06-2018 00:08
From: Diana Armistead
Subject: Call Taking

How long does your agency give for call taking training? Right now we give 6 weeks with an additional 2 if needed.

Diana Armistead
Training Coordinator
Coral Springs Police Department
Coral Springs, FL
darmistead@...
954-346-1744

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From: APCO PSConnect
To: Gleason, Kristin (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 1:15:17 AM

APCO Open Forum

Post New Message

May 13, 2018

started 2 days ago, Rebecca Downing (3 replies)

CALEA Directives

1. Does anyone know of any available employment... Rico Burnett
2. You can purchase a guideline from CALEA that... Dustin Buckner

started 4 days ago, Sonya Williams (1 reply)

Automatic License Plate Reader

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started 8 days ago, Diana Armistead (3 replies)

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5. We give them four weeks for call-taking. They... Ashley Ahlquist

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May 13, 2018 2:07 AM
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I would be interested in this as well.

Janet Nakamura
Communications/Records Supervisor
University of California, Riverside PD
3500 Canyon Crest Drive
Riverside, California 92521

janet.nakamura@ucr.edu
951-827-6189
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2. Re: CALEA Directives

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Sent: 05-12-2018 01:28
From: Janet Nakamura
Subject: CALEA Directives

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3. Re: Automatic License Plate Reader

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To: Williams, Shealynn (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 1:14:44 AM

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started 2 days ago, Rebecca Downing (3 replies)

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To: Prats, Andrew (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 1:14:10 AM

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started 2 days ago, Rebecca Downing (3 replies)

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To: Akerley-Hartman, Deborah (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 1:13:24 AM

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started 2 days ago, Rebecca Downing (3 replies)

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Coweta County E-911
Newnan, GA
dbuckner@coweta.ga.us
(770) 254-3911

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Original Message:
Sent: 05-12-2018 01:28
From: Janet Nakamura
Subject: CALEA Directives

I would be interested in this as well.

Janet Nakamura
Communications/Records Supervisor
University of California, Riverside PD
3500 Canyon Crest Drive
Riverside, California 92521

janet.nakamura@...
951-827-6189

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3. Re: Automatic License Plate Reader

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May 13, 2018 5:59 PM | view attached

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From: APCO PSConnect
To: Wainscott, Kelli (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 1:09:56 AM

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May 13, 2018

started 2 days ago, Rebecca Downing (3 replies)

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From: APCO PSConnect
To: Snow, Corrine (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 1:07:46 AM

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started 2 days ago, Rebecca Downing (3 replies)

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From: APCO PSConnect
To: Waleszczyk, Nicholas (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 1:06:07 AM

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started 2 days ago, Rebecca Downing (3 replies)

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To: Cheverie, Peter (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
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Everett, WA
kchristian@...
(425) 407-3908
SNOPAC 9-1-1 Emergency CommunicationsSNOPAC 9-1-1 Emergency CommunicationsSNOPAC 9-1-1 Emergency CommunicationsSNOPAC 9-1-1 Emergency CommunicationsSNOPAC 9-1-1 Emergency Communications
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May 13, 2018 3:59 AM
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Yavapai County Sheriff's Office
Prescott, AZ

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Sent: 05-06-2018 00:08
From: Diana Armistead
Subject: Call Taking

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Diana Armistead
Training Coordinator
Coral Springs Police Department
Coral Springs, FL
darmistead@...
954-346-1744

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From: APCO PSConnect
To: Garrity, Charles (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 1:05:08 AM

APCO Open Forum

Post New Message

May 13, 2018

started 2 days ago, Rebecca Downing (3 replies)

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1. Does anyone know of any available employment... Rico Burnett
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University of California, Riverside PD
3500 Canyon Crest Drive
Riverside, California 92521

janet.nakamura@ucr.edu
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To: Hurst, Christopher (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 1:03:03 AM

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To: Ouimette, Kendra (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
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Subject: CALEA Directives

I would be interested in this as well.

Janet Nakamura
Communications/Records Supervisor
University of California, Riverside PD
3500 Canyon Crest Drive
Riverside, California 92521

janet.nakamura@...
951-827-6189

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3. Re: Automatic License Plate Reader

Reply to Group Reply to Sender

May 13, 2018 5:59 PM | view attached

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From: Sonya Williams
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Emergency Services Dispatch Supervisor
Cincinnati Emergency Communications Center
Cincinnati, OH
sonya.williams@...
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4. Re: 911 Call Answered At Dispatch Positions

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Coral Springs, FL
darmistead@...
954-346-1744

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From: APCO PSConnect
To: Gordon, Victoria (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:57:49 AM

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May 13, 2018

started 2 days ago, Rebecca Downing (3 replies)

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To: Hastings, Erin (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:56:55 AM

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started 2 days ago, Rebecca Downing (3 replies)

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To: Dunbar, Cameron (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:54:04 AM

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started 2 days ago, Rebecca Downing (3 replies)

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Lead Dispatch Communications Specialist
Tactical Dispatch Team Leader
Yavapai County Sheriff's Office
Prescott, AZ

Reply to Group via Email **Forward** **Reply to Sender via Email**

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Original Message:
Sent: 05-06-2018 00:08
From: Diana Armistead
Subject: Call Taking

How long does your agency give for call taking training? Right now we give 6 weeks with an additional 2 if needed.

Diana Armistead
Training Coordinator
Coral Springs Police Department
Coral Springs, FL
darmistead@...
954-346-1744

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From: APCO PSConnect
To: Puckett, Daniel (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:52:25 AM

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May 13, 2018

started 2 days ago, Rebecca Downing (3 replies)

CALEA Directives

1. Does anyone know of any available employment... Rico Burnett
2. You can purchase a guideline from CALEA that... Dustin Buckner

started 4 days ago, Sonya Williams (1 reply)

Automatic License Plate Reader

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I would be interested in this as well.

Janet Nakamura
Communications/Records Supervisor
University of California, Riverside PD
3500 Canyon Crest Drive
Riverside, California 92521

janet.nakamura@ucr.edu
951-827-6189
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2. Re: CALEA Directives

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Newnan, GA
dbuckner@coweta.ga.us
(770) 254-3911

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Sent: 05-12-2018 01:28
From: Janet Nakamura
Subject: CALEA Directives

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Communications/Records Supervisor
University of California, Riverside PD
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3. Re: Automatic License Plate Reader

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Emergency Services Dispatch Supervisor
Cincinnati Emergency Communications Center
Cincinnati, OH
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From: Karl Christian
Subject: 911 Call Answered At Dispatch Positions

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To: Bokor, Scott (POL)
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To: Simmons, John (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:51:44 AM

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started 2 days ago, Rebecca Downing (3 replies)

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Cincinnati, OH
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To: Costello, Paul (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:51:37 AM

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started 2 days ago, Rebecca Downing (3 replies)

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May 13, 2018 5:59 PM | view attached

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Emergency Services Dispatch Supervisor
Cincinnati Emergency Communications Center
Cincinnati, OH
sonya.williams@...
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From: Karl Christian
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Subject: Call Taking

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Training Coordinator
Coral Springs Police Department
Coral Springs, FL
darmistead@...
954-346-1744

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From: APCO PSConnect
To: Berube, Stephen (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:50:39 AM

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May 13, 2018

started 2 days ago, Rebecca Downing (3 replies)

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To: Demers, Joanne (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:50:36 AM

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To: Gleason, Kristin (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:50:34 AM

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From: Diana Armistead
Subject: Call Taking

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Diana Armistead
Training Coordinator
Coral Springs Police Department
Coral Springs, FL
darmistead@...
954-346-1744

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From: APCO PSConnect
To: Maxwell, Michael (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:50:22 AM

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May 13, 2018

started 2 days ago, Rebecca Downing (3 replies)

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1. Does anyone know of any available employment... Rico Burnett
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Communications/Records Supervisor
University of California, Riverside PD
3500 Canyon Crest Drive
Riverside, California 92521

janet.nakamura@ucr.edu
951-827-6189
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To: Ruggiero, John (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
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CO, United States
Colorado 911 Training Standards Committee
July 9-13, 2018 Delta County (Register at goo.gl/GxMXuh)
October 1-5, 2018 Weld County (Register at goo.gl/uySZny)

Reply to Group via Email **Forward** **Reply to Sender via Email**

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Original Message:
Sent: 05-09-2018 14:56
From: Sonya Williams
Subject: Automatic License Plate Reader

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Emergency Services Dispatch Supervisor
Cincinnati Emergency Communications Center
Cincinnati, OH
sonya.williams@...
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4. Re: 911 Call Answered At Dispatch Positions

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May 13, 2018 5:49 PM
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May 13, 2018 3:59 AM
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Sent: 05-06-2018 00:08
From: Diana Armistead
Subject: Call Taking

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Training Coordinator
Coral Springs Police Department
Coral Springs, FL
darmistead@...
954-346-1744

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From: APCO PSConnect
To: Quinn, Heather (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:37:53 AM

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May 13, 2018

started 2 days ago, Rebecca Downing (3 replies)

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1. Does anyone know of any available employment... Rico Burnett
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Date: Monday, May 14, 2018 12:35:42 AM

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To: McPherson, Patrick (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:35:38 AM

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started 2 days ago, Rebecca Downing (3 replies)

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From: APCO PSConnect
To: Santiago, Ervin (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:30:58 AM

APCO Open Forum

Post New Message

May 13, 2018

started 2 days ago, Rebecca Downing (3 replies)

CALEA Directives

1. Does anyone know of any available employment... Rico Burnett
2. You can purchase a guideline from CALEA that... Dustin Buckner

started 4 days ago, Sonya Williams (1 reply)

Automatic License Plate Reader

3. This SOP is primarily patrol-side, with the big... Katherine Curtis

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4. My agency is a small single-discipline PSAP. ... Katherine Curtis

started 8 days ago, Diana Armistead (3 replies)

Call Taking

5. We give them four weeks for call-taking. They... Ashley Ahlquist

top next

1. Re: CALEA Directives

Reply to Group | Reply to Sender

May 13, 2018 2:07 AM
Rico Burnett

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------Original Message------

I would be interested in this as well.

Janet Nakamura
Communications/Records Supervisor
University of California, Riverside PD
3500 Canyon Crest Drive
Riverside, California 92521

janet.nakamura@ucr.edu
951-827-6189
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May 13, 2018 9:48 PM
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Coweta County E-911
Newnan, GA
dbuckner@coweta.ga.us
(770) 254-3911

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Original Message:
Sent: 05-12-2018 01:28
From: Janet Nakamura
Subject: CALEA Directives

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3. Re: Automatic License Plate Reader

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May 13, 2018 5:59 PM | view attached

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From: Sonya Williams
Subject: Automatic License Plate Reader

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I am looking for SOPs related to Automatic License Plate Reader (ALPR). If your agency uses LPR and you would be willing to share your policy as it relates to the communications center I would greatly appreciate it. Thanks in advance!!

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Cincinnati, OH
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Sent: 05-09-2018 09:29
From: Karl Christian
Subject: 911 Call Answered At Dispatch Positions

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From: Diana Armistead
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Coral Springs, FL
darmistead@...
954-346-1744

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From: APCO PSConnect
To: Thomas, Jeffrey J (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
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To: McCoy, Charles (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:29:17 AM

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started 2 days ago, Rebecca Downing (3 replies)

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From: APCO PSConnect
To: Gentile, Megan (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:21:07 AM

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From: APCO PSConnect
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Emergency Services Dispatch Supervisor
Cincinnati Emergency Communications Center
Cincinnati, OH
sonya.williams@...
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top previous next

4. Re: 911 Call Answered At Dispatch Positions

Reply to Group | Reply to Sender

May 13, 2018 5:49 PM
Katherine Curtis

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Sent: 05-09-2018 09:29
From: Karl Christian
Subject: 911 Call Answered At Dispatch Positions

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May 13, 2018 3:59 AM
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Sent: 05-06-2018 00:08
From: Diana Armistead
Subject: Call Taking

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Diana Armistead
Training Coordinator
Coral Springs Police Department
Coral Springs, FL
darmistead@...
954-346-1744

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From: APCO PSConnect
To: Hurton, Samantha (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:18:40 AM

APCO Open Forum

Post New Message

May 13, 2018

started 2 days ago, Rebecca Downing (3 replies)

CALEA Directives

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To: Collins, Richard (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:18:32 AM

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From: APCO PSConnect
To: Hutchins, Christopher (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:18:27 AM

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Communications/Records Supervisor
University of California, Riverside PD
3500 Canyon Crest Drive
Riverside, California 92521

janet.nakamura@ucr.edu
951-827-6189
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Subject: CALEA Directives

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From: APCO PSConnect
To: Kilmain, Kevin (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:16:25 AM

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started 2 days ago, Rebecca Downing (3 replies)

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To: Annunziata, Nichole (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:16:23 AM

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To: Barstow, Matthew (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:15:48 AM

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CO, United States
Colorado 911 Training Standards Committee
July 9-13, 2018 Delta County (Register at goo.gl/GxMXuh)
October 1-5, 2018 Weld County (Register at goo.gl/uySZny)

Reply to Group via Email **Forward** **Reply to Sender via Email**

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Original Message:
Sent: 05-09-2018 09:29
From: Karl Christian
Subject: 911 Call Answered At Dispatch Positions

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Operations Manager
Snohomish County 911
Everett, WA
kchristian@...
(425) 407-3908
SNOPAC 9-1-1 Emergency CommunicationsSNOPAC 9-1-1 Emergency CommunicationsSNOPAC 9-1-1 Emergency CommunicationsSNOPAC 9-1-1 Emergency CommunicationsSNOPAC 9-1-1 Emergency Communications
---



May 13, 2018 3:59 AM
Ashley Ahlquist

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Ashley Ahlquist
Lead Dispatch Communications Specialist
Tactical Dispatch Team Leader
Yavapai County Sheriff's Office
Prescott, AZ

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Original Message:
Sent: 05-06-2018 00:08
From: Diana Armistead
Subject: Call Taking

How long does your agency give for call taking training? Right now we give 6 weeks with an additional 2 if needed.

Diana Armistead
Training Coordinator
Coral Springs Police Department
Coral Springs, FL
darmistead@...
954-346-1744

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From: APCO PSConnect
To: Keville, Thomas J
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:13:29 AM

APCO Open Forum

Post New Message

May 13, 2018

started 2 days ago, Rebecca Downing (3 replies)

CALEA Directives

1. Does anyone know of any available employment... Rico Burnett
2. You can purchase a guideline from CALEA that... Dustin Buckner

started 4 days ago, Sonya Williams (1 reply)

Automatic License Plate Reader

3. This SOP is primarily patrol-side, with the big... Katherine Curtis

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started 8 days ago, Diana Armistead (3 replies)

Call Taking

5. We give them four weeks for call-taking. They... Ashley Ahlquist

top next

1. Re: CALEA Directives

Reply to Group | Reply to Sender

May 13, 2018 2:07 AM
Rico Burnett

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------Original Message------

I would be interested in this as well.

Janet Nakamura
Communications/Records Supervisor
University of California, Riverside PD
3500 Canyon Crest Drive
Riverside, California 92521

janet.nakamura@ucr.edu
951-827-6189
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2. Re: CALEA Directives

Reply to Group Reply to Sender

May 13, 2018 9:48 PM
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Dustin Buckner
Training Officer
Coweta County E-911
Newnan, GA
dbuckner@coweta.ga.us
(770) 254-3911

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Original Message:
Sent: 05-12-2018 01:28
From: Janet Nakamura
Subject: CALEA Directives

I would be interested in this as well.

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Communications/Records Supervisor
University of California, Riverside PD
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3. Re: Automatic License Plate Reader

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May 13, 2018 5:59 PM | view attached

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Sent: 05-09-2018 14:56
From: Sonya Williams
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Good afternoon all,

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Emergency Services Dispatch Supervisor
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Cincinnati, OH
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From: APCO PSConnect
To: MacDonald, Barbara (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 12:10:40 AM

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May 13, 2018

started 2 days ago, Rebecca Downing (3 replies)

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From: APCO PSConnect
To: Purinton, Ellen (POL)
Subject: APCO Open Forum Digest for Sunday May 13, 2018
Date: Monday, May 14, 2018 1:17:15 AM

APCO Open Forum

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subscription to "No Emails" or click here.

From: John Tedona
To: Egnitz, Brian (POL)
Subject: Automatic reply: Data sharing
Date: Tuesday, January 23, 2018 1:24:51 PM

Thank You for your email. I am out of the office on business through Friday January 26th and will have limited access to email. If you require immediate assistance for ALPR products please contact Customer Support at 833-747-7577 Option 1 for sales; Option 2 for support.

Thank You

John Tedona

From: Nate Maloney
To: Guen, John (POL)
Subject: Big news at Leonardo! Two product releases you"ll want to know about.
Date: Wednesday, May 16, 2018 1:21:18 PM

Leonardo

After years of research and development, we are proud to announce the release of two innovative technology solutions: the **ELSAG Make,Type and Color** Recognition software (MTC) and the **ELSAG Cloud Storage Solution** (ECSS).

ELSAG MTC

The MTC uses advanced computer vision software that enables ELSAG automatic license plate readers to process features beyond the plate number. The software can now identify the vehicle's make and type such as sedan, SUV, box truck as well as its general color. It can also identify unique features on the vehicle such as roof racks, spare tires, bumper stickers or ride sharing company decals.

Now, if an eyewitness can't provide a full plate number, the investigator will be able to search the database of scanned plates in that area and use other descriptors such as body type, unique features and the color of the car involved.

This software is available as an add-on to our ELSAG Enterprise Operations Center and end users can choose between a hardware or cloud-based solution.

ELSAG ECSS

The ELSAG Cloud Storage Solution is a CJIS-compliant virtual server that Leonardo established to assist agencies with the IT responsibilities that managing an ALPR server creates. This means end users can focus on investigations while Leonardo takes care of any server IT issues. It also reduces infrastructure costs end users would incur when purchasing and maintaining their own server.

The ECSS allows end users to retain complete ownership and control of their data and is the perfect resource for smaller agencies that may have limited IT support and budget.

Leonardo is committed to offering you cutting-edge solutions to help you reduce crime, manage your costs and work more efficiently. Let us know if you'd like to know more about either of these new technologies.

Nate Maloney

Vice President of Marketing & Communications

Selex ES Inc., a Leonardo Company. 4221 Tudor Lane Greensboro, NC 27410-8105 USA

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From: Officer.com
To: Curtin, Timothy (POL)
Subject: Big News from Leonardo: Two Tech Products Just Released!
Date: Wednesday, May 30, 2018 12:03:22 PM

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Officer.com
SouthComm Business Media, LLC
1233 Janesville Ave
Fort Atkinson, WI 53538

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To: Lyver, Michael (POL)
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To: Blaney, Keith (POL)
Subject: Big News from Leonardo: Two Tech Products Just Released!
Date: Wednesday, May 30, 2018 12:02:03 PM

After years of research and development, we are proud to announce the release of two innovative technology solutions: the **ELSAG Make,Type and Color** Recognition software (MTC) and the **ELSAG Cloud Storage Solution (ECSS).**

ELSAG MTC

The MTC uses advanced computer vision software that enables ELSAG automatic license plate readers to process features beyond the plate number. The software can now identify the vehicle's make and type such as sedan, SUV, box truck as well as its general color. It can also identify unique features on the vehicle such as roof racks, spare tires, bumper stickers or ride sharing company decals.

Now, if an eyewitness can't provide a full plate number, the investigator will be able to search the database of scanned plates in that area and use other descriptors such as body type, unique features and the color of the car involved.

This software is available as an add-on to our ELSAG Enterprise Operations Center and end users can choose between a hardware or cloud-based solution.

ELSAG ECSS

The ELSAG Cloud Storage Solution is a CJIS-compliant virtual server that Leonardo established to assist agencies with the IT responsibilities that managing an ALPR server creates. This means end users can focus on investigations while Leonardo takes care of any server IT issues. It also reduces infrastructure costs end users would incur when purchasing and maintaining their own server.

The ECSS allows end users to retain complete ownership and control of their data and is the perfect resource for smaller agencies that may have limited IT support and budget.



Leonardo is committed to offering you cutting-edge solutions to help you reduce crime, manage your costs and work more efficiently. Let us know if you'd like to know more about either of these new technologies.

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Subject: Fla. LEO fatally shot; Gang uses drone swarm to disrupt FBI raid
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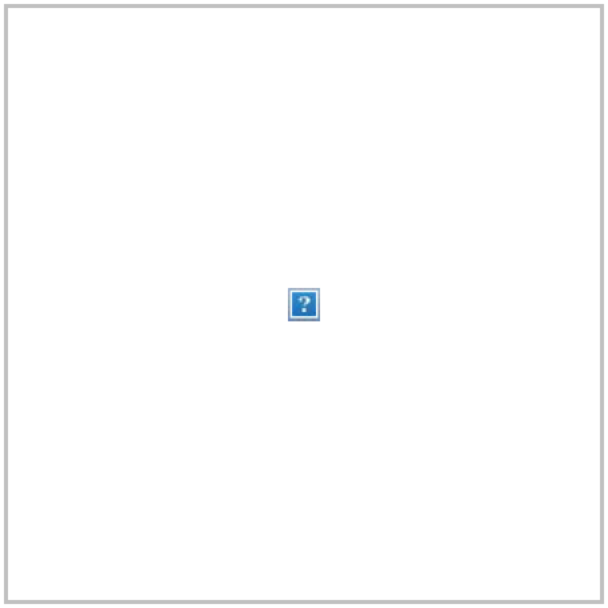
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Subject: Fla. LEO fatally shot; Gang uses drone swarm to disrupt FBI raid
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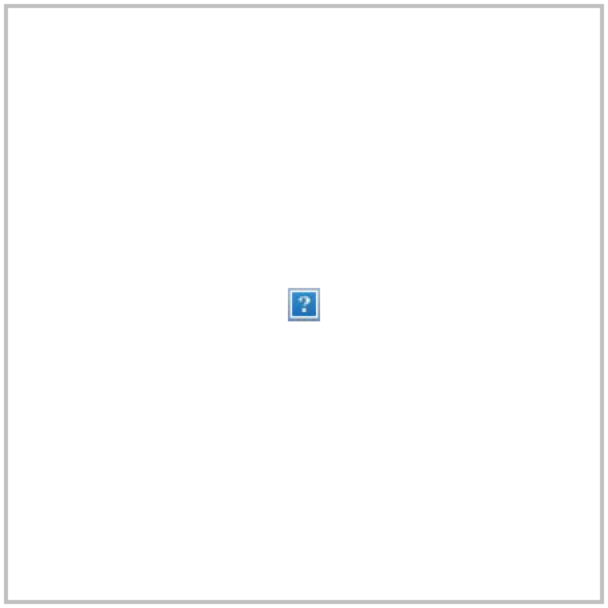
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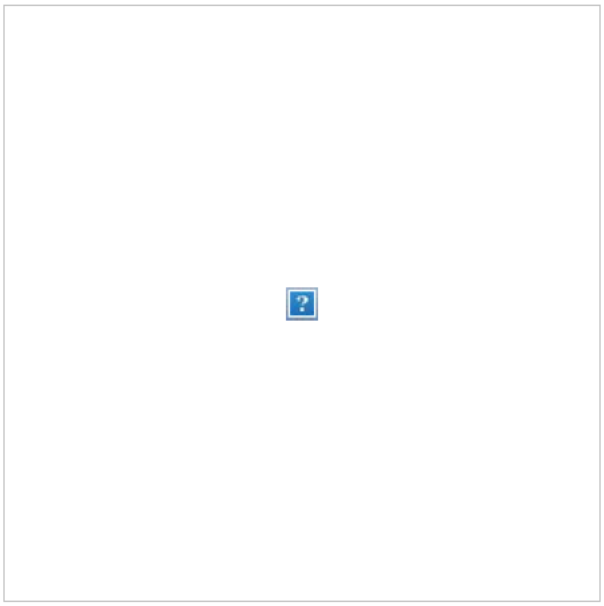


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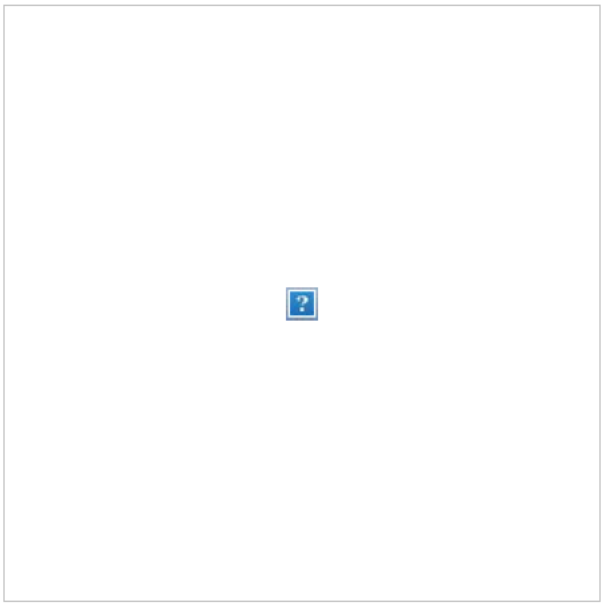


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Subject: Fla. LEO fatally shot; Gang uses drone swarm to disrupt FBI raid
Date: Monday, May 7, 2018 5:53:49 PM

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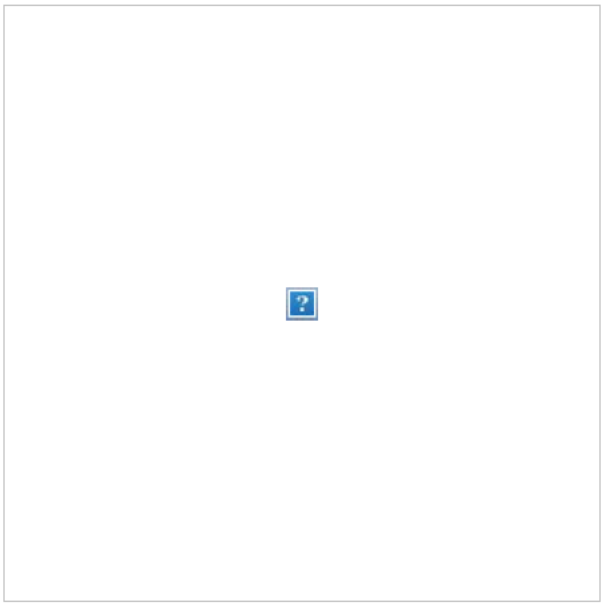


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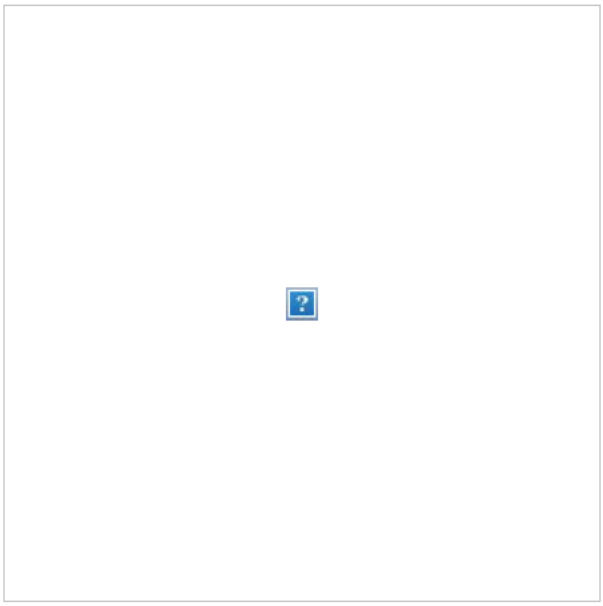


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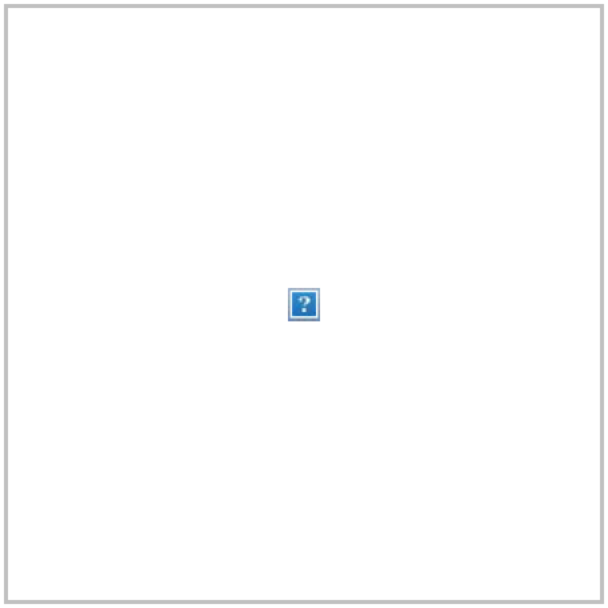
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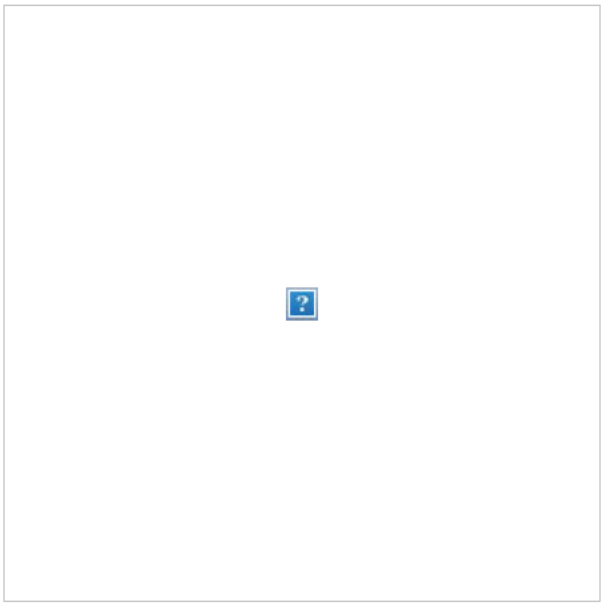


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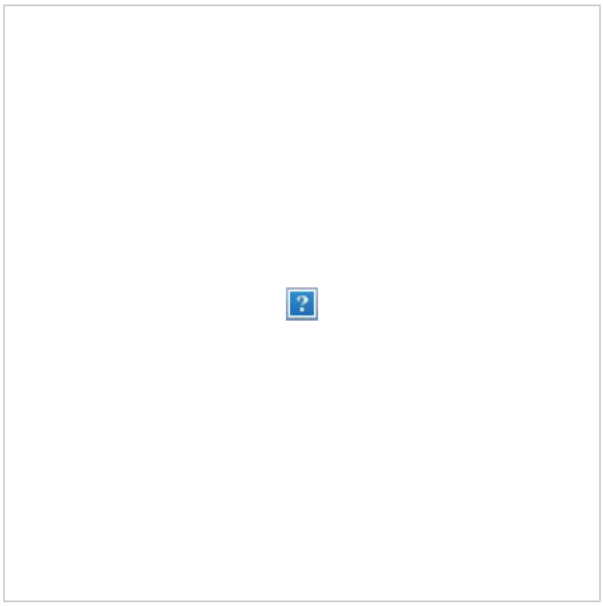


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From: PoliceOne Roll Call
To: Bower, Jeffrey (POL)
Subject: Fla. LEO fatally shot; Gang uses drone swarm to disrupt FBI raid
Date: Monday, May 7, 2018 5:47:10 PM

May 7, 2018 | View as webpage

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Fla. deputy shot while responding to neighbor dispute dies

Wyo. officer critically injured in shooting: The officer suffered multiple wounds and was being treated for "life-threatening injuries"

Fla. officers take special needs

Video shows PD oversight chair arguing with LEOs during traffic stop

Criminal gang used drone swarm to obstruct FBI hostage operation

students to prom: Boynton Beach PD officers attended a high school prom as the dates of several special needs students

Child offers allowance after Texas officer's funeral

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Subject: Fla. LEO fatally shot; Gang uses drone swarm to disrupt FBI raid
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To: Losardo, Donna (POL)
Subject: Fwd: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19
Date: Saturday, December 22, 2018 3:23:25 PM
Attachments: Gilpin.pdf
ATT00001.htm

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From: MARLENE WHEELER <LPPWHEEM@gw.njsp.org>
Date: December 20, 2018 at 13:53:58 EST
To: <kerry.gilpin@pol.state.ma.us>
Subject: Re: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19

Marlene Wheeler
Secretarial Assistant 3
Office of the ROIC
609-963-6900 Ext. 6793

>>> MARLENE WHEELER 12/20/2018 1:36 PM >>>

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Marlene Wheeler
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Office of the ROIC
609-963-6900 Ext. 6793

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From: Gilpin, Kerry (POL)
To: Kaneb, Michael (GOV)
Subject: Fwd: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19
Date: Saturday, December 22, 2018 11:48:58 AM
Attachments: Gilpin.pdf
ATT00001.htm

Hi Mike,

Please see below request. I believe that the MOU referred to by Colonel Callahan has been previously sent to EOPPS for approval. I personally believe that this collaborative effort would enhance our efforts in the areas of counter-terrorism, the opioid crisis, human trafficking and others. I would appreciate your insights into this matter.

Respectfully,

Kerry

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To: Kaneb, Michael (GOV)
Subject: Fwd: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19
Date: Saturday, December 22, 2018 11:48:57 AM
Attachments: Gilpin.pdf
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From: P1 Leaders
To: McCarthy, Steven (POL)
Subject: How to launch a peer support program; Implementing an ALPR system
Date: Thursday, September 13, 2018 5:08:14 PM

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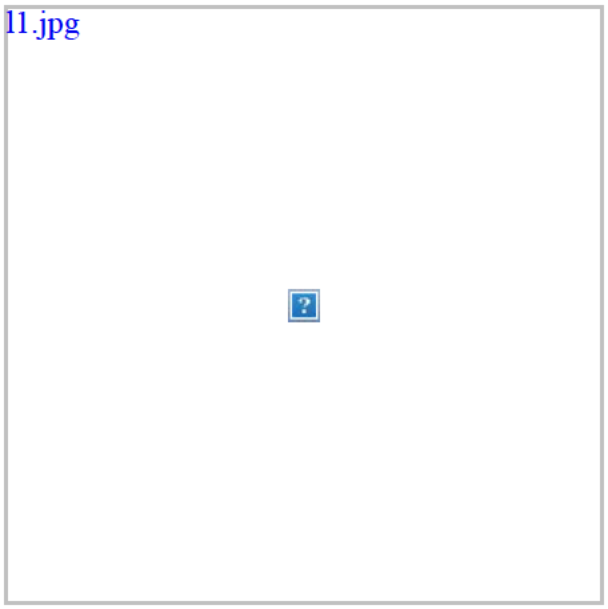
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To: Tapis, Stephen C (POL)
Subject: How to launch a peer support program; Implementing an ALPR system
Date: Thursday, September 13, 2018 5:07:55 PM

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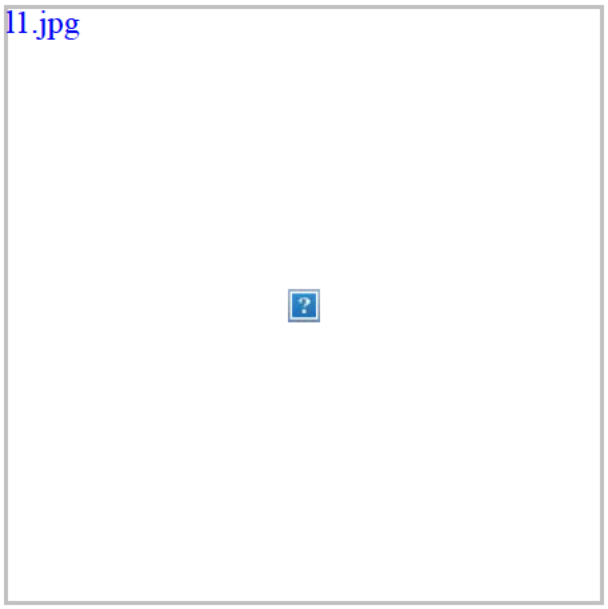
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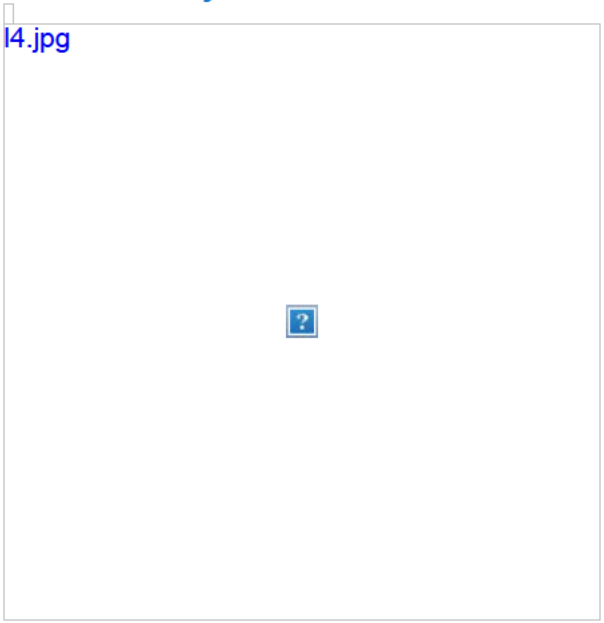
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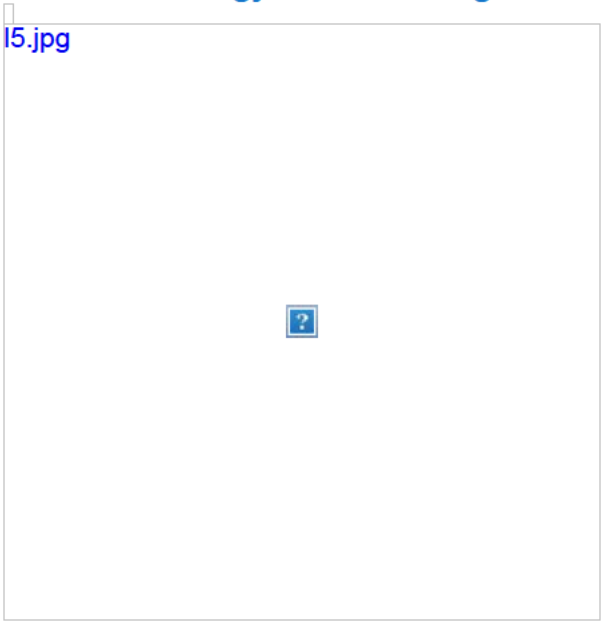
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Why an ALPR system is vital

PUBLIC PERCEPTION

What LEOs wish the public knew about ALPR technology and data usage

l5.jpg



By PoliceOne Staff

Automatic license plate readers (ALPRs) have proven valuable to law enforcement for many reasons.

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Subject: How to launch a peer support program; Implementing an ALPR system
Date: Thursday, September 13, 2018 5:07:55 PM

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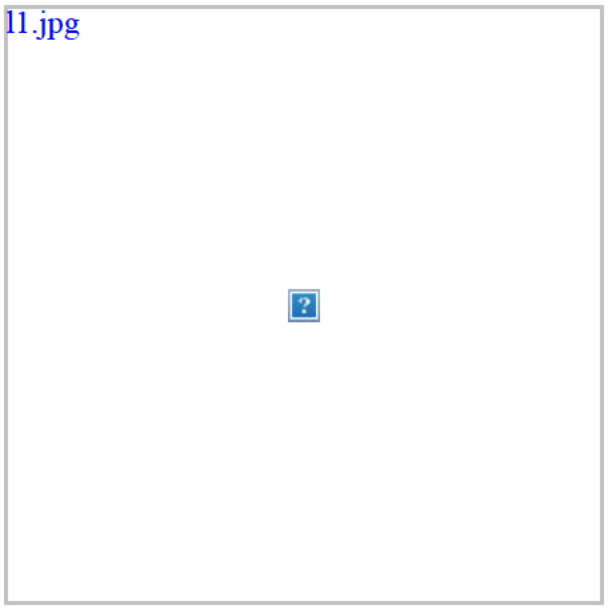
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To: iacalist@listserve.com
Subject: IACAList Digest, Vol 140, Issue 23
Date: Wednesday, March 28, 2018 8:50:45 AM

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Today's Topics:

1. Communications Analyst (Koglin, Kristi)
2. Free Cargo Theft Training - Florence SC on March 29 (Pepe, Ralph)
3. GIS Help (Cathia Moon)
4. Help Please - ALPR Reader (Shawna Hitchcock)

Message: 1
Date: Tue, 27 Mar 2018 12:48:19 +0000
From: "Koglin, Kristi" <kristi koglin@fauquiercounty.gov>
To: "iacalist@listserve.com" <iacalist@listserve.com>
Subject: [IACA] Communications Analyst
Message-ID:
<0d39d6c954d047df9846c2ab3effa6af@VM-EXMB01 fauquiercounty.gov>
Content-Type: text/plain; charset="us-ascii"

Good morning!

I am looking for feedback from any Departments that may have a Communications (Dispatch) Analyst? If so, what is their actual title and what are their roles/responsibilities.

Please respond off list - THANK YOU!

Kristi House Koglin
Certified Crime and Intelligence Analyst
Fauquier County Sheriff's Office
Criminal Investigations Division
78 West Lee St
Warrenton, VA 20186
Office: (540) 422-8668
Kristi.Koglin@fauquiercounty.gov

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Message: 2
Date: Tue, 27 Mar 2018 14:24:50 +0000
From: "Pepe, Ralph" <RPepe@cargonet.com>
To: "iacalist@iaca net" <iacalist@iaca net>
Subject: [IACA] Free Cargo Theft Training - Florence SC on March 29
Message-ID:
<ec64623042e84748bd10b7bf2c8c29da@VAW1PWINFMBXP3.veriskdom.com>
Content-Type: text/plain; charset="us-ascii"

Hello all,

This is short notice, but a local security organization is putting on a 6 hour training class on cargo theft in Florence, SC. The training is free for law enforcement and they have some of the most experienced cargo theft investigators in the Eastern US teaching. If you're in the area, we've had a lot of problems in the Carolinas the past few years with organized crews (mainly from Miami/Louisville) targeting high-value shippers and following drivers as they leave the origin. They basically wait for them to park the truck and jump in as soon as they leave.

Here's a sampling of some crimes we've attributed to such groups in the past year.

Incident

Date

Location

Commodity

CN-17-06-00015

6/3

Millersport, OH

Tobacco

CN-17-06-00083

6/25

Reevesville, SC

Printer Ink

CN-17-07-00024

7/11 - 7/12

Fairfield, OH

Computers

CN-17-10-00004

10/1 - 10/2

Dalton, GA

Batteries

CN-17-10-00017

10/9

Dickson, TN

Computer Monitors

CN-17-10-00045

10/16

Niles, MI

Computer Monitors

CN-17-10-00050

10/13 - 10/15

Smyrna, TN

Razors

CN-17-11-00007

11/5

Seville, OH

Computers / Computer Accessories

CN-17-11-00037

11/13

Jackson, GA

Computer Monitors

CN-17-11-00040

11/16

Emporia, VA

Paper Products

CN-17-11-00044

11/17

Oxford, NC

Makeup

CN-17-11-00045

11/19

Shepherdsville, KY

Gaming Consoles

CN-17-11-00070

11/26

Dickson, TN

Mixed Freight

CN-17-11-00098

11/30 - 12/1

Lake City, SC

Perfume

CN-17-12-00029

12/12 - 12/13

Elizabeth City, NC

Perfume

Ralph Pepe
Sr. Intelligence Analyst
CargoNet

Phone: +1.201.469.3287 | Fax: +1.201.748.1662

[Verisk]<https://urldefense.proofpoint.com/v2/url?u=http-3A__www.verisk.com_&d=DwICAg&c=lDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=RczylWAOGka07XbvRZTVevfhcU9hAe0aT9nmy75UBfiBGzb_X5vX3tcPr0Ql9Vmi&m=eJiunzPzh1v5FcJsHxIsol6UgeJih_XsxEu4AyBtg7M&s=bb709R9aEdFSCrvT5qurdMQd_b1nfovo3bHtcyF_0nc&e=>

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To report a cargo theft, please call 1-888-595-CNET (2638) or send a theft report to cargotheft@cargonet.com<mailto:cargotheft@cargonet.com>.

Law Enforcement - Visit https://urldefense.proofpoint.com/v2/url?u=http-3A__cargonet.com_lawenforcement&d=DwICAg&c=lDF7oMaPKXpkYvev9V-

fVahWL0QWnGCCAfCDz1Bns_w&r=RczylWAOGka07XbvRZTVevfhcU9hAe0aT9nmy75UBfiBGzb_X5vX3tcPr0Ql9Vmi&m=eJiunzPzh1v5FcJsHxIsol6UgeJih_XsxEu4AyBtg7M&s=GxtBgcThCXuhjf9jJqVM-wneqSp819vjsjSC1q7HoWk&e= to receive free cargo theft alerts and access to the CargoNet database.

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From: Jac Greenlee <jacg@shadowtrack247.com>
Subject: Law Enforcement/Private Industry Training March 29, 2018
Date: Mon, 26 Mar 2018 12:57:30 +0000
Size: 38833
URL: <https://urldefense.proofpoint.com/v2/url?u=https-3A__mailman.listserve.com_listmanager_private_iacalist_attachments_20180327_f49c9675_attachment.mht&d=DwICAg&c=lDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=RczylWAOGka07XbvRZTVevfhcU9hAe0aT9nmy75UBfiBGzb_X5vX3tcPr0Ql9Vmi&m=eJiunzPzh1v5FcJsHxIsol6UgeJih_XsxEu4AyBtg7M&s=1eYZI9omfxwVRh7gUHSvHvHEJztGFgOg9E-8VpWLHcE&e=>

Message: 3
Date: Tue, 27 Mar 2018 11:14:57 -0400
From: Cathia Moon <mooncathiaa@gmail.com>
To: IACAlist@iaca net
Subject: [IACA] GIS Help
Message-ID:
<CAFuE17WjznvbUOv_zsf6tZz3p-HLAD5aUSqgQ-cYTrtXWhXgig@mail.gmail.com>
Content-Type: text/plain; charset="utf-8"

Good morning everyone,

I need help!

I have run a kernel density, used optimized hot spot analysis, collect events, etc. The results will say that an output was completed, but the output layer, raster, etc. does not show in my table of contents or in the designated workspace. Does anyone know what is going on? The only changes I made were reducing my points from 61000 to 8300 because I am wanting to analyze specific data. After I selected the data I wanted, I created a new layer. I exported the layer into a shapefile. Ran everything as normal and nothing is displaying. Under the results, next output surface or output anything it does NOT say empty.

Any assistance would be greatly appreciated!
Cathia A. Moon, CCIA
Sr. Criminal Intelligence Analyst
City of Smyrna Police, Georgia
cmoon@smyrnaga.gov
office: 6786315074
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Message: 4
Date: Tue, 27 Mar 2018 20:01:43 +0000
From: Shawna Hitchcock <shawna hitchcock@sanangelopolice.org>
To: "iacalist@iaca net" <iacalist@iaca net>
Subject: [IACA] Help Please - ALPR Reader
Message-ID: <643c879739454abc81eb751f584ca812@sanangelopolice.org>
Content-Type: text/plain; charset="us-ascii"

Afternoon All,

I am working a missing person case, and have found were my person's car is showing up on an ALPR in NC.

I am hoping somebody might have access to Vigilant or something similar who would be willing to run a plate for me in hopes of finding my person

TX plate #CBD0478

Thanks!

Shawna Hitchcock
Intelligence Specialist
City of San Angelo, TX
Police Dept Intel Div
325-481-2788
shawna hitchcock@sanangelopolice.org<mailto:shawna hitchcock@sanangelopolice.org>
Inter-Office Ext 2280

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Subject: Digest Footer

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End of IACAList Digest, Vol 140, Issue 23
****

From: IACAList on behalf of iacalist-request@listserve.com
To: iacalist@listserve.com
Subject: IACAList Digest, Vol 140, Issue 23
Date: Wednesday, March 28, 2018 8:50:45 AM

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iacalist-owner@listserve.com

When replying, please edit your Subject line so it is more specific than "Re: Contents of IACAList digest..."

Today's Topics:

1. Communications Analyst (Koglin, Kristi)
2. Free Cargo Theft Training - Florence SC on March 29 (Pepe, Ralph)
3. GIS Help (Cathia Moon)
4. Help Please - ALPR Reader (Shawna Hitchcock)

Message: 1
Date: Tue, 27 Mar 2018 12:48:19 +0000
From: "Koglin, Kristi" <kristi.koglin@fauquiercounty.gov>
To: "iacalist@listserve.com" <iacalist@listserve.com>
Subject: [IACA] Communications Analyst
Message-ID:
<0d39d6c954d047df9846c2ab3effa6af@VM-EXMB01.fauquiercounty.gov>
Content-Type: text/plain; charset="us-ascii"

Good morning!

I am looking for feedback from any Departments that may have a Communications (Dispatch) Analyst? If so, what is their actual title and what are their roles/responsibilities.

Please respond off list - THANK YOU!

Kristi House Koglin
Certified Crime and Intelligence Analyst
Fauquier County Sheriff's Office
Criminal Investigations Division
78 West Lee St
Warrenton, VA 20186
Office: (540) 422-8668
Kristi.Koglin@fauquiercounty.gov

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Message: 2
Date: Tue, 27 Mar 2018 14:24:50 +0000
From: "Pepe, Ralph" <RPepe@cargonet.com>
To: "iacalist@iaca.net" <iacalist@iaca.net>
Subject: [IACA] Free Cargo Theft Training - Florence SC on March 29
Message-ID:
<ec64623042e84748bd10b7bf2c8c29da@VAW1PWINFMBXP3.veriskdom.com>
Content-Type: text/plain; charset="us-ascii"

Hello all,

This is short notice, but a local security organization is putting on a 6 hour training class on cargo theft in Florence, SC. The training is free for law enforcement and they have some of the most experienced cargo theft investigators in the Eastern US teaching. If you're in the area, we've had a lot of problems in the Carolinas the past few years with organized crews (mainly from Miami/Louisville) targeting high-value shippers and following drivers as they leave the origin. They basically wait for them to park the truck and jump in as soon as they leave.

Here's a sampling of some crimes we've attributed to such groups in the past year.

Incident

Date

Location

Commodity

CN-17-06-00015

6/3

Millersport, OH

Tobacco

CN-17-06-00083

6/25

Reevesville, SC

Printer Ink

CN-17-07-00024

7/11 - 7/12

Fairfield, OH

Computers

CN-17-10-00004

10/1 - 10/2

Dalton, GA

Batteries

CN-17-10-00017

10/9

Dickson, TN

Computer Monitors

CN-17-10-00045

10/16

Niles, MI

Computer Monitors

CN-17-10-00050

10/13 - 10/15

Smyrna, TN

Razors

CN-17-11-00007

11/5

Seville, OH

Computers / Computer Accessories

CN-17-11-00037

11/13

Jackson, GA

Computer Monitors

CN-17-11-00040

11/16

Emporia, VA

Paper Products

CN-17-11-00044

11/17

Oxford, NC

Makeup

CN-17-11-00045

11/19

Shepherdsville, KY

Gaming Consoles

CN-17-11-00070

11/26

Dickson, TN

Mixed Freight

CN-17-11-00098

11/30 - 12/1

Lake City, SC

Perfume

CN-17-12-00029

12/12 - 12/13

Elizabeth City, NC

Perfume

Ralph Pepe
Sr. Intelligence Analyst
CargoNet

Phone: +1.201.469.3287 | Fax: +1.201.748.1662

[Verisk]<https://urldefense.proofpoint.com/v2/url?u=http-3A__www.verisk.com_&d=DwICAg&c=lDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=JjUJPE4iHOCoV4Iuf8VaMhDE2YDQmtiDfmo4sfZoAqY&m=iqYm_1FZUAPsx1Tq-KOOADpKKbPUQ6LVIGvLOtfaiyQ&s=i3sHSEhnHace522aGyuwWx2NzcqCx-3vIG8QeJclb9k&e=>

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To report a cargo theft, please call 1-888-595-CNET (2638) or send a theft report to cargotheft@cargonet.com<mailto:cargotheft@cargonet.com>.

Law Enforcement - Visit https://urldefense.proofpoint.com/v2/url?u=http-3A__cargonet.com_lawenforcement&d=DwICAg&c=lDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=JjUJPE4iHOCoV4Iuf8VaMhDE2YDQmtiDfmo4sfZoAqY&m=iqYm_1FZUAPsx1Tq-KOOADpKKbPUQ6LVIGvLOtfaiyQ&s=9eaK8_PDOB4mSQnw8Os2qALlR2Z3UzQc2t1psHzosY4&e= to receive free cargo theft alerts and access to the CargoNet database.

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Subject: Law Enforcement/Private Industry Training March 29, 2018
Date: Mon, 26 Mar 2018 12:57:30 +0000
Size: 38833
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Message: 3
Date: Tue, 27 Mar 2018 11:14:57 -0400
From: Cathia Moon <mooncathiaa@gmail.com>
To: IACAlist@iaca.net
Subject: [IACA] GIS Help
Message-ID:
<CAFuE17WjznvbUOv_zsf6tZz3p-HLAD5aUSqgQ-cYTrtXWhXgig@mail.gmail.com>
Content-Type: text/plain; charset="utf-8"

Good morning everyone,

I need help!

I have run a kernel density, used optimized hot spot analysis, collect events, etc. The results will say that an output was completed, but the output layer, raster, etc. does not show in my table of contents or in the designated workspace. Does anyone know what is going on? The only changes I made were reducing my points from 61000 to 8300 because I am wanting to analyze specific data. After I selected the data I wanted, I created a new layer. I exported the layer into a shapefile. Ran everything as normal and nothing is displaying. Under the results, next output surface or output anything it does NOT say empty.

Any assistance would be greatly appreciated!
Cathia A. Moon, CCIA
Sr. Criminal Intelligence Analyst
City of Smyrna Police, Georgia
cmoon@smyrnaga.gov
office: 6786315074
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Message: 4
Date: Tue, 27 Mar 2018 20:01:43 +0000
From: Shawna Hitchcock <shawna.hitchcock@sanangelopolice.org>
To: "iacalist@iaca.net" <iacalist@iaca.net>

Subject: [IACA] Help Please - ALPR Reader
Message-ID: <643c879739454abc81eb751f584ca812@sanangelopolice.org>
Content-Type: text/plain; charset="us-ascii"

Afternoon All,

I am working a missing person case, and have found were my person's car is showing up on an ALPR in NC.

I am hoping somebody might have access to Vigilant or something similar who would be willing to run a plate for me in hopes of finding my person

TX plate #CBD0478

Thanks!

Shawna Hitchcock
Intelligence Specialist
City of San Angelo, TX
Police Dept Intel Div
325-481-2788
shawna.hitchcock@sanangelopolice.org<mailto:shawna.hitchcock@sanangelopolice.org>
Inter-Office Ext 2280

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End of IACAList Digest, Vol 140, Issue 23
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From: IACAList on behalf of iacalist-request@listserve.com
To: iacalist@listserve.com
Subject: IACAList Digest, Vol 140, Issue 24
Date: Wednesday, March 28, 2018 3:50:03 PM

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When replying, please edit your Subject line so it is more specific than "Re: Contents of IACAList digest..."

Today's Topics:

1. Re: Help Please - ALPR Reader (Shawna Hitchcock)
2. Software (Kevin Mullen)
3. Canada: Methods to extract phone number from social media profiles? (Campbell, Kaitlynn)
4. Predictive Analysis - Journey to Crime (Nancy Valenti)
5. Re: Predictive Analysis - Journey to Crime (Isaac VanPatten)
6. All Set for Assistance - Thank You (Nancy Valenti)
7. FW: RE : [Order: W06230776165] Payment invoice from itunes egift card certificate code email delivery (Justin Ingram)
8. question regarding county probation departments sharing information (Lesley Hayes)
9. Re: FW: RE : [Order: W06230776165] Payment invoice from itunes egift card certificate code email delivery (Kelly Pereira)
10. Re: FW: RE : [Order: W06230776165] Payment invoice from itunes egift card certificate code email delivery (Pepe, Ralph)
11. Re: FW: RE : [Order: W06230776165] Payment invoice from itunes egift card certificate code email delivery (casbah7@aol.com)
12. Weekly Departmental Briefing (Earle, Robert A)
13. Re: question regarding county probation departments sharing information (Matthew Harris)
14. Story Maps Training in Southern CA (Jennifer Krutak)

Message: 1
Date: Wed, 28 Mar 2018 12:36:54 +0000
From: Shawna Hitchcock <shawna.hitchcock@sanangelopolice.org>
To: Shawna Hitchcock <shawna.hitchcock@sanangelopolice.org>,
"iacalist@iaca.net" <iacalist@iaca.net>
Subject: Re: [IACA] Help Please - ALPR Reader
Message-ID: <cf42061c22bd459d8ba4e0d02e1502d7@sanangelopolice.org>
Content-Type: text/plain; charset="us-ascii"

WOW! I love the list serve. You guys are incredible!

I had an overwhelming response. To all that reached out to me (and you were numerous) THANK YOU!!!!!

We did find our missing person in a hotel in NC. He is safe and sound.

I don't know what we would do without all the support we receive from the IACA members.

Again THANK YOU ALL!

From: IACAList [mailto:iacalist-bounces+shawna.hitchcock=sanangelopolice.org@listserve.com] On Behalf Of Shawna Hitchcock via IACAList
Sent: Tuesday, March 27, 2018 3:02 PM
To: iacalist@iaca.net
Subject: [IACA] Help Please - ALPR Reader

Afternoon All,

I am working a missing person case, and have found were my person's car is showing up on an ALPR in NC.

I am hoping somebody might have access to Vigilant or something similar who would be willing to run a plate for me in hopes of finding my person

TX plate #CBD0478

Thanks!

Shawna Hitchcock
Intelligence Specialist
City of San Angelo, TX
Police Dept Intel Div
325-481-2788
shawna.hitchcock@sanangelopolice.org<mailto:shawna.hitchcock@sanangelopolice.org>
Inter-Office Ext 2280

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Message: 2
Date: Wed, 28 Mar 2018 14:44:40 +0000
From: Kevin Mullen <Kmullen@vbgov.com>
To: "iacalist@iaca.net" <iacalist@iaca.net>
Subject: [IACA] Software
Message-ID: <2b3e20ad9f5644678c5ea42b38eed58d@VBMS0012.vbgov.com>
Content-Type: text/plain; charset="us-ascii"

My department is exploring implementation of a real time "fusion center". I'm curious to know what software any of your departments who have one are currently using and if you like it. Any helpful information would be appreciated.

MPO K.P. Mullen
Third Precinct Crime Analyst
926 Independence BLVD
Virginia Beach, VA 23455
(757)385-2703

"Have nothing to do with the fruitless deeds of darkness, but rather expose them." -Ephesians 5:11

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Message: 3
Date: Wed, 28 Mar 2018 14:45:24 +0000
From: "Campbell, Kaitlynn" <KCampbell@ibc.ca>
To: "'iacalist@listserve.com'" <iacalist@listserve.com>
Subject: [IACA] Canada: Methods to extract phone number from social
media profiles?
Message-ID:
<2c80091bca974f0792f272cfe918c051@WINSRVP158.intranet.ibc.ca>
Content-Type: text/plain; charset="us-ascii"

Hi Everyone,

I am looking for ways to extract phone numbers from a social media profile. I used to have luck with Pipl by way of the Facebook username, but it appears this feature has been removed.

I'm finding that the standard online search tools such as Spokeo, Pipl and PeekYou are only for US searches, so I do not get any results for my searches on Canadian phone numbers and even parties who reside in Canada as per their social media profiles.

Thanks!

Kaitlynn Campbell
Crime Analyst
Investigative Services
[cid:image013.jpg@01D3C681.DF3EC4F0]

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F: 416.252.6940
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Message: 4
Date: Wed, 28 Mar 2018 11:01:27 -0400
From: Nancy Valenti <nancyv@portlandmaine.gov>
To: IACAlist@iaca.net
Subject: [IACA] Predictive Analysis - Journey to Crime
Message-ID:
<CANq0iN8kS4eWhtA30rwQwHi+iErJj4cks6Wud9cqD3Mvxgw-mQ@mail.gmail.com>
Content-Type: text/plain; charset="utf-8"

I've got a robbery spree in the City and I need a predictive analysis done
by 1 pm today. Is there anyone that may offer me some assistance in the
next hour?

Nancy Valenti
Crime Analyst
Portland Police Department
109 Middle St
Portland, ME 04101
207- 874-8553
nancyv@portlandmaine.gov

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Message: 5
Date: Wed, 28 Mar 2018 10:41:49 -0500
From: "Isaac VanPatten" <Isaac.VanPatten@roanokeva.gov>
To: Nancy Valenti <nancyv@portlandmaine.gov>
Cc: IACAlist@iaca.net
Subject: Re: [IACA] Predictive Analysis - Journey to Crime
Message-ID:
<OF06851BF2.7399E89C-ON0025825E.0055C86C-8525825E.005639F2@notes.na.collabserv.com>

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Map your robberies
Add your XY coordinates (projected or geographic is fine)
Map your potential targets if commercial robberies
Export your feature class to a dbf
Pull it into CrimeStat IV
Do a correlated walk analysis (CWA): ask for everything to be saved as a
SHP

Also do Gottlieb's tradition days-between-hit analysis

Compare your CWA to the potential targets
Make prediction based on DBH + CWA

Next event predictions are kind SWAGs but it is better than nothing
(usually)

Isaac T. Van Patten, Ph.D.
Criminologist
iSTAR Center
Roanoke Police Department
348 Campbell Ave. SW
Roanoke, VA 24016
(540) 853-6882
"Improvising on the edge of chaos." -Joseph Ellis

From: Nancy Valenti via IACAList <iacalist@listserve.com>
To: IACAlist@iaca.net,
Date: 03/28/2018 11:29 AM
Subject: [IACA] Predictive Analysis - Journey to Crime
Sent by: "IACAList" <iacalist-bounces
+isaac.vanpatten=roanokeva.gov@listserve.com>

I've got a robbery spree in the City and I need a predictive analysis done
by 1 pm today. Is there anyone that may offer me some assistance in the
next hour?

Nancy Valenti
Crime Analyst
Portland Police Department
109 Middle St
Portland, ME 04101
207- 874-8553
nancyv@portlandmaine.gov

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Message: 6
Date: Wed, 28 Mar 2018 12:18:54 -0400
From: Nancy Valenti <nancyv@portlandmaine.gov>
To: IACAlist@iaca.net
Subject: [IACA] All Set for Assistance - Thank You
Message-ID:
<CANq0iN8MOd6YWw1W8hyx7CONVrBetb5KvNZcAx70opngnSFRaw@mail.gmail.com>
Content-Type: text/plain; charset="utf-8"

I've got a few folks helping me out. I'll let you know how it turns out.
Thank you!

Nancy Valenti
Crime Analyst
Portland Police Department
109 Middle St
Portland, ME 04101
207- 874-8553
nancyv@portlandmaine.gov

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of public officials or city employees about government business may be
classified as public records. There are very few exceptions. As a result,
please be advised that what is written in an e-mail could be released to
the public and/or the media if requested.
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Message: 7
Date: Wed, 28 Mar 2018 11:30:24 -0500 (CDT)
From: Justin Ingram <jingram@springdalear.gov>
To: <iacalist@iaca.net>
Subject: [IACA] FW: RE : [Order: W06230776165] Payment invoice from
itunes egift card certificate code email delivery
Message-ID: <00e601d3c6b2$0d65a580$2830f080$@springdalear.gov>
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Has anyone seen a scam like this from Apple? The victim (she's not out any money) received the below email to her yahoo account stating that her eGift card would be delivered today and purchased with CC ending in 62. However, none of her cards end in 62. I'm sure

this is a scam but I cannot find anything about it as I search.

Detective Justin Ingram

Crime / Intel. Analyst

Springdale (Ar.) Police Department

201 North Spring Street

Springdale, Arkansas 72764

<mailto:jingram@springdalear.gov> jingram@springdalear.gov

(Office) 479-750-8139

(Cell) 479-957-6059

1 (2)

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Thank you for your purchase1462

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Message: 8
Date: Wed, 28 Mar 2018 16:44:35 +0000
From: Lesley Hayes <Lesley.Hayes@hayward-ca.gov>
To: " (iacalist@iaca.net)" <iacalist@iaca.net>
Subject: [IACA] question regarding county probation departments
sharing information
Message-ID:
<BN6PR09MB1377677388F206FBF4DCAA3BB7A30@BN6PR09MB1377.namprd09.prod.outlook.com>

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Hi list!

I am especially looking for input from California agencies since everyone here is on probation now and no one does any real time, but totally interested in how this plays out in other states as well.

We currently have minimal access to our county probation department's data. They do make available the ability to search individually if a person is on probation and what the terms are, but we do not have direct access to their records system or access to get a data dump of all of our active probationers so we could use that data in maps or for other intelligence gathering. They provide a static report we can run by month of people just sentenced to probation, but it is only for that specific month. I used to pull the reports monthly and create my own database but the data would get stale over time and didn't have all the information my officers wanted anyway.

I was wondering how other police departments get access to their probation data and if theirs is as limited as ours. I'm hoping to start a conversation about sharing the data better, but thought a state/nationwide perspective would be useful first.

Thanks so much!

Lesley Hayes
Sr. Crime and Intelligence Analyst
Criminal Investigations Bureau
Hayward Police Department
510-293-7004

[smallCAUpatch]

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Message: 9
Date: Wed, 28 Mar 2018 16:46:17 +0000
From: Kelly Pereira <kelly.pereira@irdeto.com>
To: Justin Ingram <jingram@springdalear.gov>
Cc: "iacalist@iaca.net" <iacalist@iaca.net>
Subject: Re: [IACA] FW: RE : [Order: W06230776165] Payment invoice
from itunes egift card certificate code email delivery
Message-ID: <0F8726AA-D0C3-40B7-AB49-5F7F9BA59BB8@irdeto.com>
Content-Type: text/plain; charset="utf-8"

Hi Justin,

I believe this to be a scam. The spelling error (?has been confirm?) is an immediate giveaway.

Looks like a phishing attempt. Incorrect or general information can be provided, prompting the email recipient to reply with correct information. Alternatively, by selecting one of the links in the mail, malware can potentially be downloaded to the user?s computer.

Is the sender?s email address visible?
Try selecting ?Forward? (without actually completing in the action) and, when it is shown in the main body of the email below, determine if it is a genuine Apple address.

Always remember: if it?s unexpected and too good to be true, it probably is!

Best regards / Met vriendelijke groet,
Kelly Pereira
Intelligence Manager, Irdeto

On 28 Mar 2018, at 18:35, Justin Ingram via IACAList <iacalist@listserve.com<mailto:iacalist@listserve.com>> wrote:

Has anyone seen a scam like this from Apple? The victim (she's not out any money) received the below email to her yahoo account stating that her eGift card would be delivered today and purchased with CC ending in 62. However, none of her cards end in 62. I'm sure
this is a scam but I cannot find anything about it as I search.

Detective Justin Ingram
Crime / Intel. Analyst
Springdale (Ar.) Police Department
201 North Spring Street
Springdale, Arkansas 72764
jingram@springdalear.gov<mailto:jingram@springdalear.gov>
(Office) 479-750-8139
(Cell) 479-957-6059

<image001.png>
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[X]
Thank you for your purchase1462

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Message: 10
Date: Wed, 28 Mar 2018 17:06:50 +0000
From: "Pepe, Ralph" <RPepe@cargonet.com>
To: Kelly Pereira <kelly.pereira@irdeto.com>, Justin Ingram
<jingram@springdalear.gov>
Cc: "iacalist@iaca.net" <iacalist@iaca.net>

Subject: Re: [IACA] FW: RE : [Order: W06230776165] Payment invoice
from itunes egift card certificate code email delivery
Message-ID:
<fff52317340347bba3c67301e4454558@VAW1PWINFMBXP3.veriskdom.com>
Content-Type: text/plain; charset="utf-8"

Agreed. Another thought I had is that there are bit.ly links for ?Manage Your Order? and ?Apple ID?. The bit.ly links may send the users to an official looking login page and prompt their credentials to harvest valid Apple ID account information. Taking it one step further, it could ask the user for a number of things actually once they ?login?. For example, explain there was an error with their order and prompt them to reenter their CC or bank info.

If you have a way of gaining access to a sandboxed environment you could safely open the link and see what it tries to do, but I think it?s safe to say no matter what it tries to do, it?s all bad.

Ralph Pepe
Sr. Intelligence Analyst
CargoNet

Phone: +1.201.469.3287 | Fax: +1.201.748.1662

[Verisk]<https://urldefense.proofpoint.com/v2/url?u=http-3A__www.verisk.com_&d=DwID-g&c=lDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=RczylWAOGka07XbvRZTVevfhcU9hAe0aT9nmy75UBfiBGzb_X5vX3tcPr0Ql9Vmi&m=PnBmrvsEa2DKLSZjHJFCQ24RNChBou-lXrbxxCTGbjE&s=1C23FrhhDQBktUWhgepboWXEQaO2eO1y3dqyvKupXrA&e=>

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To report a cargo theft, please call 1-888-595-CNET (2638) or send a theft report to cargotheft@cargonet.com<mailto:cargotheft@cargonet.com>.

Law Enforcement - Visit https://urldefense.proofpoint.com/v2/url?u=http-3A__cargonet.com_lawenforcement&d=DwID-g&c=lDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=RczylWAOGka07XbvRZTVevfhcU9hAe0aT9nmy75UBfiBGzb_X5vX3tcPr0Ql9Vmi&m=PnBmrvsEa2DKLSZjHJFCQ24RNChBou-lXrbxxCTGbjE&s=mdmZIjFVu1Z8n2qPxnkJd7SG5g0n9bWw9GPNApAGS4M&e= to receive free cargo theft alerts and access to the CargoNet database.

From: IACAList [mailto:iacalist-bounces+rpepe=cargonet.com@listserve.com] On Behalf Of Kelly Pereira via IACAList
Sent: Wednesday, March 28, 2018 12:46 PM
To: Justin Ingram <jingram@springdalear.gov>
Cc: iacalist@iaca.net
Subject: Re: [IACA] FW: RE : [Order: W06230776165] Payment invoice from itunes egift card certificate code email delivery

Hi Justin,

I believe this to be a scam. The spelling error (?has been confirm?) is an immediate giveaway.

Looks like a phishing attempt. Incorrect or general information can be provided, prompting the email recipient to reply with correct information. Alternatively, by selecting one of the links in the mail, malware can potentially be downloaded to the user?s computer.

Is the sender?s email address visible?
Try selecting ?Forward? (without actually completing in the action) and, when it is shown in the main body of the email below, determine if it is a genuine Apple address.

Always remember: if it?s unexpected and too good to be true, it probably is!

Best regards / Met vriendelijke groet,
Kelly Pereira
Intelligence Manager, Irdeto

On 28 Mar 2018, at 18:35, Justin Ingram via IACAList <iacalist@listserve.com<mailto:iacalist@listserve.com>> wrote:
Has anyone seen a scam like this from Apple? The victim (she's not out any money) received the below email to her yahoo account stating that her eGift card would be delivered today and purchased with CC ending in 62. However, none of her cards end in 62. I'm sure
this is a scam but I cannot find anything about it as I search.

Detective Justin Ingram
Crime / Intel. Analyst
Springdale (Ar.) Police Department
201 North Spring Street
Springdale, Arkansas 72764
jingram@springdalear.gov<mailto:jingram@springdalear.gov>
(Office) 479-750-8139
(Cell) 479-957-6059

<image001.png>
Find, like, and Follow NWA Crime Time on Facebook.

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Thank you for your purchase1462

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Message: 11
Date: Wed, 28 Mar 2018 12:48:08 -0400
From: casbah7@aol.com
To: jingram@springdalear.gov, iacalist@iaca.net
Subject: Re: [IACA] FW: RE : [Order: W06230776165] Payment invoice
from itunes egift card certificate code email delivery
Message-ID: <1626d826b99-179d-a4d@webjas-vad012.srv.aolmail.net>
Content-Type: text/plain; charset="utf-8"

Hi Justin, I get one every week and I don't even use itunes. The scammers want you to click on their link and when you do, a virus hits your computer to grab your info. I've had some friends who clicked on the link and they had a lot of problems later. The following are two links you can review:

https://urldefense.proofpoint.com/v2/url?u=http-3A__www.scamnet.wa.gov.au_scamnet_Scam-5Ftypes-2DAttempts-5Fto-5Fgain-5Fyour-5Fpersonal-5Finformation-2DPhishing-2DFake-5FiTunes-5Freceipt-5Fphishing-5Femail.htm&d=DwID-g&c=lDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=RczylWAOGka07XbvRZTVevfhcU9hAe0aT9nmy75UBfiBGzb_X5vX3tcPr0Ql9Vmi&m=PnBmrvsEa2DKLSZjHJFCQ24RNChBou-lXrbxxCTGbjE&s=du4FAl7vLw3iJV_xOUKPxCRQoL2U7qXbdSG2gLbFvUk&e=

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Dr. Annie Gainous Thompson
Tiffin University Criminal Justice Department
thompsonag@tiffin.edu

-----Original Message-----
From: Justin Ingram via IACAList <iacalist@listserve.com>
To: iacalist <iacalist@iaca.net>
Sent: Wed, Mar 28, 2018 12:36 pm
Subject: [IACA] FW: RE : [Order: W06230776165] Payment invoice from itunes egift card certificate code email delivery

Has anyone seen a scam like this from Apple? The victim (she's not out any money) received the below email to her yahoo account stating that her eGift card would be delivered today and purchased with CC ending in 62. However, none of her cards end in 62. I'm sure
this is a scam but I cannot find anything about it as I search.

Detective Justin Ingram
Crime / Intel. Analyst
Springdale (Ar.) Police Department
201 North Spring Street
Springdale, Arkansas 72764
jingram@springdalear.gov
(Office) 479-750-8139
(Cell) 479-957-6059

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Thank you for your purchase1462

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icef*******@ymail.com

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Message: 12
Date: Wed, 28 Mar 2018 18:55:24 +0000
From: "Earle, Robert A" <Robert.Earle@louisvilleky.gov>
To: "iacalist@listserve.com" <iacalist@listserve.com>
Subject: [IACA] Weekly Departmental Briefing
Message-ID:
<CY4PR14MB111082B09D638F0E98E415B7E3A30@CY4PR14MB1110.namprd14.prod.outlook.com>

Content-Type: text/plain; charset="utf-8"

Good Afternoon All,

I am interested in creating a comprehensive weekly product for dissemination department-wide. Among other things I would like to include incident reports, NIBIN leads, offender releases, important dates, etc. This would be more of a narrative-style summary of events intended to assist frontline personnel versus something like a CompStat report.

If anyone has examples of products that they can share, or lessons learned, please contact me.

Respectfully,

Adam Earle
Louisville Metro Police Department
Crime Analyst - CIC
Office - (502) 574-8670
Desk - (502) 574 - 3360
Robert.Earle@louisvilleky.gov<mailto:Robert.Earle@louisvilleky.gov>

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Message: 13
Date: Wed, 28 Mar 2018 19:28:53 +0000
From: Matthew Harris <Matthew.Harris@sonoma-county.org>
To: "'Lesley Hayes'" <Lesley.Hayes@hayward-ca.gov>,
"'iacalist@iaca.net'" <iacalist@iaca.net>
Subject: Re: [IACA] question regarding county probation departments
sharing information
Message-ID:
<28E8E4C7CBA2DD4A900C59B49AC46A0801015C7060@S-WEXMB1.win.root.sonoma.gov>

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I had that problem for several years but was eventually able to get access to our court minutes data. This resolved any concerns that probation had with data inaccuracies because we were looking at the data directly from the courts and there was no liability from them. Our courts share the data to the county for jail, probation, DA, and public defenders use, so if you can find the right people to ask they may likely have a way for you to connect as well.

Good luck and be prepared for networking and firewall issues, both IT and interpersonal.

Matt

From: IACAList [mailto:iacalist-bounces+matthew.harris=sonoma-county.org@listserve.com] On Behalf Of Lesley Hayes via IACAList
Sent: Wednesday, March 28, 2018 9:45 AM
To: (iacalist@iaca.net) <iacalist@iaca.net>
Subject: [IACA] question regarding county probation departments sharing information

Hi list!

I am especially looking for input from California agencies since everyone here is on probation now and no one does any real time, but totally interested in how this plays out in other states as well.

We currently have minimal access to our county probation department?s data. They do make available the ability to search individually if a person is on probation and what the terms are, but we do not have direct access to their records system or access to get a data dump of all of our active probationers so we could use that data in maps or for other intelligence gathering. They provide a static report we can run by month of people just sentenced to probation, but it is only for that specific month. I used to pull the reports monthly and create my own database but the data would get stale over time and didn?t have all the information my officers wanted anyway.

I was wondering how other police departments get access to their probation data and if theirs is as limited as ours. I?m hoping to start a conversation about sharing the data better, but thought a state/nationwide perspective would be useful first.

Thanks so much!

Lesley Hayes
Sr. Crime and Intelligence Analyst
Criminal Investigations Bureau
Hayward Police Department
510-293-7004

[smallCAUpatch]

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Message: 14
Date: Wed, 28 Mar 2018 12:33:36 -0700
From: Jennifer Krutak <JKrutak@rialtopd.com>
To: "'IACAList@iaca.net'" <IACAList@iaca.net>
Subject: [IACA] Story Maps Training in Southern CA
Message-ID: <562F66EECBB99F4092C83F33D8216456BC6D1E94E8@RPE>
Content-Type: text/plain; charset="us-ascii"

The Inland Empire Crime and Intelligence Analysts Association will be hosting "Story Maps with ArcGIS for Law Enforcement" on Tuesday, April 17, 2018. The training will consist of a hands-on workshop at the Esri campus on creating your own story map. For those of you that haven't attended this before, this is a great opportunity to learn an innovative approach to presenting your data or case debriefs!! It's also an excellent refresher for those of you that haven't used it in a while and want to brush up on your skills.

Please note Esri is being gracious enough to provide laptops to the first 40 attendees to check in on the day of training; you can share along with a fellow analyst if you wish. However, there will be plenty of room in the auditorium for you to bring your own laptop and follow along.

Note: analysts, students, interns, and other GIS professionals are all welcome to attend

For more information, please refer to the attached flyer. RSVP can be emailed directly to me. Thank you!!

Jennifer
Jennifer Krutak
Crime Analysis Unit
Rialto Police Department
128 N Willow Avenue
Rialto, CA 92376
(909) 820-2645 desk
(909) 820-2579 fax
jkrutak@rialtopd.com

"False leaders influence people to follow them. True leaders influence people to follow themselves."

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End of IACAList Digest, Vol 140, Issue 24
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From: IACAList on behalf of iacalist-request@listserve.com
To: iacalist@listserve.com
Subject: IACAList Digest, Vol 140, Issue 24
Date: Wednesday, March 28, 2018 3:50:03 PM

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Today's Topics:

1. Re: Help Please - ALPR Reader (Shawna Hitchcock)
2. Software (Kevin Mullen)
3. Canada: Methods to extract phone number from social media profiles? (Campbell, Kaitlynn)
4. Predictive Analysis - Journey to Crime (Nancy Valenti)
5. Re: Predictive Analysis - Journey to Crime (Isaac VanPatten)
6. All Set for Assistance - Thank You (Nancy Valenti)
7. FW: RE : [Order: W06230776165] Payment invoice from itunes egift card certificate code email delivery (Justin Ingram)
8. question regarding county probation departments sharing information (Lesley Hayes)
9. Re: FW: RE : [Order: W06230776165] Payment invoice from itunes egift card certificate code email delivery (Kelly Pereira)
10. Re: FW: RE : [Order: W06230776165] Payment invoice from itunes egift card certificate code email delivery (Pepe, Ralph)
11. Re: FW: RE : [Order: W06230776165] Payment invoice from itunes egift card certificate code email delivery (casbah7@aol.com)
12. Weekly Departmental Briefing (Earle, Robert A)
13. Re: question regarding county probation departments sharing information (Matthew Harris)
14. Story Maps Training in Southern CA (Jennifer Krutak)

Message: 1
Date: Wed, 28 Mar 2018 12:36:54 +0000
From: Shawna Hitchcock <shawna hitchcock@sanangelopolice.org>
To: Shawna Hitchcock <shawna hitchcock@sanangelopolice.org>, "iacalist@iaca net" <iacalist@iaca.net>
Subject: Re: [IACA] Help Please - ALPR Reader
Message-ID: <cf42061c22bd459d8ba4e0d02e1502d7@sanangelopolice.org>
Content-Type: text/plain; charset="us-ascii"

WOW! I love the list serve. You guys are incredible!

I had an overwhelming response. To all that reached out to me (and you were numerous) THANK YOU!!!!!

We did find our missing person in a hotel in NC. He is safe and sound.

I don't know what we would do without all the support we receive from the IACA members.

Again THANK YOU ALL!

From: IACAList [mailto:iacalist-bounces+shawna hitchcock=sanangelopolice.org@listserve.com] On Behalf Of Shawna Hitchcock via IACAList
Sent: Tuesday, March 27, 2018 3:02 PM
To: iacalist@iaca.net
Subject: [IACA] Help Please - ALPR Reader

Afternoon All,

I am working a missing person case, and have found were my person's car is showing up on an ALPR in NC.

I am hoping somebody might have access to Vigilant or something similar who would be willing to run a plate for me in hopes of finding my person

TX plate #CBD0478

Thanks!

Shawna Hitchcock
Intelligence Specialist
City of San Angelo, TX
Police Dept Intel Div
325-481-2788
shawna hitchcock@sanangelopolice.org<mailto:shawna.hitchcock@sanangelopolice.org>
Inter-Office Ext 2280

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Message: 2
Date: Wed, 28 Mar 2018 14:44:40 +0000

From: Kevin Mullen <Kmullen@vbgov.com>
To: "iacalist@iaca.net" <iacalist@iaca net>
Subject: [IACA] Software
Message-ID: <2b3e20ad9f5644678c5ea42b38eed58d@VBMS0012.vbgov.com>
Content-Type: text/plain; charset="us-ascii"

My department is exploring implementation of a real time "fusion center". I'm curious to know what software any of your departments who have one are currently using and if you like it. Any helpful information would be appreciated.

MPO K.P. Mullen
Third Precinct Crime Analyst
926 Independence BLVD
Virginia Beach, VA 23455
(757)385-2703

"Have nothing to do with the fruitless deeds of darkness, but rather expose them." -Ephesians 5:11

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Message: 3
Date: Wed, 28 Mar 2018 14:45:24 +0000
From: "Campbell, Kaitlynn" <KCampbell@ibc.ca>
To: "'iacalist@listserve.com'" <iacalist@listserve.com>
Subject: [IACA] Canada: Methods to extract phone number from social
media profiles?
Message-ID:
<2c80091bca974f0792f272cfe918c051@WINSRVP158.intranet.ibc.ca>
Content-Type: text/plain; charset="us-ascii"

Hi Everyone,

I am looking for ways to extract phone numbers from a social media profile. I used to have luck with Pipl by way of the Facebook username, but it appears this feature has been removed.

I'm finding that the standard online search tools such as Spokeo, Pipl and PeekYou are only for US searches, so I do not get any results for my searches on Canadian phone numbers and even parties who reside in Canada as per their social media profiles.

Thanks!

Kaitlynn Campbell
Crime Analyst
Investigative Services
[cid:image013.jpg@01D3C681.DF3EC4F0]

Insurance Bureau of Canada
T: 416.252.3441
F: 416.252.6940
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Message: 4
Date: Wed, 28 Mar 2018 11:01:27 -0400
From: Nancy Valenti <nancyv@portlandmaine.gov>
To: IACAlist@iaca.net
Subject: [IACA] Predictive Analysis - Journey to Crime
Message-ID:
<CANq0iN8kS4eWhtA30rwQwHi+iErJj4cks6Wud9cqD3Mvxgw-mQ@mail.gmail.com>
Content-Type: text/plain; charset="utf-8"

I've got a robbery spree in the City and I need a predictive analysis done
by 1 pm today. Is there anyone that may offer me some assistance in the
next hour?

Nancy Valenti
Crime Analyst
Portland Police Department
109 Middle St
Portland, ME 04101
207- 874-8553
nancyv@portlandmaine.gov

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of public officials or city employees about government business may be
classified as public records. There are very few exceptions. As a result,
please be advised that what is written in an e-mail could be released to
the public and/or the media if requested.
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Message: 5
Date: Wed, 28 Mar 2018 10:41:49 -0500
From: "Isaac VanPatten" <Isaac.VanPatten@roanokeva.gov>
To: Nancy Valenti <nancyv@portlandmaine.gov>
Cc: IACAlist@iaca.net
Subject: Re: [IACA] Predictive Analysis - Journey to Crime
Message-ID:
<OF06851BF2.7399E89C-ON0025825E.0055C86C-8525825E.005639F2@notes.na.collabserv.com>

Content-Type: text/plain; charset="us-ascii"

Map your robberies
Add your XY coordinates (projected or geographic is fine)
Map your potential targets if commercial robberies
Export your feature class to a dbf
Pull it into CrimeStat IV
Do a correlated walk analysis (CWA): ask for everything to be saved as a
SHP

Also do Gottlieb's tradition days-between-hit analysis

Compare your CWA to the potential targets
Make prediction based on DBH + CWA

Next event predictions are kind SWAGs but it is better than nothing
(usually)

Isaac T. Van Patten, Ph.D.
Criminologist
iSTAR Center
Roanoke Police Department
348 Campbell Ave. SW
Roanoke, VA 24016
(540) 853-6882
"Improvising on the edge of chaos." -Joseph Ellis

From: Nancy Valenti via IACAList <iacalist@listserve.com>
To: IACAlist@iaca net,
Date: 03/28/2018 11:29 AM
Subject: [IACA] Predictive Analysis - Journey to Crime
Sent by: "IACAList" <iacalist-bounces
+isaac.vanpatten=roanokeva.gov@listserve.com>

I've got a robbery spree in the City and I need a predictive analysis done
by 1 pm today. Is there anyone that may offer me some assistance in the
next hour?

Nancy Valenti
Crime Analyst
Portland Police Department

109 Middle St
Portland, ME 04101
207- 874-8553
nancyv@portlandmaine.gov

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of public officials or city employees about government business may be
classified as public records. There are very few exceptions. As a result,
please be advised that what is written in an e-mail could be released to
the public and/or the media if requested.*** You are subscribed to IACAList
as isaac.vanpatten@roanokeva.gov. If you wish to unsubscribe, or modify
your preferences please visit
https://urldefense.proofpoint.com/v2/url?u=https-3A__mailman.listserve.com_listmanager_listinfo_iacalist&d=DwID-g&c=lDF7oMaPKXpkYvev9V-
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Message: 6
Date: Wed, 28 Mar 2018 12:18:54 -0400
From: Nancy Valenti <nancyv@portlandmaine.gov>
To: IACAlist@iaca.net
Subject: [IACA] All Set for Assistance - Thank You
Message-ID:
<CANq0iN8MOd6YWw1W8hyx7CONVrBetb5KvNZcAx70opngnSFRaw@mail.gmail.com>
Content-Type: text/plain; charset="utf-8"

I've got a few folks helping me out. I'll let you know how it turns out.
Thank you!

Nancy Valenti
Crime Analyst
Portland Police Department
109 Middle St
Portland, ME 04101
207- 874-8553
nancyv@portlandmaine.gov

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Message: 7
Date: Wed, 28 Mar 2018 11:30:24 -0500 (CDT)
From: Justin Ingram <jingram@springdalear.gov>
To: <iacalist@iaca net>
Subject: [IACA] FW: RE : [Order: W06230776165] Payment invoice from
itunes egift card certificate code email delivery
Message-ID: <00e601d3c6b2$0d65a580$2830f080$@springdalear.gov>
Content-Type: text/plain; charset="utf-8"

Has anyone seen a scam like this from Apple? The victim (she's not out any
money) received the below email to her yahoo account stating that her eGift
card would be delivered today and purchased with CC ending in 62. However,
none of her cards end in 62. I'm sure

this is a scam but I cannot find anything about it as I search.

Detective Justin Ingram

Crime / Intel. Analyst

Springdale (Ar.) Police Department

201 North Spring Street

Springdale, Arkansas 72764

<mailto:jingram@springdalear.gov> jingram@springdalear.gov

(Office) 479-750-8139

(Cell) 479-957-6059

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Message: 8
Date: Wed, 28 Mar 2018 16:44:35 +0000
From: Lesley Hayes <Lesley.Hayes@hayward-ca.gov>
To: " (iacalist@iaca net)" <iacalist@iaca net>
Subject: [IACA] question regarding county probation departments
sharing information
Message-ID:
<BN6PR09MB1377677388F206FBF4DCAA3BB7A30@BN6PR09MB1377 namprd09.prod.outlook.com>

Content-Type: text/plain; charset="us-ascii"

Hi list!

I am especially looking for input from California agencies since everyone here is on probation now and no one does any real time, but totally interested in how this plays out in other states as well.

We currently have minimal access to our county probation department's data. They do make available the ability to search individually if a person is on probation and what the terms are, but we do not have direct access to their records system or access to get a data dump of all of our active probationers so we could use that data in maps or for other intelligence gathering. They provide a static report we can run by month of people just sentenced to probation, but it is only for that specific month. I used to pull the reports monthly and create my own database but the data would get stale over time and didn't have all the information my officers wanted anyway.

I was wondering how other police departments get access to their probation data and if theirs is as limited as ours. I'm hoping to start a conversation about sharing the data better, but thought a state/nationwide perspective would be useful first.

Thanks so much!

Lesley Hayes
Sr. Crime and Intelligence Analyst
Criminal Investigations Bureau
Hayward Police Department
510-293-7004

[smallCAUpatch]

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Message: 9
Date: Wed, 28 Mar 2018 16:46:17 +0000
From: Kelly Pereira <kelly.pereira@irdeto.com>
To: Justin Ingram <jingram@springdalear.gov>
Cc: "iacalist@iaca.net" <iacalist@iaca net>
Subject: Re: [IACA] FW: RE : [Order: W06230776165] Payment invoice
from itunes egift card certificate code email delivery
Message-ID: <0F8726AA-D0C3-40B7-AB49-5F7F9BA59BB8@irdeto.com>
Content-Type: text/plain; charset="utf-8"

Hi Justin,

I believe this to be a scam. The spelling error (?has been confirm?) is an immediate giveaway.

Looks like a phishing attempt. Incorrect or general information can be provided, prompting the email recipient to reply with correct information. Alternatively, by selecting one of the links in the mail, malware can potentially be downloaded to the user?s computer.

Is the sender?s email address visible?
Try selecting ?Forward? (without actually completing in the action) and, when it is shown in the main body of the email below, determine if it is a genuine Apple address.

Always remember: if it?s unexpected and too good to be true, it probably is!

Best regards / Met vriendelijke groet,
Kelly Pereira
Intelligence Manager, Irdeto

On 28 Mar 2018, at 18:35, Justin Ingram via IACAList <iacalist@listserve.com<mailto:iacalist@listserve.com>> wrote:

Has anyone seen a scam like this from Apple? The victim (she's not out any money) received the below email to her yahoo account stating that her eGift card would be delivered today and purchased with CC ending in 62. However, none of her cards end in 62. I'm sure
this is a scam but I cannot find anything about it as I search.

Detective Justin Ingram
Crime / Intel. Analyst
Springdale (Ar.) Police Department
201 North Spring Street
Springdale, Arkansas 72764
jingram@springdalear.gov<mailto:jingram@springdalear.gov>
(Office) 479-750-8139
(Cell) 479-957-6059

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Find, like, and Follow NWA Crime Time on Facebook.

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Thank you for your purchase1462

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Message: 10
Date: Wed, 28 Mar 2018 17:06:50 +0000
From: "Pepe, Ralph" <RPepe@cargonet.com>
To: Kelly Pereira <kelly.pereira@irdeto.com>, Justin Ingram
<jingram@springdalear.gov>
Cc: "iacalist@iaca.net" <iacalist@iaca net>
Subject: Re: [IACA] FW: RE : [Order: W06230776165] Payment invoice
from itunes egift card certificate code email delivery
Message-ID:
<fff52317340347bba3c67301e4454558@VAW1PWINFMBXP3.veriskdom.com>
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Agreed. Another thought I had is that there are bit.ly links for ?Manage Your Order? and ?Apple ID?. The bit.ly links may send the users to an official looking login page and prompt their credentials to harvest valid Apple ID account information. Taking it one step further, it could ask the user for a number of things actually once they ?login?. For example, explain there was an error with their order and prompt them to reenter their CC or bank info.

If you have a way of gaining access to a sandboxed environment you could safely open the link and see what it tries to do, but I think it?s safe to say no matter what it tries to do, it?s all bad.

Ralph Pepe
Sr. Intelligence Analyst
CargoNet

Phone: +1.201.469.3287 | Fax: +1.201.748.1662

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To report a cargo theft, please call 1-888-595-CNET (2638) or send a theft report to cargotheft@cargonet.com<mailto:cargotheft@cargonet.com>.

Law Enforcement - Visit https://urldefense.proofpoint.com/v2/url?u=http-3A__cargonet.com_lawenforcement&d=DwID-g&c=lDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=JjUJPE4iHOCoV4Iuf8VaMhDE2YDQmtiDfmo4sfZoAqY&m=X_g6unqDotSud3kUZsWwHHOgH4UWydIHGAG_FrjM4R4&s=xABijm54XK8_aCSJWAdodTBLGu9Ch_CgRr0pbNKVqUA&e= to receive free cargo theft alerts and access to the CargoNet database.

From: IACAList [mailto:iacalist-bounces+rpepe=cargonet.com@listserve.com] On Behalf Of Kelly Pereira via IACAList
Sent: Wednesday, March 28, 2018 12:46 PM
To: Justin Ingram <jingram@springdalear.gov>
Cc: iacalist@iaca.net
Subject: Re: [IACA] FW: RE : [Order: W06230776165] Payment invoice from itunes egift card certificate code email delivery

Hi Justin,

I believe this to be a scam. The spelling error (?has been confirm?) is an immediate giveaway.

Looks like a phishing attempt. Incorrect or general information can be provided, prompting the email recipient to reply with correct information. Alternatively, by selecting one of the links in the mail, malware can potentially be downloaded to the user?s computer.

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Always remember: if it?s unexpected and too good to be true, it probably is!

Best regards / Met vriendelijke groet,
Kelly Pereira
Intelligence Manager, Irdeto

On 28 Mar 2018, at 18:35, Justin Ingram via IACAList <iacalist@listserve.com<mailto:iacalist@listserve.com>> wrote:
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this is a scam but I cannot find anything about it as I search.

Detective Justin Ingram
Crime / Intel. Analyst
Springdale (Ar.) Police Department
201 North Spring Street
Springdale, Arkansas 72764
jingram@springdalear.gov<mailto:jingram@springdalear.gov>
(Office) 479-750-8139

(Cell) 479-957-6059

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Find, like, and Follow NWA Crime Time on Facebook.

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Thank you for your purchase1462

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Message: 11
Date: Wed, 28 Mar 2018 12:48:08 -0400
From: casbah7@aol.com
To: jingram@springdalear.gov, iacalist@iaca.net
Subject: Re: [IACA] FW: RE : [Order: W06230776165] Payment invoice
    from itunes egift card certificate code email delivery

Message-ID: <1626d826b99-179d-a4d@webjas-vad012.srv.aolmail net>
Content-Type: text/plain; charset="utf-8"

Hi Justin, I get one every week and I don't even use itunes. The scammers want you to click on their link and when you do, a virus hits your computer to grab your info. I've had some friends who clicked on the link and they had a lot of problems later. The following are two links you can review:

https://urldefense.proofpoint.com/v2/url?u=http-3A__www.scamnet.wa.gov.au_scamnet_Scam-5Ftypes-2DAttempts-5Fto-5Fgain-5Fyour-5Fpersonal-5Finformation-2DPhishing-2DFake-5FiTunes-5Freceipt-5Fphishing-5Femail.htm&d=DwID-g&c=lDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=JjUJPE4iHOCoV4Iuf8VaMhDE2YDQmtiDfmo4sfZoAqY&m=X_g6unqDotSud3kUZsWwHHOgH4UWydIHGAG_FrjM4R4&s=og0D7VYLx8FK--6zUhWxhByryyYqU_qa9GrI0EfO4o0&e=

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Dr. Annie Gainous Thompson
Tiffin University Criminal Justice Department
thompsonag@tiffin.edu

-----Original Message-----
From: Justin Ingram via IACAList <iacalist@listserve.com>
To: iacalist <iacalist@iaca.net>
Sent: Wed, Mar 28, 2018 12:36 pm
Subject: [IACA] FW: RE : [Order: W06230776165] Payment invoice from itunes egift card certificate code email delivery

Has anyone seen a scam like this from Apple? The victim (she's not out any money) received the below email to her yahoo account stating that her eGift card would be delivered today and purchased with CC ending in 62. However, none of her cards end in 62. I'm sure
this is a scam but I cannot find anything about it as I search.

Detective Justin Ingram
Crime / Intel. Analyst
Springdale (Ar.) Police Department
201 North Spring Street
Springdale, Arkansas 72764
jingram@springdalear.gov
(Office) 479-750-8139
(Cell) 479-957-6059

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Message: 12
Date: Wed, 28 Mar 2018 18:55:24 +0000
From: "Earle, Robert A" <Robert.Earle@louisvilleky.gov>
To: "iacalist@listserve.com" <iacalist@listserve.com>
Subject: [IACA] Weekly Departmental Briefing
Message-ID:
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Good Afternoon All,

I am interested in creating a comprehensive weekly product for dissemination department-wide. Among other things I would like to include incident reports, NIBIN leads, offender releases, important dates, etc. This would be more of a narrative-style summary of events intended to assist frontline personnel versus something like a CompStat report.

If anyone has examples of products that they can share, or lessons learned, please contact me.

Respectfully,

Adam Earle
Louisville Metro Police Department
Crime Analyst - CIC
Office - (502) 574-8670
Desk - (502) 574 - 3360
Robert.Earle@louisvilleky.gov<mailto:Robert.Earle@louisvilleky.gov>

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Message: 13
Date: Wed, 28 Mar 2018 19:28:53 +0000
From: Matthew Harris <Matthew.Harris@sonoma-county.org>
To: "'Lesley Hayes'" <Lesley.Hayes@hayward-ca.gov>,
"'iacalist@iaca.net'" <iacalist@iaca net>
Subject: Re: [IACA] question regarding county probation departments
sharing information
Message-ID:
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I had that problem for several years but was eventually able to get access to our court minutes data. This resolved any concerns that probation had with data inaccuracies because we were looking at the data directly from the courts and there was no liability from them. Our courts share the data to the county for jail, probation, DA, and public defenders use, so if you can find the right people to ask they may likely have a way for you to connect as well.

Good luck and be prepared for networking and firewall issues, both IT and interpersonal.

Matt

From: IACAList [mailto:iacalist-bounces+matthew harris=sonoma-county.org@listserve.com] On Behalf Of Lesley Hayes via IACAList
Sent: Wednesday, March 28, 2018 9:45 AM
To: (iacalist@iaca net) <iacalist@iaca.net>
Subject: [IACA] question regarding county probation departments sharing information

Hi list!

I am especially looking for input from California agencies since everyone here is on probation now and no one does any real time, but totally interested in how this plays out in other states as well.

We currently have minimal access to our county probation department?s data. They do make available the ability to search individually if a person is on probation and what the terms are, but we do not have direct access to their records system or access to get a data dump of all of our active probationers so we could use that data in maps or for other intelligence gathering. They provide a static report we can run by month of people just sentenced to probation, but it is only for that specific month. I used to pull the reports monthly and create my own database but the data would get stale over time and didn?t have all the information my officers wanted anyway.

I was wondering how other police departments get access to their probation data and if theirs is as limited as ours. I?m hoping to start a conversation about sharing the data better, but thought a state/nationwide perspective would be useful first.

Thanks so much!

Lesley Hayes
Sr. Crime and Intelligence Analyst
Criminal Investigations Bureau
Hayward Police Department
510-293-7004

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Date: Wed, 28 Mar 2018 12:33:36 -0700
From: Jennifer Krutak <JKrutak@rialtopd.com>
To: "'IACAList@iaca.net'" <IACAList@iaca net>
Subject: [IACA] Story Maps Training in Southern CA
Message-ID: <562F66EECBB99F4092C83F33D8216456BC6D1E94E8@RPE>
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The Inland Empire Crime and Intelligence Analysts Association will be hosting "Story Maps with ArcGIS for Law Enforcement" on Tuesday, April 17, 2018. The training will consist of a hands-on workshop at the Esri campus on creating your own story map. For those of you that haven't attended this before, this is a great opportunity to learn an innovative approach to presenting your data or case debriefs!! It's also an excellent refresher for those of you that haven't used it in a while and want to brush up on your skills.

Please note Esri is being gracious enough to provide laptops to the first 40 attendees to check in on the day of training; you can share along with a fellow analyst if you wish. However, there will be plenty of room in the auditorium for you to bring your own laptop and follow along.

Note: analysts, students, interns, and other GIS professionals are all welcome to attend

For more information, please refer to the attached flyer. RSVP can be emailed directly to me. Thank you!!

Jennifer
Jennifer Krutak
Crime Analysis Unit
Rialto Police Department
128 N Willow Avenue
Rialto, CA 92376
(909) 820-2645 desk
(909) 820-2579 fax
jkrutak@rialtopd.com

"False leaders influence people to follow them. True leaders influence people to follow themselves."

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End of IACAList Digest, Vol 140, Issue 24
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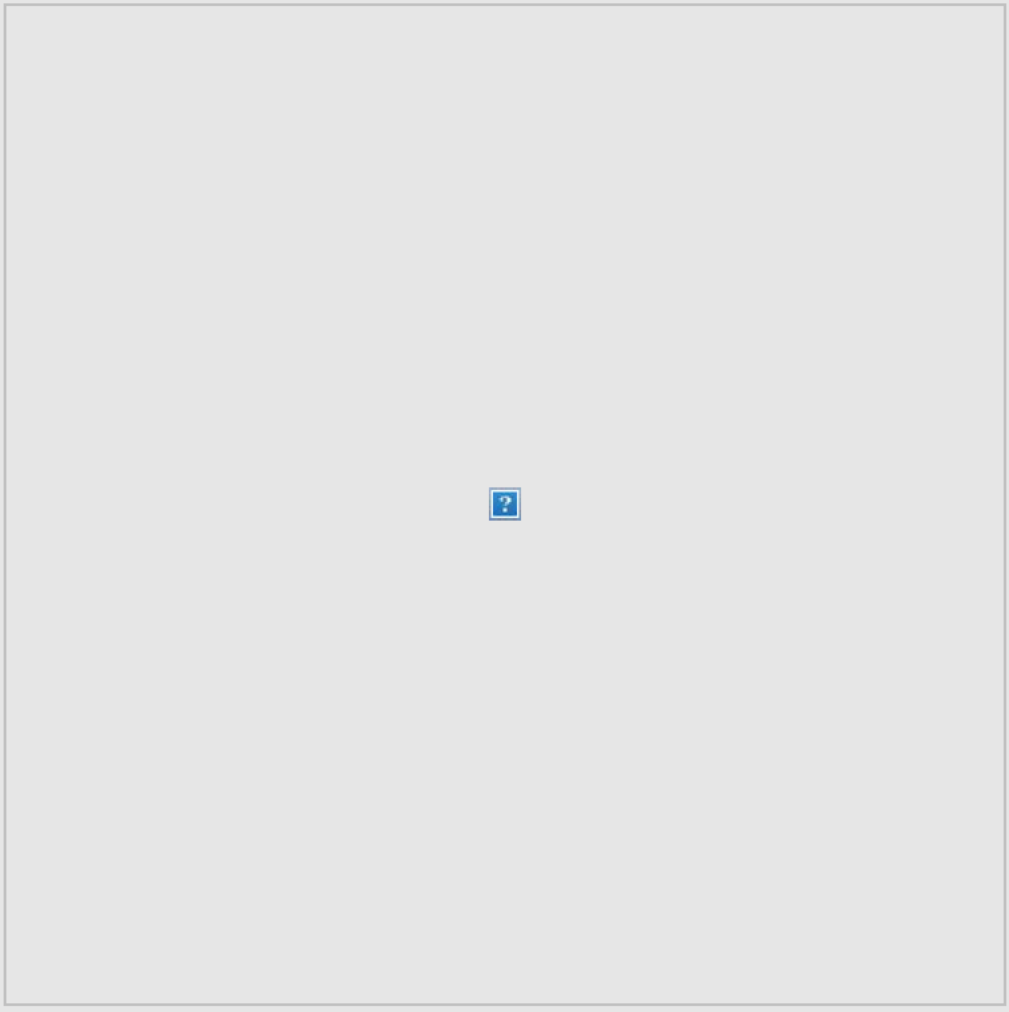
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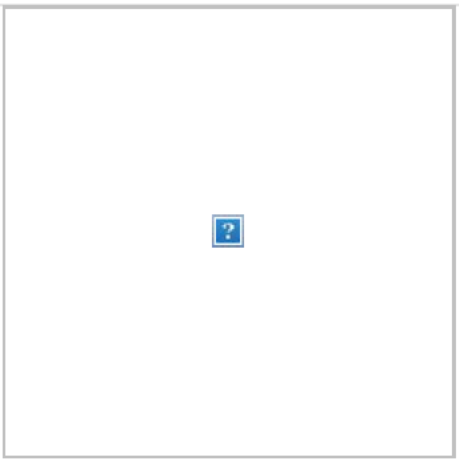
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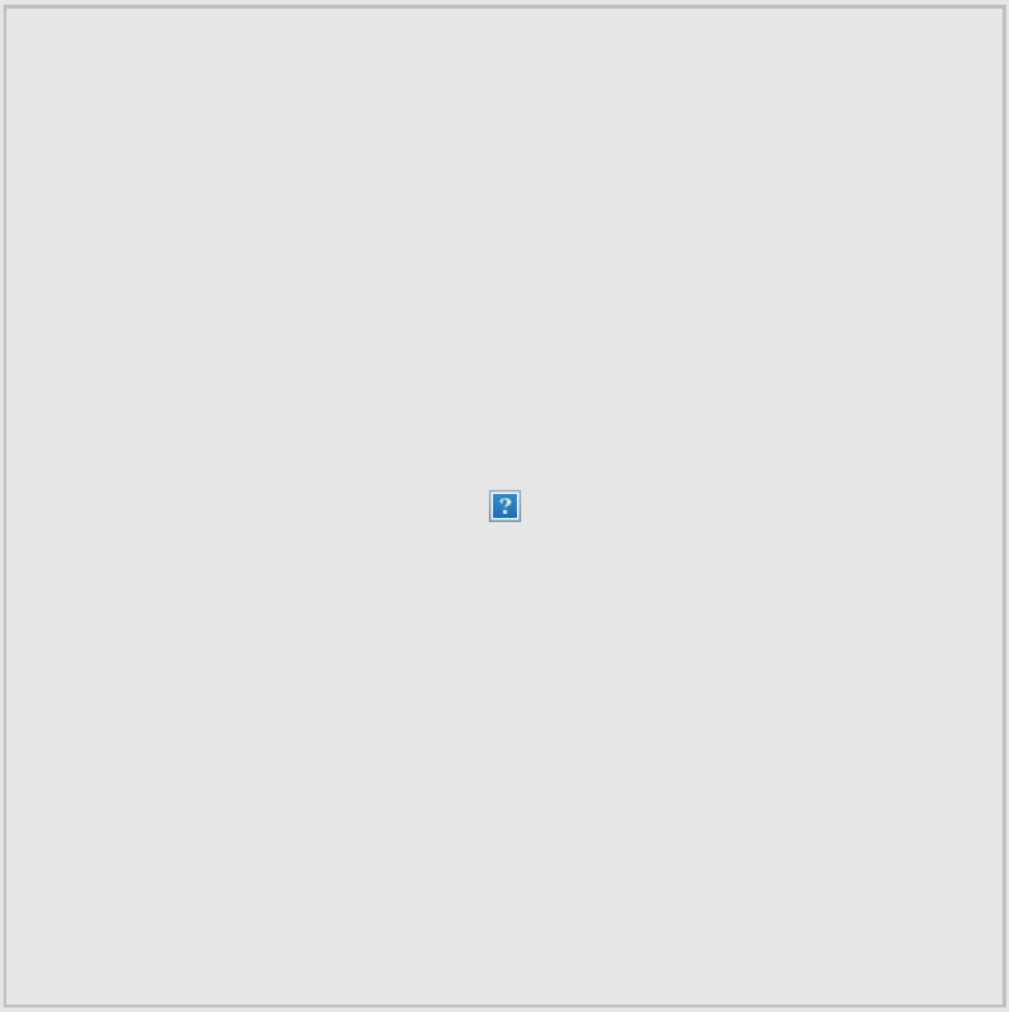
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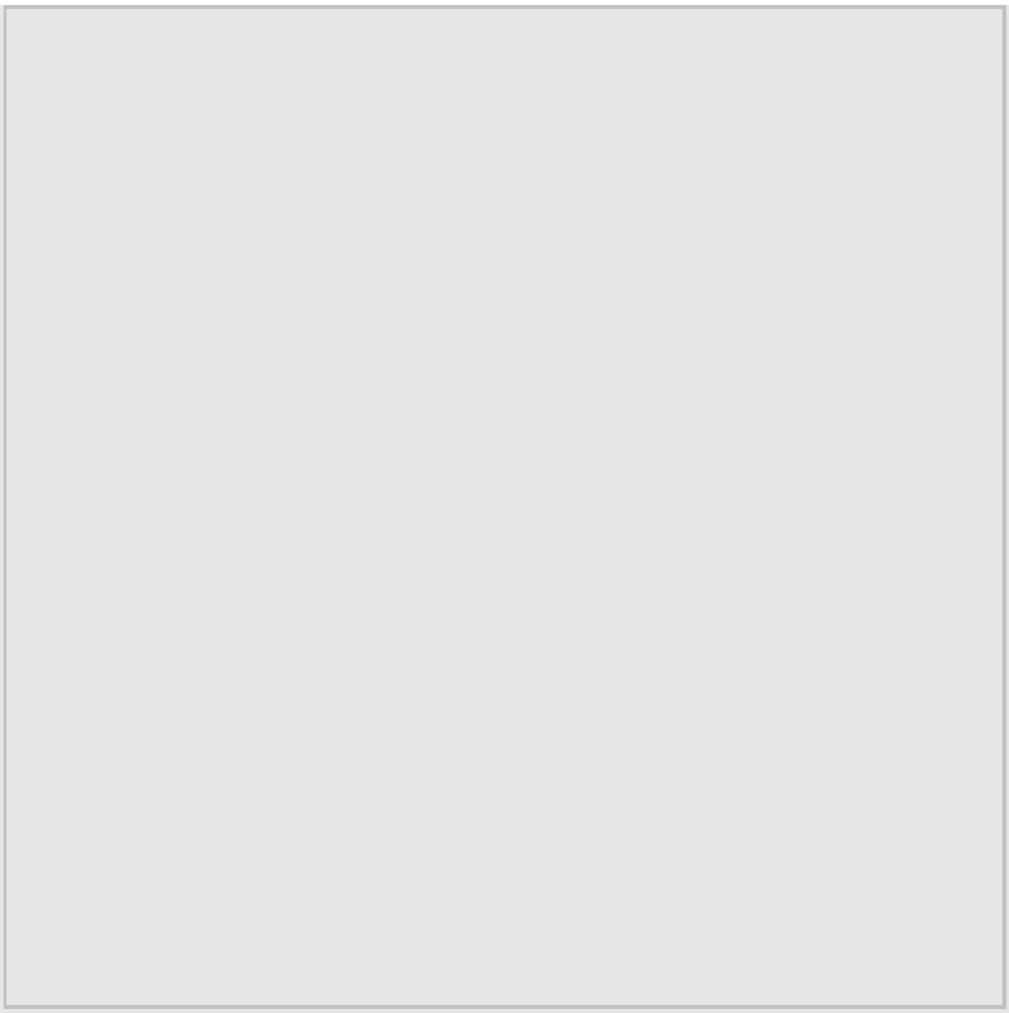
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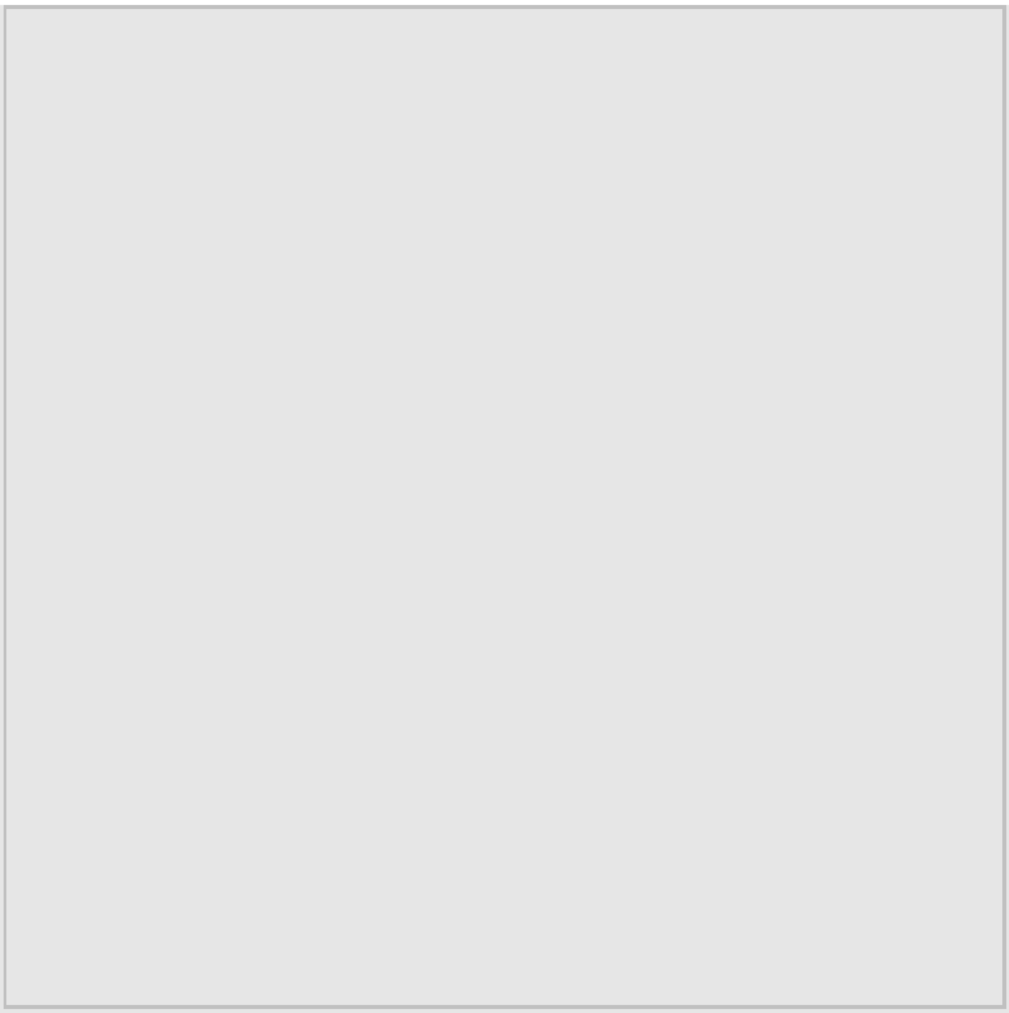
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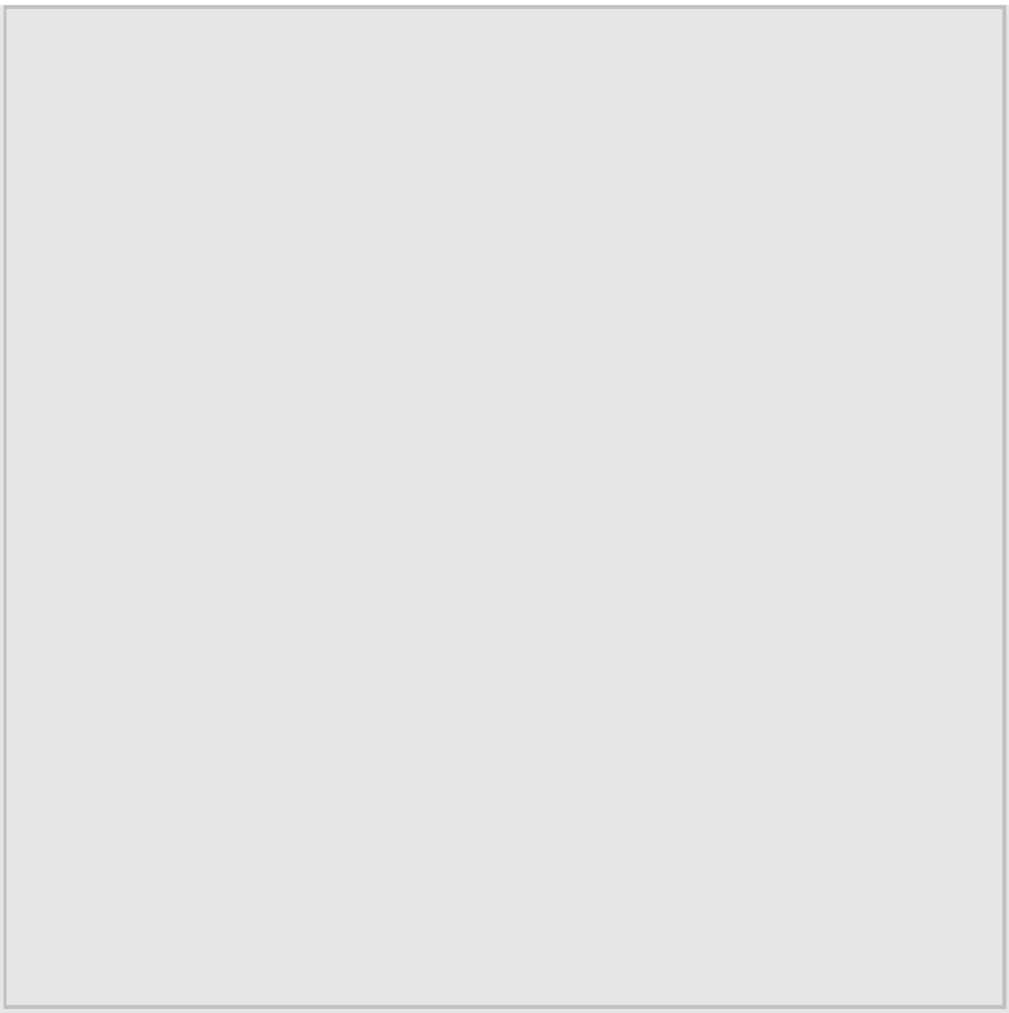
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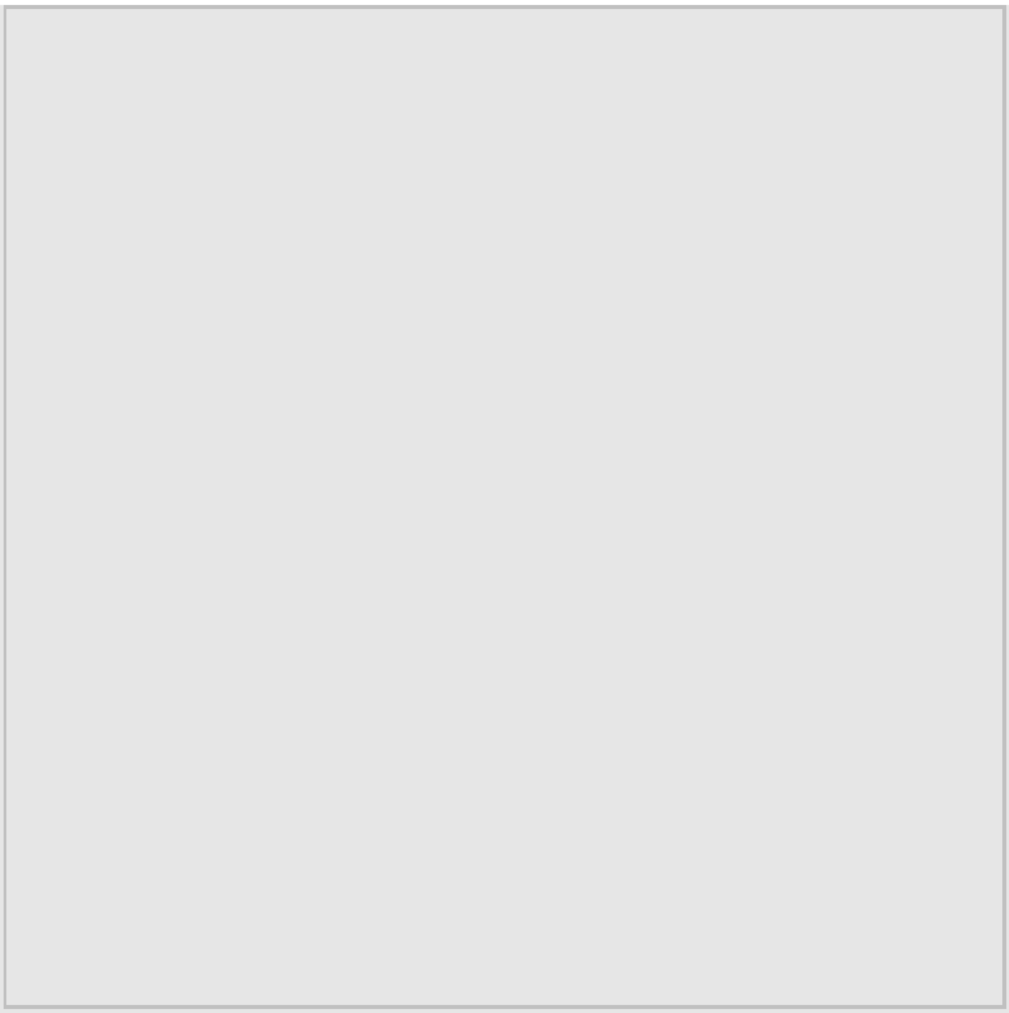
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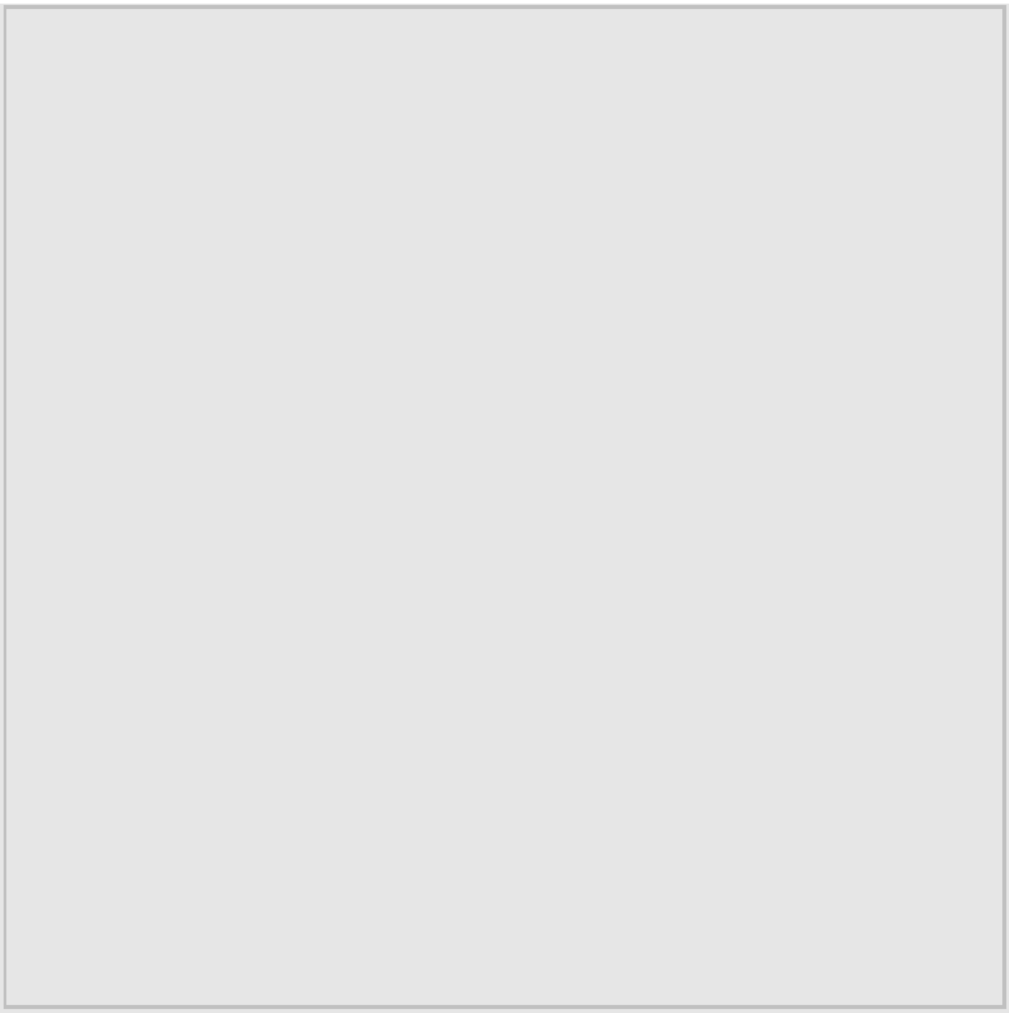


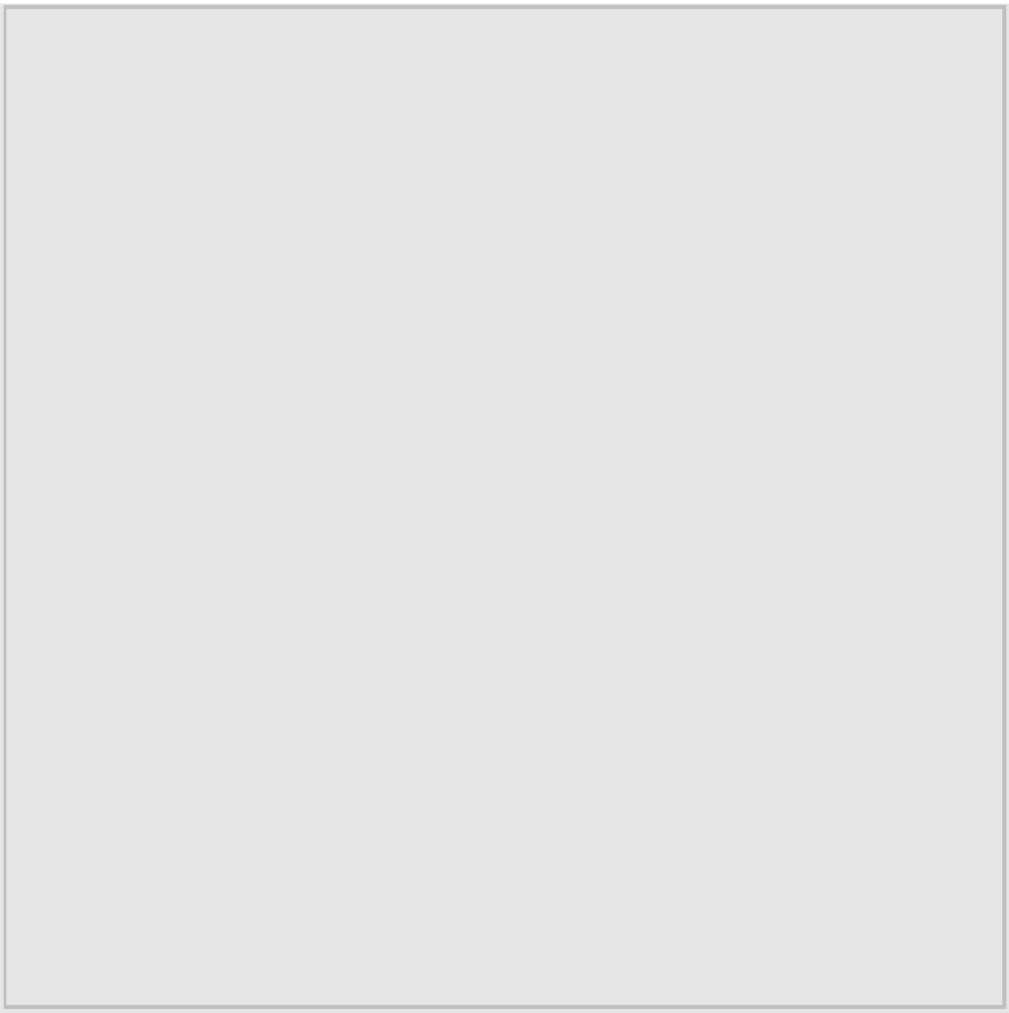




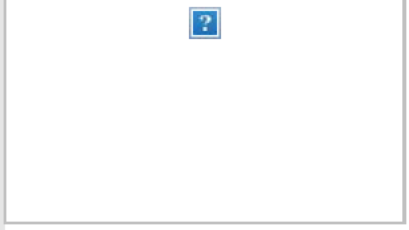








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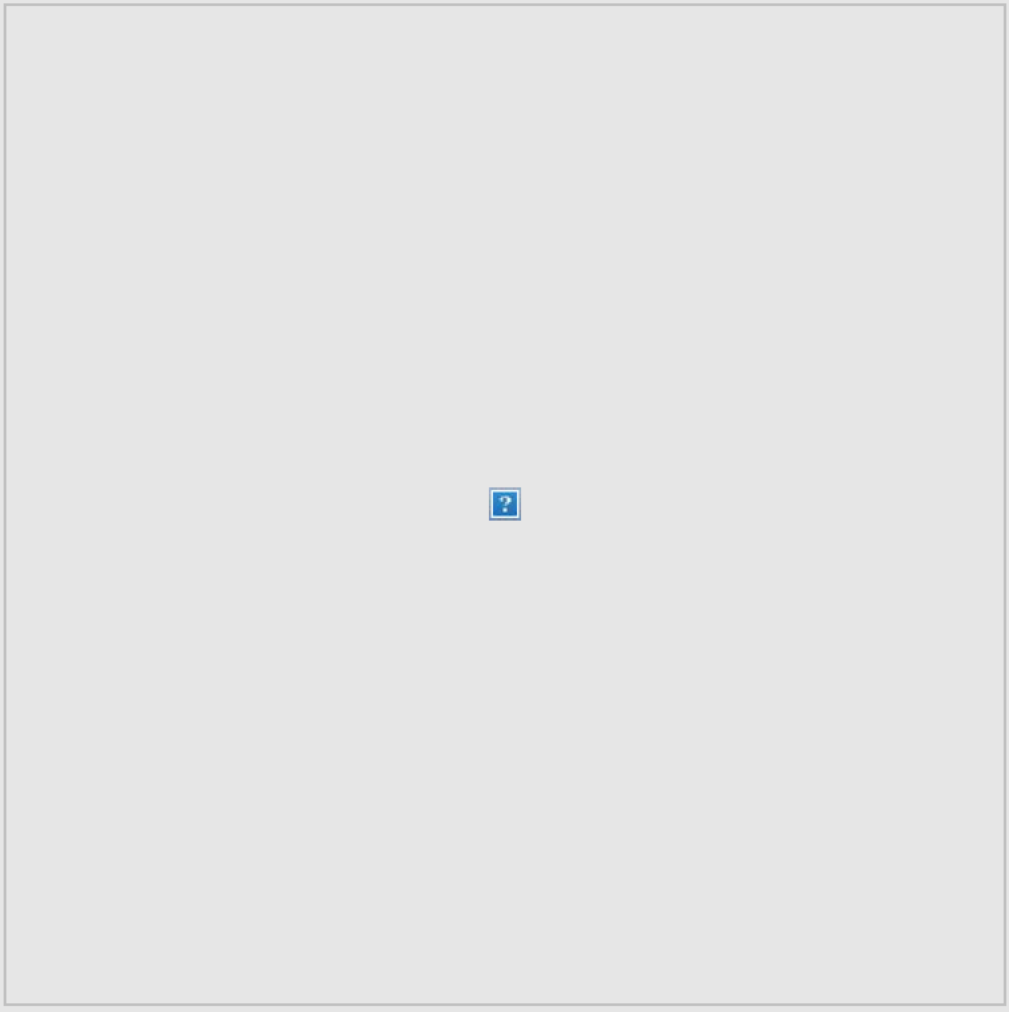
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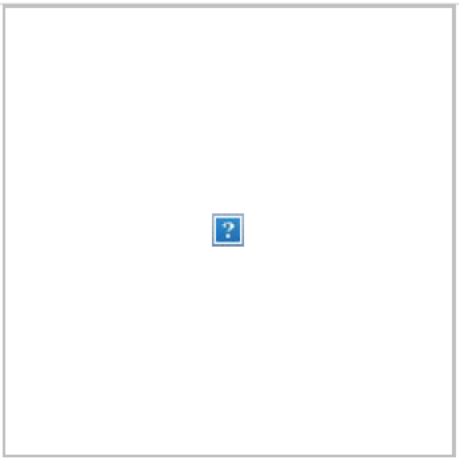
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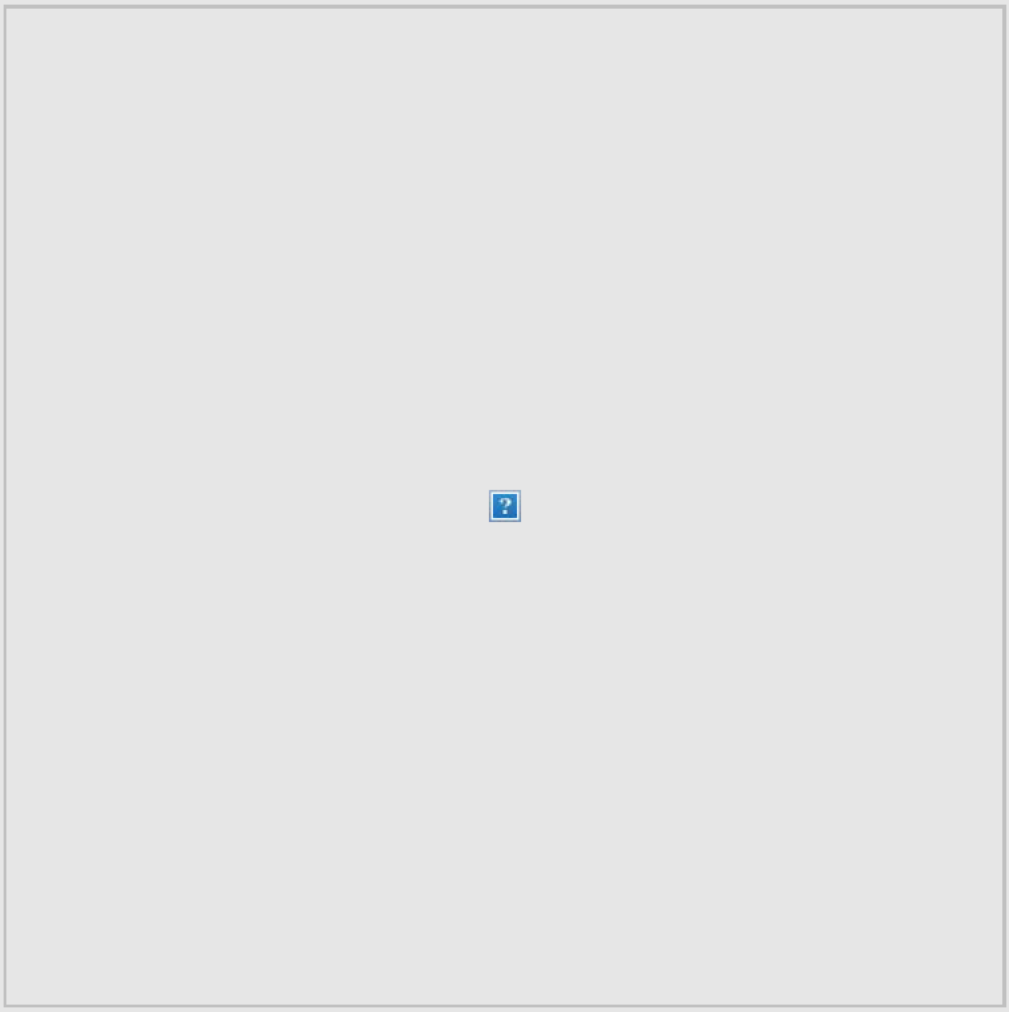
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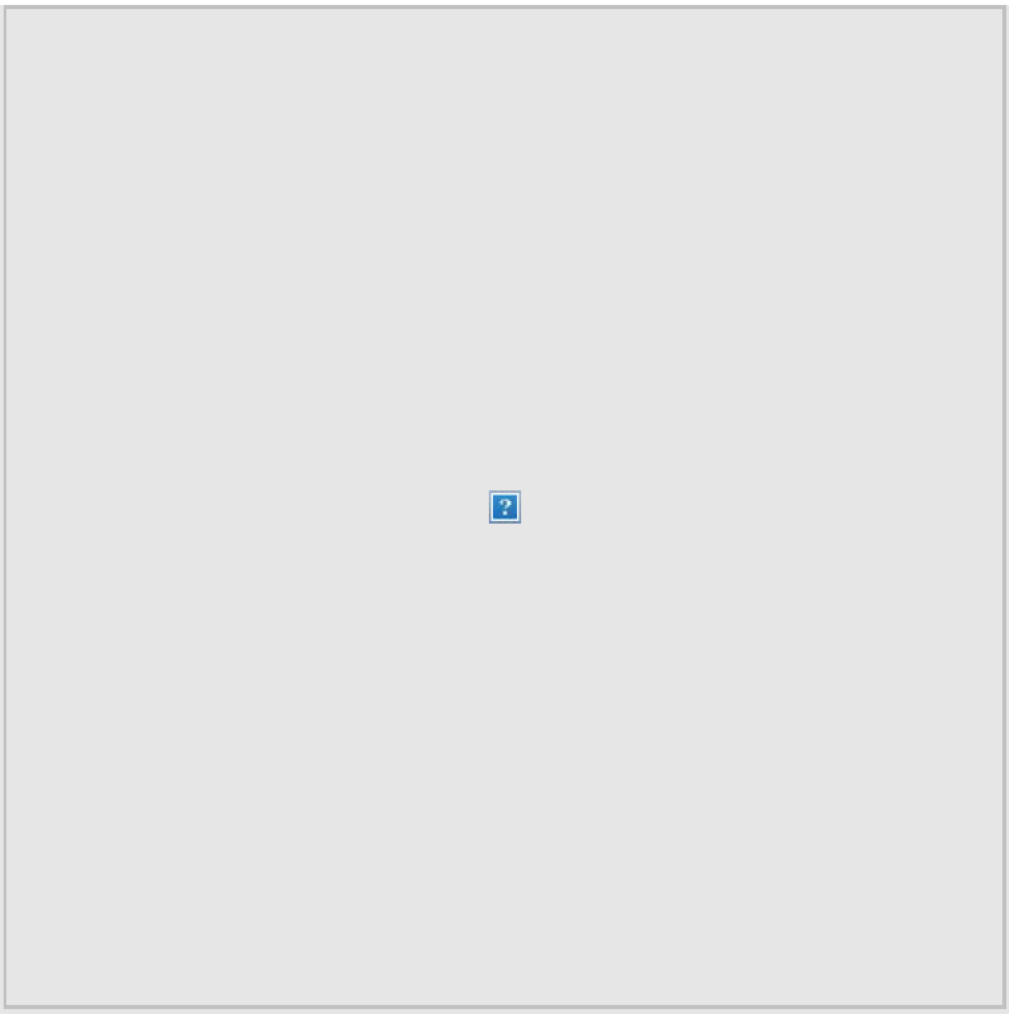
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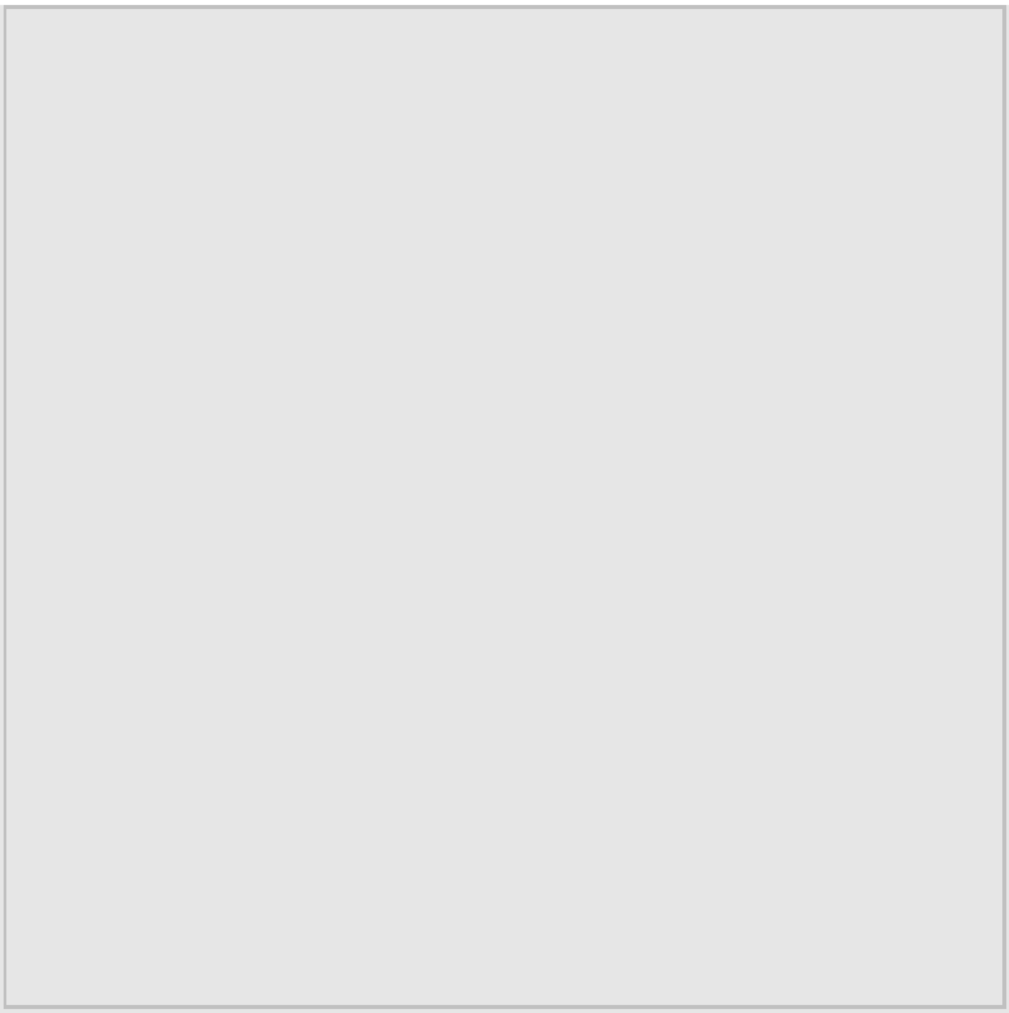
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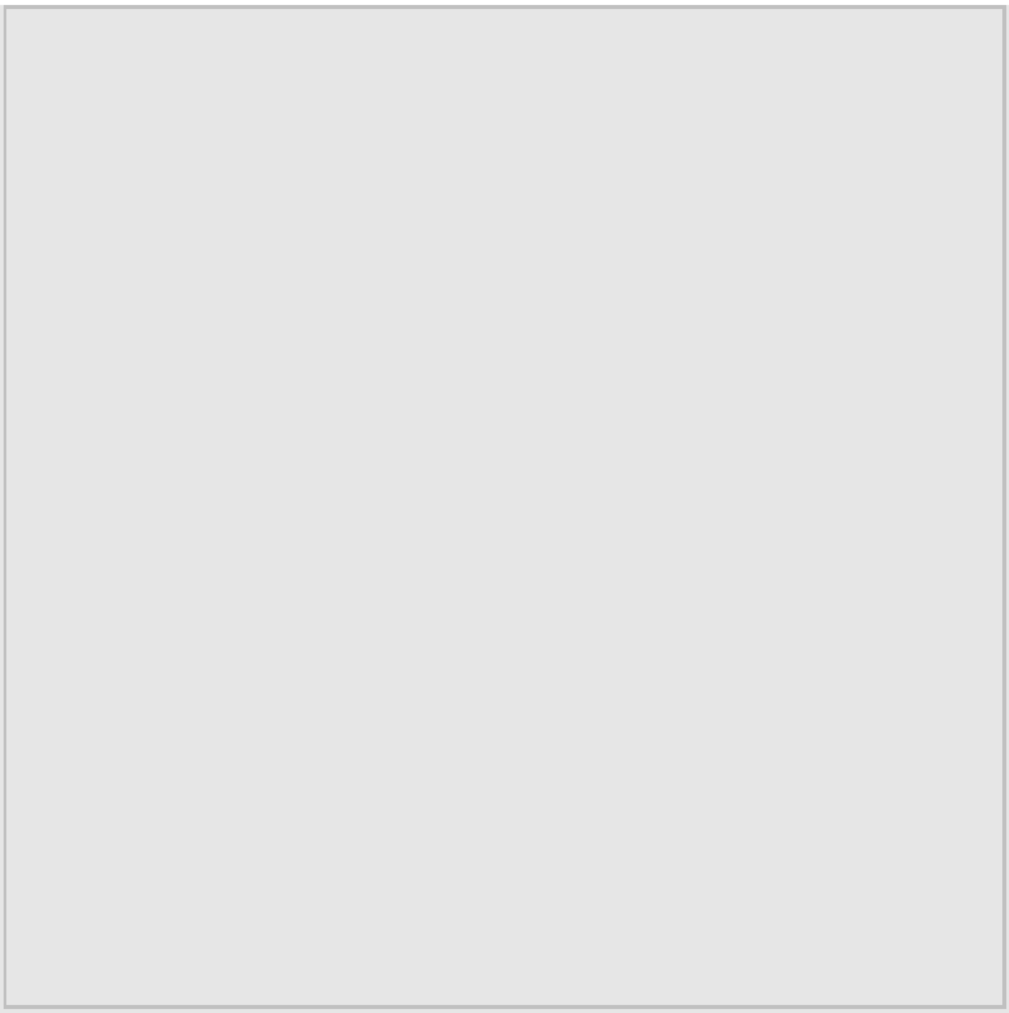
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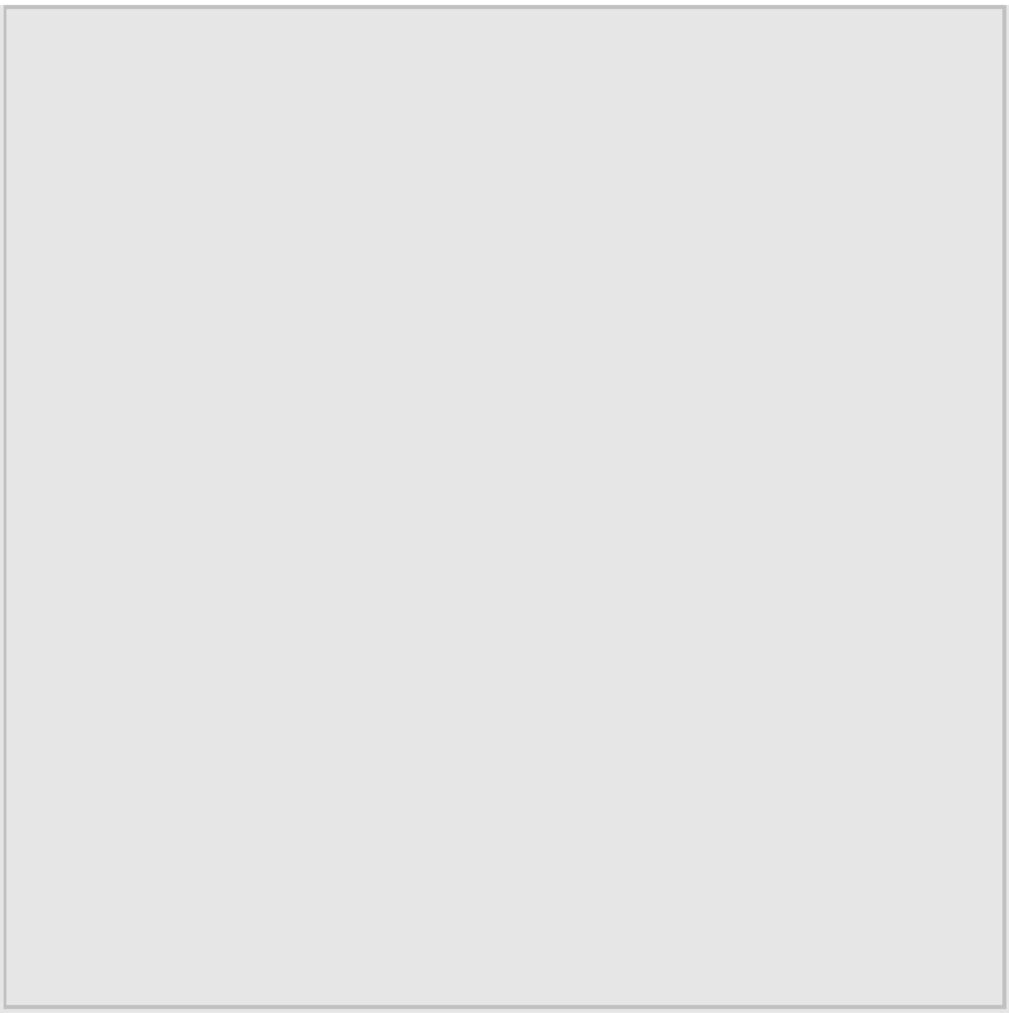
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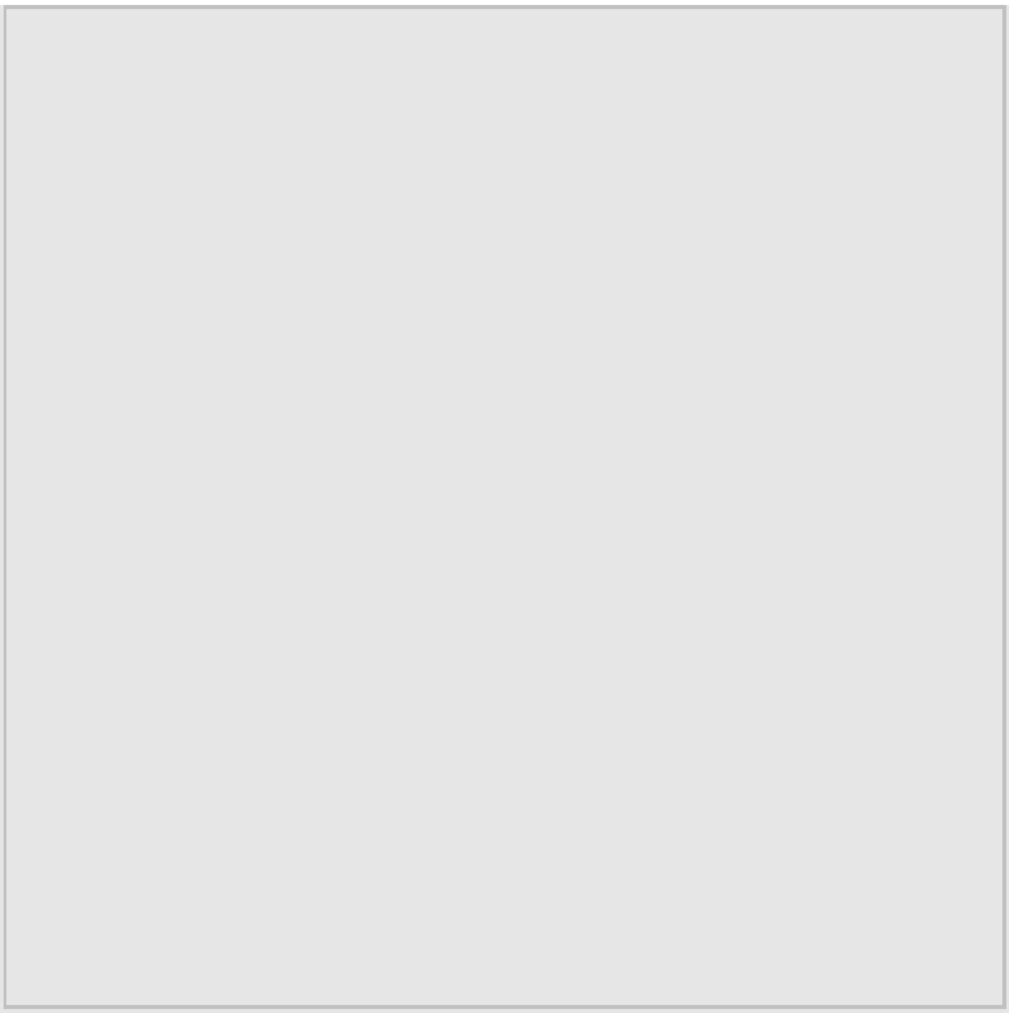
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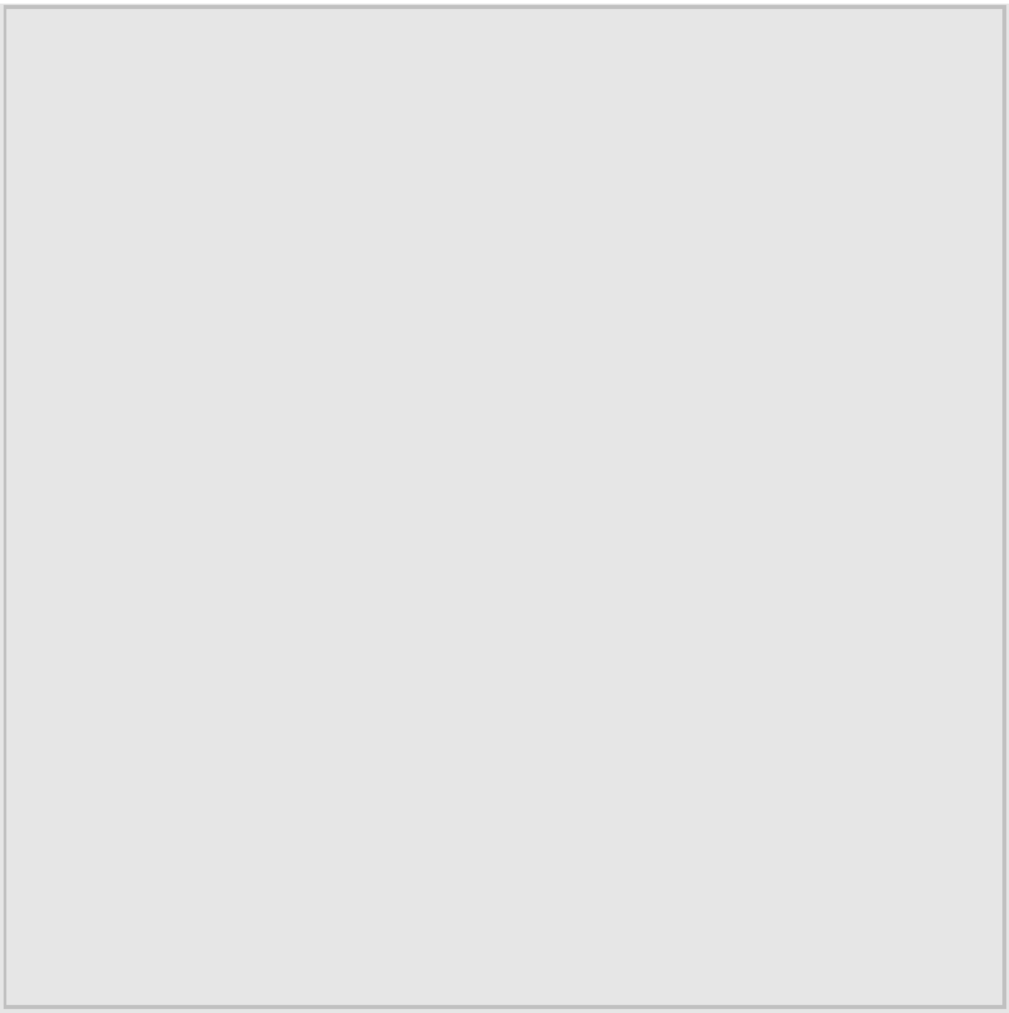


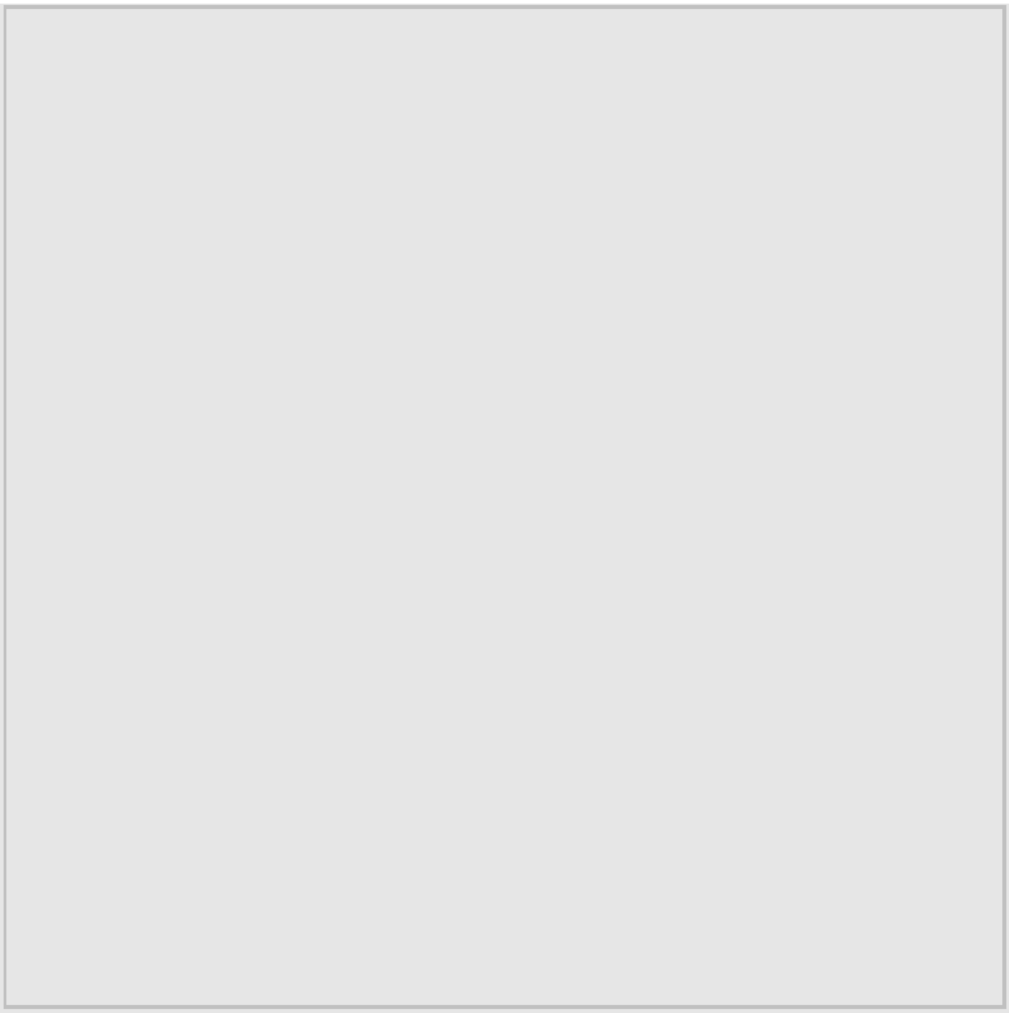




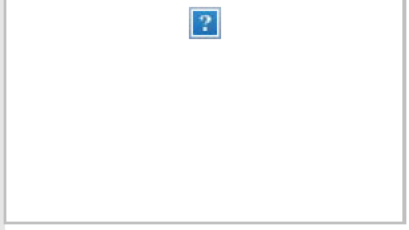








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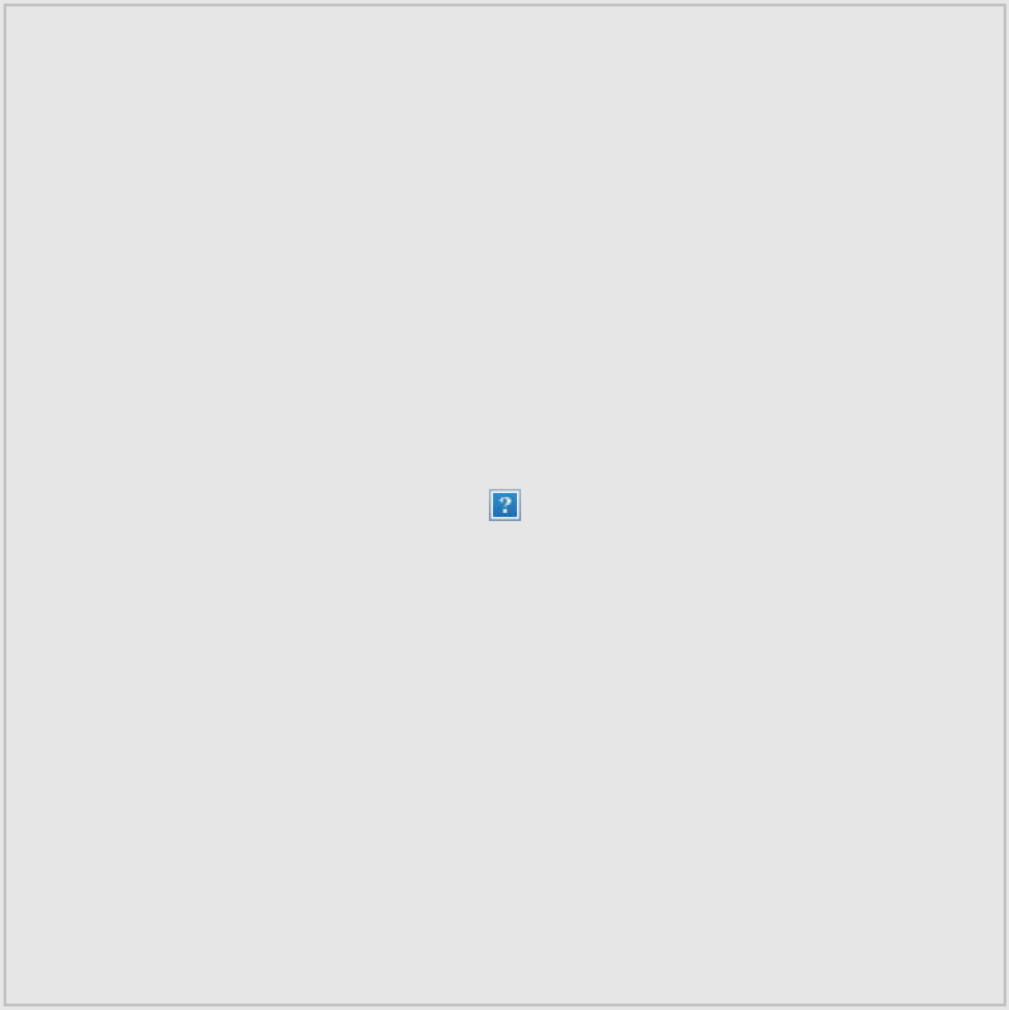
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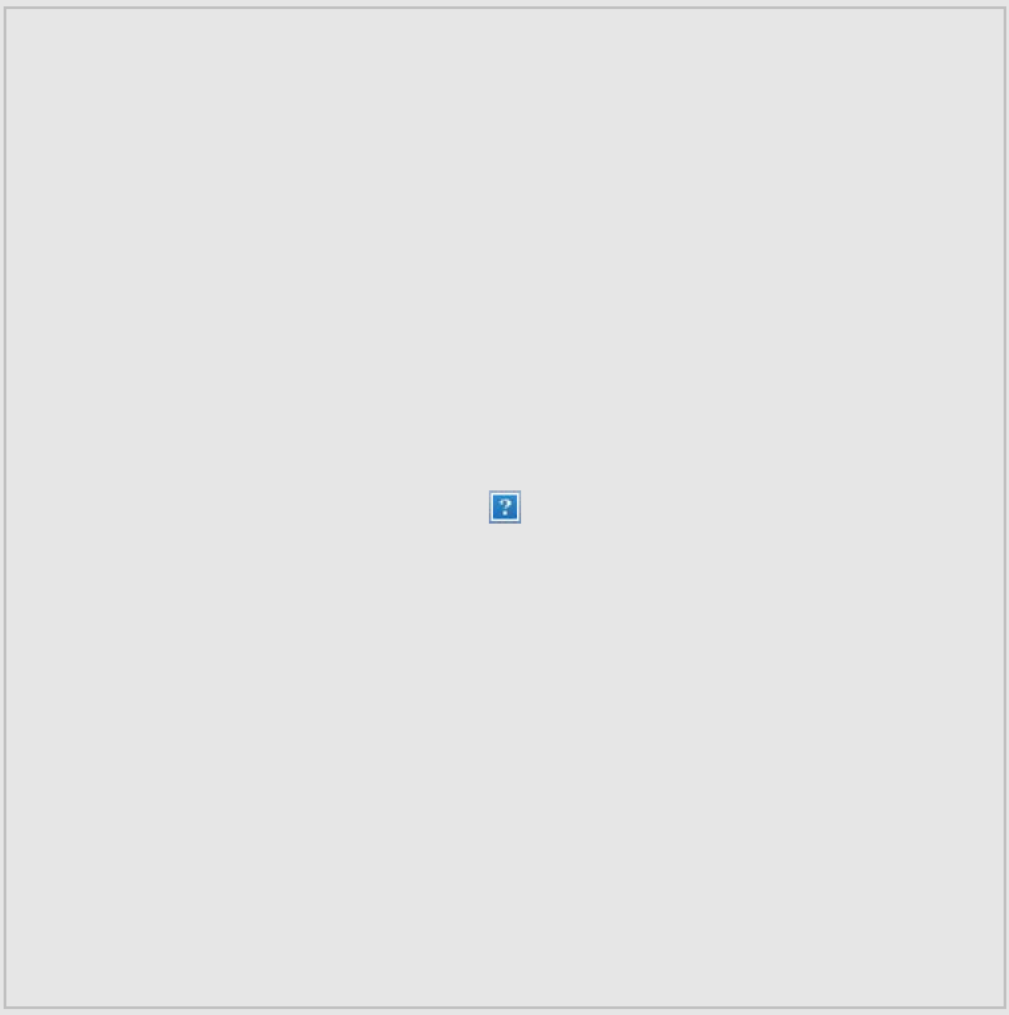
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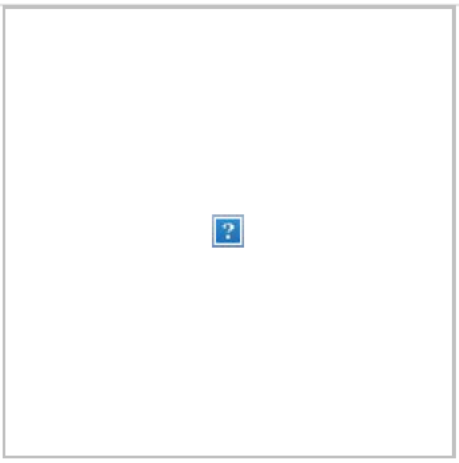
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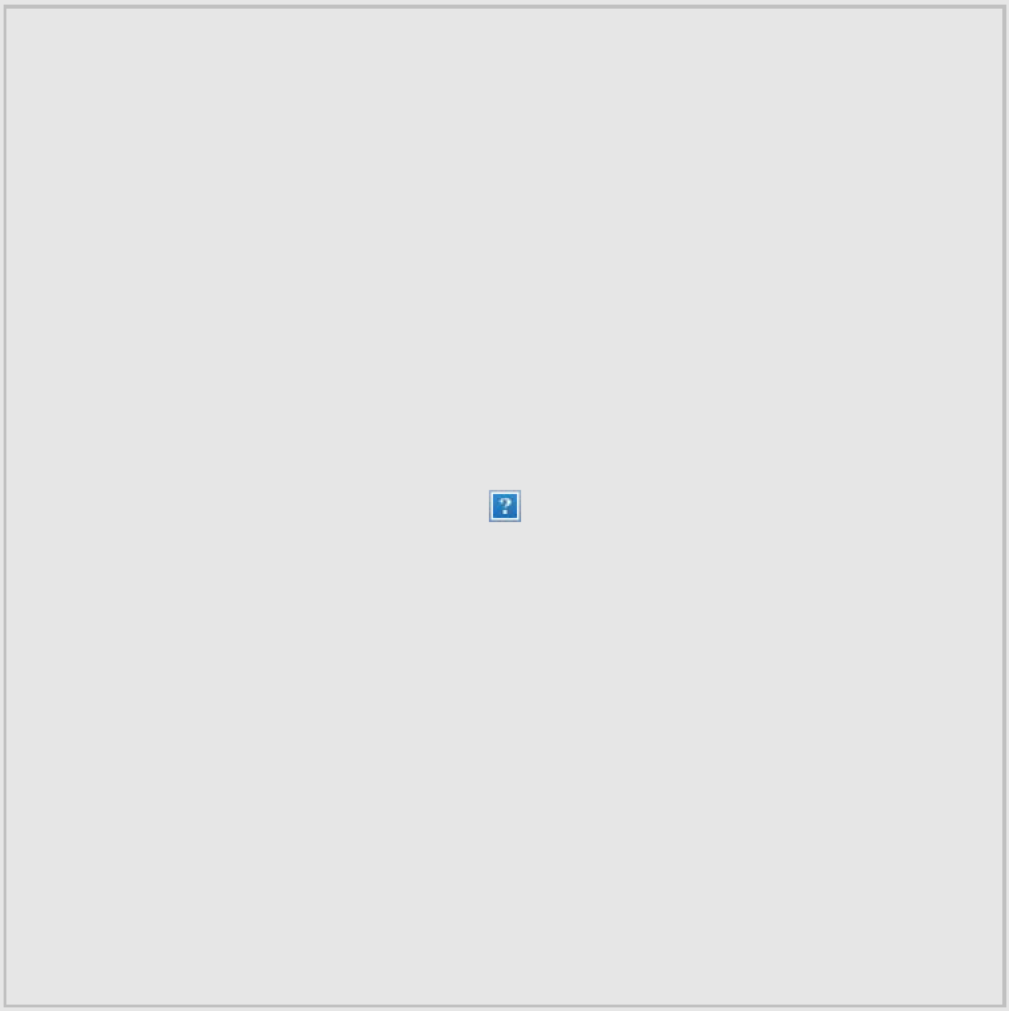
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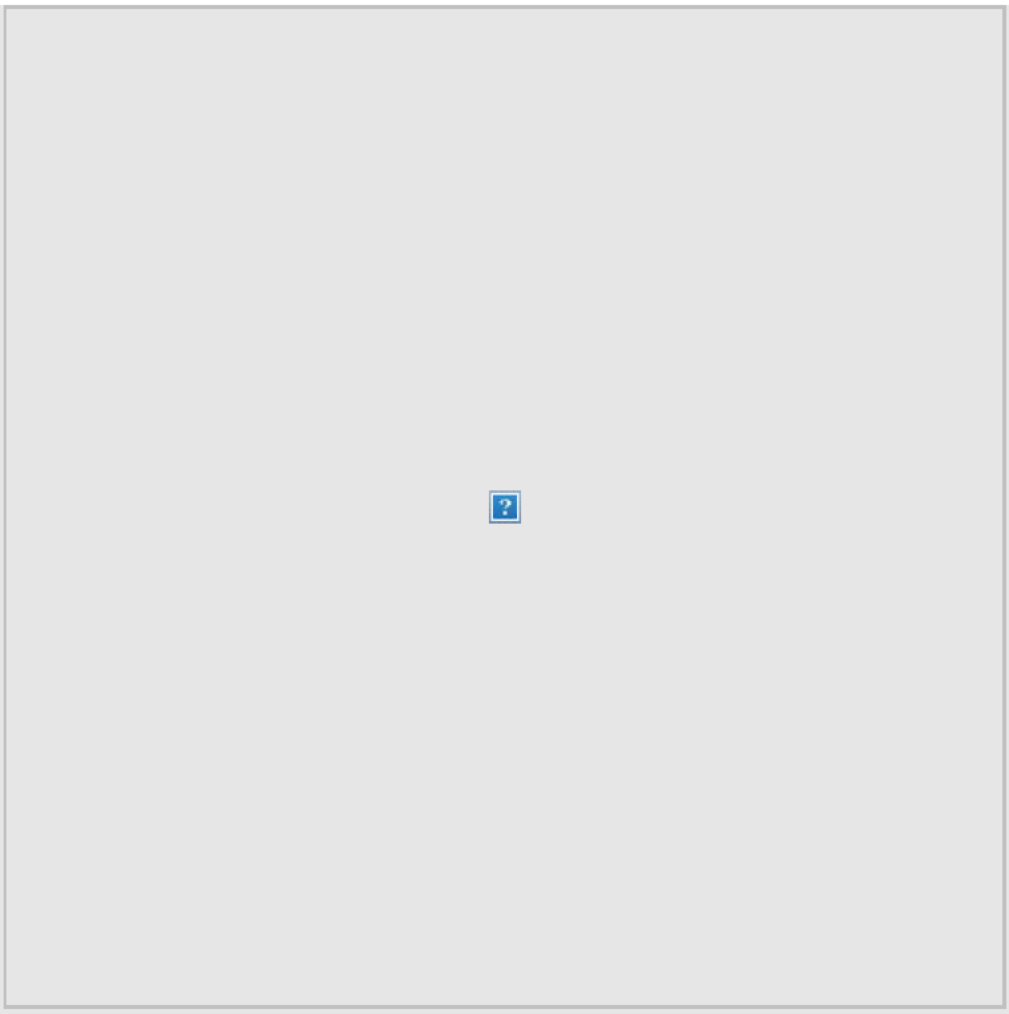
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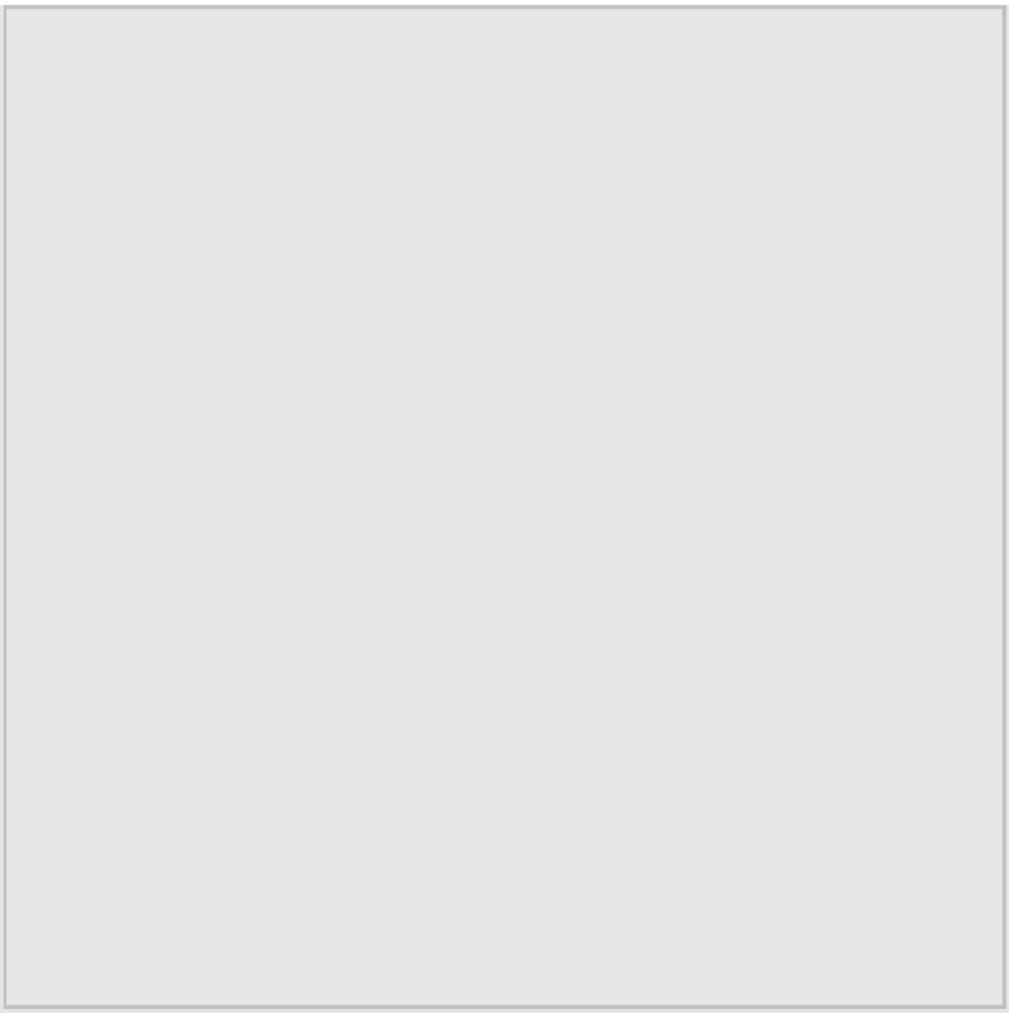
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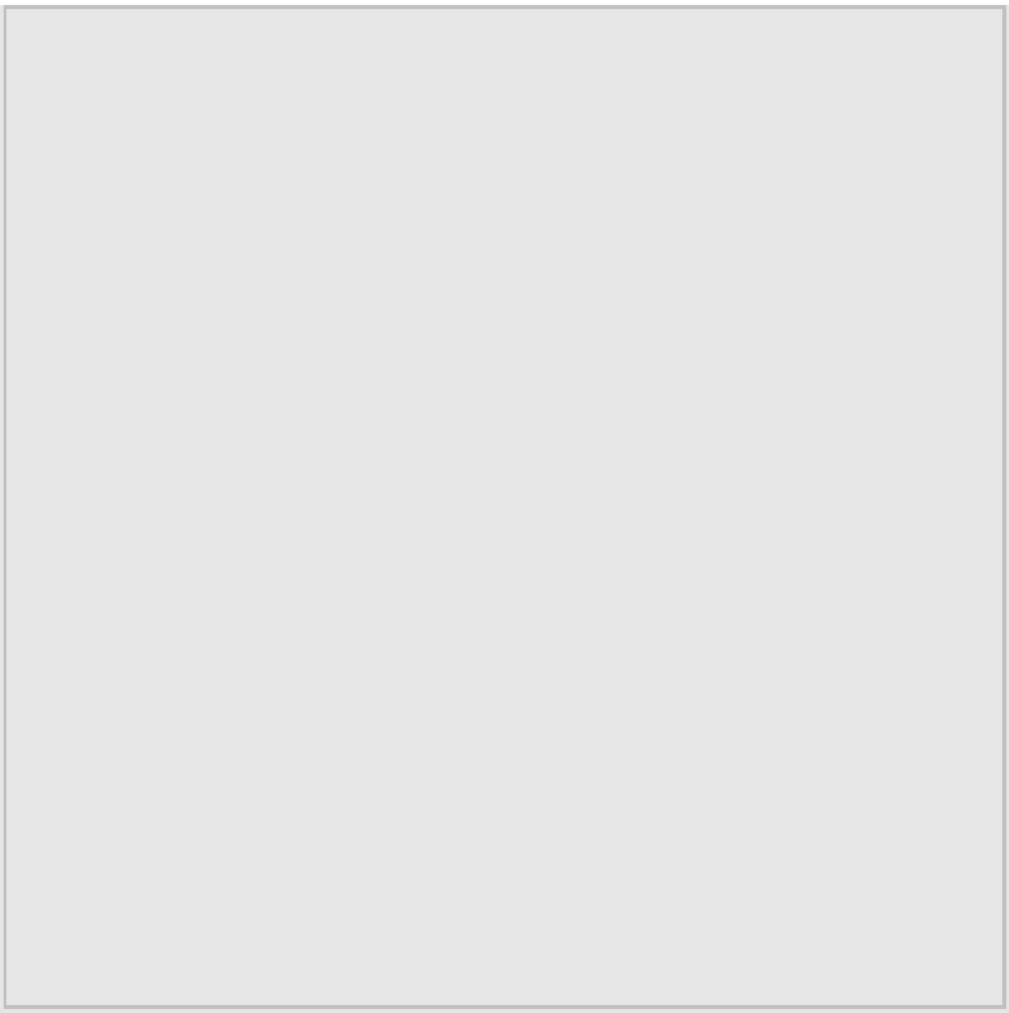
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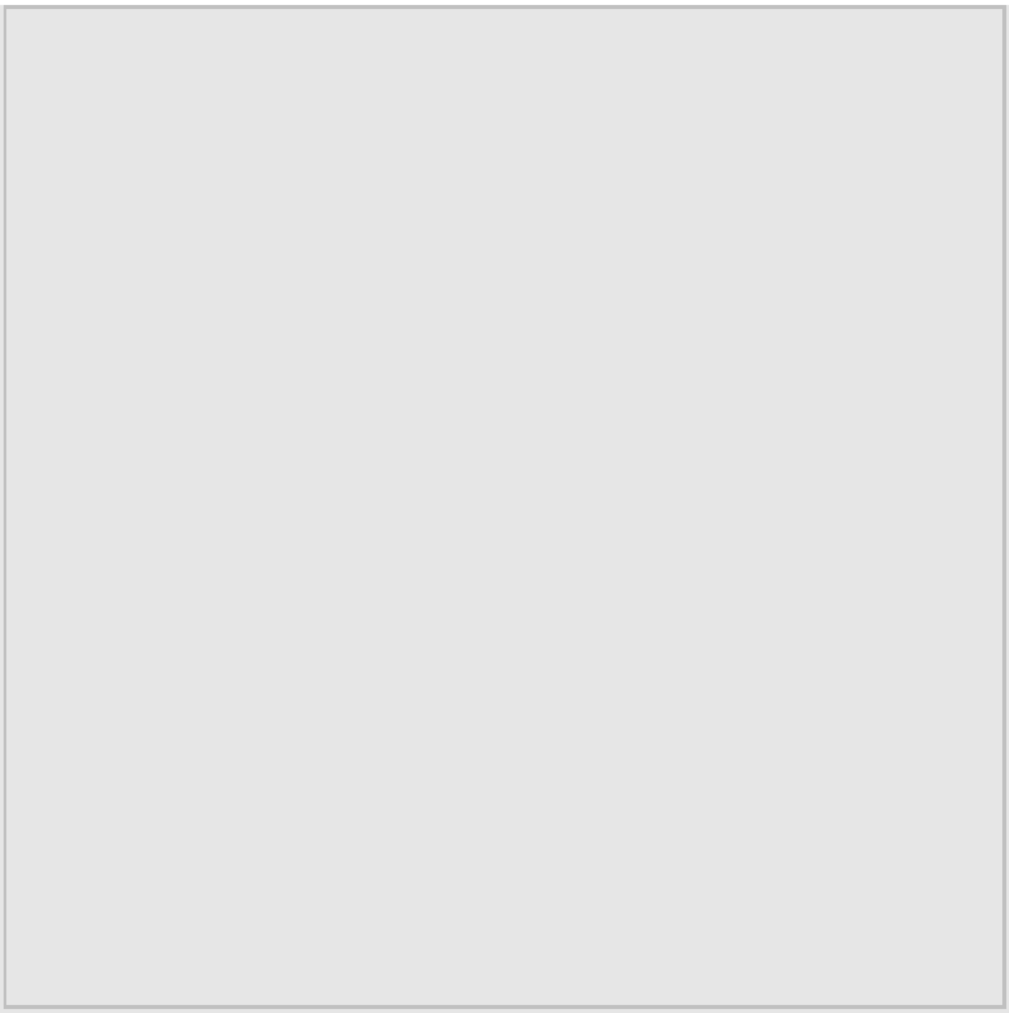
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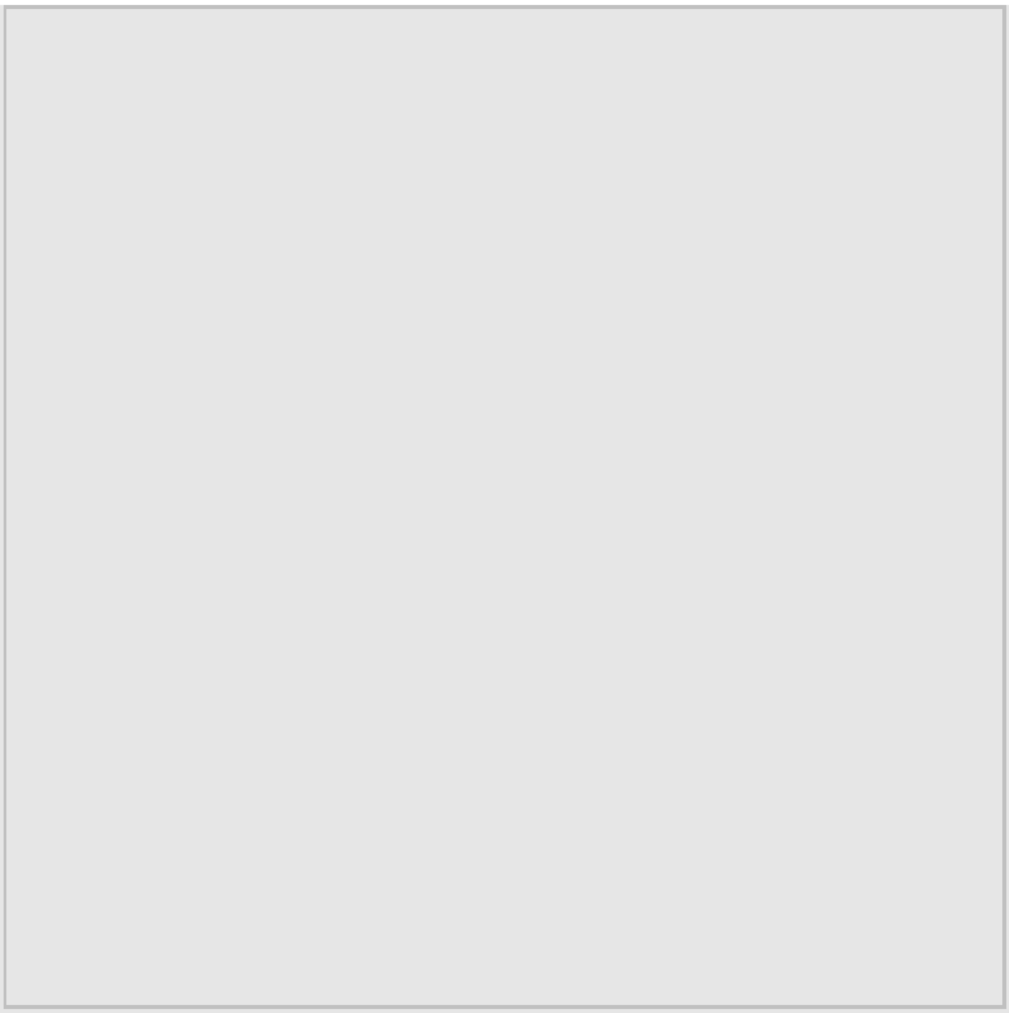
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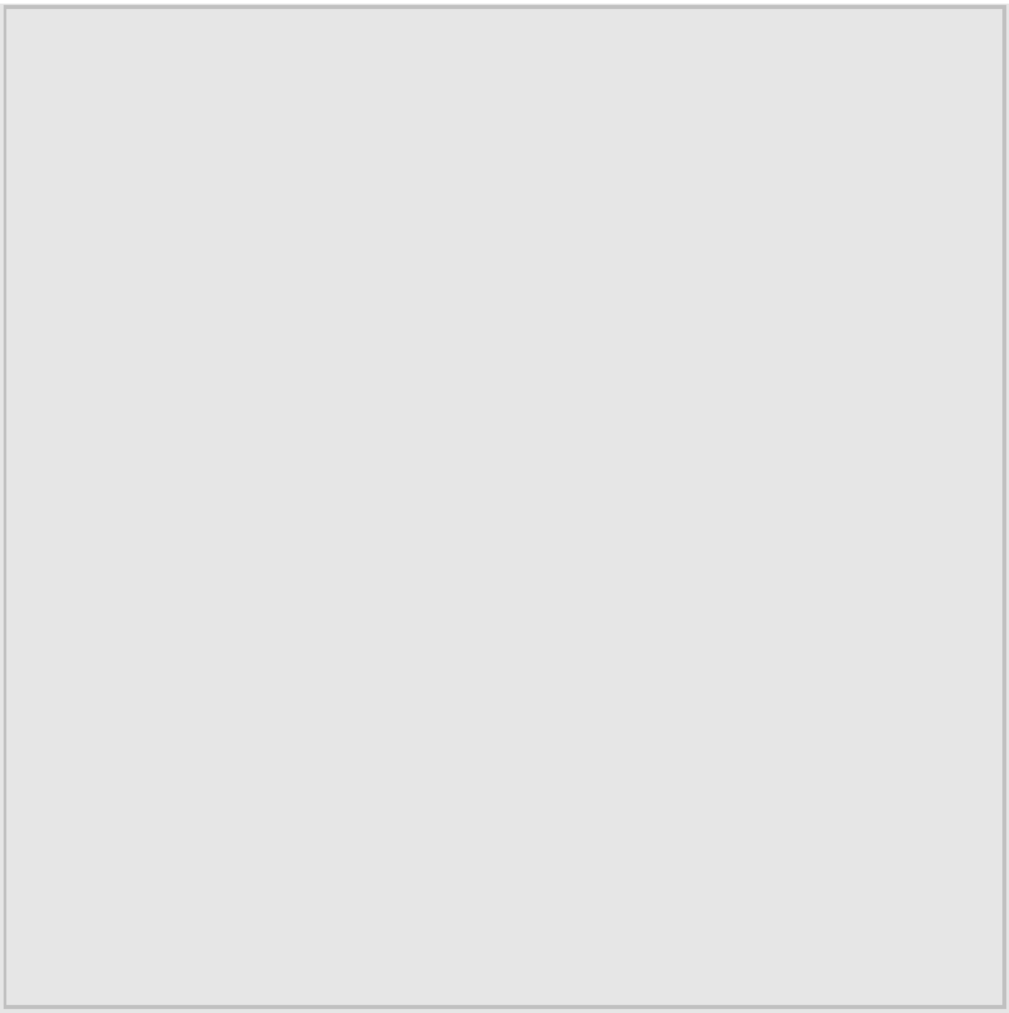


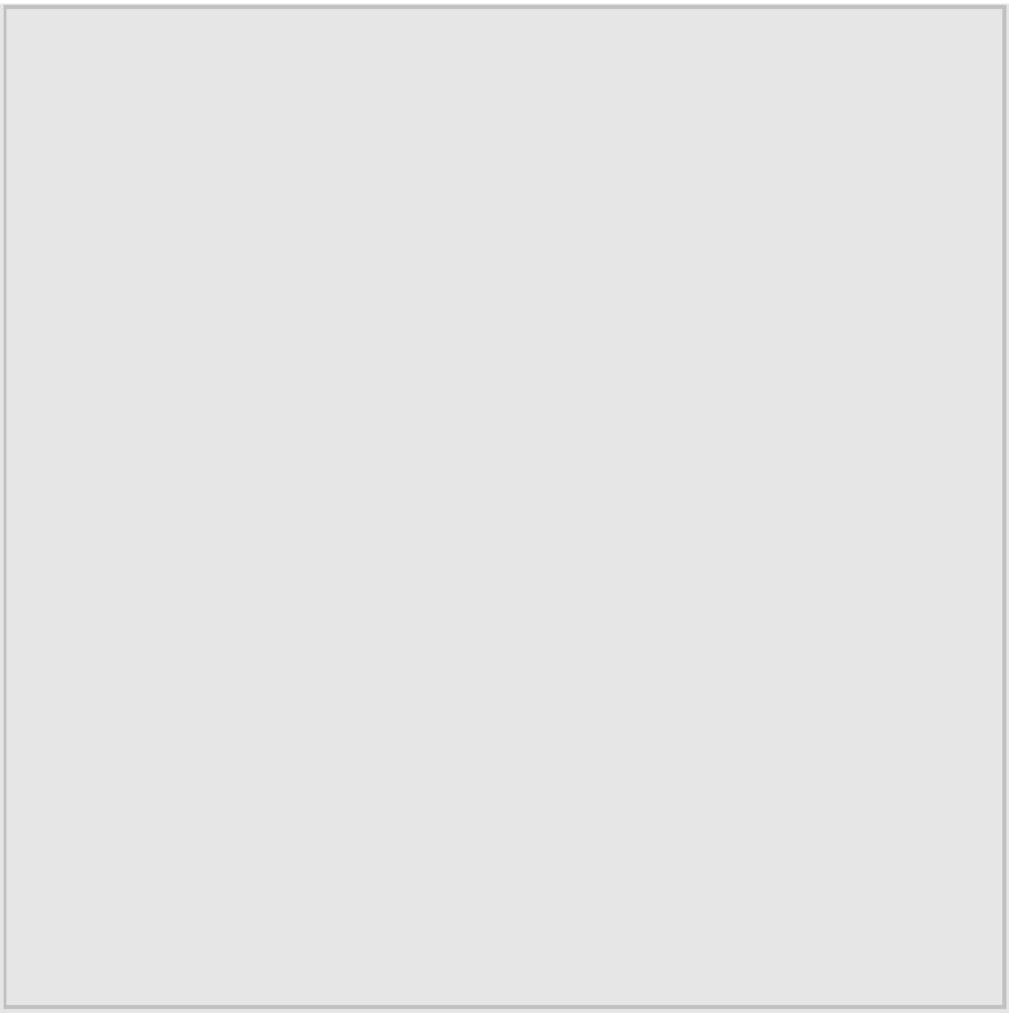












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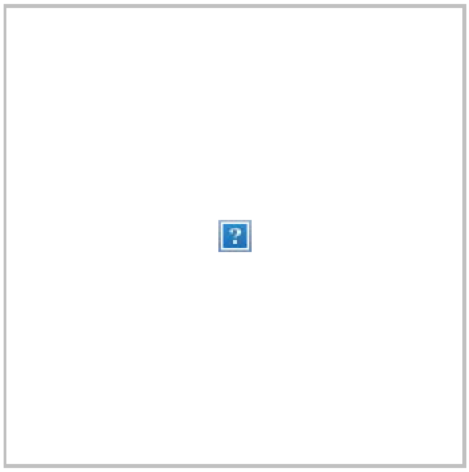
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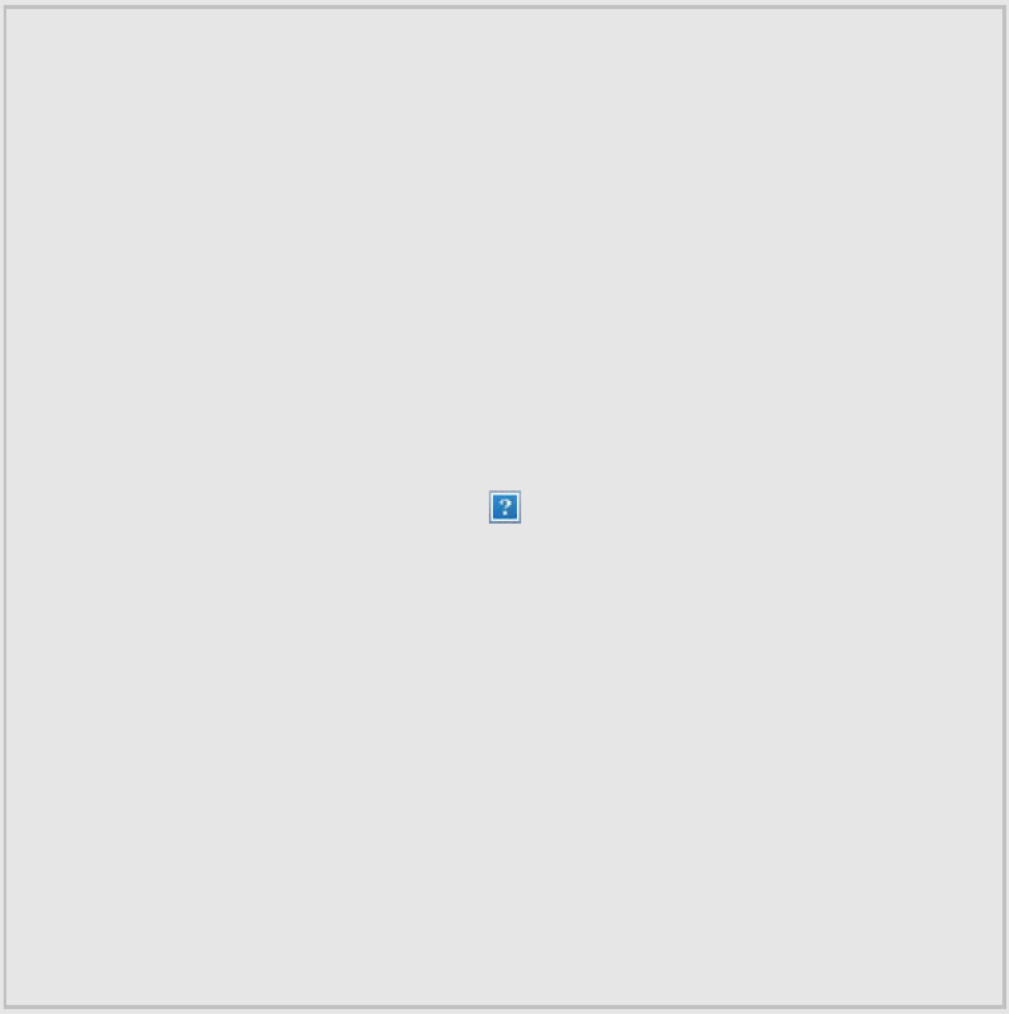
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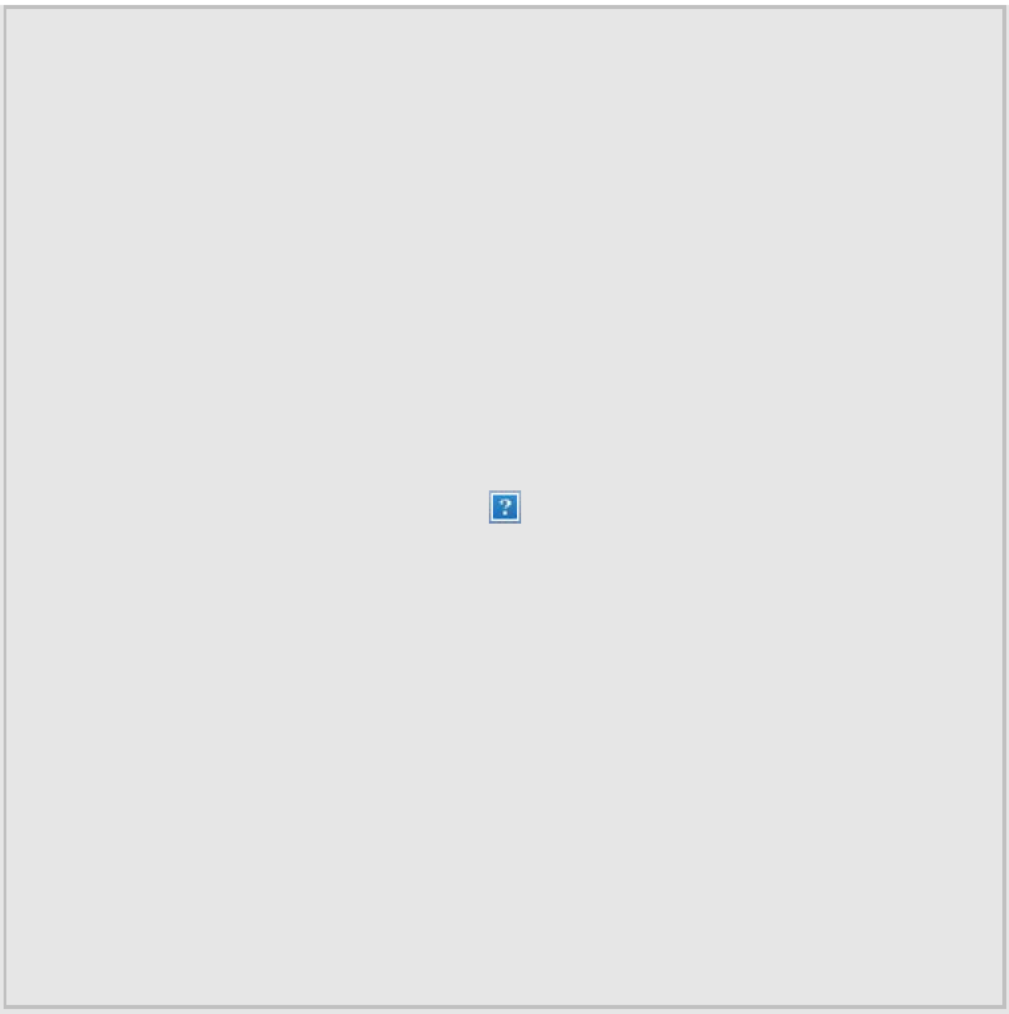
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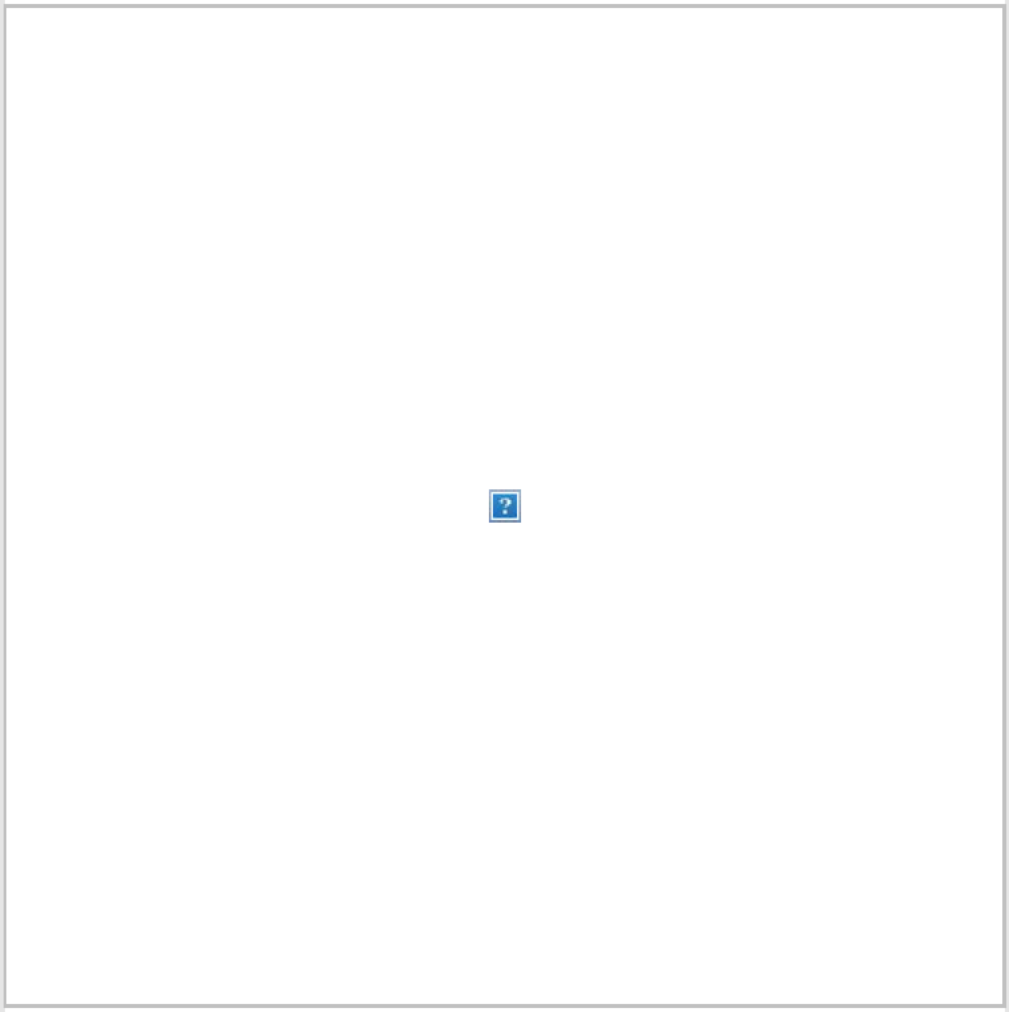
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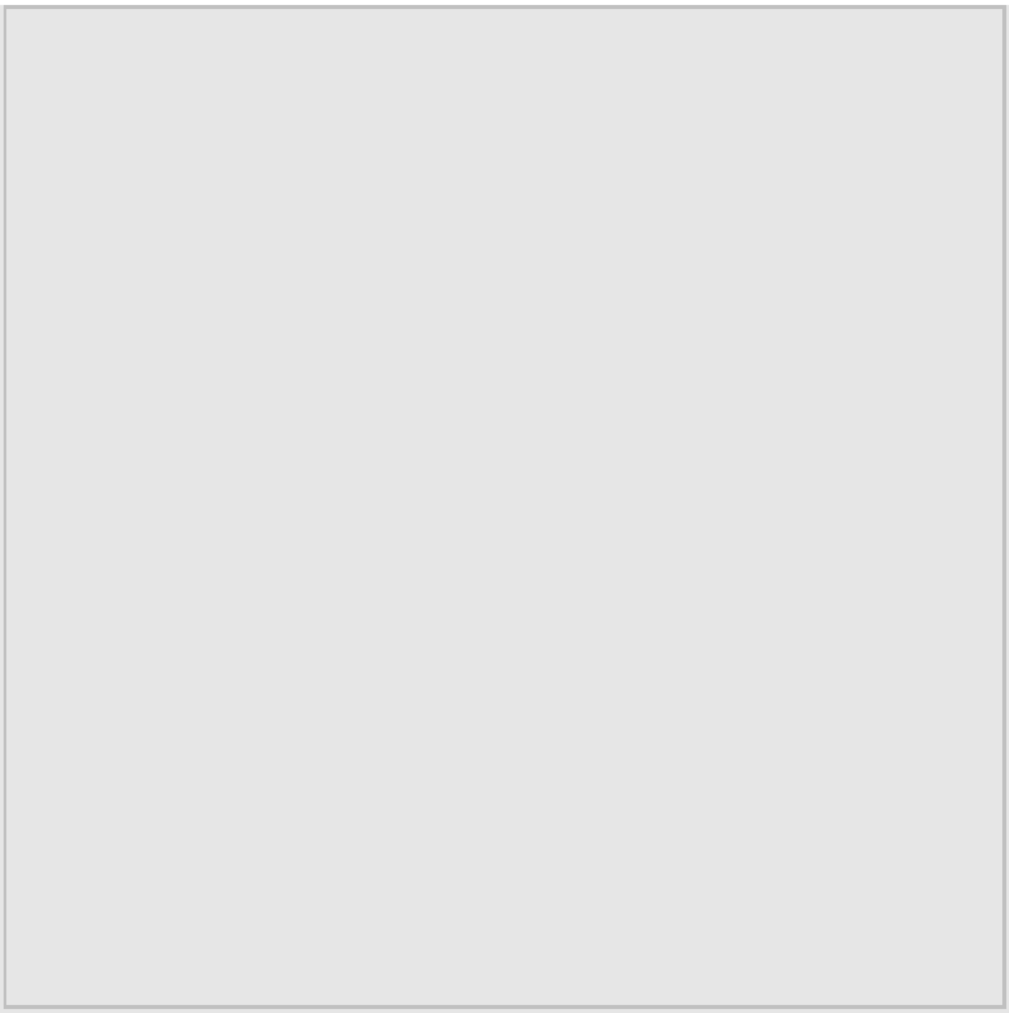
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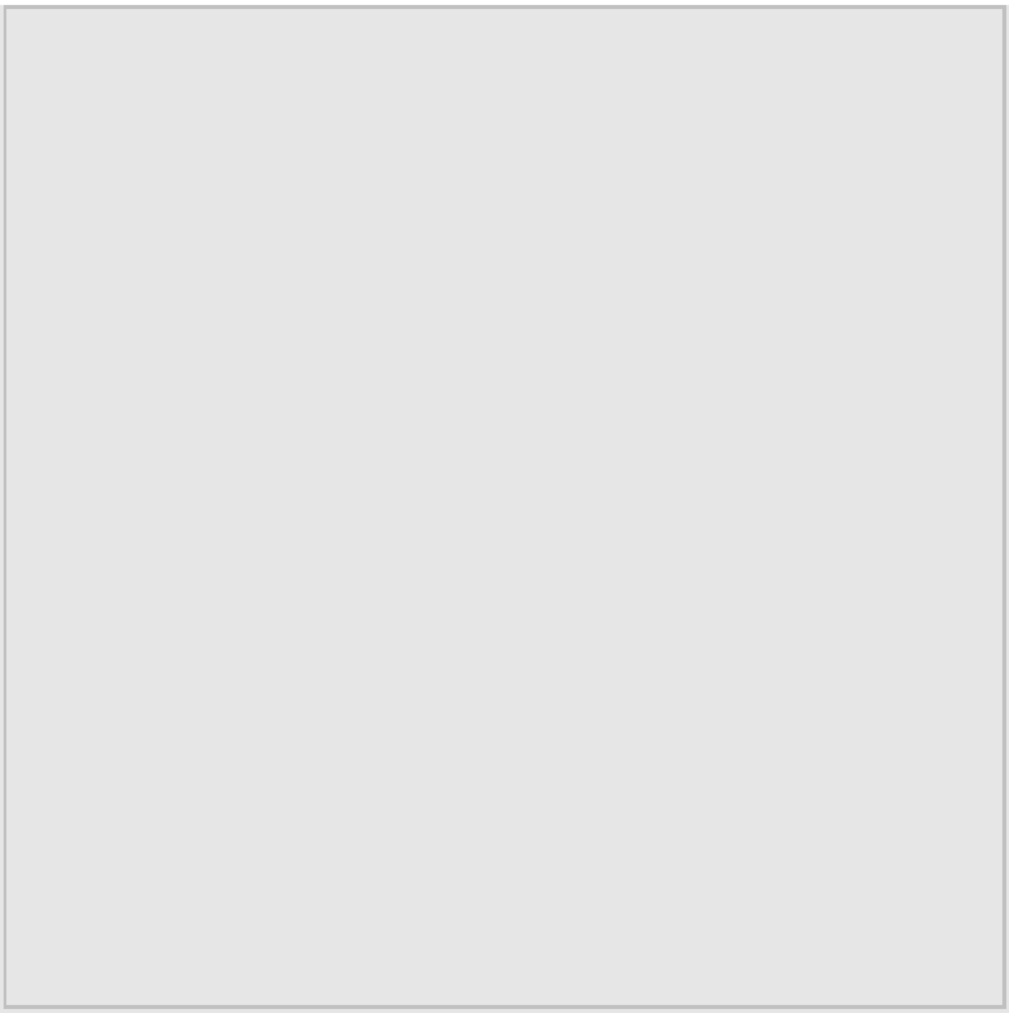
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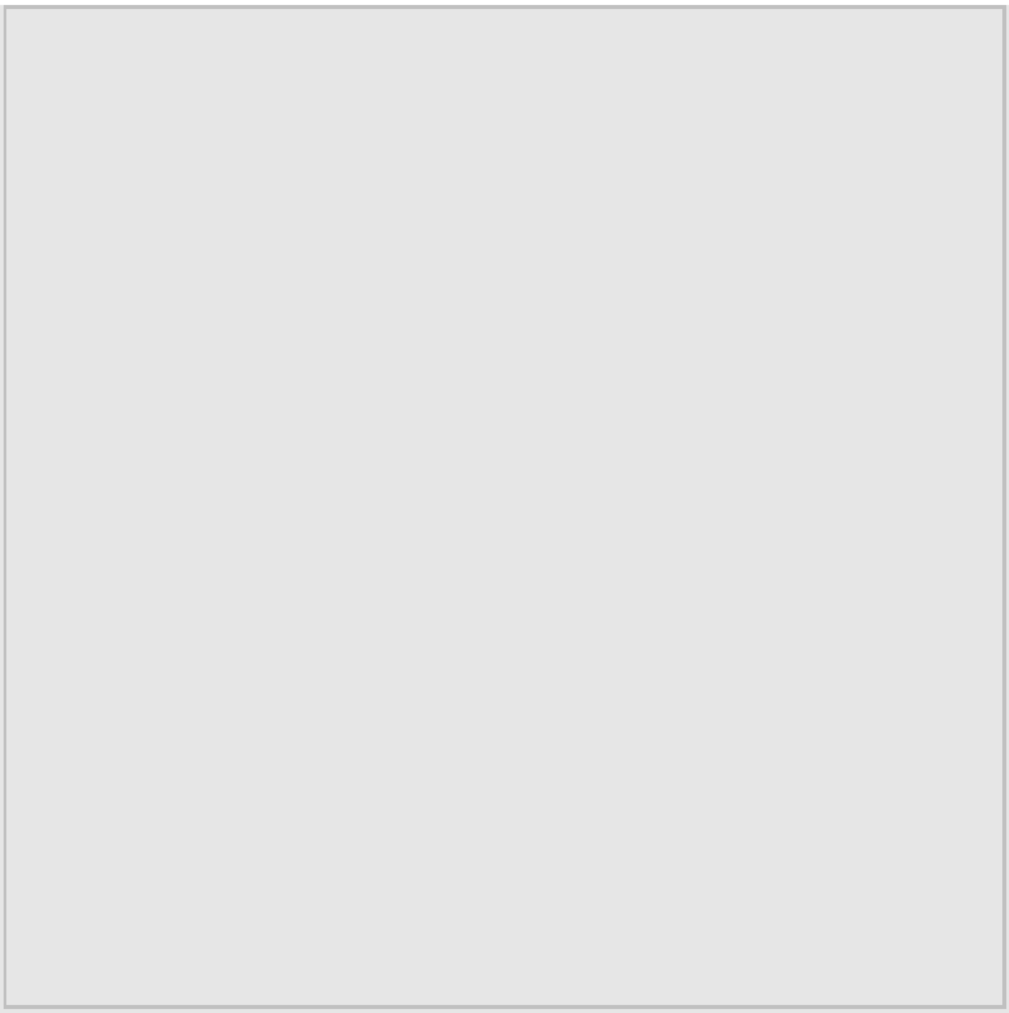
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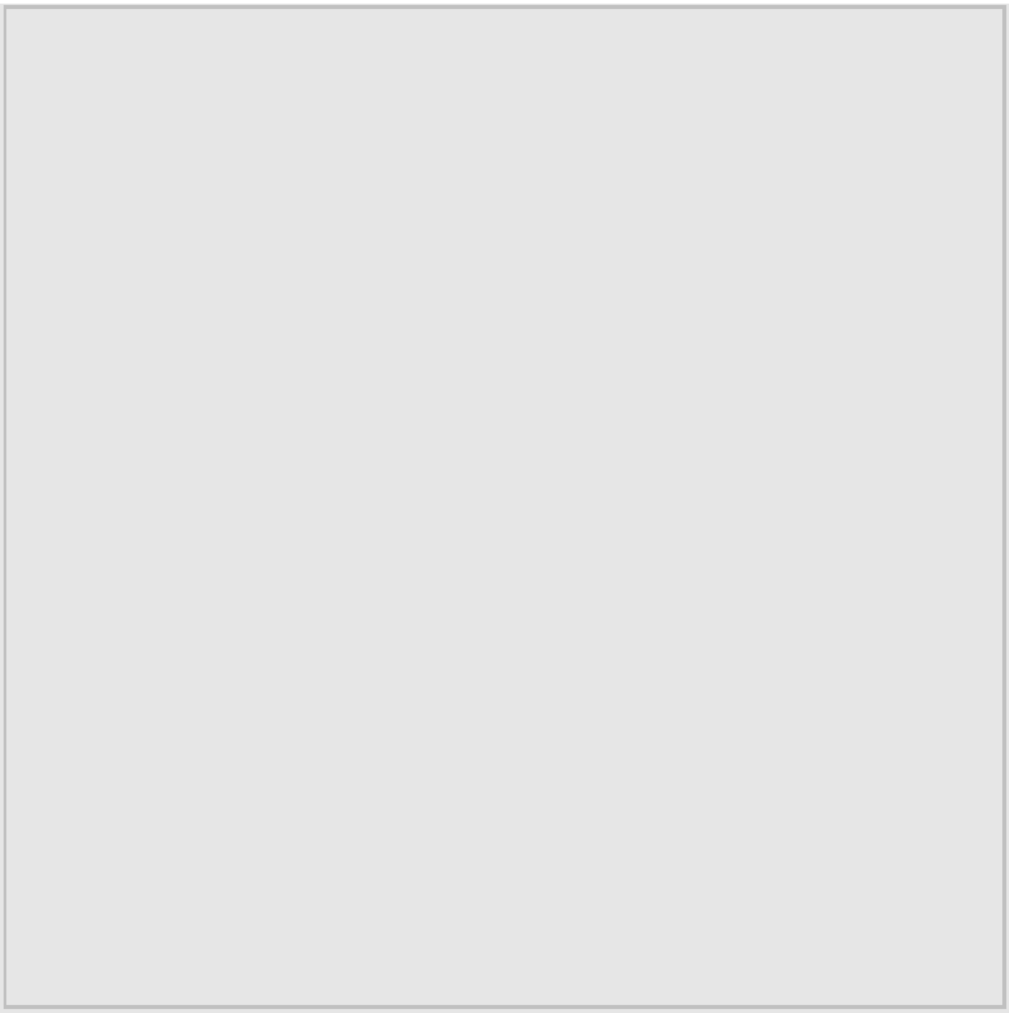
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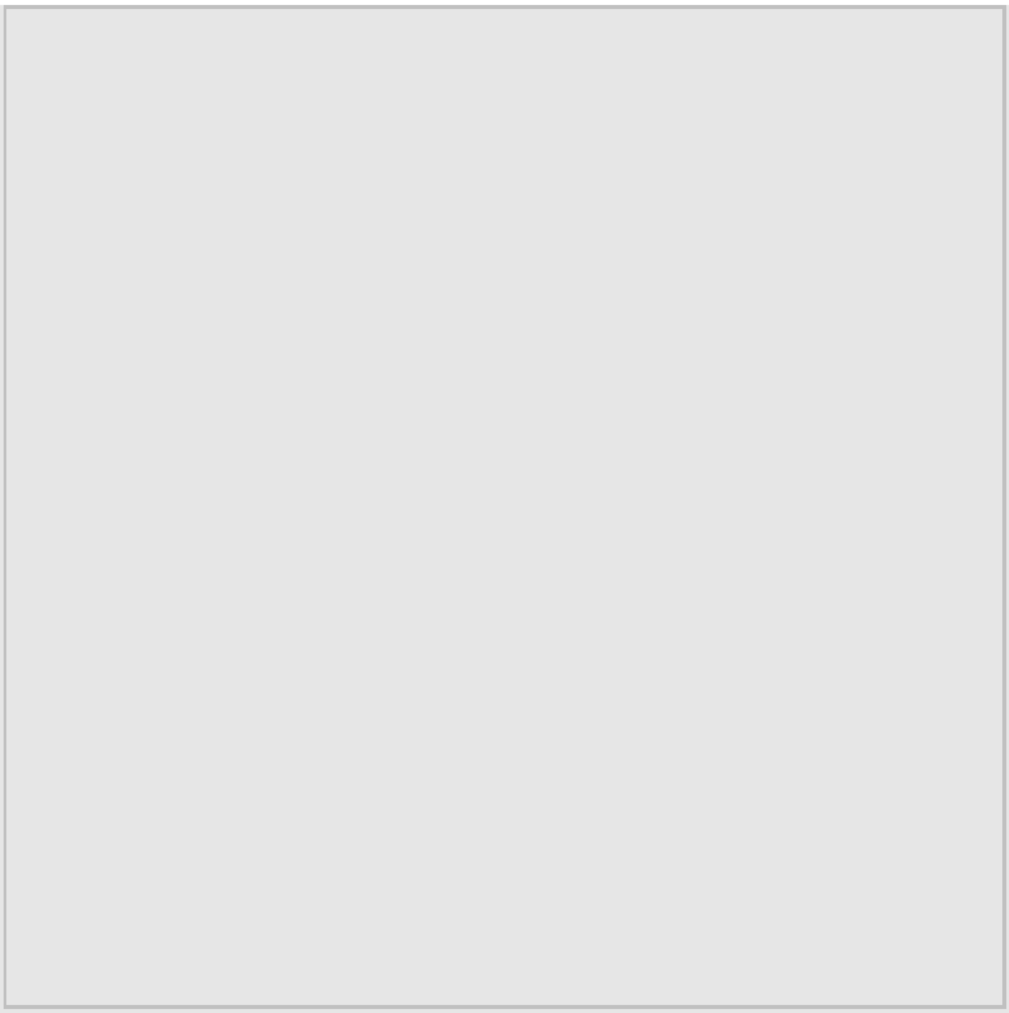












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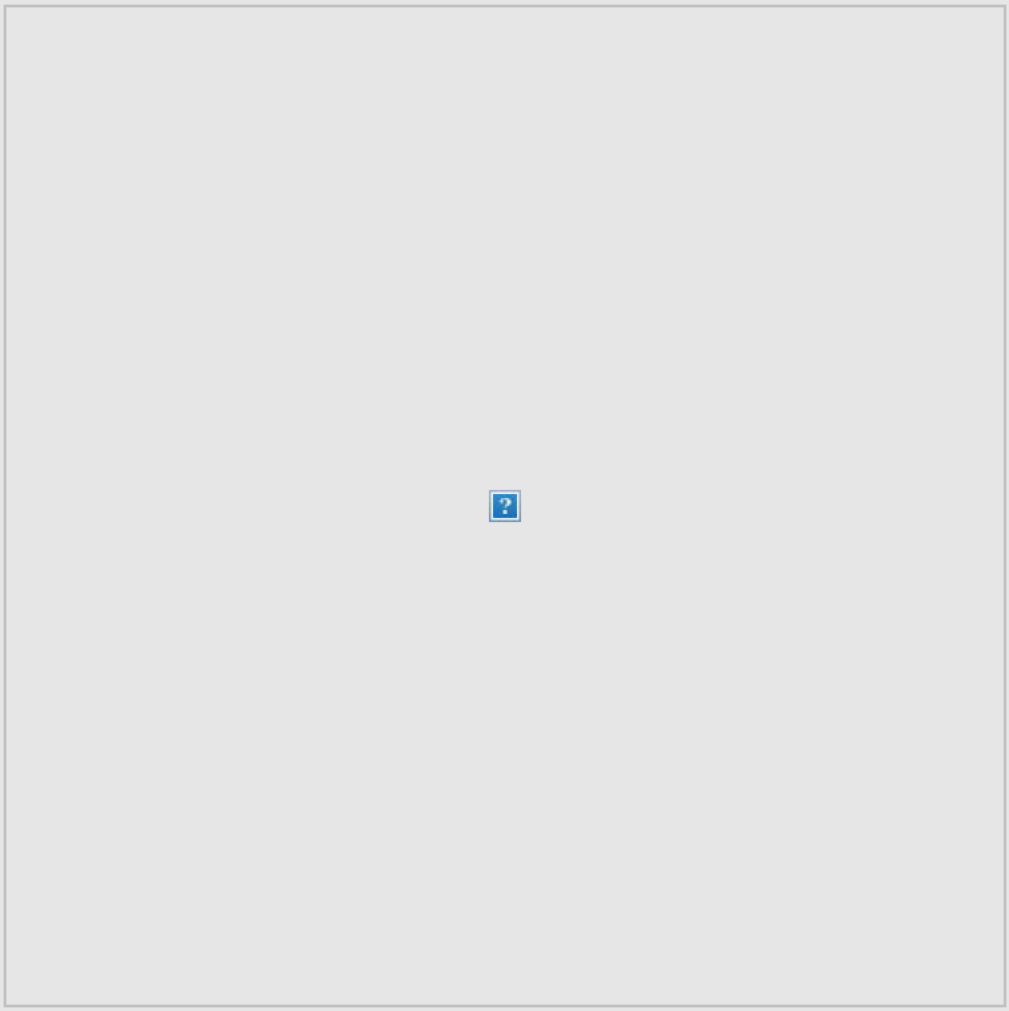
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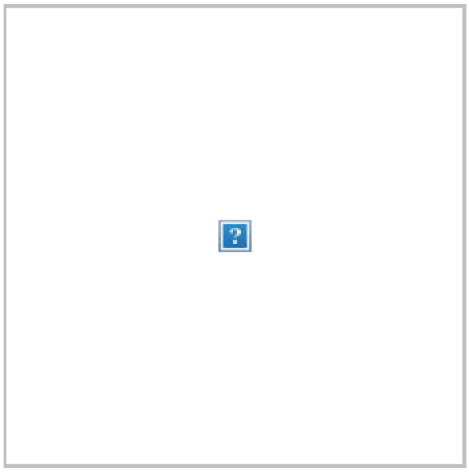
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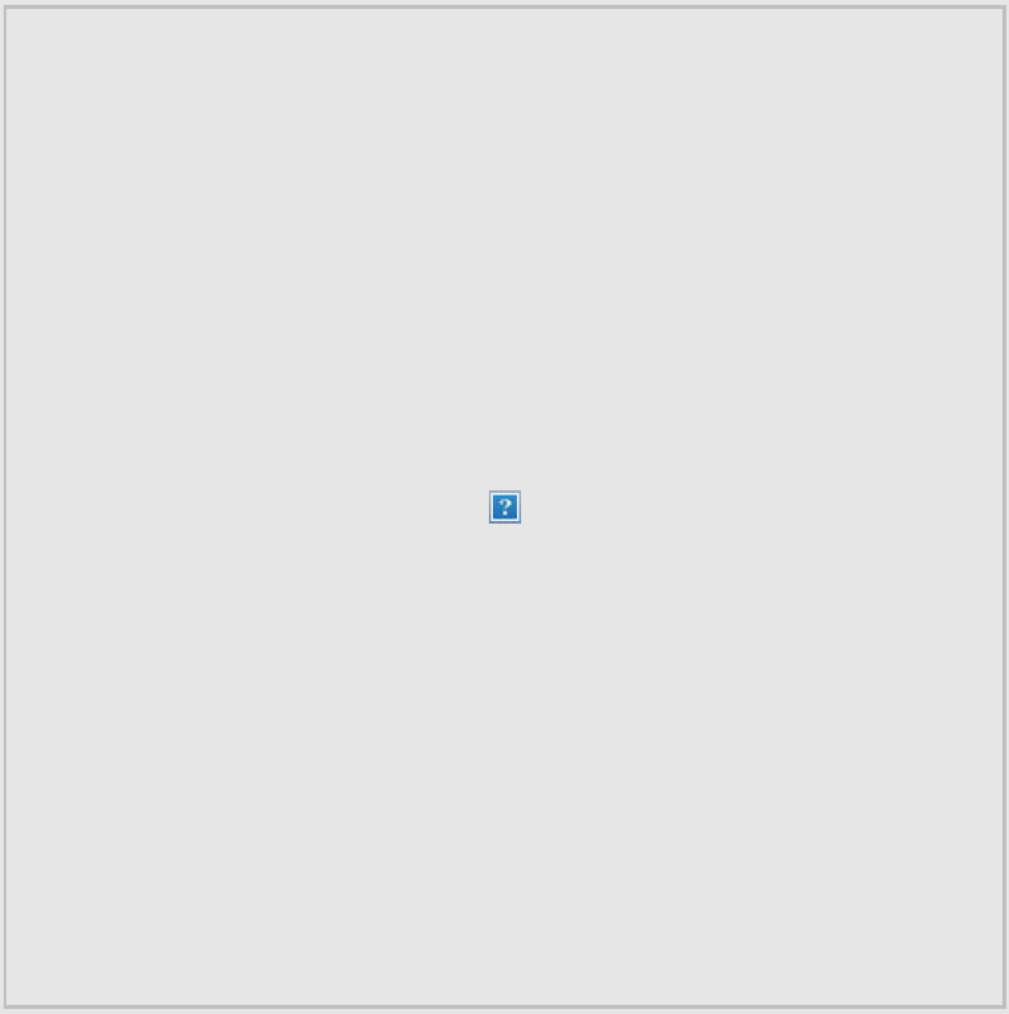


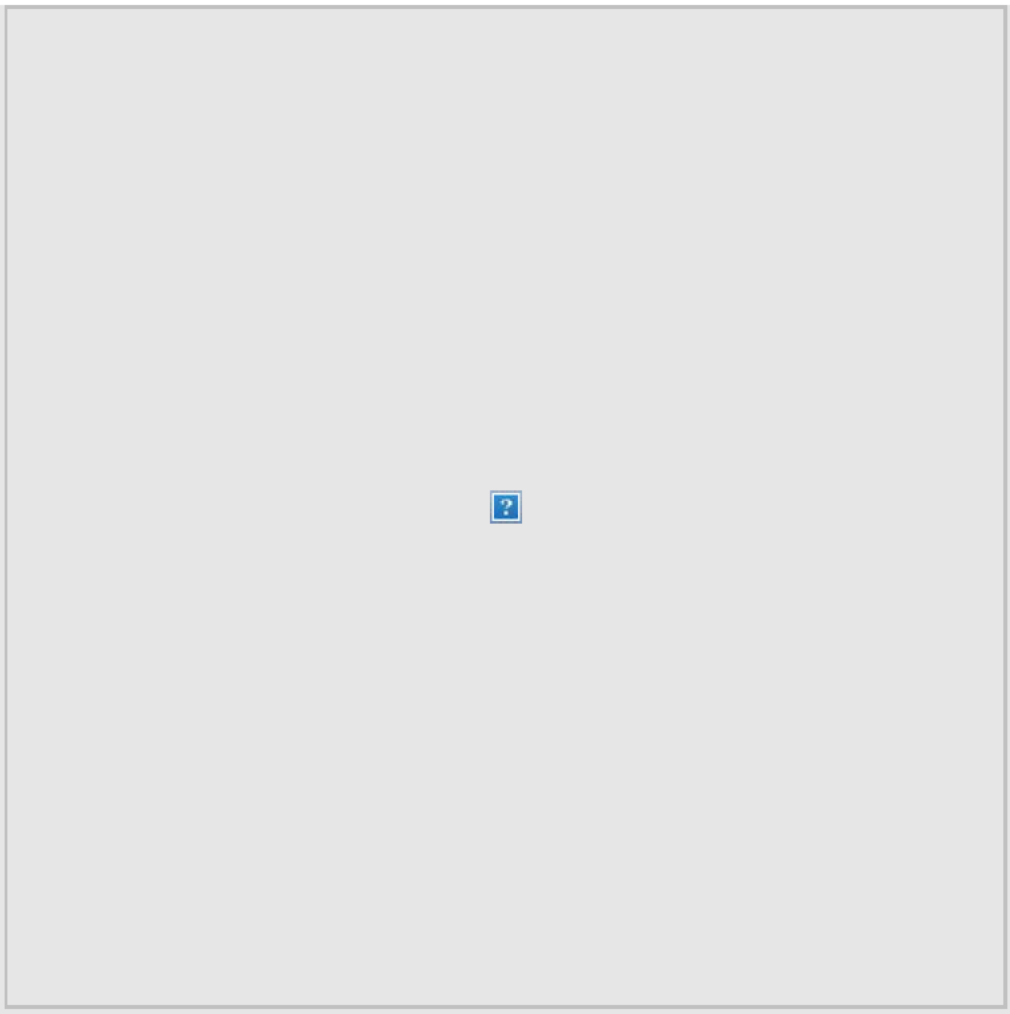
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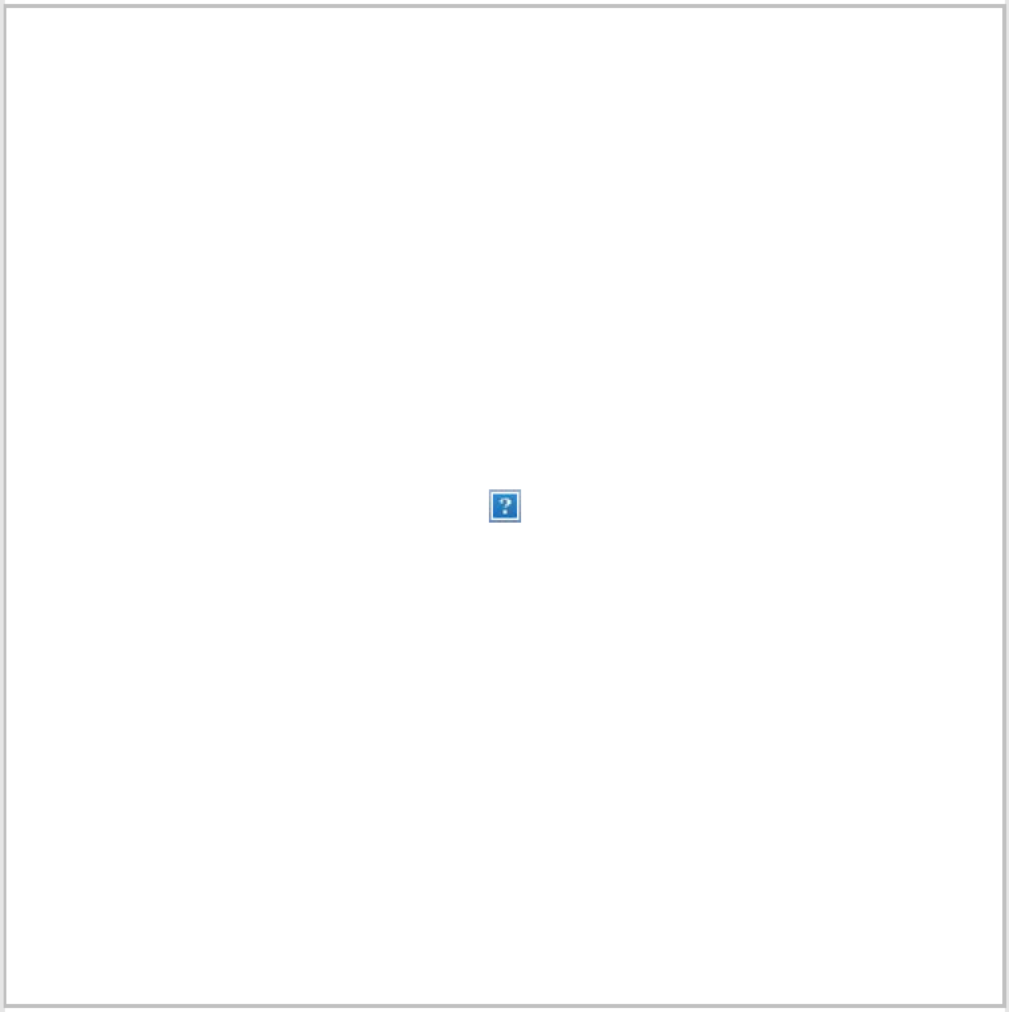
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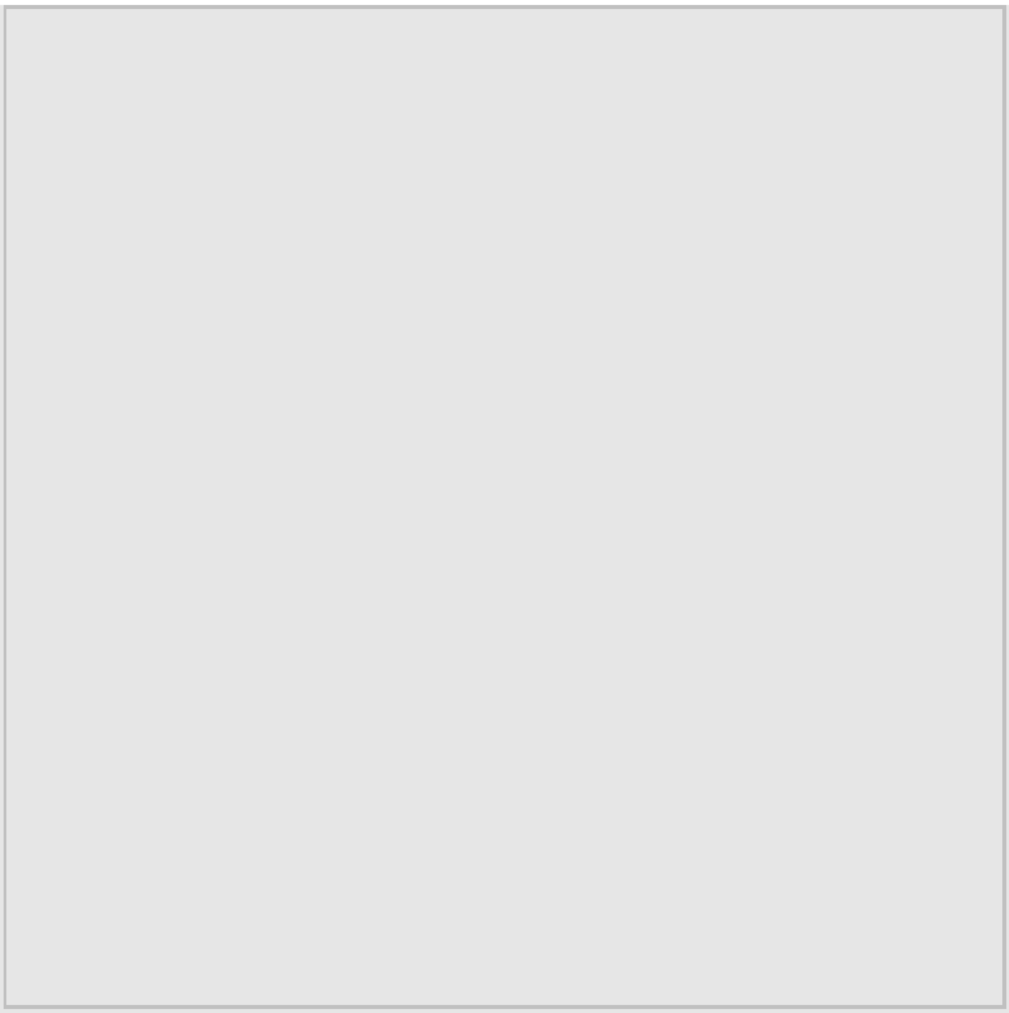
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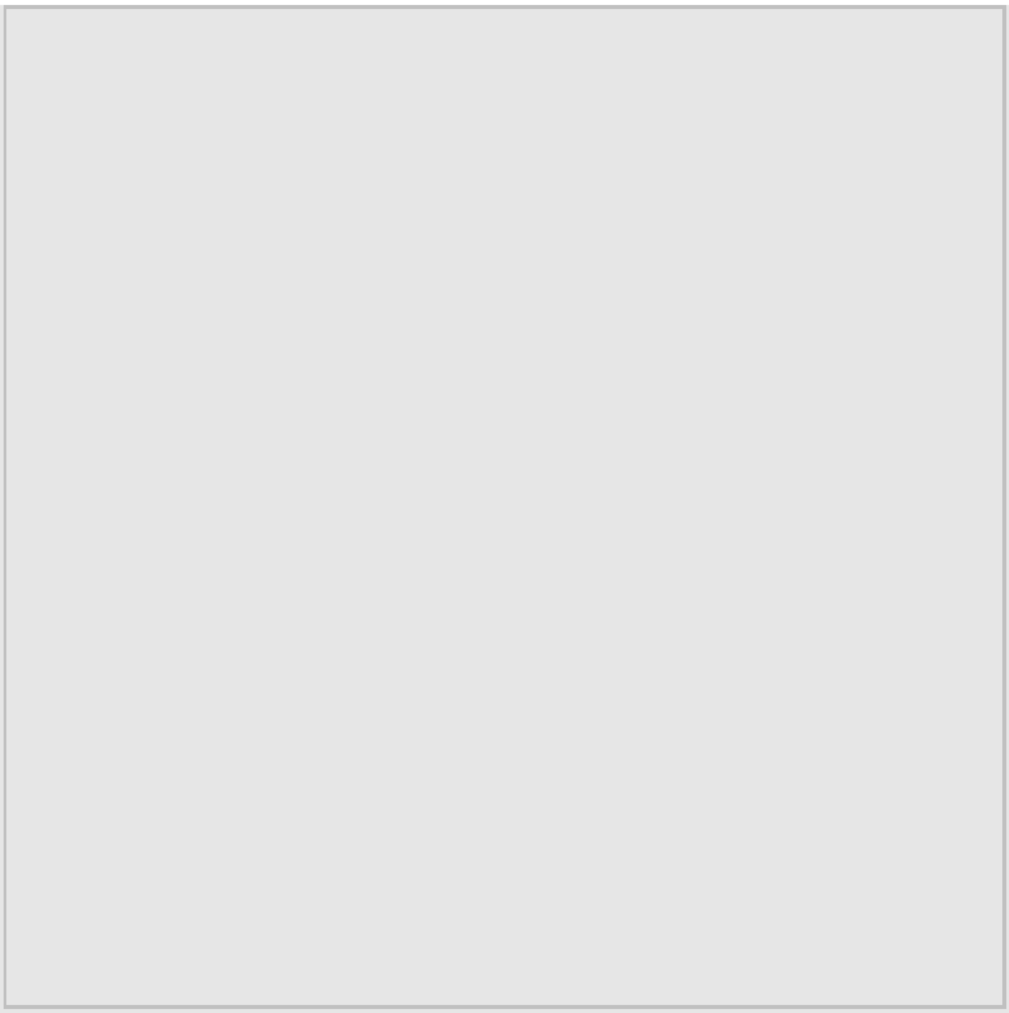
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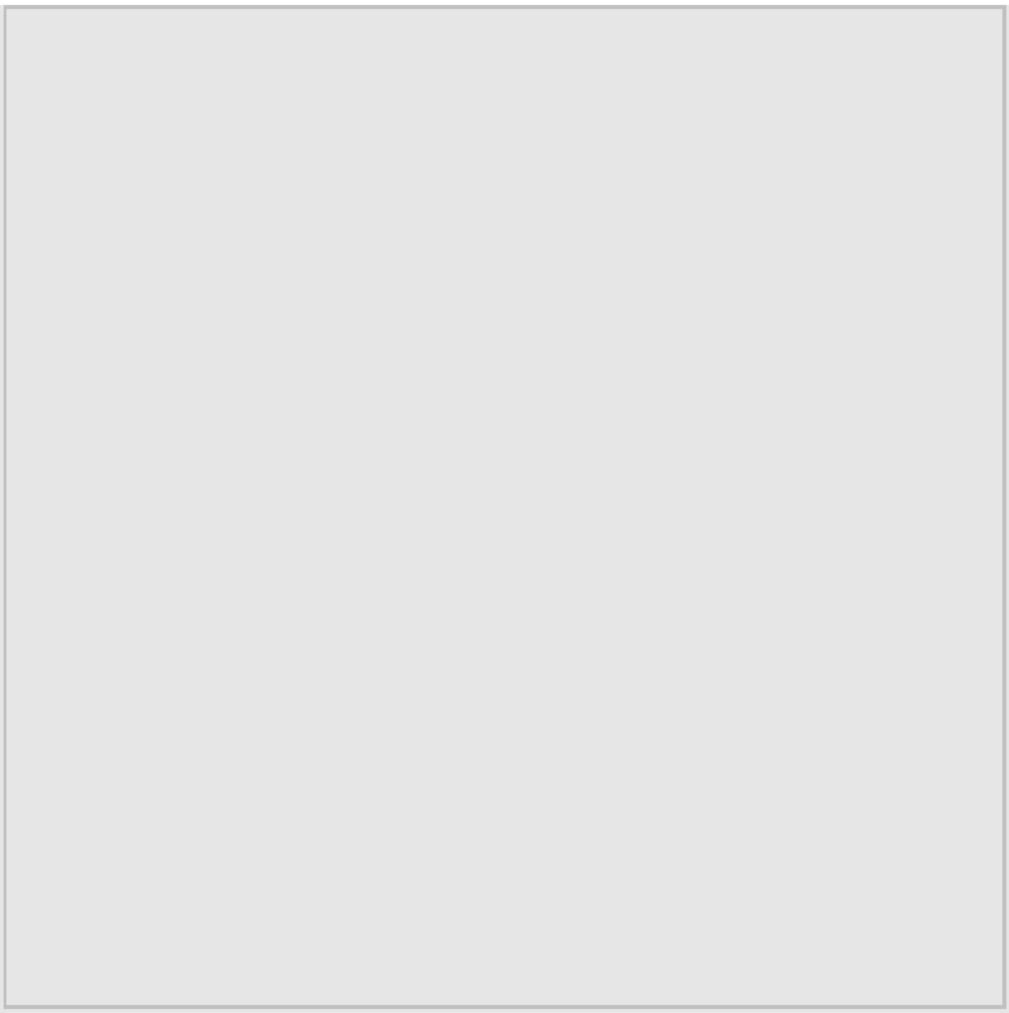
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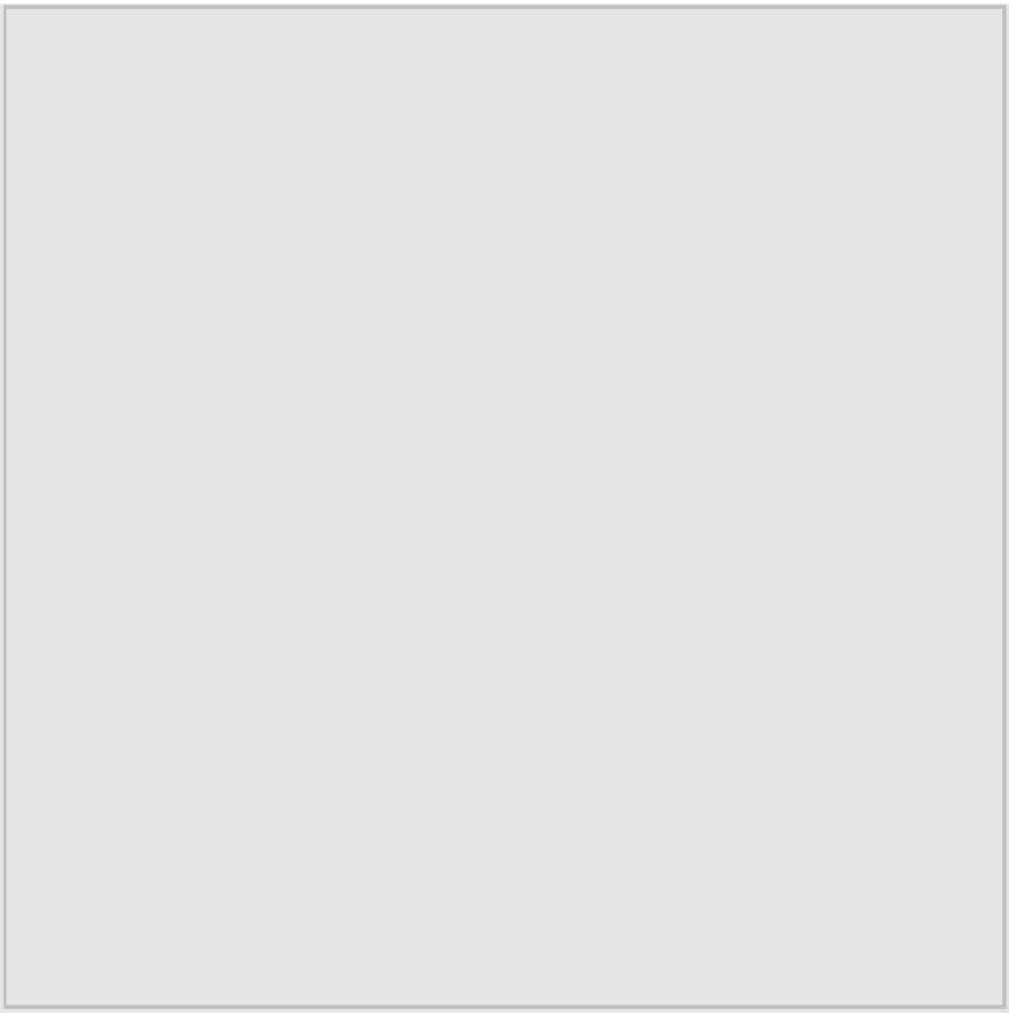
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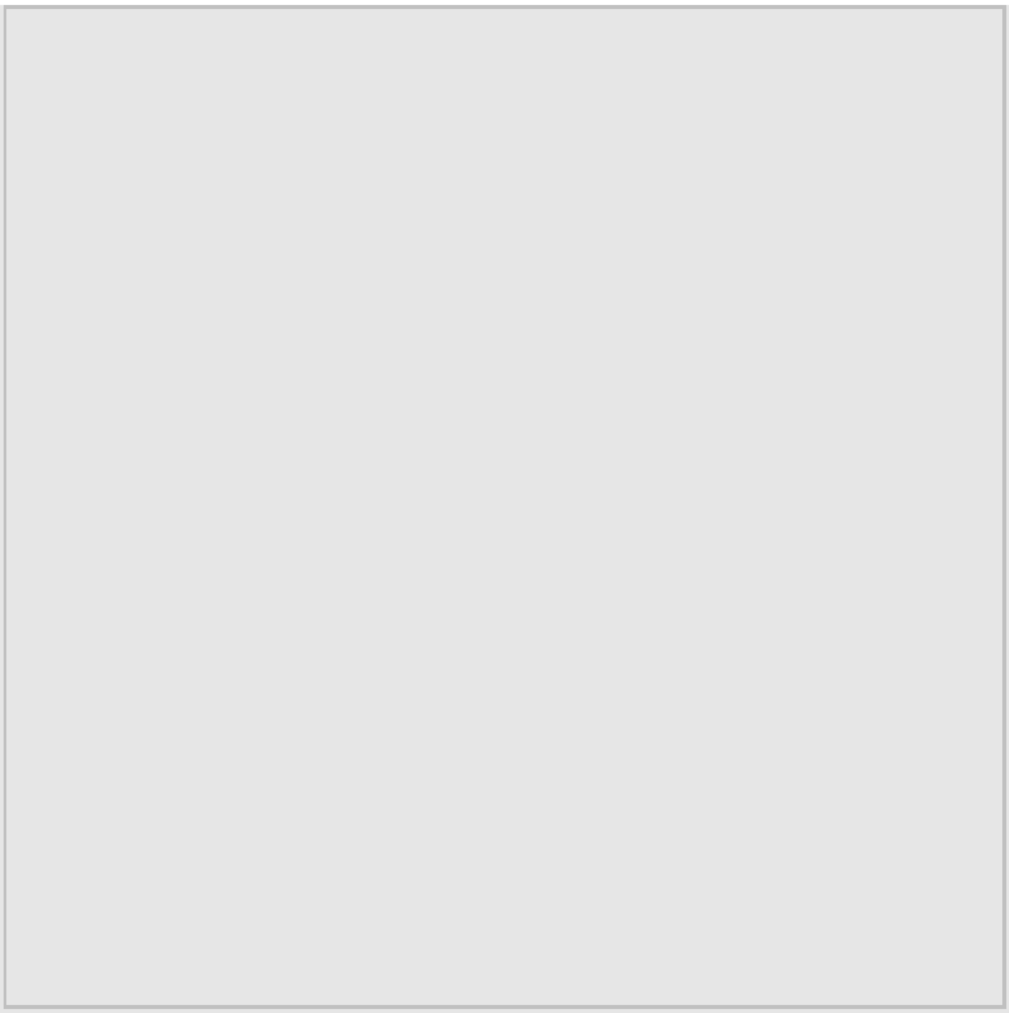




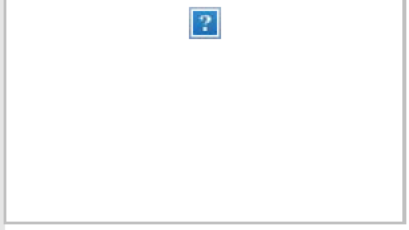








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To:	Caravaggio, Suzanne (POL)
Subject:	Latest 35 Cases This Week: St. Bernard Parish Government v. United States (Fed. Cir.), Motor Vehicle Administration v. Smith (Md. Ct. App.), Carey ...
Date:	Friday, April 27, 2018 10:08:02 AM

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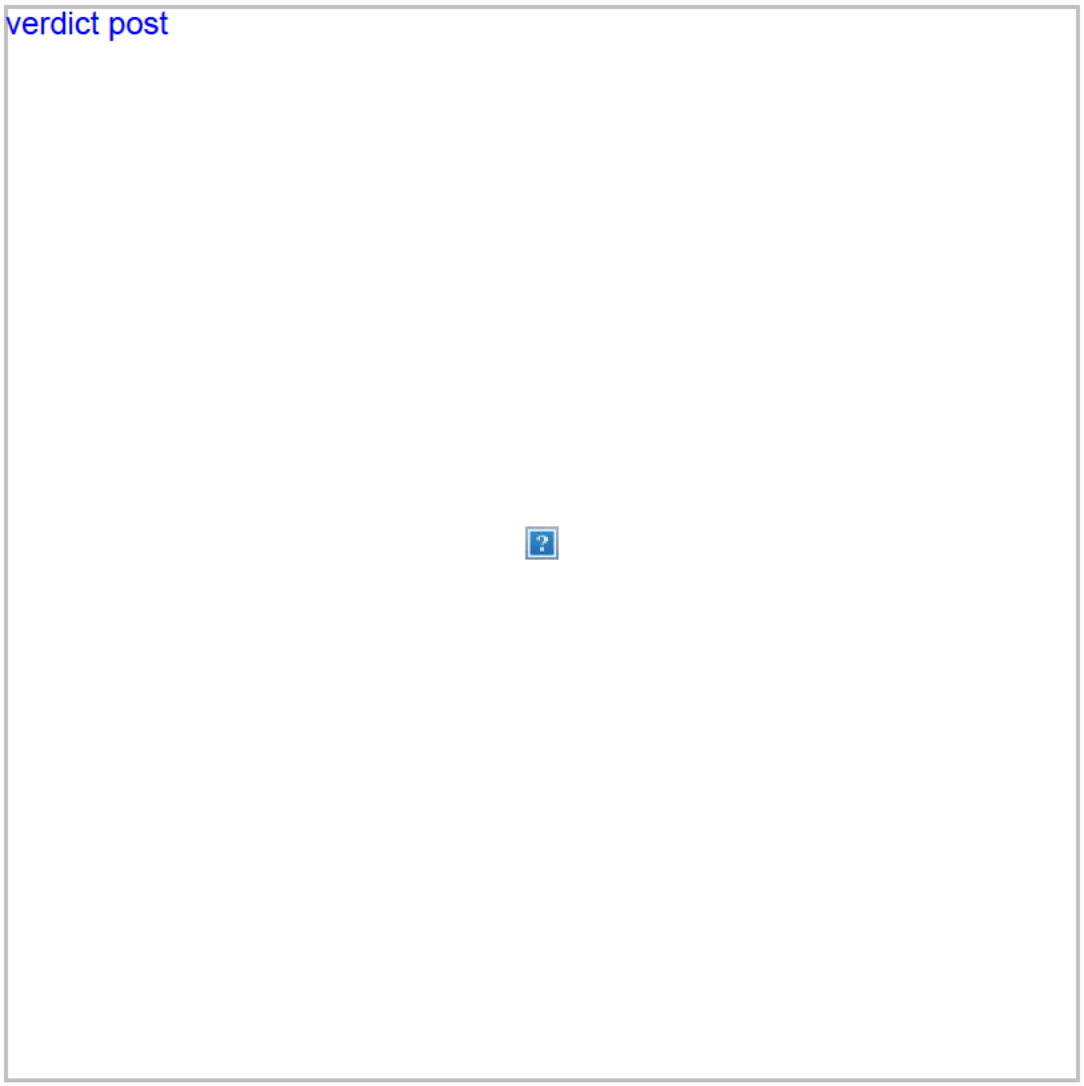
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verdict post



Illinois Law professor Lesley Wexler explores the narrative of the so-called career death penalty that has arisen from the #MeToo movement and considers lustration—a process of purging or vetting individuals responsible for abuses of the state—as a mechanism to govern some of the high-profile harassers. Wexler calls upon the public and the media to help create a different story—a better world—where individuals who have engaged in harassment no longer need to serve as cultural or economic arbiters.

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Government & Administrative Law Opinions

St. Bernard Parish Government v. United States

Court: US Court of Appeals for the Federal Circuit
Docket: 16-2301
Opinion Date: April 20, 2018
Judge: Timothy B. Dyk
Areas of Law: Constitutional Law, Government & Administrative Law, Real Estate & Property Law

Saint Bernard Parish Government and other owners of real property in St. Bernard Parish or in the Lower Ninth Ward of the City of New Orleans sued under the Tucker Act, 28 U.S.C. 1491(a)(1), alleging a taking. They claimed that the government was liable for flood damage to their properties caused by Hurricane Katrina and other hurricanes. Plaintiffs' theory was that the government incurred liability because of government inaction, including the failure to properly maintain or to modify the Mississippi River-Gulf Outlet (MRGO) channel, and government action (the construction and operation of the MRGO channel). The Claims Court found a taking occurred and awarded compensation. The Federal Circuit reversed. The government cannot be liable on a takings theory for inaction and the government action in constructing and operating MRGO was not shown to have been the cause of the flooding. The Claims Court failed to apply the correct legal standard, which required that the causation analysis account for government flood control projects that reduced the risk of flooding.

Read Opinion Are you a lawyer? **Annotate this case**.

Motor Vehicle Administration v. Smith

Court: Maryland Court of Appeals
Docket: 42/17
Opinion Date: April 20, 2018
Judge: Hotten
Areas of Law: Civil Rights, Constitutional Law, Government & Administrative Law

The Court of Appeals vacated the judgment of the circuit court affirming the finding of the administrative law judge (ALJ) that Respondent was coerced into submitting to an alcohol breath test required by Md. Code Ann. Transp. 16-205.1. In affirming, the circuit court concluded that substantial evidence supported the ALJ's decision that Respondent did not voluntarily submit to the testing. The ALJ found, specifically, that the due process afforded to Respondent was insufficient and that the officer's actions impermissibly

induced Respondent to submit to an alcohol breath test. The Court of Appeals disagreed, holding that the ALJ's determination was erroneous because Respondent failed to establish that there was an insufficient advisement of rights in violation of her due process protections.

Read Opinion Are you a lawyer? **Annotate this case**.

Carey v. Commissioner of Correction

Court: Massachusetts Supreme Judicial Court
Docket: SJC-12369
Opinion Date: April 19, 2018
Judge: Budd
Areas of Law: Government & Administrative Law

The Department of Correction's policy announced in 2013 that visitors to correctional facilities would be subject to search by drug-detecting dogs was not inconsistent with the Department's existing regulations but was not exempt from the Administrative Procedure Act (APA), Mass. Gen. Laws ch. 31A, 1 et seq. Plaintiffs commenced this action to prevent the Department from implementing the new policy. The superior court denied Plaintiffs' motion for a preliminary injunction, and the policy was thereafter implemented. A second superior court judge entered judgment declaring that the Commissioner of Correction had the authority o establish the policy without having to comply with the procedural requirements of the APA. The Supreme Judicial Court remanded this case to the superior court for entry of a judgment declaring that the Department was required to, but did not, meet the requirements of the APA when it adopted this regulation but that the regulation, if properly adopted in conformance with the APA, would not conflict with existing Department regulations.

Read Opinion Are you a lawyer? **Annotate this case**.

Wynne v. Menard, Inc.

Court: Nebraska Supreme Court
Citation: 299 Neb. 710
Opinion Date: April 20, 2018
Judge: Michael G. Heavican

Areas of Law: Labor & Employment Law, Government & Administrative Law

The Supreme Court reversed the decision of the Nebraska Workers' Compensation Court sustaining Appellant's motion for summary judgment insofar as it awarded her benefits for two scheduled injuries but denied her claim that she was permanently and totally disabled. The Court held (1) there was no merit to Appellant's first assignment of error that Appellant's employer admitted, through its responses to Appellant's requests for admission, that Appellant was permanently and totally disabled; but (2) the trial court erred in weighing the evidence in the summary judgment matter and concluding that Appellant was not permanently and totally disabled.

Read Opinion Are you a lawyer? **Annotate this case**.

Irwin v. Jefferson County Personnel Board

Court: Supreme Court of Alabama
Docket: 1161145
Opinion Date: April 20, 2018
Judge: James Allen Main
Areas of Law: Civil Procedure, Labor & Employment Law, Government & Administrative Law

Paul Irwin, Jr., appealed a final judgment of the Jefferson Circuit Court dismissing his claim for injunctive relief against the Jefferson County Personnel Board ("the Board") and the City of Trussville ("Trussville"). This case arose from Trussville's desire to hire a police chief following the retirement of its former chief. Trussville interviewed Irwin and two other candidates from a certified list of candidates. Trussville did not hire Irwin or any other candidate from the certified list supplied by the Board in January 2017. Instead, Trussville returned the list to the Board and requested that the Board administer a new test for the position of Police Chief II. On January 23, 2017, the Board "expired" the eligibility list. On January 27, 2017, the Board also approved Trussville's request to hire a provisional police chief until such time as a new assessment examination could be administered and a new eligibility list generated. On March 1, 2017, Irwin sued the Board and Trussville, contending that, once the Board issued to Trussville a certified list of eligible candidates for the position of police chief, Trussville was required to hire a candidate from that list and had no

discretion to leave the position unfilled. The complaint sought only injunctive relief. The Alabama Supreme Court determined the specific actions Irwin sought to enjoin –- the administration of a new examination for the position of Trussville's police chief and the appointment of a candidate to the position of police chief who was not on the January 2017 certified list –- have since occurred. Accordingly, it was impossible to provide Irwin the relief he requested. Irwin's appeal was dismissed.

Read Opinion Are you a lawyer? **Annotate this case**.

United States v. James

Court: US Court of Appeals for the Third Circuit
Docket: 17-2536
Opinion Date: April 23, 2018
Judge: Smith
Areas of Law: Criminal Law, Government & Administrative Law, White Collar Crime

In 2015, former Virgin Islands Senator James was charged with wire fraud, 18 U.S.C. 1343, and federal programs embezzlement, 18 U.S.C. 666(a)(1)(A), stemming from his use of legislative funds to ostensibly obtain historical documents from Denmark related to the Fireburn, an 1878 St. Croix uprising. The indictment specified: obtaining cash advances from the Legislature but retaining a portion of those funds for his personal use; double-billing for expenses for which he had already received a cash advance; submitting invoices and receiving funds for translation work that was never done; and submitting invoices and receiving funds for translation work that was completed before his election to the Legislature. James, who argued that he was engaged in legislative fact-finding, moved to dismiss the indictment on legislative immunity grounds. The district court denied the motion, stating that James' actions were not legislative acts worthy of statutory protection under the Organic Act of the Virgin Islands. The Third Circuit affirmed. Under 48 U.S.C. 1572(d) legislators are protected from being "held to answer before any tribunal other than the legislature for any speech or debate in the legislature." The conduct underlying the government's allegations concerning James is clearly not legislative conduct protected by section 1572(d).

Read Opinion Are you a lawyer? **Annotate this case**.

In re Investigation into Petiton of Vermont Gas Systems, Inc. (AARP, Appellant)

Court: Vermont Supreme Court
Citation: 2018 VT 44
Opinion Date: April 20, 2018
Judge: Carroll
Areas of Law: Government & Administrative Law

From 2006 to 2016, Vermont Gas Systems, Inc. (VGS) operated under an "alternative regulation" plan (ARP). Pursuant to the ARP, VGS's rates were automatically adjusted every quarter based on changes in gas costs. In 2011, VGS proposed amending its ARP by establishing the System Expansion and Reliability Fund (SERF) as a means of facilitating the expansion of its service into Addison County, Vermont, and perhaps beyond, while maintaining a smooth rate trajectory. At the time of the proposal, VGS would have been required under the ARP's automatic rate adjustments to reduce customer rates for the spring 2011 quarter by approximately $4.4 million, which would have been the ninth rate reduction in the previous ten quarters. Instead of reducing rates for existing customers pursuant to the provisions of the ARP, VGS proposed depositing that amount annually into SERF to smooth out rate increases resulting from future expansion of services. Under the proposal, VGS's rates would remain the same rather than be reduced by an automatic adjustment. In this ratemaking proceeding, AARP appealed an order of the Vermont Public Utility Commission that incorporated a memorandum of understanding (MOU) reached by the Department of Public Service and VGS. Among other things, the incorporated MOU set VGS's firm non-gas rates for the tax year beginning October 1, 2016; allowed VGS to use a specified amount from a fund previously authorized by the Commission to mitigate the rate effects of any system expansion; and established both the penalty for VGS's imprudent costs associated with the Addison Natural Gas Project (ANGP) and its return on equity. The Vermont Supreme Court reversed and remanded the matter for the Commission to make further findings regarding VGS's ANGP-related imprudent costs and, if necessary, to reconsider the penalty imposed for those costs under the incorporated MOU.

Read Opinion Are you a lawyer? **Annotate this case**.

In re Petition of Conservation Law Foundation

Court: Vermont Supreme Court
Citation: 2018 VT 42
Opinion Date: April 20, 2018
Judge: Beth Robinson
Areas of Law: Civil Procedure, Government & Administrative Law

The question this case presented for the Vermont Supreme Court's review was whether steep increases in project cost estimates for the Addison Natural Gas Project, combined with changes in energy markets, created a "substantial change" such that Vermont Gas System, Inc. (VGS) had to secure an amended certificate of public good under Public Utility Commission Rule 5.408. In ruling on Conservation Law Foundation's (CLF) separate petition for declaratory relief, distinct from post-judgment review of the Commission's certificate of public good, the Commission held that increased cost estimates for VGS's natural gas pipeline project, coupled with changes in the energy markets, were not a "substantial change" under Rule 5.408. The Supreme Court deferred to the Commission's reasonable interpretation of Rule 5.408 and accordingly affirm.

Read Opinion Are you a lawyer? **Annotate this case**.

Heffernan v. Vermont

Court: Vermont Supreme Court
Citation: 2018 VT 47
Opinion Date: April 20, 2018
Judge: Carroll
Areas of Law: Constitutional Law, Labor & Employment Law, Government & Administrative Law

Katherine Heffernan appealed the trial court's decision dismissing her complaint, which sought indemnification from the State on a default judgment she obtained against a state employee and which claimed that the State was vicariously liable for the employee's conduct. The State determined that the acts alleged by Heffernan were outside the scope of the employee's official duties and that, therefore, the State did not have a duty to defend the employee against Heffernan's action. Heffernan, unable to

locate the employee to make service of process, eventually served him through process by publication. Heffernan notified the State that she had served the employee, and the State again declined to take any action. The employee did not appear or offer any defense in Heffernan's suit, and the trial court eventually issued a default judgment against him. The court subsequently held a hearing on damages and awarded Heffernan both punitive and compensatory damages. The Vermont Supreme Court found that while Heffernan presented complex arguments, its decision regarding both of her theories of State liability was controlled by the plain language of Vermont's statutory scheme concerning each issue. Pursuant to the clear limitations on liability in Vermont's Tort Claims Act, the State retains sovereign immunity relative to the actions alleged in Heffernan's complaint. As such, the trial court did not err in dismissing her case.

Read Opinion Are you a lawyer? **Annotate this case**.

Jesner v. Arab Bank, PLC

Court: US Supreme Court
Docket: 16-499
Opinion Date: April 24, 2018
Judge: Anthony M. Kennedy
Areas of Law: Civil Procedure, Government & Administrative Law, International Law

Petitioners sought compensation under the Alien Tort Statute (ATS), part of the Judiciary Act of 1789, 28 U.S.C. 1350, based on terrorist acts committed abroad. They alleged that those acts were in part facilitated by Arab Bank, a Jordanian institution with a New York branch. They claimed that the bank used that branch to clear dollar-denominated transactions that benefited terrorists through the Clearing House Interbank Payments System (CHIPS) and to launder money for a Texas-based charity allegedly affiliated with Hamas. The Second Circuit and Supreme Court affirmed the dismissal of the case. Foreign corporations may not be defendants in suits brought under the ATS, which is "strictly jurisdictional" and does not provide or define a cause of action for international law violations. The Court noted that after the Second Circuit permitted plaintiffs to bring ATS actions based on human-rights laws, Congress enacted the 1991 Torture Victim Protection Act, creating an express cause of action for victims of torture and extrajudicial killing. ATS suits then became more frequent but "the

presumption against extraterritoriality applies to [ATS] claims." Separation-of-powers concerns that counsel against courts creating private rights of action apply with particular force to the ATS, which implicates foreign-policy concerns. Courts must exercise "great caution" before recognizing new forms of liability under the ATS. In this case. the only alleged connections to the United States, the CHIPS transaction and a brief allegation about a Texas charity, are "relatively minor" and the litigation has caused diplomatic tensions with Jordan, a critical ally.

Read Opinion Are you a lawyer? **Annotate this case**.

SAS Institute Inc. v. Iancu

Court: US Supreme Court
Docket: 16-969
Opinion Date: April 24, 2018
Judge: Neil M. Gorsuch
Areas of Law: Government & Administrative Law, Intellectual Property, Patents

SAS sought inter partes review (35 U.S.C. 311(a)) of ComplementSoft's software patent, alleging that all 16 of the patent's claims were unpatentable. The Patent Office instituted review on some of the claims and denied review on the rest. The Federal Circuit rejected SAS's argument that section 318(a) required the Board to decide the patentability of every claim challenged in the petition. The Supreme Court reversed. When the Patent Office institutes an inter partes review, it must decide the patentability of all of the claims the petitioner has challenged. Section 318(a), which states that the Board "shall issue a final written decision with respect to the patentability of any patent claim challenged by the petitioner" is mandatory and comprehensive. The Director's claimed "partial institution" power (37 CFR 42.108(a)) appears nowhere in the statutory text. The statute envisions an inter partes review guided by the initial petition. While section 314(a) invests the Director with discretion on whether to institute review, it does not invest him with discretion regarding what claims that review will encompass. The Director's policy argument—that partial institution is efficient because it permits the Board to focus on the most promising challenges and avoid spending time and resources on others—is properly addressed to Congress.

Read Opinion Are you a lawyer? **Annotate this case**.

Oil States Energy Services, LLC v. Greene's Energy Group, LLC

Court: US Supreme Court
Docket: 16-712
Opinion Date: April 24, 2018
Judge: Clarence Thomas
Areas of Law: Civil Procedure, Constitutional Law, Government & Administrative Law, Intellectual Property, Patents

Oil States sued Greene's Energy for infringement of a patent relating to technology for protecting wellhead equipment used in hydraulic fracturing. Greene's challenged the patent's validity in court and petitioned the Patent Office for inter partes review, 35 U.S.C. 311-319. The district court issued a claim-construction order favoring Oil States; the Board concluded that Oil States' claims were unpatentable. The Federal Circuit rejected a challenge to the constitutionality of inter partes review. The Supreme Court affirmed. Inter partes review does not violate Article III. Congress may assign adjudication of public rights to entities other than Article III courts. Inter partes review falls within the public-rights doctrine. Patents are "public franchises" and granting patents is a constitutional function that can be carried out by the executive or legislative departments without "judicial determination.' Inter partes review involves the same basic matter as granting a patent. Patents remain "subject to [the Board's] authority" to cancel outside of an Article III court. The similarities between the procedures used in inter partes review and judicial procedures does not suggest that inter partes review violates Article III. The Court noted that its decision "should not be misconstrued as suggesting that patents are not property for purposes of the Due Process Clause or the Takings Clause." When Congress properly assigns a matter to adjudication in a non-Article III tribunal, "the Seventh Amendment poses no independent bar to the adjudication of that action by a nonjury factfinder."

Read Opinion Are you a lawyer? **Annotate this case**.

Commonwealth of Pennsylvania v. President United States

Court: US Court of Appeals for the Third Circuit
Docket: 17-3679
Opinion Date: April 24, 2018
Judge: Hardiman
Areas of Law: Civil Procedure, Government & Administrative Law, Health Law

Little Sisters of the Poor, a Roman Catholic congregation serving the elderly poor of all backgrounds, operates homes for the elderly, all of which adhere to the same religious beliefs. A religious nonprofit corporation that operates a Little Sisters home in Pittsburgh sought to intervene in litigation challenging regulations promulgated under the Patient Protection and Affordable Care Act, 42 U.S.C. 300gg-13(a)(4). That litigation was instituted by the Commonwealth of Pennsylvania, challenging interim final rules, providing for "religious" and "moral " exemptions to the Act's "contraceptive mandate" for "entities, and individuals, with sincerely held religious beliefs objecting to contraceptive or sterilization coverage," including "for-profit entities that are not closely-held." The Third Circuit reversed the denial of their motion. Little Sisters' interest in the regulations is neither novel nor isolated; it has been involved in Affordable Care Act litigation for years. Little Sisters' interest in preserving the religious exemption is concrete and capable of definition; the relationships among the organization's various homes indicate a unique interest compared to other religious objectors who might wish to intervene. Those interests are significantly protectable. Little Sisters have demonstrated that they may be "practically disadvantaged by the disposition of the action" and have established that their interests are not adequately represented by the federal government.

Read Opinion Are you a lawyer? **Annotate this case**.

Dana Corp. v. Testa

Court: Supreme Court of Ohio
Citation: 2018-Ohio-1561
Opinion Date: April 24, 2018
Judge: Per Curiam
Areas of Law: Government & Administrative Law, Tax Law

The Supreme Court reversed the decision of the Board of Tax Appeals (BTA) affirming the tax commissioner's order of two reductions that decreased Dana Corporation's amortizable amount against the commercial-

activity tax (CAT) to $4,728,051. At issue was the special credit against the CAT set forth at Ohio Rev. Code 5751.53. One factor in calculating the CAT credit was the net operating losses (NOLs) that were incurred by the corporation before the CAT. To take the credit, Dana Corporation was required to file report with the tax commissioner that calculated an amount that would be applied gradually over a period of up to twenty years (amortizable amount) against the CAT. Dana Corporation argued that its amortizable amount was $12,493,003. The tax commissioner ordered two reductions that ultimately decreased the amortizable amount to $4,728,051. On appeal, Dana argued that the second adjustment was not authorized by 5751.53(F). The BTA disagreed. The Supreme Court reversed, holding that the BTA erred in affirming the reduction of the amortizable amount based on cancellation-of-debt income offset of federal NOLs.

Read Opinion Are you a lawyer? **Annotate this case**.

State ex rel. Khumprakob v. Mahoning County Board of Elections

Court: Supreme Court of Ohio
Citation: 2018-Ohio-1602
Opinion Date: April 24, 2018
Judge: Per Curiam
Areas of Law: Election Law, Government & Administrative Law

The Supreme Court granted a writ of mandamus requested by Relators seeking to compel Respondents, the Mahoning County Board of Elections and its members (collectively, the Board), to place a proposed amendment to the Youngstown city charter on the May 2018 ballot. The Board voted not to place the proposed amendment on the ballot, finding that the proposed amendment "contained provisions that are beyond the scope of the City of Youngstown's power" to enact. The Supreme Court held that Relators were entitled to a writ of mandamus because the Board offered no clear support for its conclusion that Relators' current proposal was beyond the scope of the City's legislative power. Therefore, Relators had a clear legal right to have their proposal placed on the ballot, and the Board had a clear legal duty to provide that relief.

Read Opinion Are you a lawyer? **Annotate this case**.

Campos v. United States

Court: US Court of Appeals for the Fifth Circuit
Docket: 16-51476
Opinion Date: April 24, 2018
Judge: Leslie Southwick
Areas of Law: Government & Administrative Law, Immigration Law, Personal Injury

The Fifth Circuit affirmed the district court's dismissal of plaintiff's claims against the Government for false arrest and false imprisonment under the Federal Tort Claims Act (FTCA). Plaintiff claimed that she was falsely arrested and imprisoned by Custom and Border Protection (CBP) officers because the officers detained her after she presented them with an Employment Authorization Document (EAD), which in her view conclusively showed entitlement to remain in the United States. The court held that the discretionary function exception to the FTCA applied in this case where the officers enforced a removal order. The court reasoned that, what plaintiff insisted was certain from the EAD and removed all discretion was, in reality, sufficiently uncertain as to leave discretion in the hands of the officers. Furthermore, reading the discretionary function exception in conjunction with the law enforcement proviso, the court held that the district court was correct in holding that there was no subject matter jurisdiction. However, the district court did err in dismissing the FTCA claims with prejudice. Therefore, the court vacated and remanded so that the district court may enter a revised order and final judgment that dismisses the suit without prejudice.

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City of Clarksville, Tennessee v. FERC

Court: US Court of Appeals for the District of Columbia Circuit
Docket: 16-1244
Opinion Date: April 24, 2018
Judge: Wilkins
Areas of Law: Energy, Oil & Gas Law, Government & Administrative Law, Utilities Law

The DC Circuit granted a petition for review of FERC's assertion of Natural Gas Act (NGA) jurisdiction over the transportation and sale of natural gas for resale from the City of Clarksville, Tennessee to the City of Guthrie, Kentucky. As a preliminary matter, the court rejected FERC's standing and

ripeness challenges to the court's authority to hear the petition for review. On the merits, the court saw no reason to deviate from the clear and unambiguous language of the statute, as well as FERC precedent, and held that Clarksville was a municipality that was exempt from regulation under NGA Section 7. The court also rejected FERC's alternative argument and held that the articulation of the scope of FERC's jurisdiction did not mean that Congress gave FERC jurisdiction over everything within the three areas listed by FERC. Therefore, the court vacated FERC's order.

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Clayton County, Georgia v. Federal Aviation Administration

Court: US Court of Appeals for the Eleventh Circuit
Docket: 17-10210
Opinion Date: April 24, 2018
Judge: Julie Carnes
Areas of Law: Aviation, Government & Administrative Law

The Eleventh Circuit lacked jurisdiction to consider the merits of petitioners' suit challenging the FAA's interpretation of 49 U.S.C. 47133 as set forth in a 2016 letter because the letter did not constitute final agency action. Section 47133 prohibits local taxes on aviation fuel from being spent on anything but aviation. The court held that petitioners' action came too late to challenge the FAA's policy clarification issued in 2014, and it came too early to challenge an FAA enforcement action that may never happen.

Read Opinion Are you a lawyer? **Annotate this case**.

Sierra Club v. Oklahoma Corporation Comm'n

Court: Oklahoma Supreme Court
Citation: 2018 OK 31
Opinion Date: April 24, 2018
Judge: Yvonne Kauger
Areas of Law: Civil Procedure, Environmental Law, Government & Administrative Law

This case involved an order of the Oklahoma Corporation Commission that granted Oklahoma Gas & Electric Company pre-approval to install pollution-control devices at one of its power plants. The order raised two issues: (1)

whether res judicata precluded the Commission from pre-approving OG&E's capital expenditure; and (2) whether the Commission could grant pre-approval under Okla. Const. art. 9, section 181 and 17 O.S. 2011 sec. 151 et seq. rather than 17 O.S. 2011 sec. 286(B). The Oklahoma Supreme Court held that although res judicata did not preclude the Commission from pre-approving the expenditure, it lacked authority outside of 17 O.S. 2011 sec. 286(B)2 to do so.

Read Opinion Are you a lawyer? **Annotate this case**.

City of Idaho Falls v. H-K Contractors

Court: Idaho Supreme Court - Civil
Docket: 44886
Opinion Date: April 24, 2018
Judge: Bevan
Areas of Law: Civil Procedure, Contracts, Government & Administrative Law, Real Estate & Property Law, Zoning, Planning & Land Use

The City of Idaho Falls ("Idaho Falls") appealed an order dismissing its breach of contract and waste claims against H-K Contractors, Inc. ("H-K"). In 2005, H-K entered into a written contract requiring it to convey a parcel of property to Idaho Falls. The contract required that H-K initially grant Idaho Falls a storm drainage easement "over and across" the parcel. H-K was also required to convey fee title to the parcel at a future date, in no event later than March 1, 2010. H-K failed to convey the property to Idaho Falls as required. In 2016, Idaho Falls sent a letter to H-K requesting conveyance of title. H-K responded by refusing to convey title to the property, claiming that in 2009 a city official had orally informed H-K that Idaho Falls was no longer interested in the property. Based on that alleged representation, H-K decided to invest in the property to make it profitable. Idaho Falls filed a complaint against H-K for breach of contract and waste. H-K moved to dismiss the complaint based on the limitation found in Idaho Code section 5-216, alleging Idaho Falls' claims were time barred because they were not brought within the five-year statute of limitations governing contract actions. Idaho Falls countered that the statute of limitations did not apply to it as a subdivision of the State of Idaho. On January 3, 2017, the district court dismissed Idaho Falls' complaint as time barred. Idaho Falls timely appealed, claiming the district court erred in enforcing the five-year limitation

set forth in section 5-216. The Idaho Supreme Court vacated the district court's judgment, finding it erred when it determined the term “state” in Idaho Code section 5- 216 did not include Idaho’s municipalities. Because Idaho Falls was the “state,” the district court erred when it found its contract claims against H-K were not “for the benefit of the state.”

Read Opinion Are you a lawyer? **Annotate this case**.

Independent Sch. Dist. No. 54 v. Independent Sch. Dist. No. 67

Court: Oklahoma Supreme Court
Citation: 2018 OK 34
Opinion Date: April 24, 2018
Judge: James R. Winchester
Areas of Law: Education Law, Government & Administrative Law, Tax Law

Within the 2006 through 2010 tax years, the Oklahoma Tax Commission and the Oklahoma State Board of Equalization issued certified assessments of certain public property physically located within the boundaries of the Stroud school district. Ad valorem taxes associated with these properties were distributed by the Lincoln County Treasurer to the Cushing and Wellston districts, instead of to Stroud. The error was discovered and subsequently corrected by the Lincoln County Board of Tax Roll Corrections during the 2010-2011 fiscal year. There was no disagreement among the three school districts that they were not responsible for the errors made in the distribution of the ad valorem taxes. To recover the funds that should have been Stroud's, Stroud sued Cushing and Wellston school districts. Stroud filed its petition on April 22, 2013. The defendant school districts filed a motion for summary judgment in December of 2014. In the same month, the plaintiff responded with its own motion for summary judgment. Stroud received the taxes from the property identified as within its district; Cushing received the taxes from the property identified as within its district; and Wellston received the taxes from the property identified as within its district. The Oklahoma Supreme Court found Stroud received the same amount for its general funds that it would have received had the ad valorem taxes been properly allocated. Nevertheless, it demanded additional funds from Cushing and Wellston that it would have received if the real property had been correctly identified. The Court determined if that amount was paid to Stroud, then Cushing and Wellston would have deficits in those districts that

they would not have if the real property had been correctly identified. Stroud did not believe the other two school districts are entitled to a setoff if they paid Stroud the misallocated ad valorem taxes. The Court found all three school districts were victims of this error, but no district failed to receive the funds needed for their respective districts. The Court reversed judgments against the Cushing and Wellston districts and that in favor of Stroud: "county and state officials will make mistakes in the taxing of property and the distribution of taxes."

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Appeal of State Employees Association/Service Employees International Union, Local 1984

Court: New Hampshire Supreme Court
Docket: 2017-0115
Opinion Date: April 25, 2018
Judge: Gary E. Hicks
Areas of Law: Civil Procedure, Labor & Employment Law, Government & Administrative Law

Petitioner, the State Employees' Association of New Hampshire/Service Employees' International Union, Local 1984 (Union), appealed a New Hampshire Public Employee Labor Relations Board (PELRB) order dismissing its unfair labor practice complaint against respondent, the Community College System of New Hampshire (CCSNH). The Union argued the PELRB erred in ruling that CCSNH was not obligated to: (1) bargain over wages for on-campus tutoring services performed by adjunct faculty; and (2) compensate an adjunct faculty member for lost tutoring income resulting from his participation in collective bargaining negotiations. The New Hampshire Supreme Court concluded that the tutoring services at issue here were, if anything, more closely related to the normal adjunct faculty members' duties than the extracurricular activities in Appeal of Berlin Education Association, 125 N.H. 779 (1984) were related to the teachers' regular duties. "Thus, the result reached in Berlin applies a fortiori to control the outcome here. Either way, the PELRB erred as a matter of law." Because the plain language of RSA 273-A:11, II obligated CCSNH to afford "[a] reasonable number of employees who act as representatives of the bargaining unit . . . a reasonable opportunity to meet" for collective

bargaining negotiations "during working hours without loss of compensation or benefits," the Supreme Court agreed with the Union that CCSNH had to compensate the adjunct faculty for the tutoring hours he missed while attending such negotiations.

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Schutz v. Cuyahoga County Board of Revision

Court: Supreme Court of Ohio
Citation: 2018-Ohio-1588
Opinion Date: April 25, 2018
Judge: Per Curiam
Areas of Law: Government & Administrative Law, Real Estate & Property Law

The Supreme Court affirmed the decision of the Board of Tax Appeals (BTA) affirming the decision of the Cuyahoga County Board of Revision (BOR) rejecting Appellant's challenge to the tax-year-2012 valuation of his residential property by the Cuyahoga County fiscal officer. On appeal, Appellant argued that the BTA misplaced the burden of proof and did not give proper consideration to the evidence he presented in support of his claim. The Supreme Court disagreed, holding that the BTA acted reasonably and lawfully in retaining the fiscal officer's valuation.

Read Opinion Are you a lawyer? **Annotate this case**.

Bronx Park South III Lancaster, LLC v. Fairfield County Board of Revision

Court: Supreme Court of Ohio
Citation: 2018-Ohio-1589
Opinion Date: April 25, 2018
Judge: Maureen O'Connor
Areas of Law: Government & Administrative Law, Real Estate & Property Law

In this challenge to the real property valuation of a Walgreens drugstore in Lancaster for tax year 2014 the Supreme Court vacated the decision of the Board of Tax Appeals (BTA) disregarding the property owners' appraisal and valuing the property according to a recent arm's-length sale price. Here, as in Terraza 8, LLC v. Franklin County Board of Revision, 83 N.E.3d 916,

the school board sought to have the real property valued according to the sale price, while the owners, relying on appraisal evidence, argued that under Ohio Rev. Code 5713.03, as amended by 2012 Am.Sub.H.B. No. 487 ("H.B. 487"), a lease encumbrance precluded use of the sale price to value the property. The Supreme Court remanded the case to the BTA to weigh and address the appraisal evidence, holding that this appeal presented a straightforward application of Terraza. In other words, the recent sale presumptively represented the value of the unencumbered fee simple estate, but the BTA must also weigh the appraisal evidence.

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Sisseton-Wahpeton Oyate of the Lake Traverse Reservation v. U.S. Corps of Engineers

Court: US Court of Appeals for the Eighth Circuit
Docket: 16-4283
Opinion Date: April 25, 2018
Judge: Tunheim
Areas of Law: Environmental Law, Government & Administrative Law, Native American Law, Real Estate & Property Law

The Tribe filed suit alleging that the Corps violated the Administrative Procedure Act (APA), the Clean Water Act (CWA), and the National Historic Preservation Act (NHPA) in issuing permit and exemption determinations to a real property owner. The permits and exemptions allowed the owner to construct a road by dredging and filling portions of Enemy Swim Lake. With one exception, the Eighth Circuit affirmed the district court's dismissal of the Tribe's claims. The court held that the 2010 letter issued by the Corp did not constitute a final agency action for purposes of the permit and exemption determinations, and that the Tribe's recapture claim was a nonjusticiable enforcement action; the Tribe was not eligible for equitable tolling in this case; the Corps did not act arbitrarily and capriciously by determining that the owner's 2009 project qualified for a nationwide permit; and the court did not have appellate jurisdiction to address the lawfulness of the Corps's NHPA regulations.

Read Opinion Are you a lawyer? **Annotate this case**.

Amisub v. SCDHEC

Court: South Carolina Supreme Court
Docket: 27792
Opinion Date: April 25, 2018
Judge: Per Curiam
Areas of Law: Civil Procedure, Government & Administrative Law, Health Law

Petitioner Charlotte-Mecklenburg Hospital Authority, d/b/a Carolinas Medical Center-Fort Mill sought a writ of certiorari to review the court of appeals' decision in Amisub of South Carolina, Inc. v. South Carolina Department of Health & Environmental Control, Op. No. 2017-UP-013 (S.C. Ct. App. filed Jan. 11, 2017). In 2005, four hospitals, Petitioner, Respondent Amisub, Presbyterian Healthcare System, and Hospital Partners of America, applied for a certificate of need (CON) to construct and operate an acute-care hospital in Fort Mill. In May 2006, the Department of Health and Environmental Control (DHEC) determined the acute-care hospital was necessary, and granted a CON to Amisub, but denied a CON to Petitioner and the others. DHEC's decision to award the CON to Amisub was based in part on its interpretation of the language of the South Carolina Health Plan that only existing health care providers in York County were eligible for additional hospital beds. Petitioner filed a contested case at the ALC, contending DHEC had erroneously interpreted the language of the Health Plan. Alternatively, Petitioner argued that if DHEC's interpretation was correct, the Health Plan violated the dormant Commerce Clause because it improperly restricted interstate commerce. The ALC found DHEC's interpretation of the Health Plan was not correct, reversed, and remanded to DHEC. The ALC's determination made it unnecessary for the ALC to reach the alternative dormant Commerce Clause claim. On remand, DHEC granted a CON to Petitioner, but denied a CON to the others. Amisub filed a second contested case at the ALC, which again reversed, this time ordering a CON be granted to Amisub and denied to Petitioner. The court of appeals affirmed, finding "the record does not show [Petitioner] presented to the ALC any argument that [Amisub]'s positions on adverse impact and outmigration, if adopted by the ALC, would violate the Dormant Commerce Clause. [Petitioner] waited until filing its Rule 59(e) motion to present this argument, which is too late." If Petitioner had reason to believe this issue was actually being litigated before the ALC in the second contested case, and yet remained silent, the South Carolina Supreme Court would have

agreed with the court of appeals. However, the dormant Commerce Clause issues arising out of the language of the Health Plan were resolved in Petitioner's favor in the first contested case. Thus, Petitioner could not reasonably have foreseen the ALC would craft its order in a fashion to revive those issues. Therefore, Petitioner had no reason to raise the dormant Commerce Clause challenge in the second contested case until the ALC issued its order. “No party should be penalized for not addressing an issue as to which it had previously prevailed, and which it did not reasonably contemplate would yet be the basis of the court's ruling.” Accordingly, the Supreme Court reversed the court of appeals' finding that the dormant Commerce Clause issue was not preserved for appellate review, and remanded the case to the court of appeals for a ruling on the merits of the issue.

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Kegerise v. Delgrande, et al,

Court: Supreme Court of Pennsylvania
Docket: 22 MAP 2017
Opinion Date: April 26, 2018
Judge: Wecht
Areas of Law: Civil Procedure, Contracts, Education Law, Labor & Employment Law, Government & Administrative Law

Dr. Susan Kegerise sought reinstatement as superintendent of the Susquehanna Township School District, as well as back pay and benefits. In January 2010, Kegerise was appointed superintendent. In 2013, the District’s Board of Directors extended Kegerise’s contract for a three-year term after agreeing, at Kegerise’s request, to include a resignation provision in her employment contract. Kegerise alleged this resignation clause was necessary to protect her interests in light of several Board members’ inappropriate behavior. Kegerise further alleged that, this clause notwithstanding, and in an effort to force her resignation, several Board members persisted in hostile actions including, inter alia, physical intimidation and verbal abuse, even after the contract was executed. In 2014, Kegerise informed the Board that she was receiving medical care and would be unable to return to work until April 21, 2014. While Kegerise was on medical leave, the Board received several letters from Kegerise’s

counsel asserting that Kegerise had been constructively discharged. The Board responded by affirming that Kegerise remained the Superintendent of Schools, and that "[h]er time away from the District since that day has been recorded as sick leave derived from Dr. Kegerise's pre-existing sick leave accumulation." On April 17, 2014, Kegerise filed a complaint at the United States District Court, alleging, inter alia, that the Board had constructively discharged her. Kegerise asserted that, "although no formal termination has taken place, [she] cannot perform the job duties of Superintendent," due to the Board's behavior toward her. Kegerise sought damages in excess of six million dollars, including compensatory and economic damages "for loss of contractual salary and other emoluments of employment" and consequential damages for "damage to professional reputation and loss of future salary as an educational administrator." The trial court held an evidentiary hearing to determine whether Kegerise had intended to resign when she filed her federal complaint, after which, it ordered the Board to reinstate Kegerise to her position with back pay and benefits. The Board appealed to the Commonwealth Court; the Commonwealth Court affirmed the trial court's grant of mandamus. The Pennsylvania Supreme Court, however, found Kegerise did not demonstrate to a clear legal right to reinstatement. Accordingly, the orders reinstating her as superintendent with back pay and benefits was reversed.

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Holloway v. Showcase Realty Agents, Inc.

Court: California Courts of Appeal
Docket: H043492(Sixth Appellate District)
Opinion Date: April 26, 2018
Judge: Eugene M. Premo
Areas of Law: Civil Procedure, Government Contracts, Government & Administrative Law

The San Lorenzo Valley Water District acquired real property in Boulder Creek, California from the Dildines. Holloway, a taxpayer within District, filed suit claiming the contract was void under Government Code section 1090, because one of District's directors, Vierra, had an interest in the contract by nature of his partial ownership in Showcase Realty, which facilitated the property sale, and the fact that his wife was the listing agent for the

property. The trial court dismissed on the ground that Holloway lacked standing to assert a claim for conflict of interest. The court of appeal reversed. Holloway has taxpayer standing under Code of Civil Procedure section 526a to challenge the contract and has standing under Government Code section 1092 to bring an action for conflict of interest. There is no challenge to District's bonds, warrants or other evidence of indebtedness; Holloway was not required to bring a validation action under Water Code section 30066.

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Neal v. Fairfax County Police Department

Court: Supreme Court of Virginia
Docket: 170247
Opinion Date: April 26, 2018
Judge: Smith
Areas of Law: Government & Administrative Law

Neal submitted a FOIA request to the Fairfax County Police Department seeking its automated license plate readers (ALPR) records regarding his vehicle. The Department responded that Neal's tag had been read twice and enclosed pictures of his vehicle with the time, date, and GPS location from which at least one photograph was taken. Neal sued under the Government Data Collection and Dissemination Practices Act, Code 2.2-3800-3809, alleging that the "passive use" of ALPRs violated a requirement that information not be collected "unless the need for it has been clearly established in advance." The circuit court granted the Department summary judgment, reasoning "that a license plate number is not personal information." The Supreme Court of Virginia reversed. The pictures and associated data stored in the ALPR database meet the statutory definition of "personal information" but it is not clear whether the retention and "passive use" of that information may be classified as an "information system" under the Act. The circuit court must determine whether the ALPR record-keeping process provides a means through which a link between a license plate and the vehicle's owner may be readily made. If a means exists, then the "passive use" of ALPRs is not covered by the law enforcement exception because the Department collected and retained personal information without any suspicion of criminal activity.

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Ford Motor Co. v. Jobe

Court: Kentucky Supreme Court
Docket: 2017-SC-000010-WC
Opinion Date: April 26, 2018
Judge: Wright
Areas of Law: Labor & Employment Law, Government & Administrative Law

The Supreme Court affirmed the judgment of the court of appeals affirming the decision of the Workers' Compensation Board (Board) affirming the decision of the administrative law judge (ALJ) awarding Donald Jobe benefits regarding his back. Jobe, an employee of Ford Motor Company, suffered a right hip injury stemming from a work-related accident. Jobe applied for workers' compensation benefits, asserting that he sustained a low back impairment due to the hip injury. The ALJ found that Jobe's work-related hip injury was a proximate cause of his low back impairment and awarded Jobe benefits for a fourteen percent permanent partial disability, temporary total disability benefits for the periods he was off work due to his back impairment, and medical benefits. The Board affirmed, concluding that the ALJ had substantial evidence to support his finding that Jobe's low back impairment had a causal connection to the work-related injury. The court of appeals affirmed. The Supreme Court affirmed, holding that the ALJ based his decision that Jobe's back impairment was work-related on substantial evidence.

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Plumley v. Kroger, Inc.

Court: Kentucky Supreme Court
Docket: 2017-SC-000083-WC
Opinion Date: April 26, 2018
Judge: John D. Minton, Jr.
Areas of Law: Labor & Employment Law, Government & Administrative Law, Personal Injury

The Supreme Court affirmed the opinion of the court of appeals affirming

the decision of the Workers' Compensation Board upholding the decision of the administrative law judge (ALJ), which awarded Michael R. Plumley permanent partial disability benefits. On appeal, the Court held that the ALJ did not err (1) by relying upon the medical report of Dr. Greg Snider, who evaluated Plumley under the range-of-motion method and used terminology different from that which Plumley would use to describe essentially the same condition; (2) by finding that Plumley had three distinct work-related injuries, for each of which the ALJ made three tandem benefit awards rather than a single-injury with a single-benefit award; and (3) in his use of modifier multipliers.

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Entergy Texas, Inc. v. Nelson

Court: US Court of Appeals for the Fifth Circuit
Docket: 17-50042
Opinion Date: April 26, 2018
Judge: Thomas Morrow Reavley
Areas of Law: Energy, Oil & Gas Law, Government & Administrative Law, Utilities Law

At issue in this appeal was whether a certain Public Utility Commission of Texas (PUCT) order conflicted with a prior Federal Energy Regulatory Commission (FERC) order. The Fifth Circuit reversed the district court's order and rendered judgment in favor of PUCT and TIEC, holding that PUCT's order was not in conflict with any FERC order. The court held that FERC's orders requiring the Entergy compliance filing did not call for a retroactive reallocation of 2007 Bandwidth Payments; Entergy's compliance filing did not contain a retroactive reallocation that FERC approved in the 2015 FERC Order; the 2015 FERC Order did not retroactively reallocate 2007 Bandwidth Payments; and PUCT's Order was consistent with the 2015 FERC Order.

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Reed v. Boley

Court: Supreme Court of Appeals of West Virginia
Docket: 17-0174

Opinion Date: April 26, 2018
Judge: Walker
Areas of Law: Government & Administrative Law

The Supreme Court reversed the order of the circuit court revising the order of the Commissioner of the West Virginia Division of Motor Vehicles (DMV) revoking Petitioner's driver's license after he was arrested for driving under the influence of alcohol, holding that the circuit court erred in finding that Petitioner suffered actual and substantial prejudice as a result of a post-hearing delay by the Office of Administrative Hearings (OAH). When Petitioner challenged the revocation by appeal, the OAH conducted a hearing but then took no action for two and a half years. The OAH eventually affirmed the revocation. The circuit court reversed the revocation. The Supreme Court reversed the circuit court's order and remanded for reinstatement of the DMV's order revoking Petitioner's driver's license, holding that the circuit court's finding of prejudice was erroneous.

Read Opinion Are you a lawyer? **Annotate this case**.

Arbors East RE, LLC v. Franklin County Board of Revision

Court: Supreme Court of Ohio
Citation: 2018-Ohio-1611
Opinion Date: April 26, 2018
Judge: Per Curiam
Areas of Law: Government & Administrative Law, Real Estate & Property Law

At issue in this valuation case was the 2011 value, with carryover to 2012 and 2013, of a nursing home that was purchased by its former lessee in April 2011 and to what extent the sale price ought to have been allocated to assets other than the real estate. The Board of Revision (BOR) ordered a small reduction in value to $7,202,900 after making a small deduction for furniture, fixtures, and equipment. The Board of Tax Appeals (BTA) reinstated the entire sale price of $7,490,000 as the value of the real estate. The Supreme Court vacated the BTA's decision and remanded the case for further proceedings, holding that the BTA neglected to exercise its statutory authority to obtain a complete record and predicated its decision in part on legal errors.

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Lone Star Steakhouse & Saloon of Ohio, Inc. v. Franklin County Board of Revision

Court: Supreme Court of Ohio
Citation: 2018-Ohio-1612
Opinion Date: April 26, 2018
Judge: Per Curiam
Areas of Law: Government & Administrative Law, Real Estate & Property Law

In this real property valuation case involving tax year 2012, the Supreme Court reversed the decision of the Board of Tax Appeals (BTA) adopting the Franklin County Board of Revision's (BOR) rejection of the sale price of the property at issue as the criterion of value and instead retaining the county auditor's valuation. On appeal, the BTA found that the sale was too remote in relation to the tax-lien date. The Supreme Court remanded the case with instructions that the BTA use the sale price to value the property for tax year 2012, holding that the BTA misapplied court precedent in determining that the sale was too remote.

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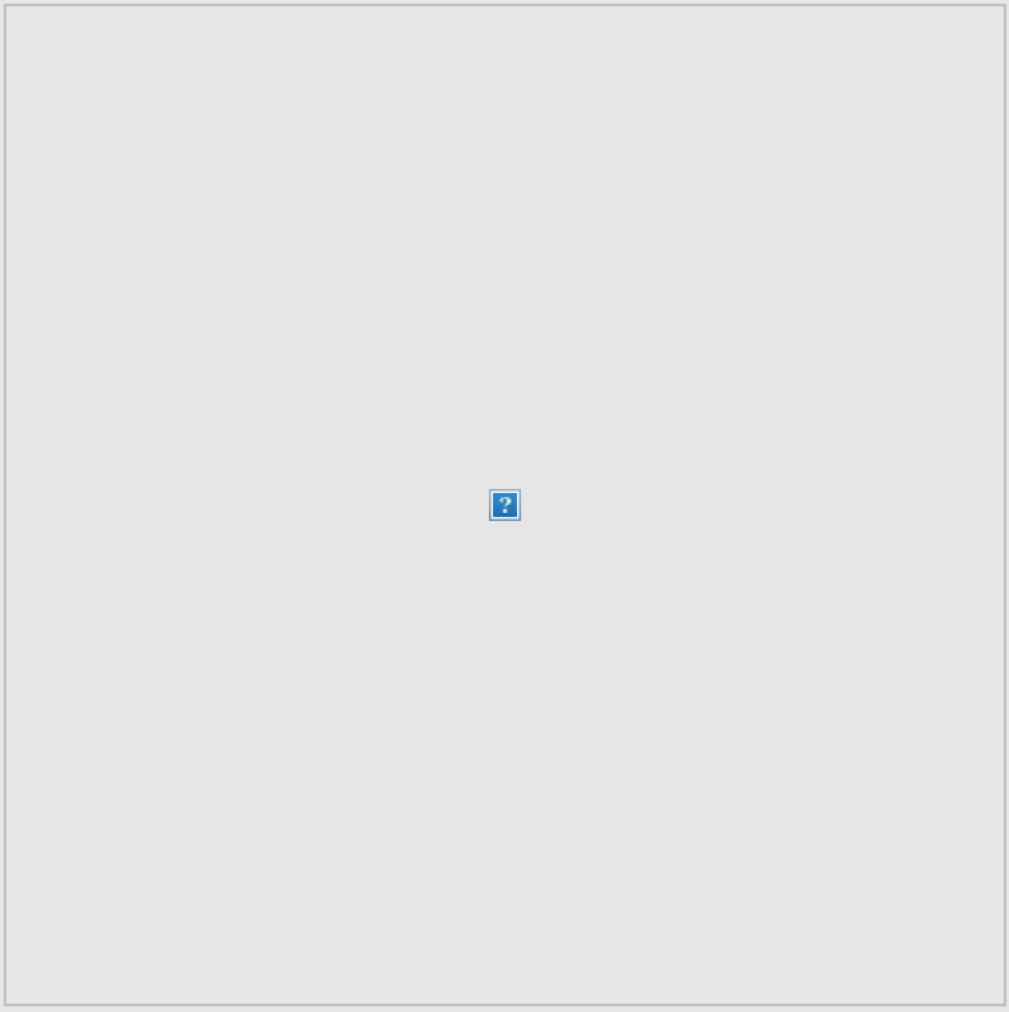
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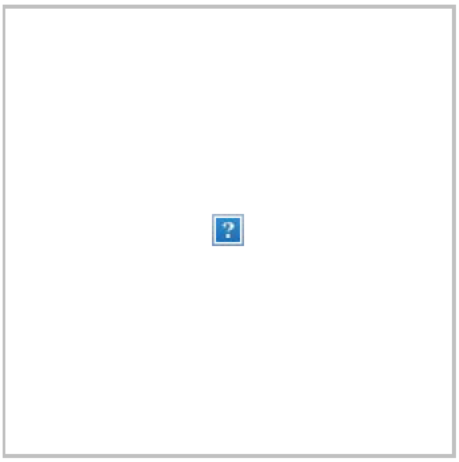
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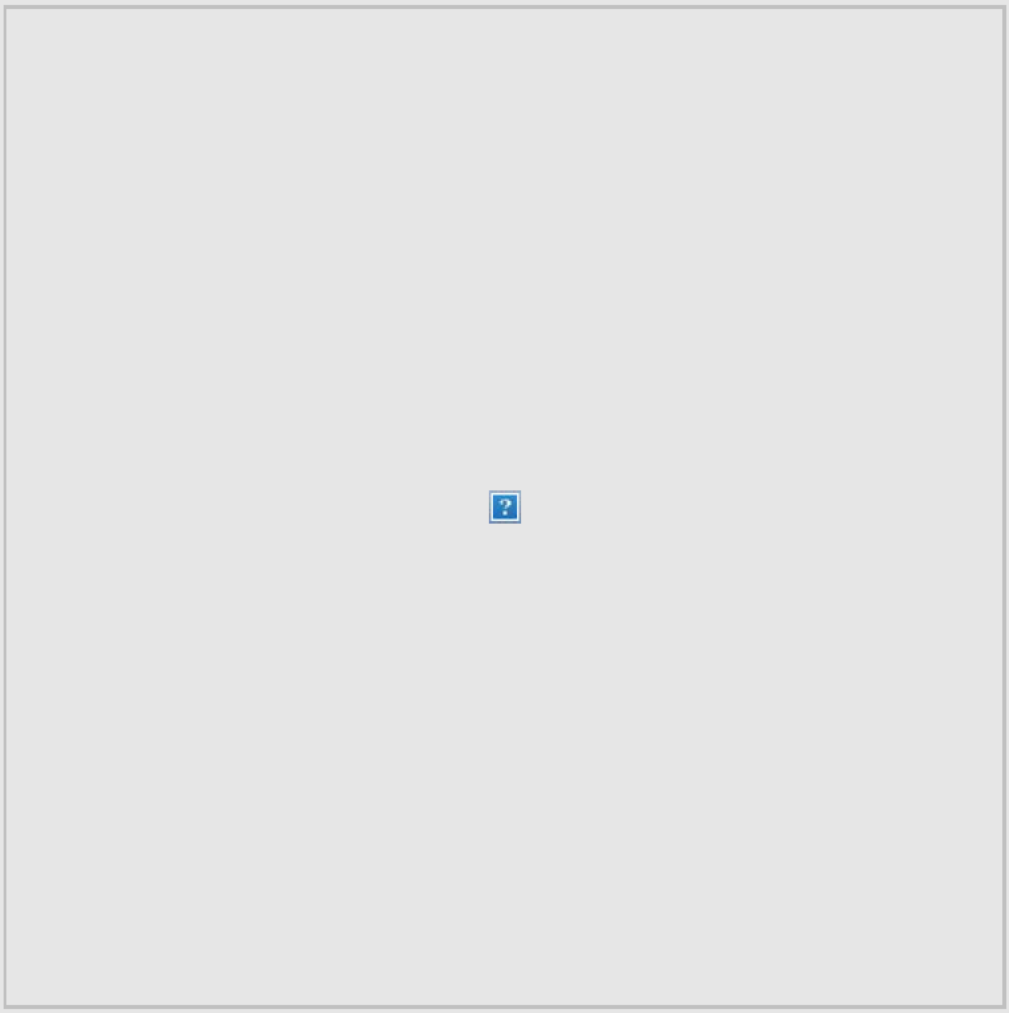
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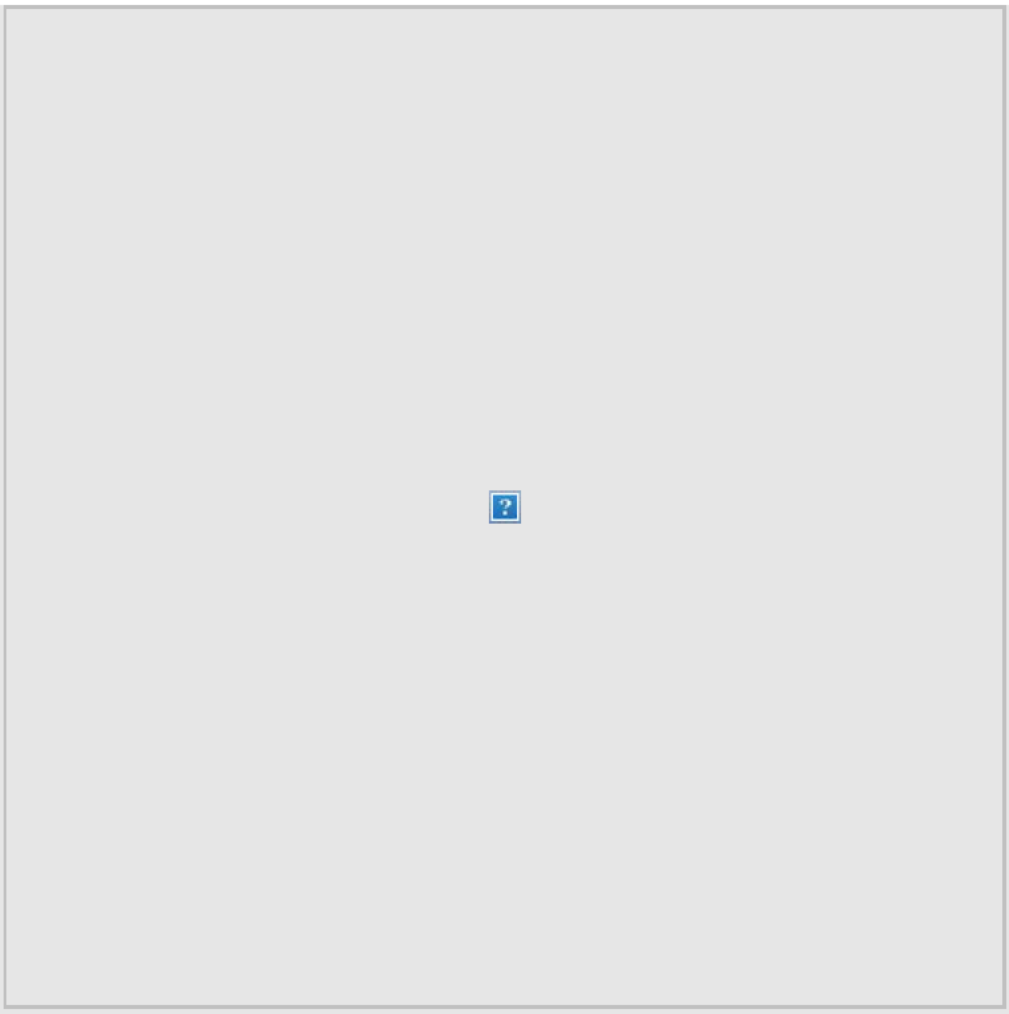
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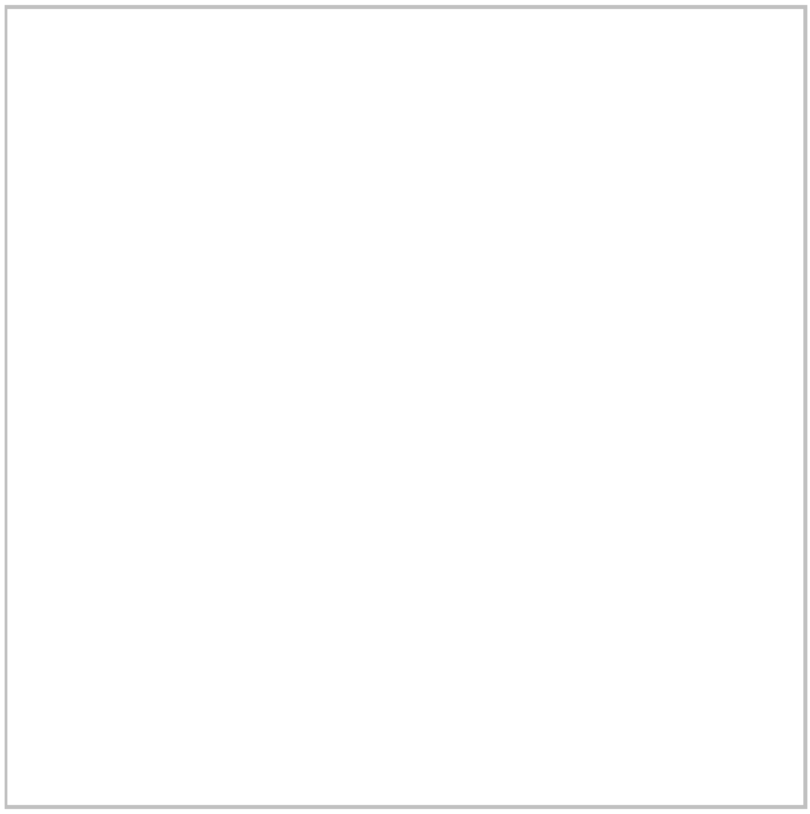
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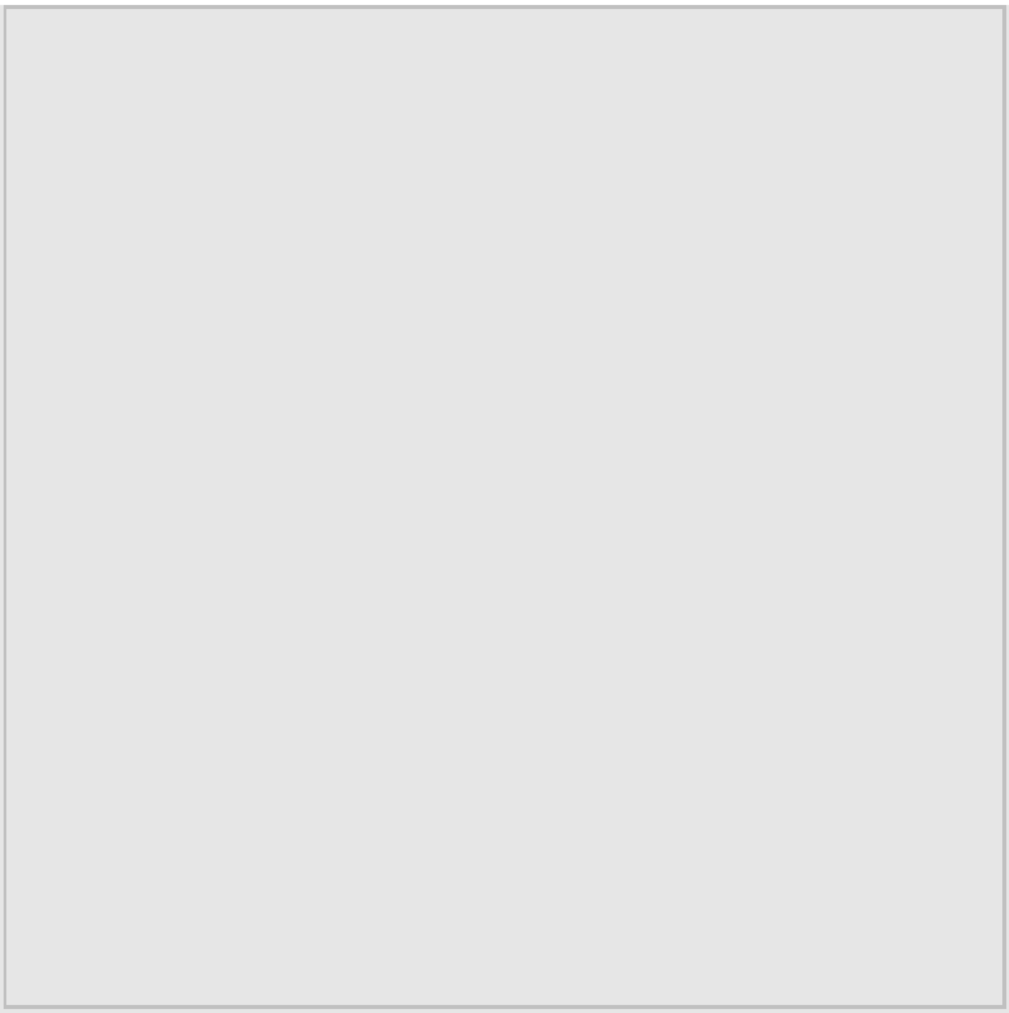
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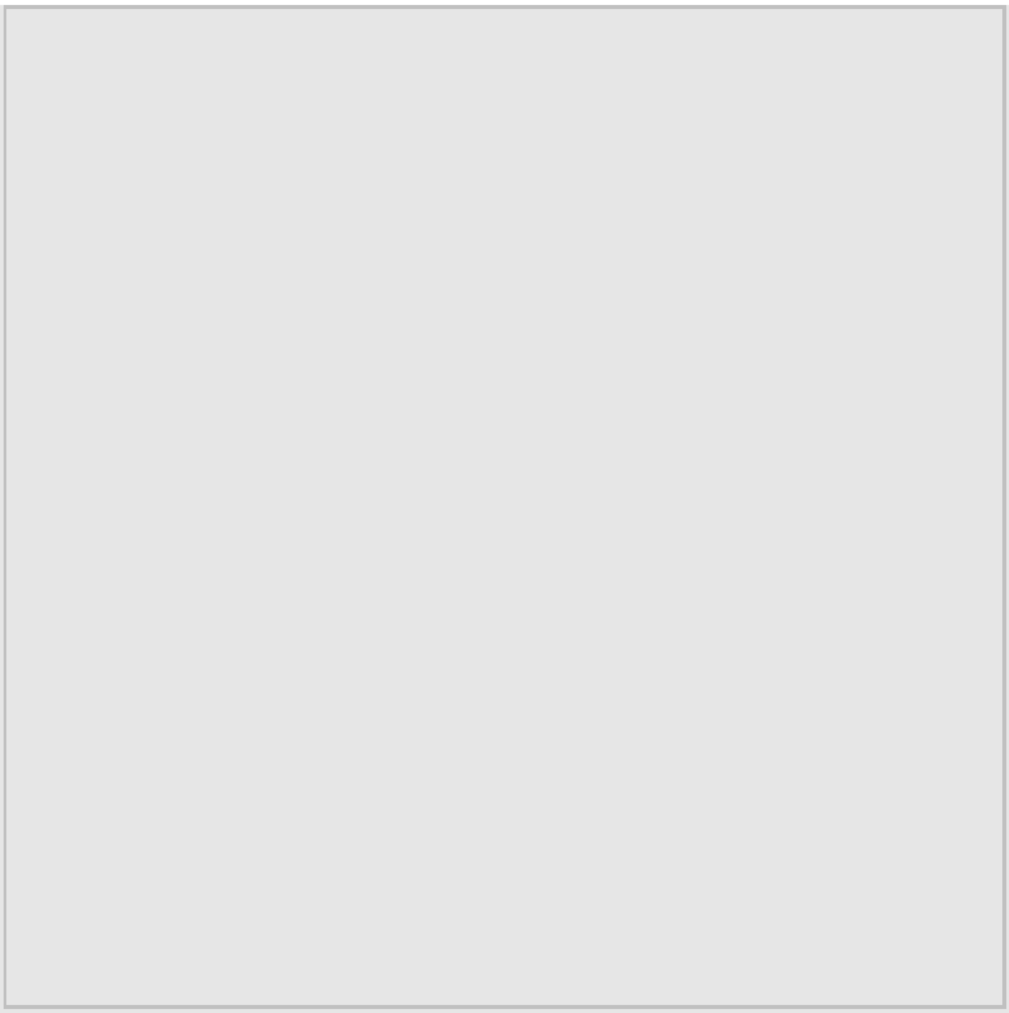
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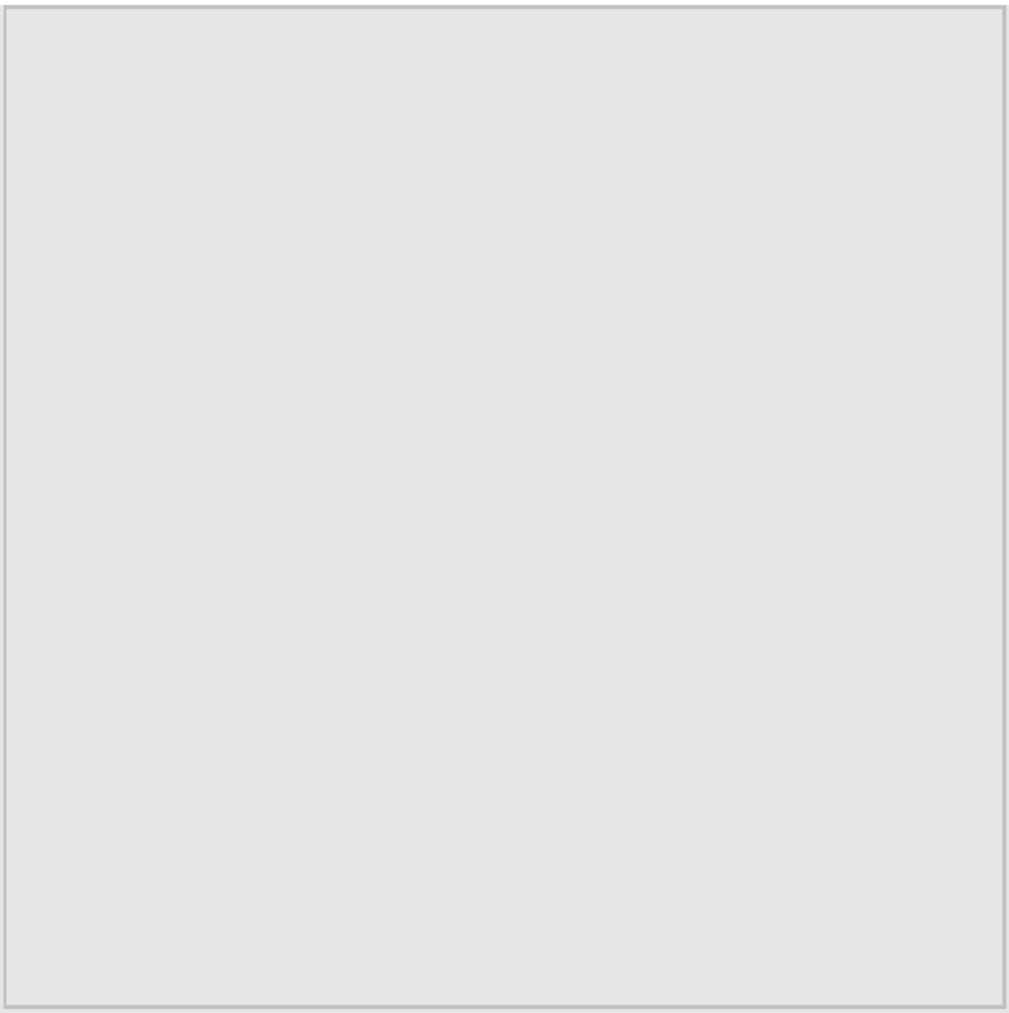
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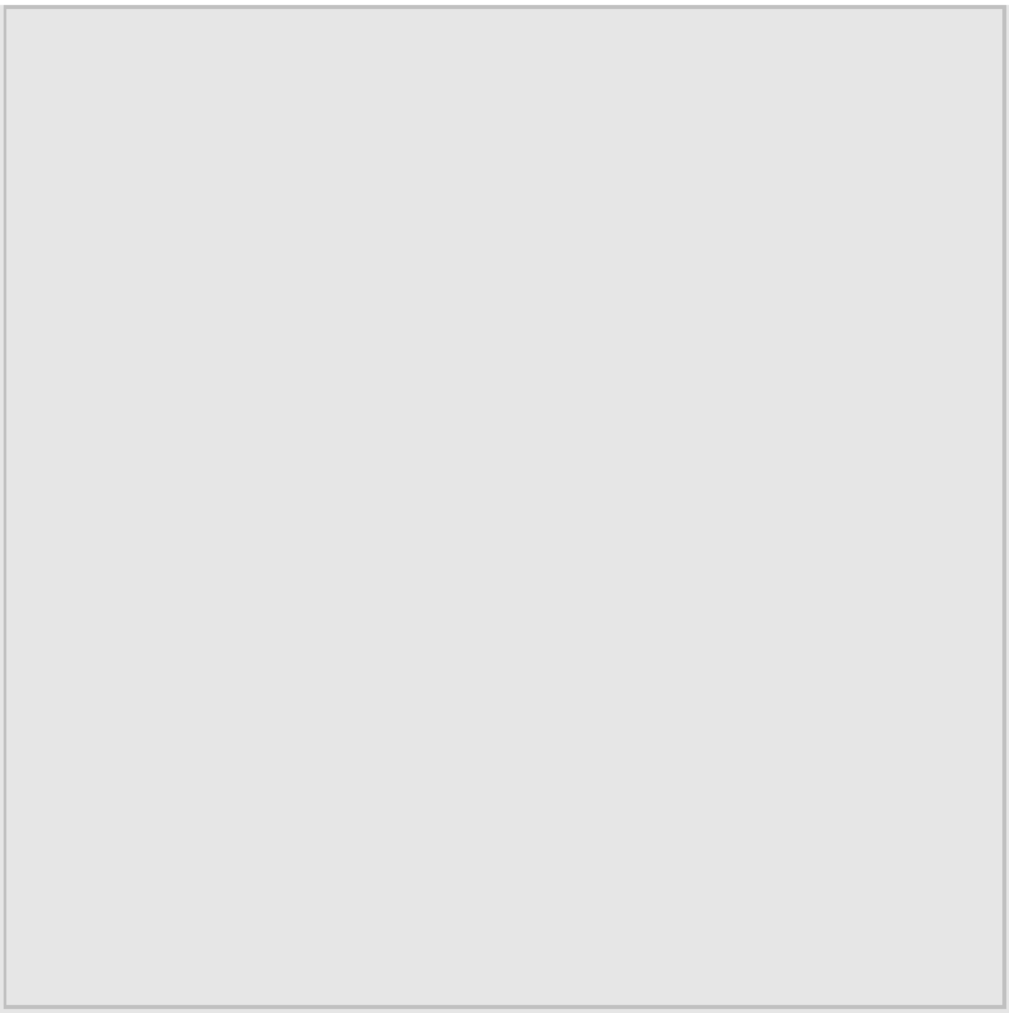
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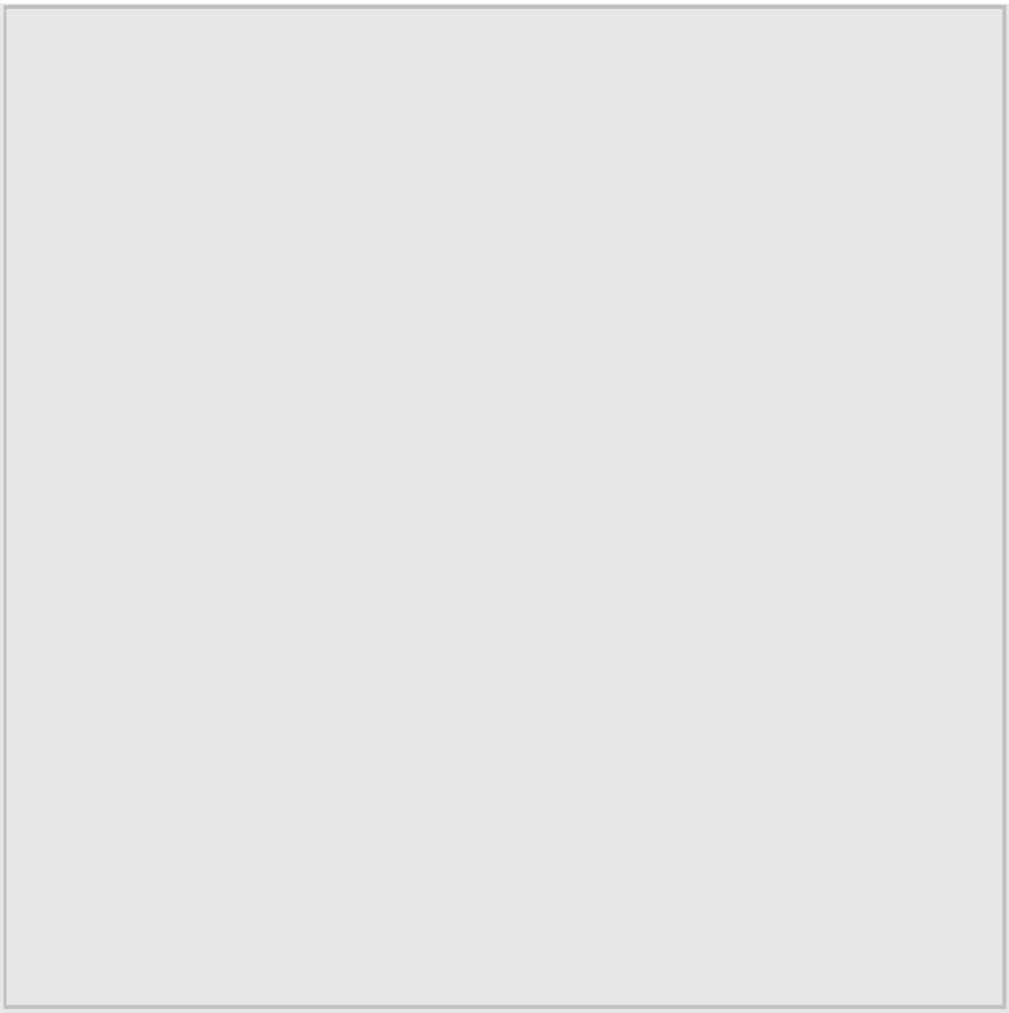


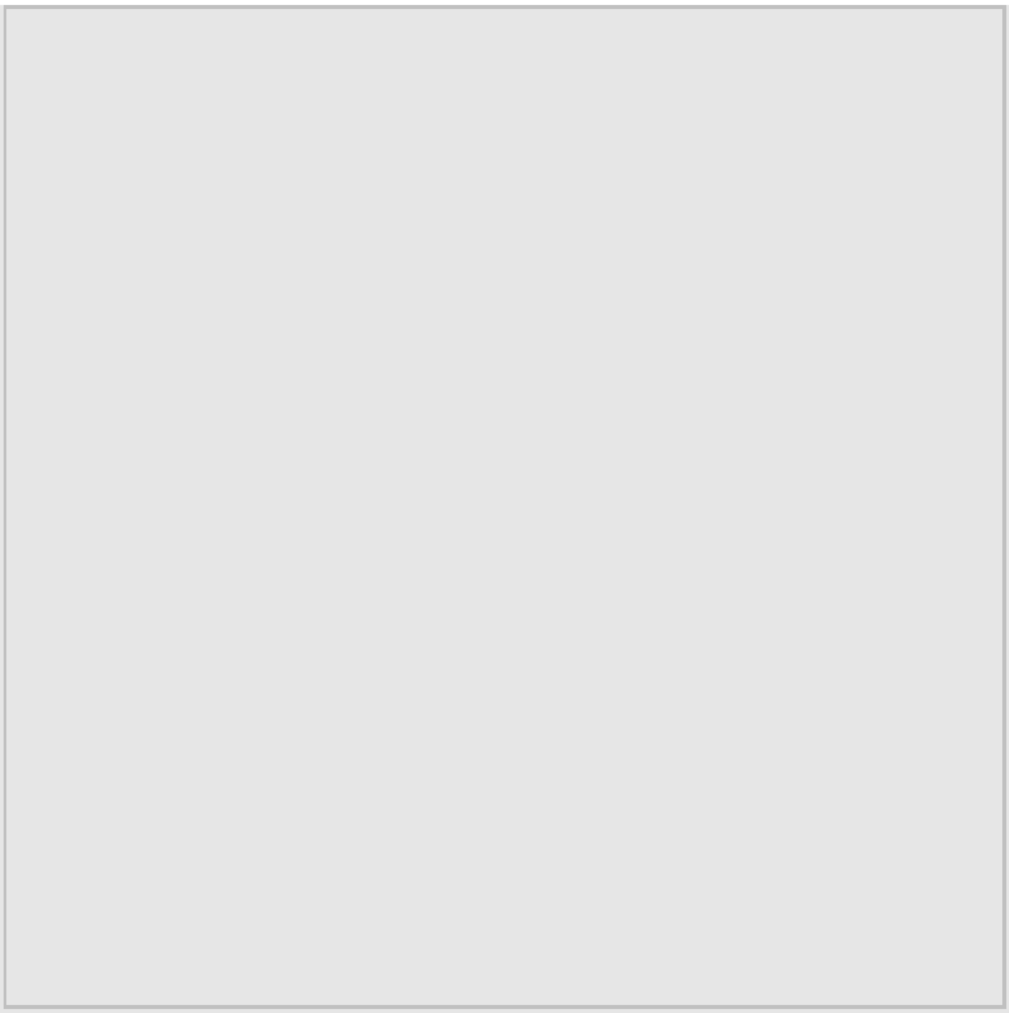












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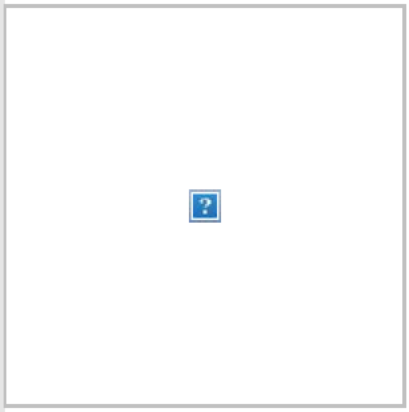
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Date: Friday, March 9, 2018 5:00:42 AM

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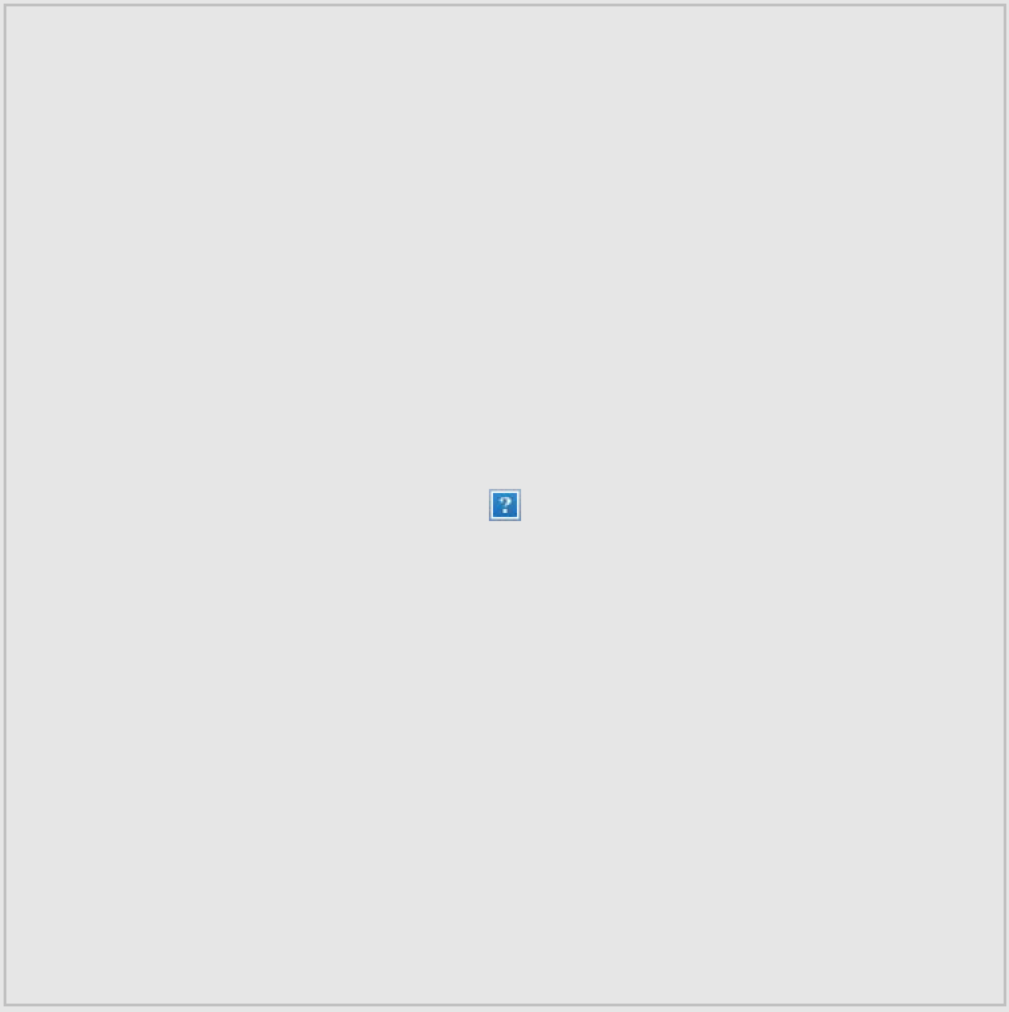
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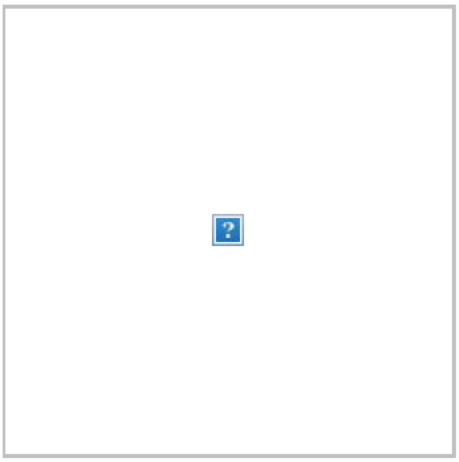
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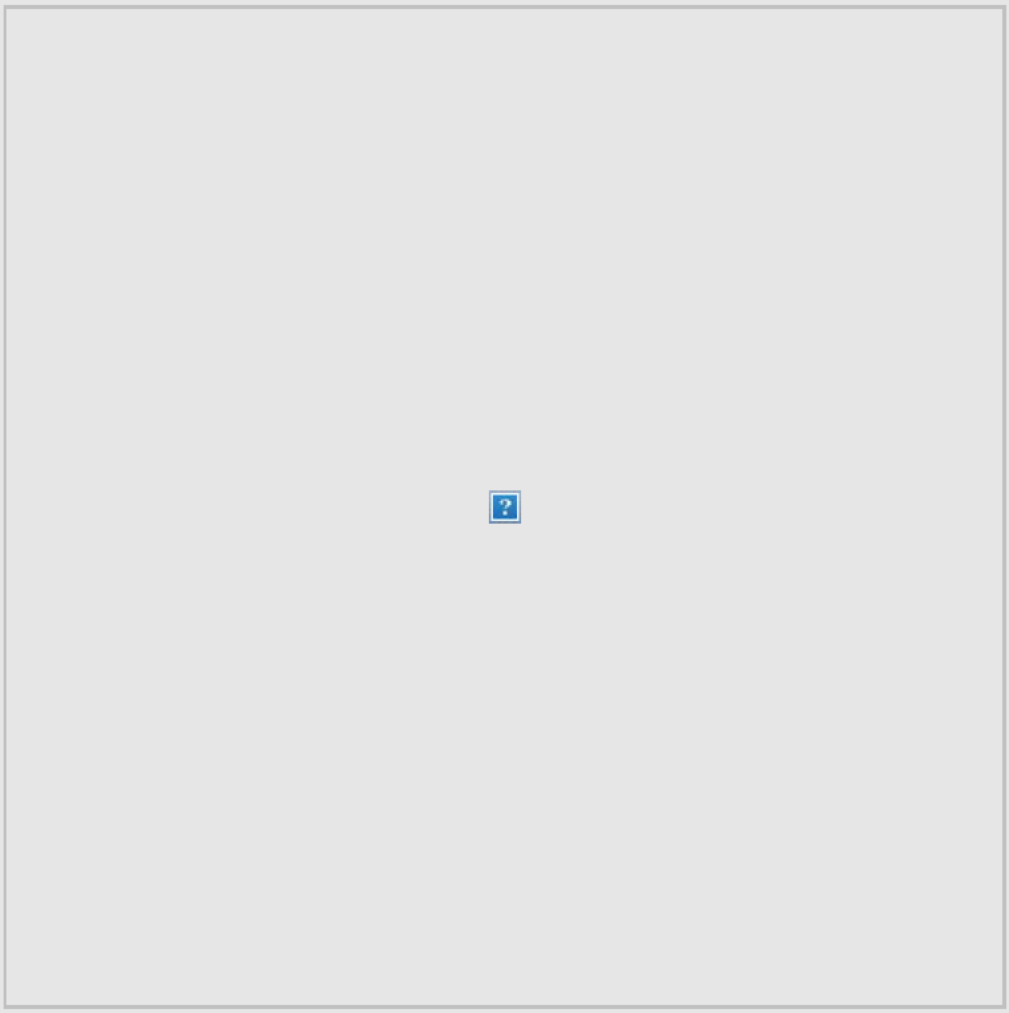
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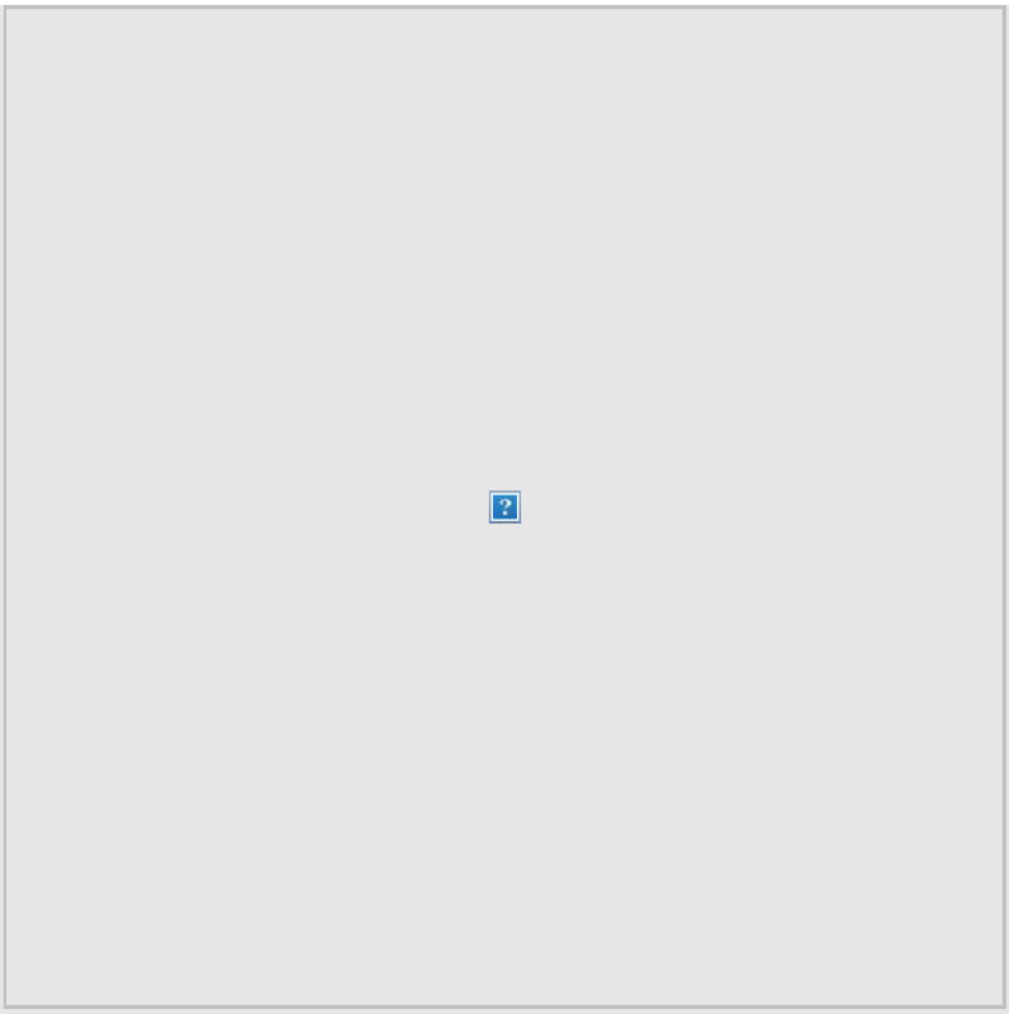
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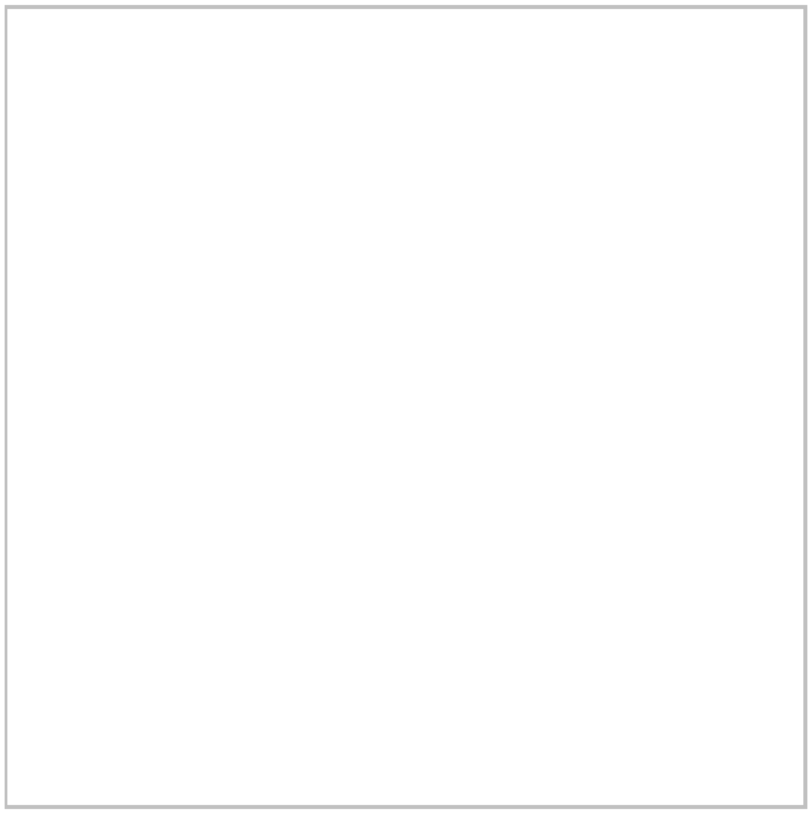
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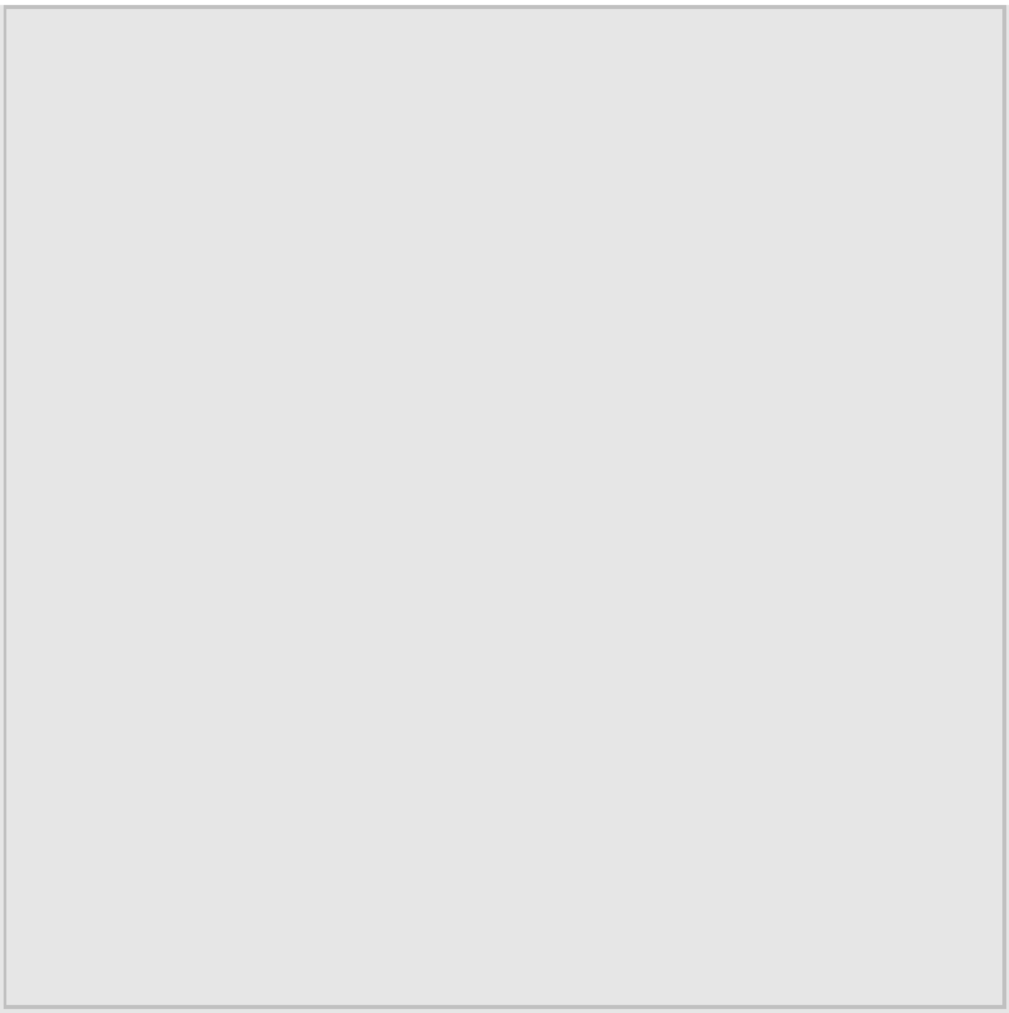
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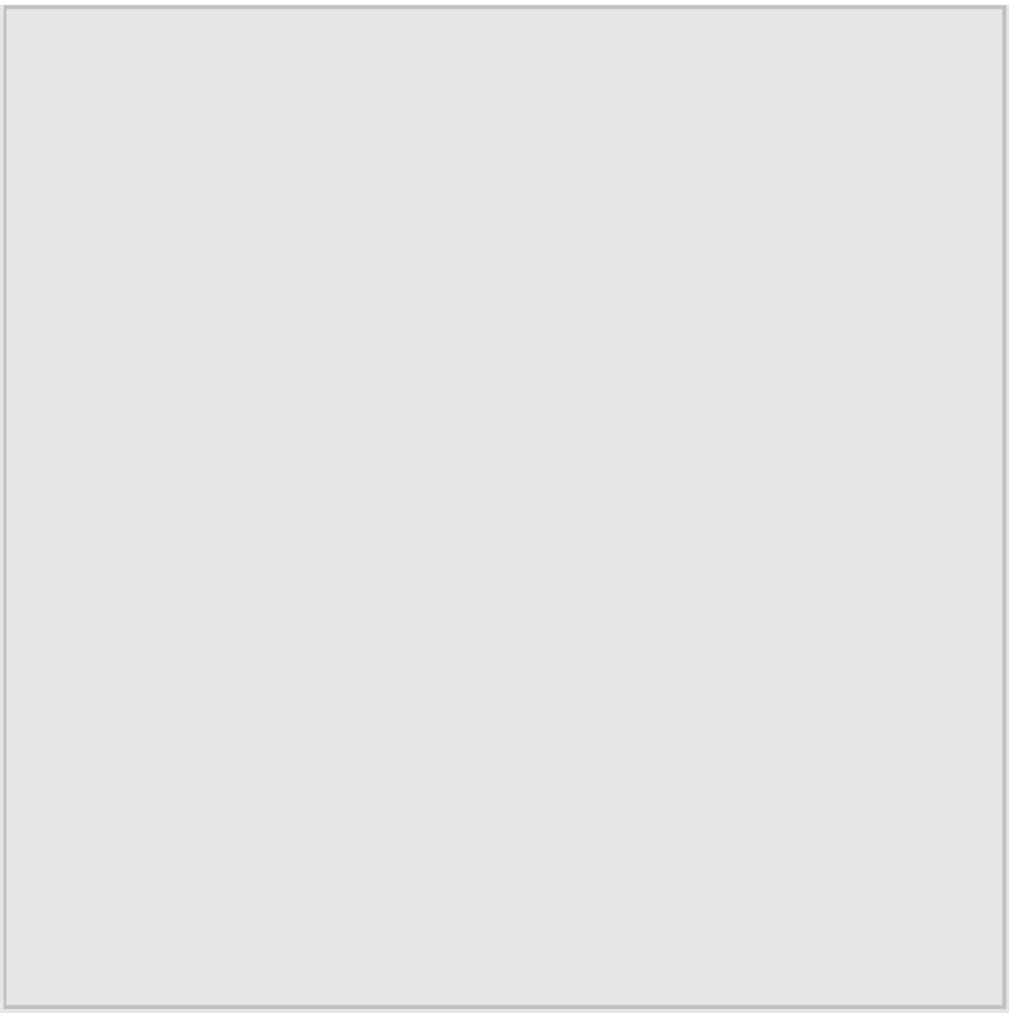
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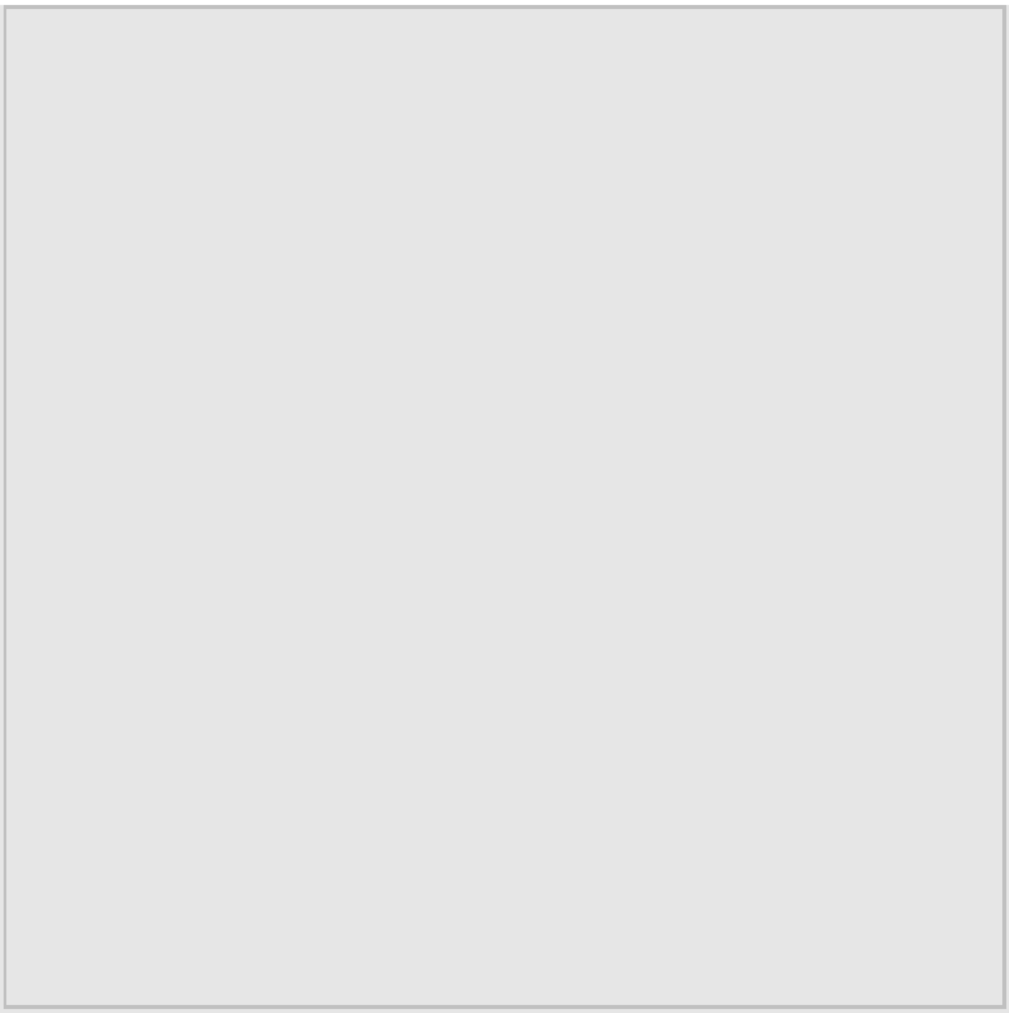
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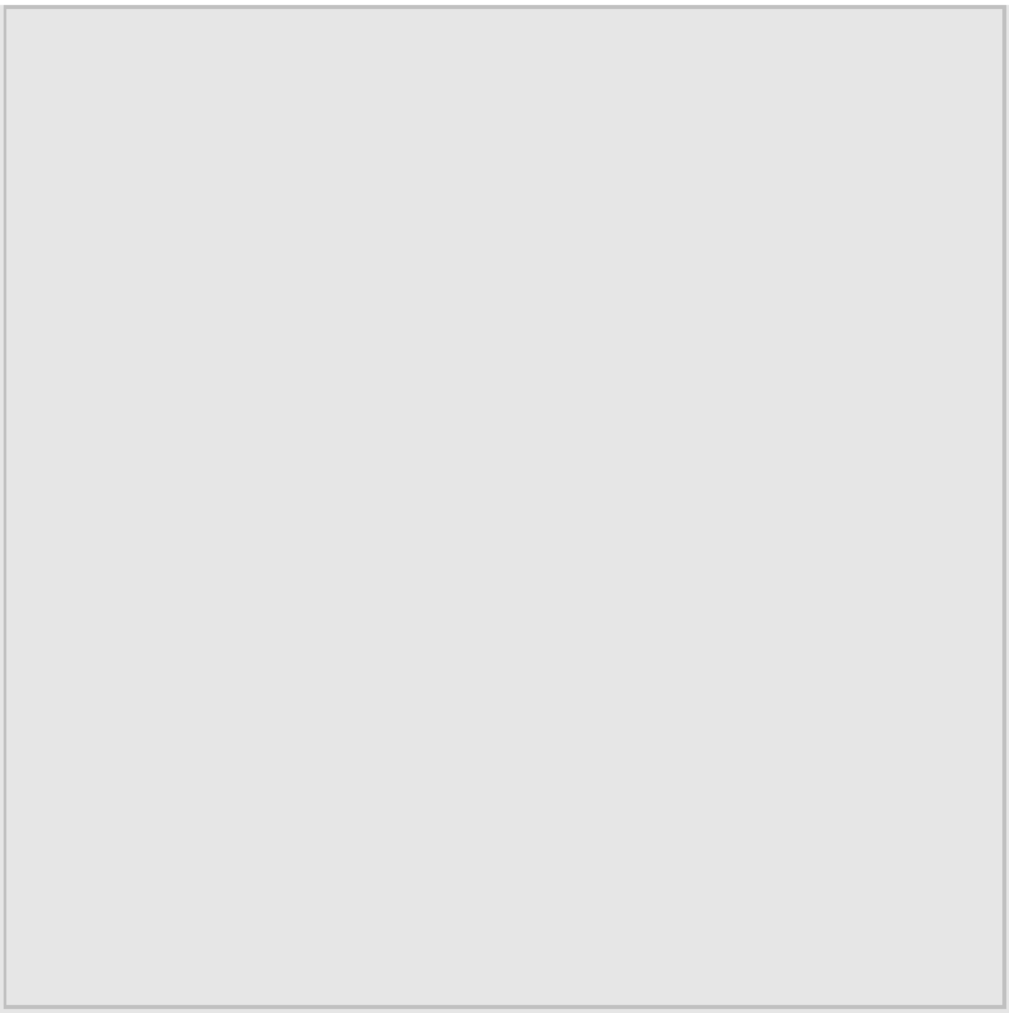
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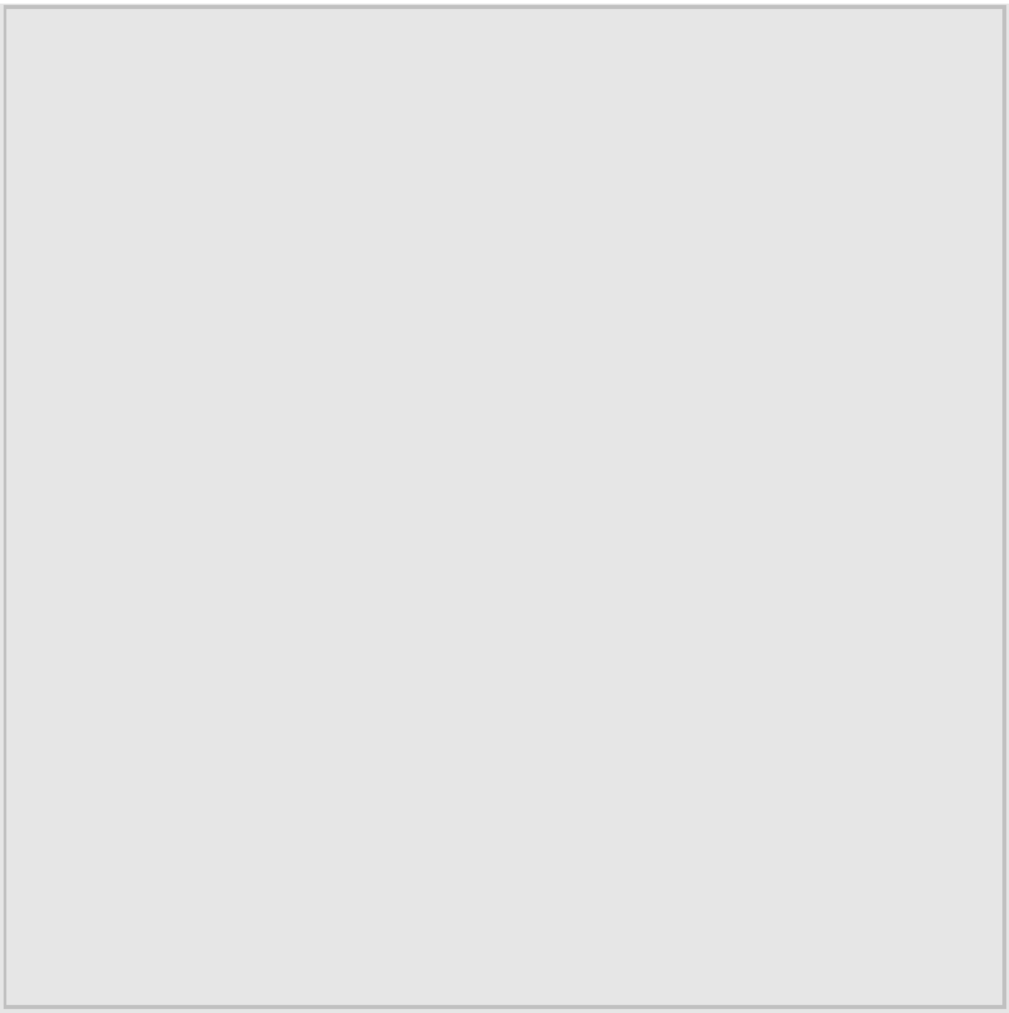


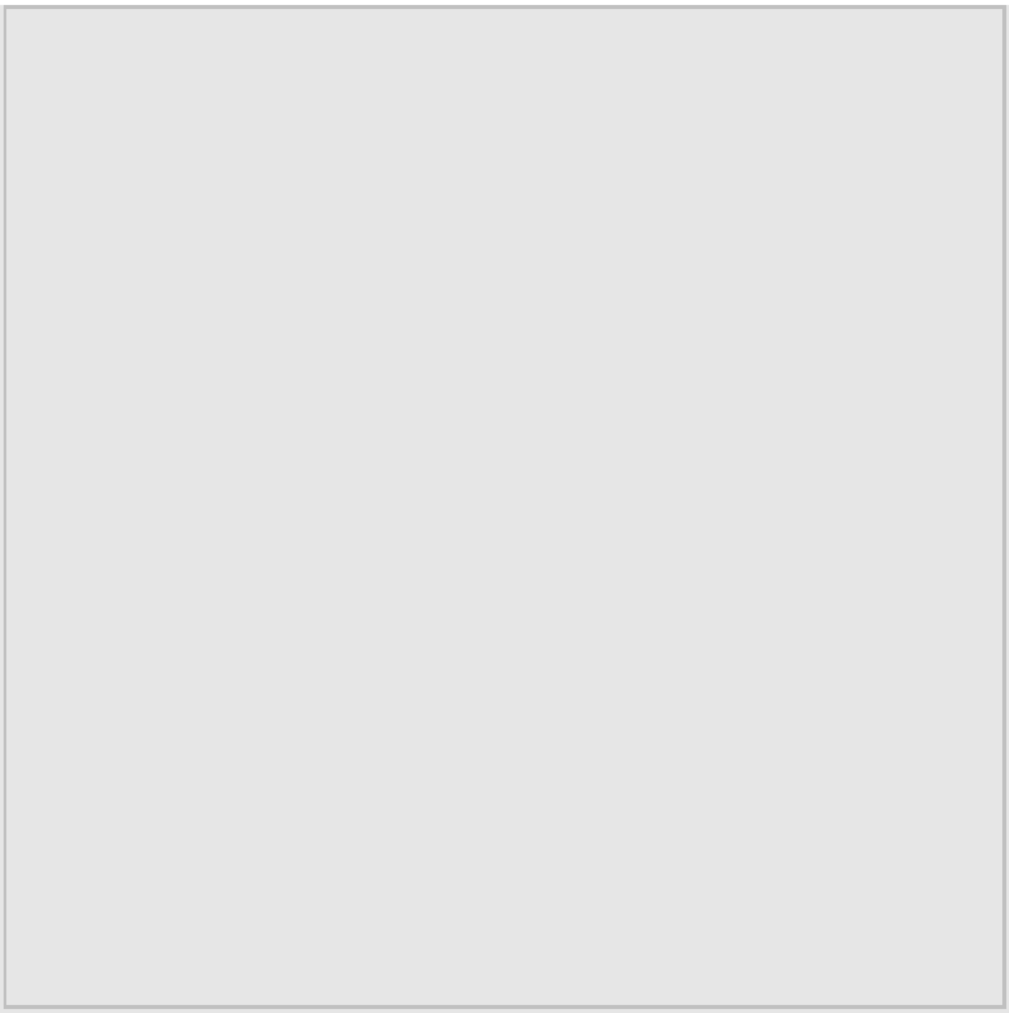




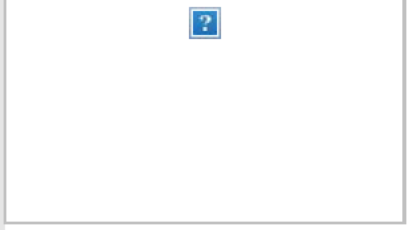








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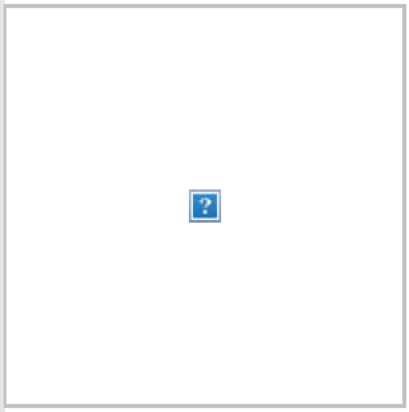
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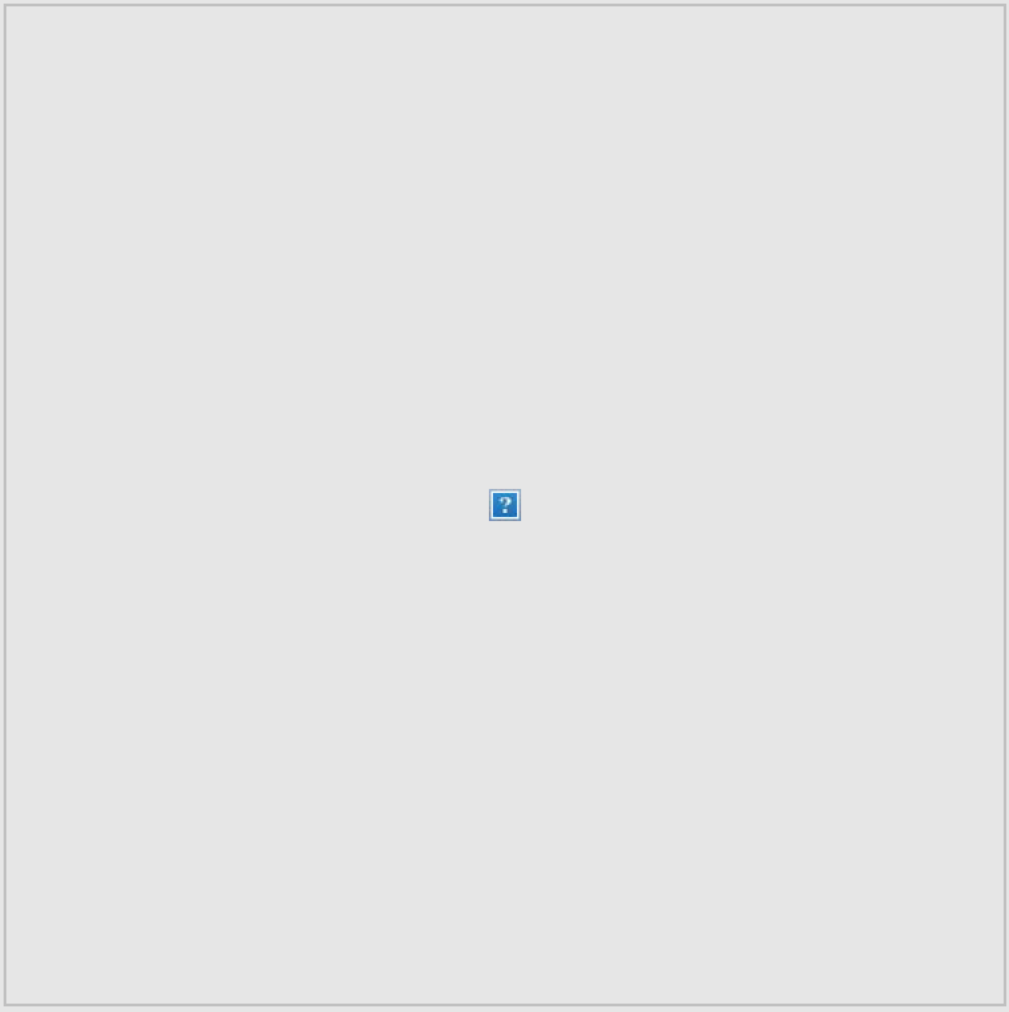
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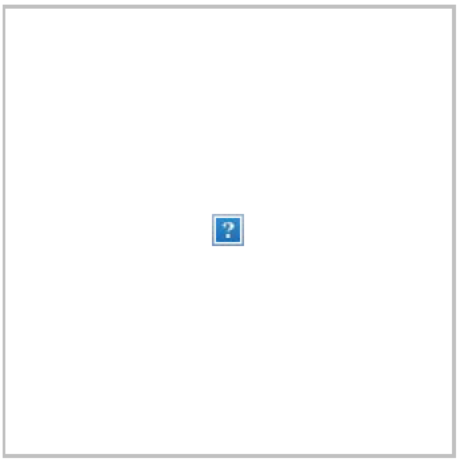
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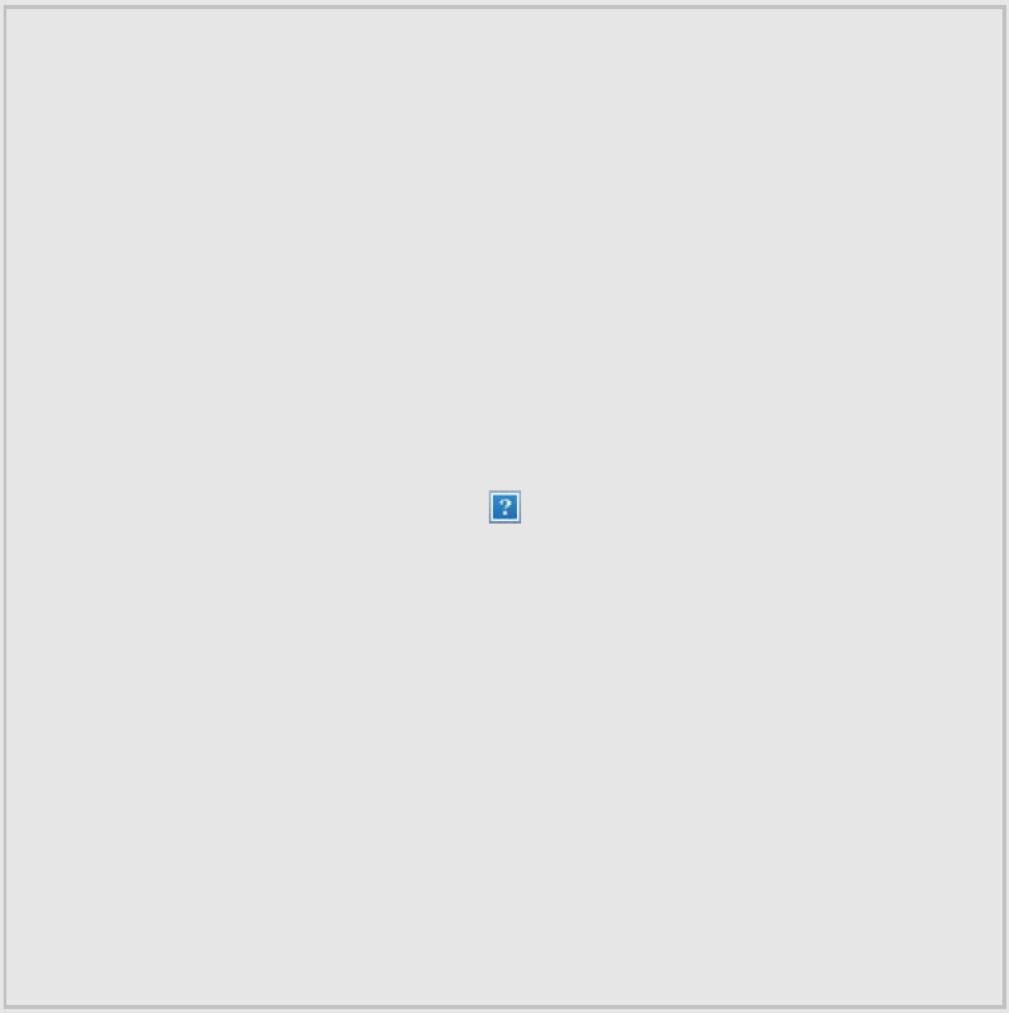
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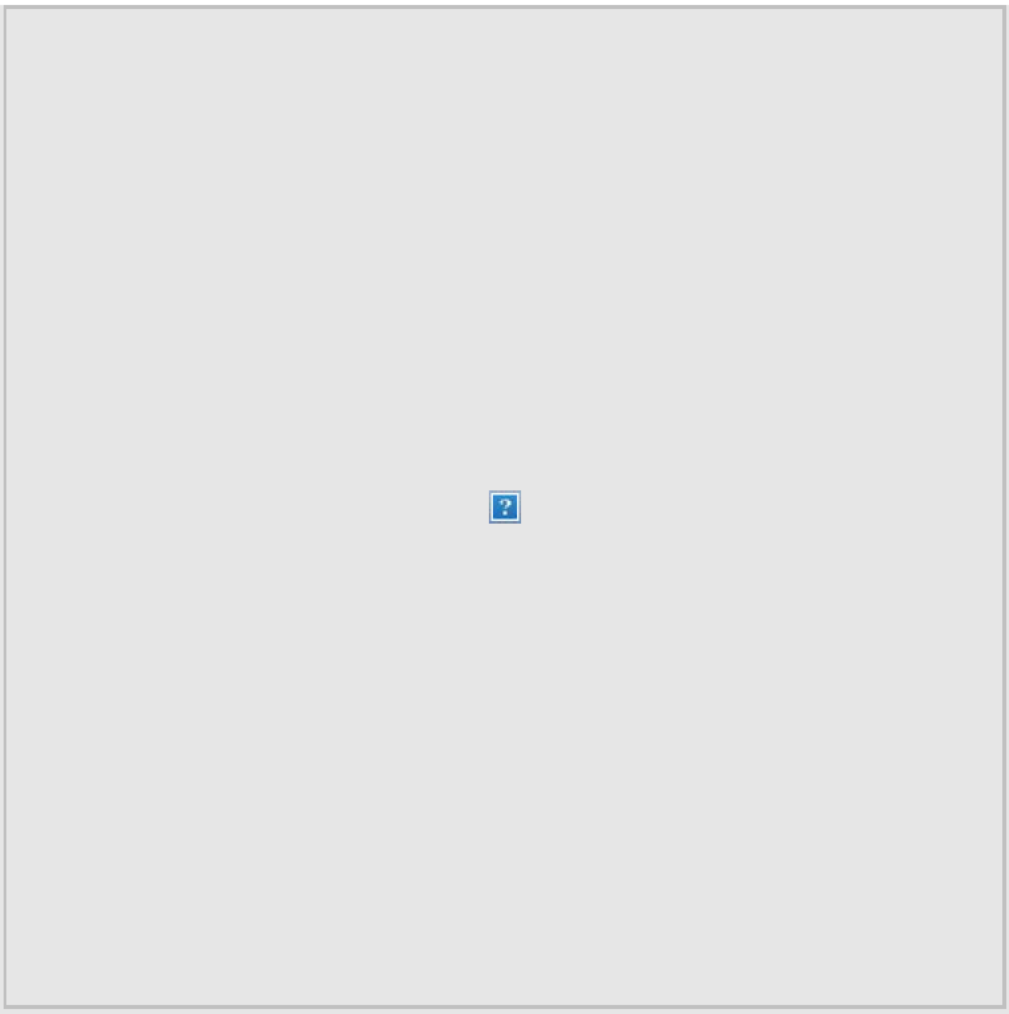
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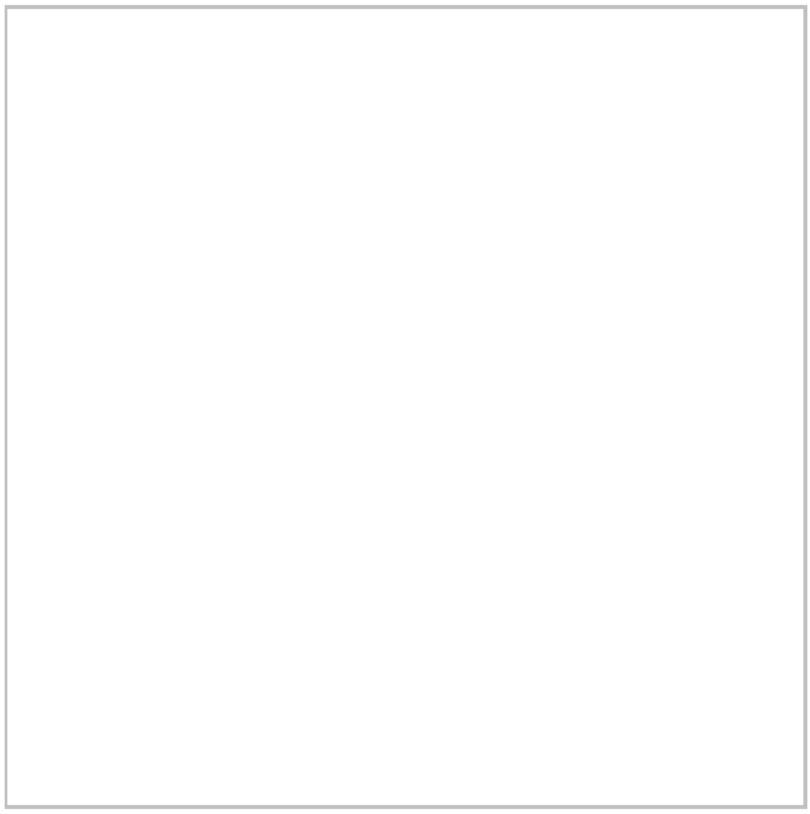
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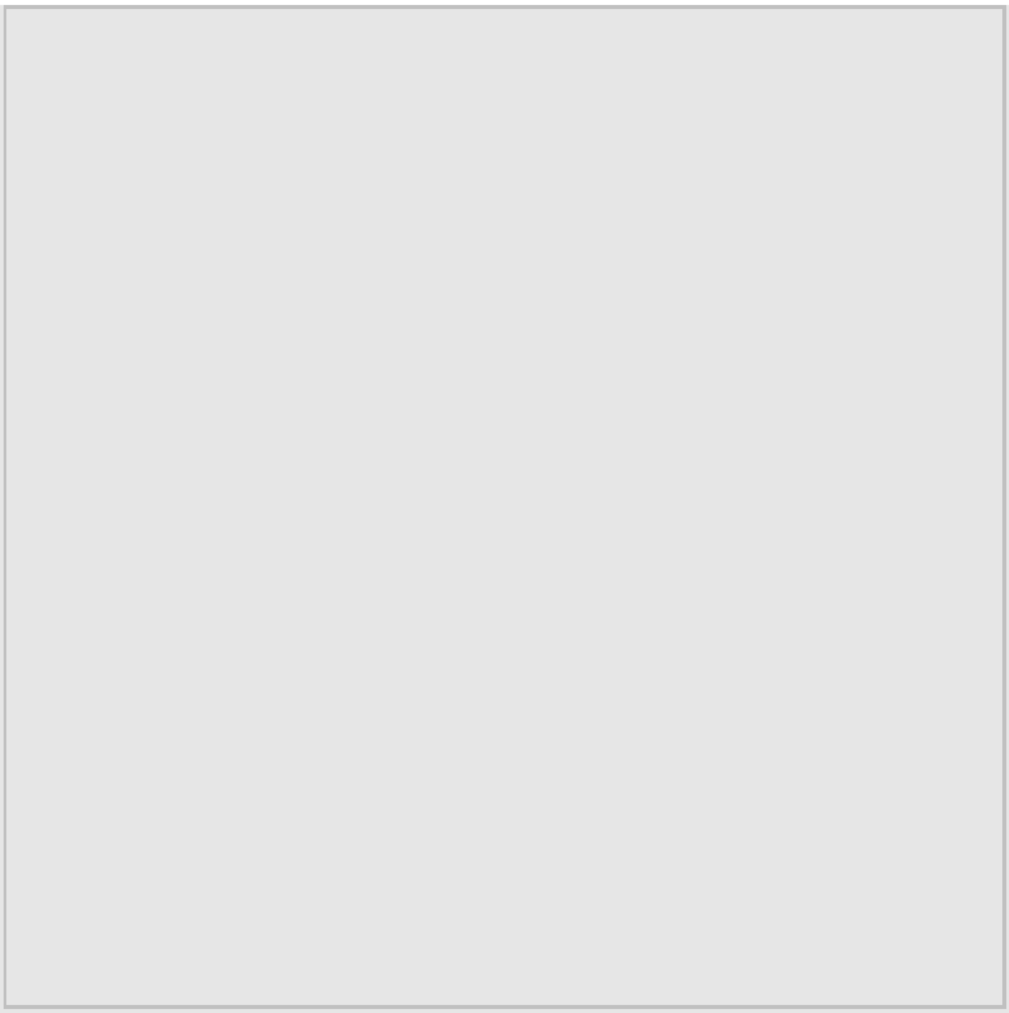
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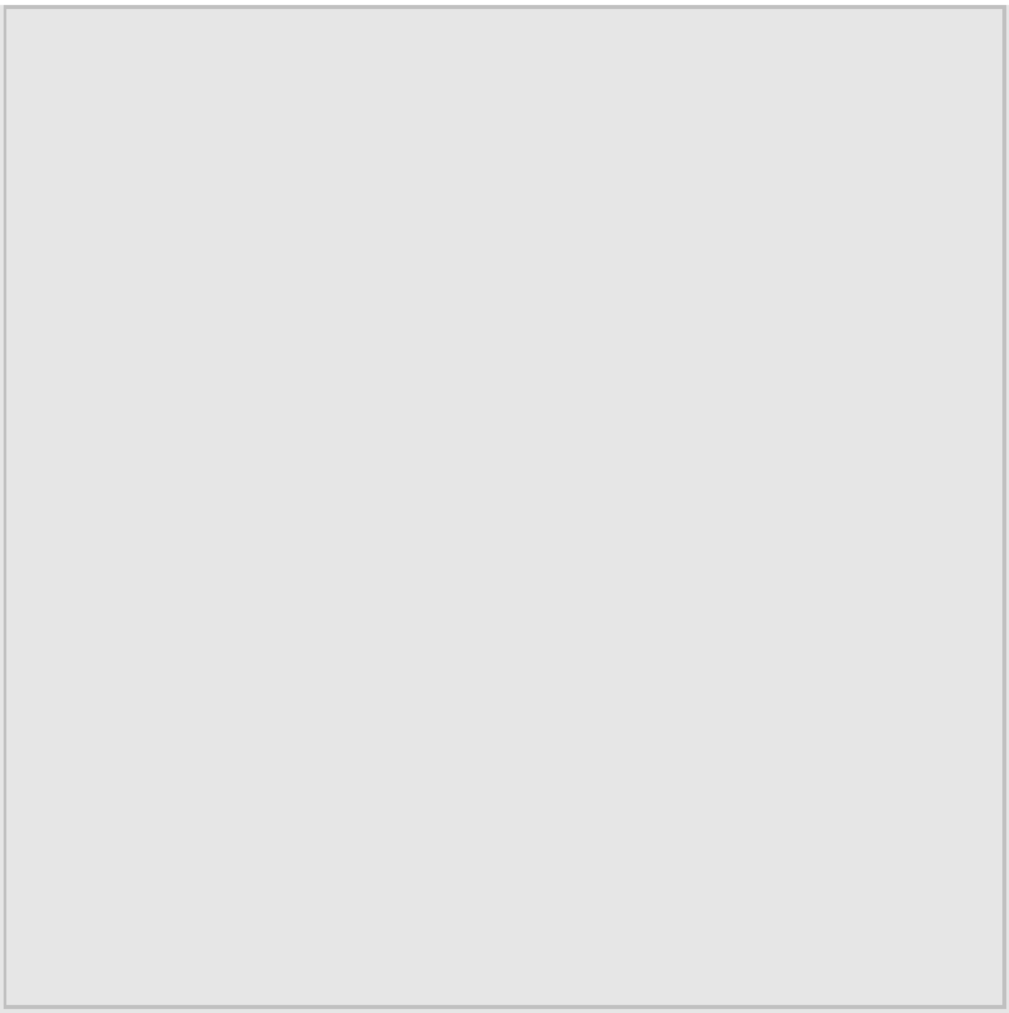
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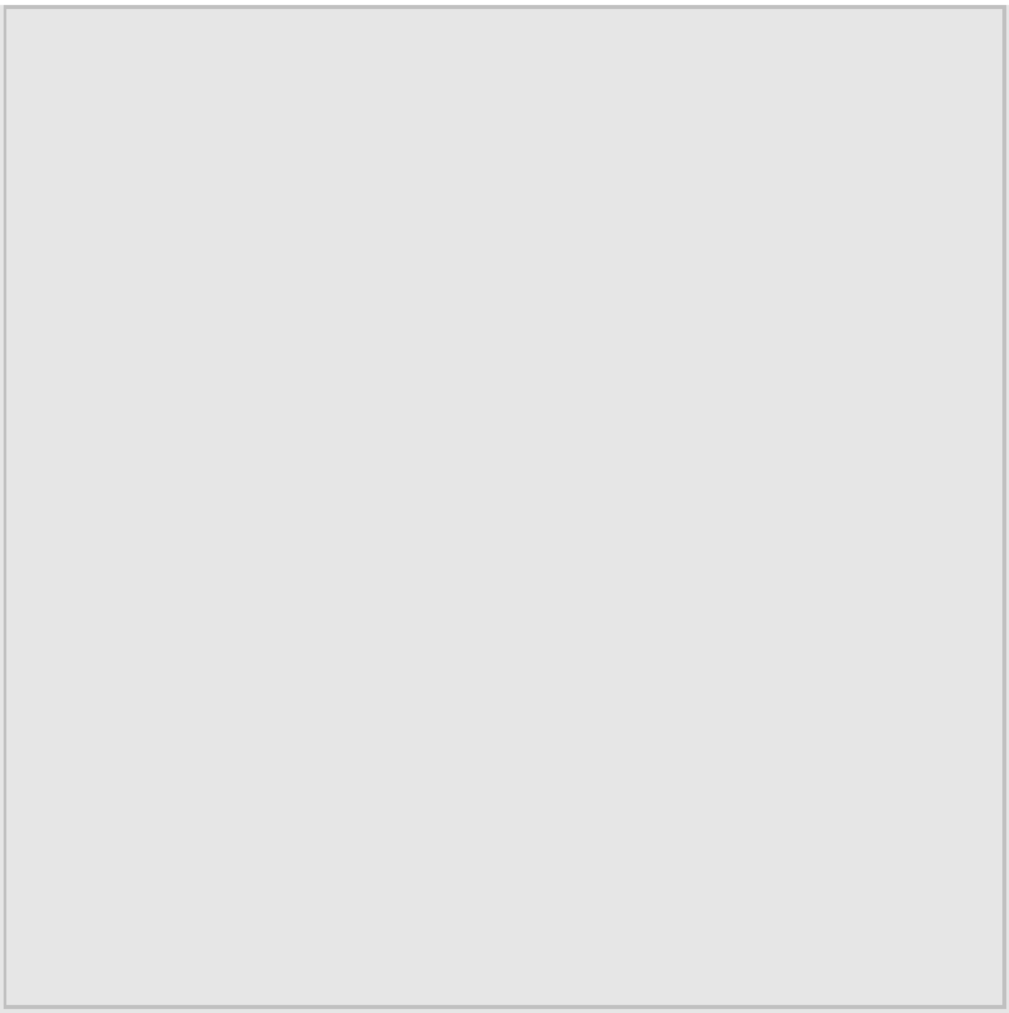
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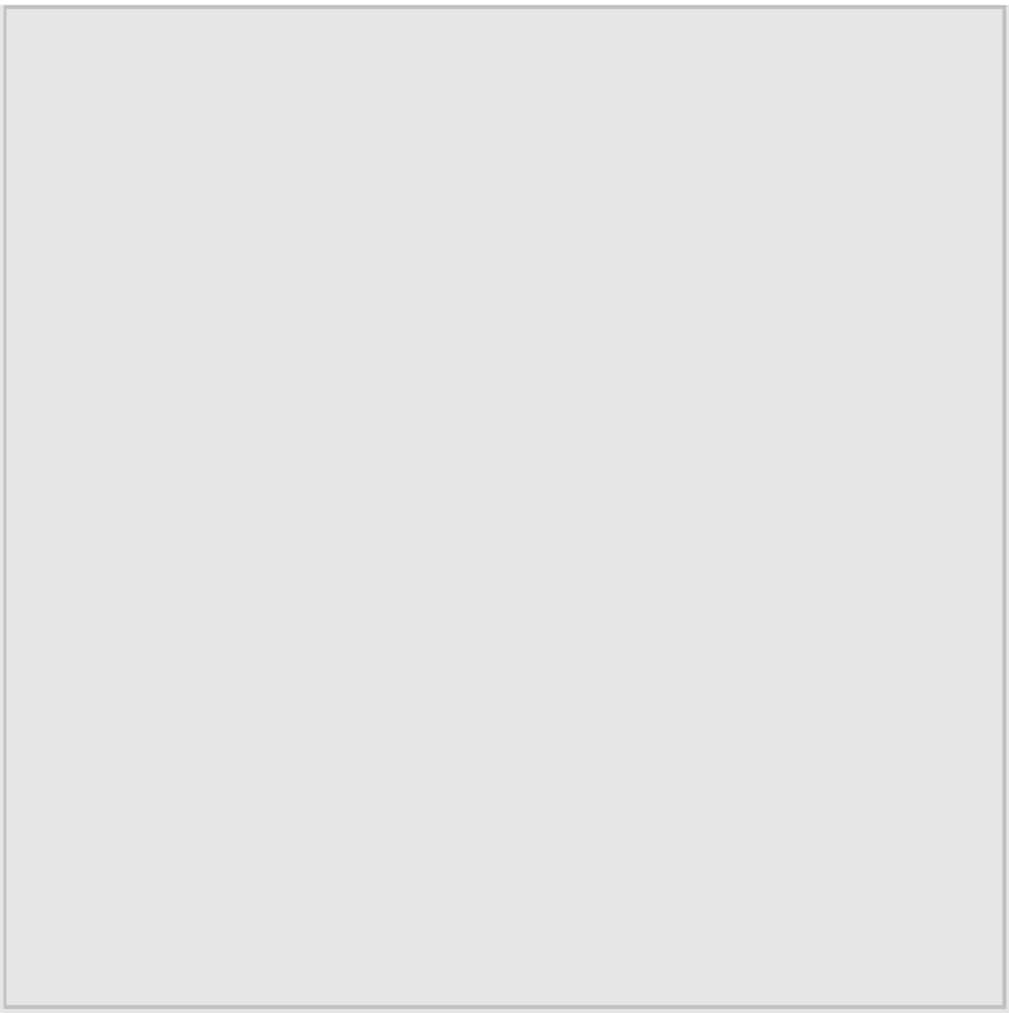
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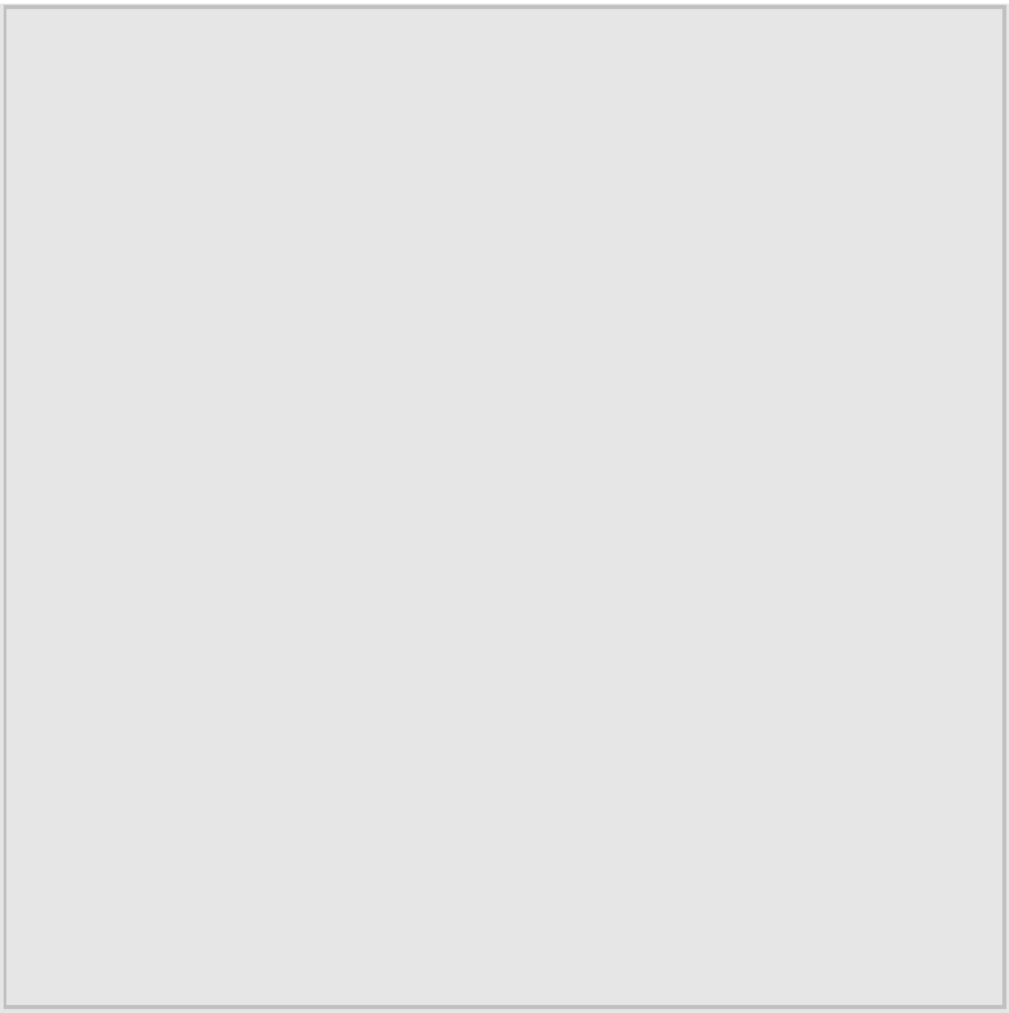


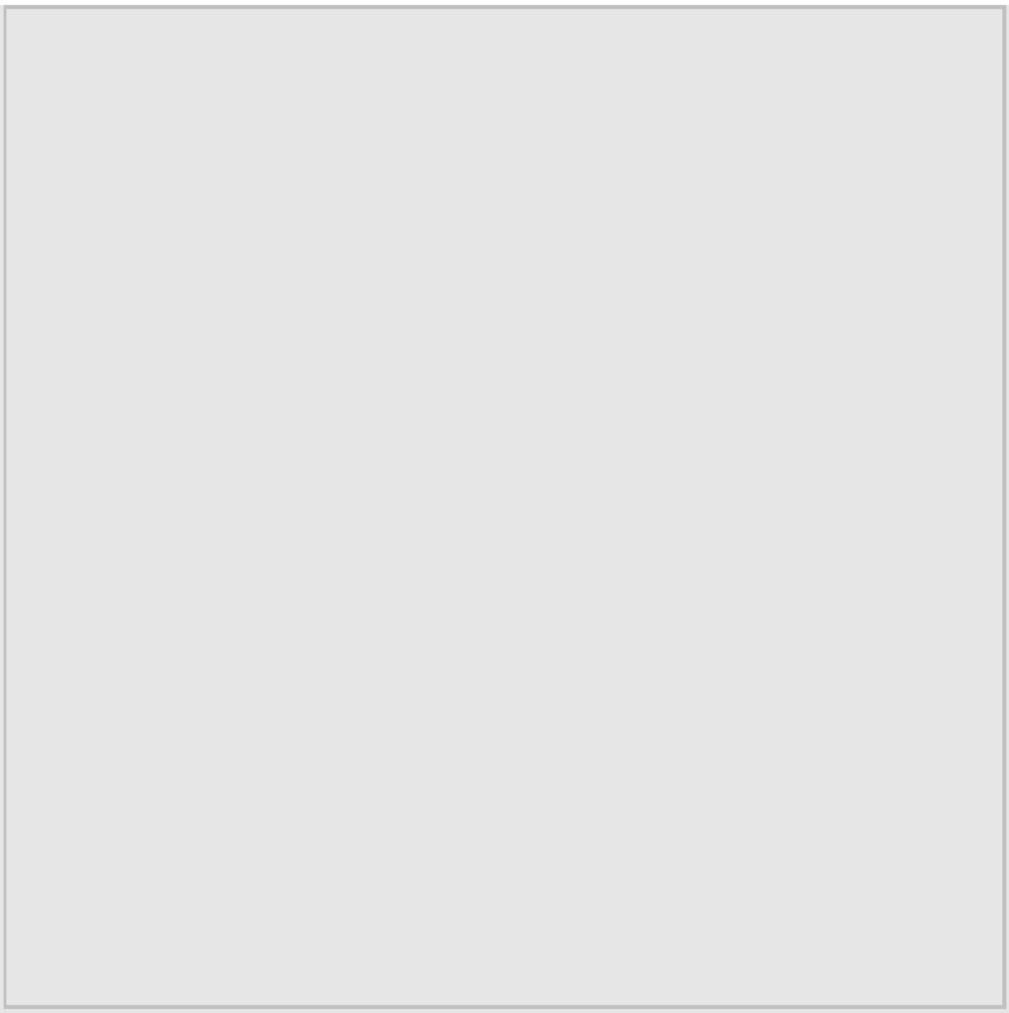












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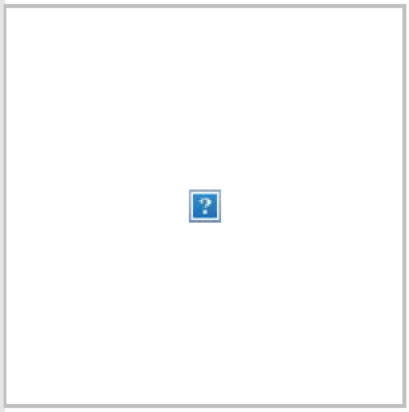
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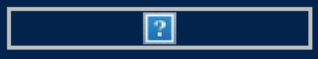
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Subject: Put Traffic Safety 1st in 2018 with ATS Portable Traffic Devices
Date: Thursday, January 4, 2018 11:10:27 AM

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-National Transportation Safety Board

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- Variable message signs you access from anywhere to change messages in real time as conditions change
- Radar speed displays, radar speed signs and off-road vehicle counter classifiers with speed measurement that upload data automatically—so you can report on speed, volume, and vehicle counts and classification for quick traffic studies
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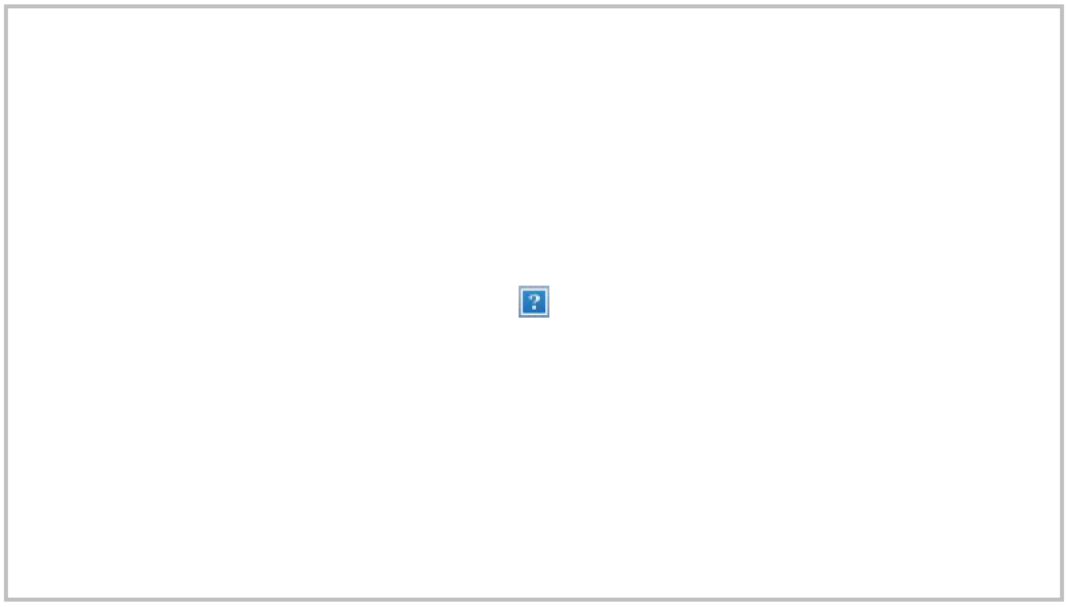
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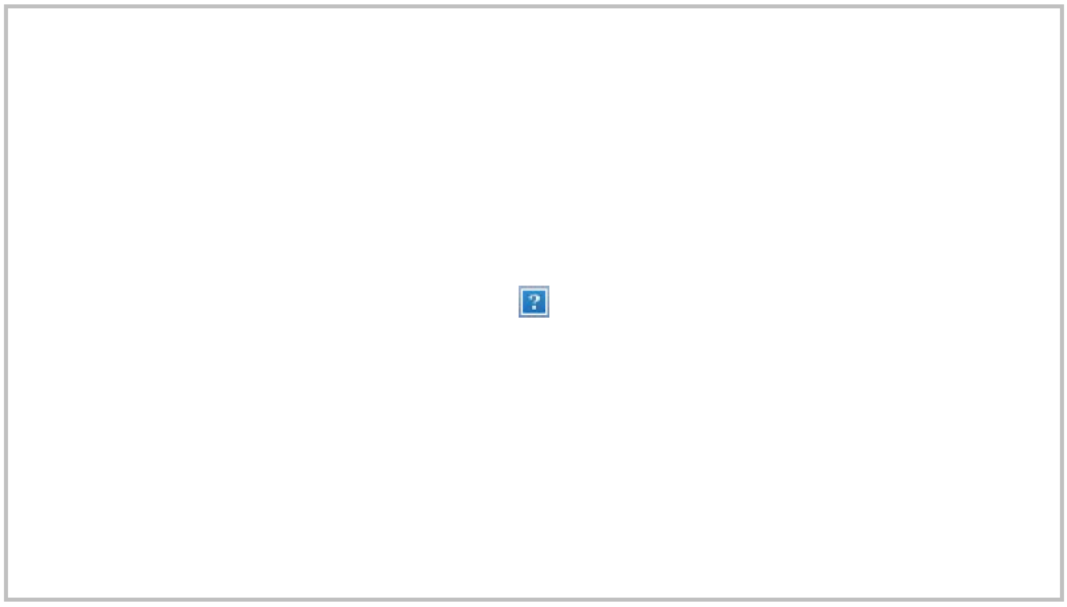
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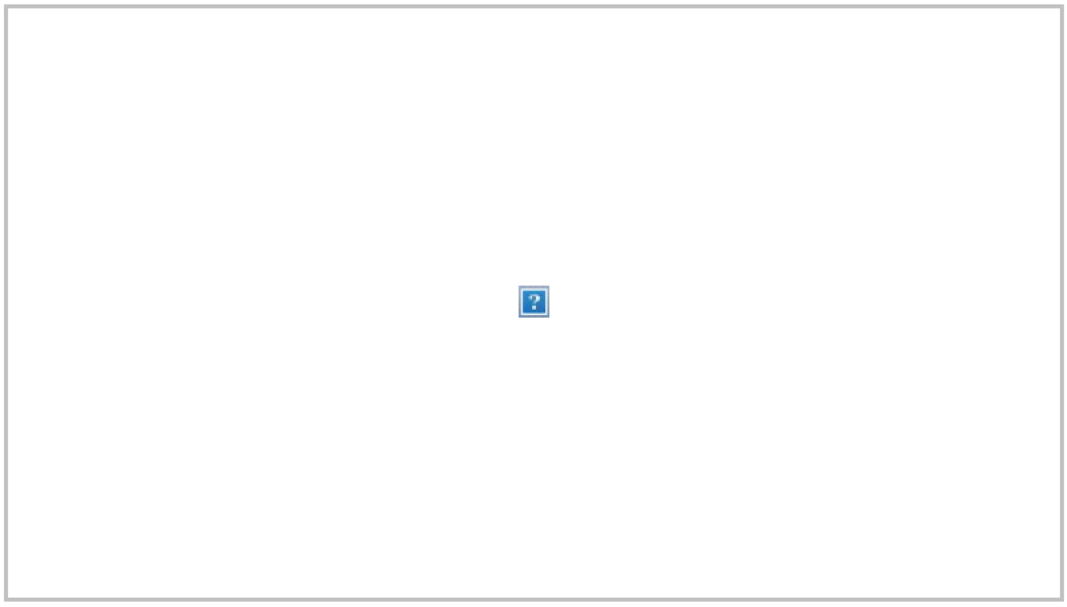
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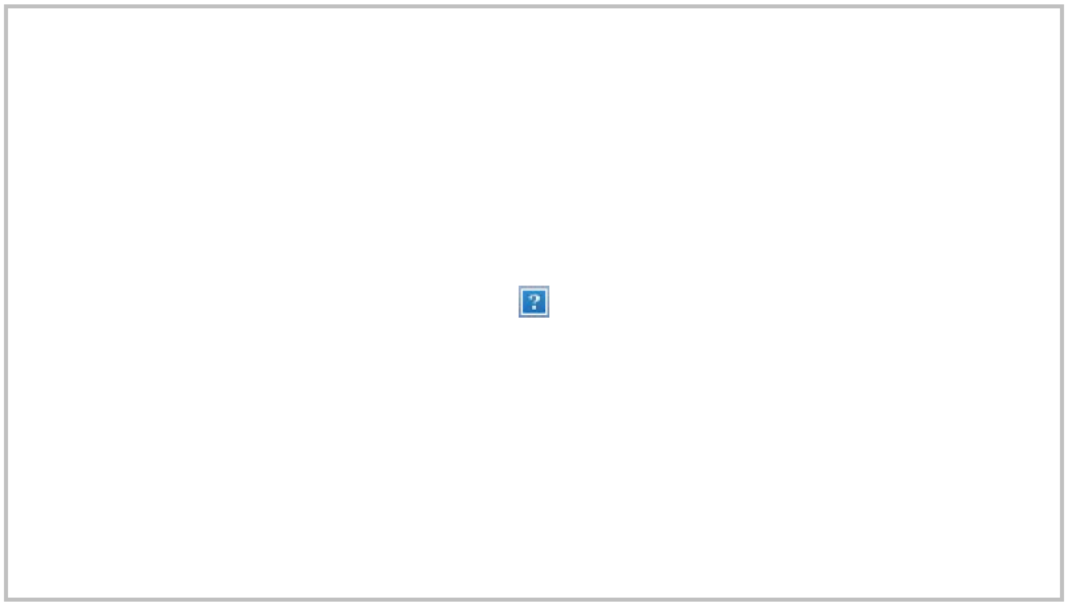
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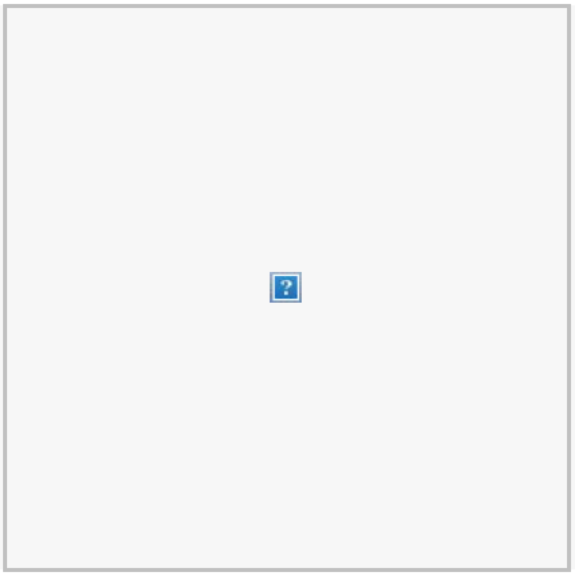


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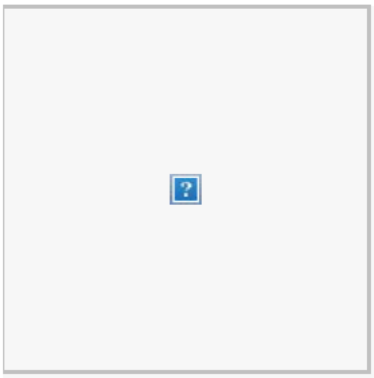
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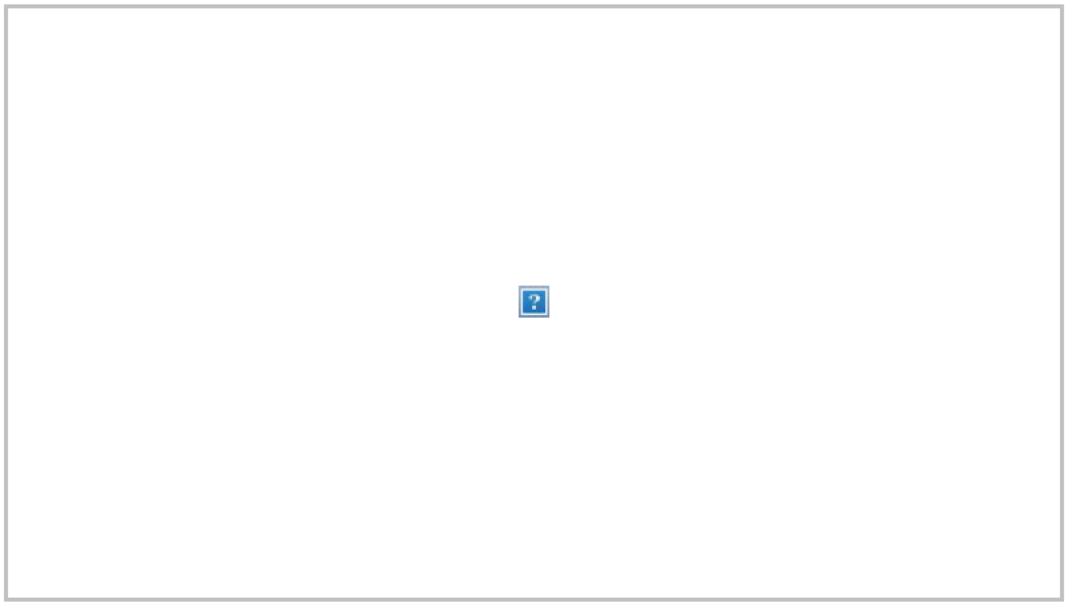
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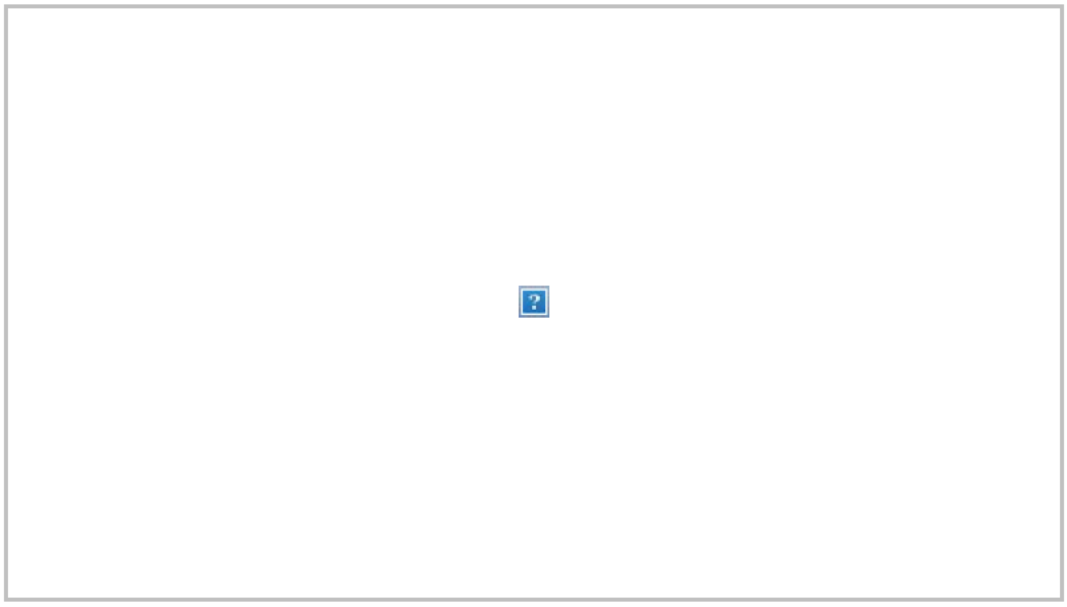
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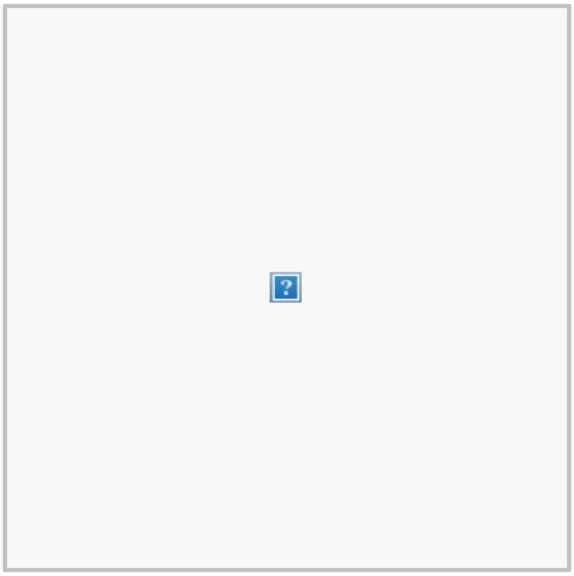


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From: daniel.griffin@MassMail.State.MA.US
To: Quinn, Dermot (POL)
Subject: Re: ALPR MOU Template
Date: Monday, October 1, 2018 6:57:42 PM

Thanks Colonel
Hope to see you soon. Shooting for mid November

Lt DJG

> On Oct 1, 2018, at 6:13 PM, Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us> wrote:
>
> Matt and Jim,
>
> Please see attached MOU. Massachusetts is interested in participating in NYPD's Regional Data Sharing Program (RDSP) as outlined in the attached MOU concerning Automated License Plate Reader data. The attached MOU is the agreement between NYPD and NJSP. NYPD agrees to expunge the Massachusetts data after one year which as you know is the current requirement in the Commonwealth. Would EOPSS OTIS be able to support this project as the central repository of ALPR data in the state?
>
> Thanks
>
> Dermot
>
>
> Lieutenant Colonel Dermot J. Quinn #1765
> Division Commander
> Division of Homeland Security & Preparedness
> Massachusetts State Police
> [cid:image001.png@01D203B6.B322CFE0]
>
>
>
>
> From: Gilpin, Kerry (POL)
> Sent: Saturday, September 29, 2018 11:04 AM
> To: O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>
> Subject: Fw: ALPR MOU Template
>
>
> Do we know where this stands?
>
>
>
> Thank you,
>
>
>
> Kerry
>
>
> Colonel Kerry A. Gilpin
> Superintendent
> Massachusetts State Police

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> From: PATRICK CALLAHAN <LPP5243@gw.njsp.org<mailto:LPP5243@gw.njsp.org>>
> Sent: Tuesday, July 17, 2018 3:55 PM
> To: talben@albenassociates.com<mailto:talben@albenassociates.com>; george.battle@ct.gov<mailto:george.battle@ct.gov>; james.canon@ct.gov<mailto:james.canon@ct.gov>; christopher.wagner@dos.nh.gov<mailto:christopher.wagner@dos.nh.gov>; kmorckel@gmail.com<mailto:kmorckel@gmail.com>; bill.s.harwood@maine.gov<mailto:bill.s.harwood@maine.gov>; john.e.cote@maine.gov<mailto:john.e.cote@maine.gov>; william.pallozzi@maryland.gov<mailto:william.pallozzi@maryland.gov>; O'Brien, Barry (POL); Losardo, Donna (POL); Gilpin, Kerry (POL); Ryan, Kristin (POL); Konstantakos, Peter (POL); dburig@pa.gov<mailto:dburig@pa.gov>; kevin.brosseau@rcmp-grc.gc.ca<mailto:kevin.brosseau@rcmp-grc.gc.ca>; marshall.craft@state.de.us<mailto:marshall.craft@state.de.us>; monroe.hudson@state.de.us<mailto:monroe.hudson@state.de.us>; sean.moriarty@state.de.us<mailto:sean.moriarty@state.de.us>; ridgway@theiacp.org<mailto:ridgway@theiacp.org>; george.beach@troopers.ny.gov<mailto:george.beach@troopers.ny.gov>; stephen.smith@troopers.ny.gov<mailto:stephen.smith@troopers.ny.gov>; john.merrigan@vermont.gov<mailto:john.merrigan@vermont.gov>; gary.settle@vsp.virginia.gov<mailto:gary.settle@vsp.virginia.gov>; kirk.marlowe@vsp.virginia.gov<mailto:kirk.marlowe@vsp.virginia.gov>; matthew.hanley@vsp.virginia.gov<mailto:matthew.hanley@vsp.virginia.gov>
> Cc: GSGREWAL@njoag.gov<mailto:GSGREWAL@njoag.gov>; Jennifer.Davenport@njoag.gov<mailto:Jennifer.Davenport@njoag.gov>; Jared Maples; ETHEL.CORCORAN@nypd.org<mailto:ETHEL.CORCORAN@nypd.org>; RICHARD.SCHROEDER@nypd.org<mailto:RICHARD.SCHROEDER@nypd.org>
> Subject: ALPR MOU Template
>
> As discussed last week at the North Atlantic Region S&P Conference, I have attached the template ALPR Data Sharing MOU as a reference in the hope of having all of the states in our region connected and sharing data with NYPD. Please review the attached and take note that where the MOU references "Partner Agency," that would be replaced with your respective State Police agency.
>
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>
> Ethel H. Corcoran
> Director, Counsel
> NYPD Information Technology Bureau
> ETHEL.CORCORAN@nypd.org<mailto:ETHEL.CORCORAN@nypd.org>
>
> Richard Schroeder
> Assistant Commissioner, Strategic Technology
> Strategic Technology Division
> RICHARD.SCHROEDER@nypd.org<mailto:RICHARD.SCHROEDER@nypd.org>
>
> Pat

>
> Colonel Patrick J. Callahan
> New Jersey State Police
> 609-882-2000, ext. 6501
>
>
>
>
> CONFIDENTIALITY NOTICE The information contained in this communication from the Division of State Police is privileged and confidential and is intended for the sole use of the persons or entities who are the addressees. If you are not an intended recipient of this e-mail, the dissemination, distribution, copying or use of the information it contains is strictly prohibited. If you have received this communication in error, please immediately contact the Division of State Police at (609) 882-2000 to arrange for the return of this information.
>
> <ALPR Data Sharing MOU Template.pdf>
> <image001.png>

From: Quinn, Dermot (POL)
To: Gilpin, Kerry (POL); O"Brien, Barry (POL)
Subject: RE: ALPR MOU Template
Date: Sunday, September 30, 2018 8:23:47 AM

Hi Colonel

That one is on me. I spoke to NYPD on two occasions. I need to get green light from legal. I will get with Mike Halpin tomorrow.

Dermot

Sent from my Verizon 4G LTE smartphone

-------- Original message --------
From: "Gilpin, Kerry (POL)" <kerry.gilpin@pol.state.ma.us>
Date: 9/29/18 11:04 AM (GMT-05:00)
To: "O'Brien, Barry (POL)" <barry.obrien@pol.state.ma.us>, "Quinn, Dermot (POL)" <dermot.quinn@pol.state.ma.us>
Subject: Fw: ALPR MOU Template

Do we know where this stands?

Thank you,

Kerry

Colonel Kerry A. Gilpin
Superintendent
Massachusetts State Police
470 Worcester Road
Framingham, MA 01702
508-820-2350

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From: PATRICK CALLAHAN <LPP5243@gw.njsp.org>

Sent: Tuesday, July 17, 2018 3:55 PM
To: talben@albenassociates.com; george.battle@ct.gov; james.canon@ct.gov; christopher.wagner@dos.nh.gov; kmorckel@gmail.com; bill.s.harwood@maine.gov; john.e.cote@maine.gov; william.pallozzi@maryland.gov; O'Brien, Barry (POL); Losardo, Donna (POL); Gilpin, Kerry (POL); Ryan, Kristin (POL); Konstantakos, Peter (POL); dburig@pa.gov; kevin.brosseau@rcmp-grc.gc.ca; marshall.craft@state.de.us; monroe.hudson@state.de.us; sean.moriarty@state.de.us; ridgway@theiacp.org; george.beach@troopers.ny.gov; stephen.smith@troopers.ny.gov; john.merrigan@vermont.gov; gary.settle@vsp.virginia.gov; kirk.marlowe@vsp.virginia.gov; matthew.hanley@vsp.virginia.gov
Cc: GSGREWAL@njoag.gov; Jennifer.Davenport@njoag.gov; Jared Maples; ETHEL.CORCORAN@nypd.org; RICHARD.SCHROEDER@nypd.org
Subject: ALPR MOU Template

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ETHEL.CORCORAN@nypd.org

Richard Schroeder
Assistant Commissioner, Strategic Technology
Strategic Technology Division
RICHARD.SCHROEDER@nypd.org

Pat

Colonel Patrick J. Callahan
New Jersey State Police
609-882-2000, ext. 6501

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2000 to arrange for the return of this information.

From: Quinn, Dermot (POL)
To: Gilpin, Kerry (POL)
Subject: RE: ALPR MOU Template
Date: Tuesday, July 17, 2018 8:00:00 PM

I am a big fan. I'll reach out to NYC and get some details. It will be interesting if we get the green light from above.

From: Gilpin, Kerry (POL)
Sent: Tuesday, July 17, 2018 7:58 PM
To: Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>
Subject: Fwd: ALPR MOU Template

Dermot,

What do you think?

Kerry

Sent from my iPhone

Begin forwarded message:

From: "PATRICK CALLAHAN" <LPP5243@gw.njsp.org>
To: "talben@albenassociates.com" <talben@albenassociates.com>, "george.battle@ct.gov" <george.battle@ct.gov>, "james.canon@ct.gov" <james.canon@ct.gov>, "christopher.wagner@dos.nh.gov" <christopher.wagner@dos.nh.gov>, "kmorckel@gmail.com" <kmorckel@gmail.com>, "bill.s.harwood@maine.gov" <bill.s.harwood@maine.gov>, "john.e.cote@maine.gov" <john.e.cote@maine.gov>, "william.pallozzi@maryland.gov" <william.pallozzi@maryland.gov>, "O'Brien, Barry (POL)" <barry.obrien@pol.state.ma.us>, "Losardo, Donna (POL)" <donna.losardo@pol.state.ma.us>, "Gilpin, Kerry (POL)" <kerry.gilpin@pol.state.ma.us>, "Ryan, Kristin (POL)" <kristin.ryan@pol.state.ma.us>, "Konstantakos, Peter (POL)" <Peter.Konstantakos@pol.state.ma.us>, "dburig@pa.gov" <DBURIG@pa.gov>, "kevin.brosseau@rcmp-grc.gc.ca" <kevin.brosseau@rcmp-grc.gc.ca>, "marshall.craft@state.de.us" <marshall.craft@state.de.us>, "monroe.hudson@state.de.us" <monroe.hudson@state.de.us>, "sean.moriarty@state.de.us" <sean.moriarty@state.de.us>, "ridgway@theiacp.org" <ridgway@theiacp.org>, "george.beach@troopers.ny.gov" <george.beach@troopers.ny.gov>, "stephen.smith@troopers.ny.gov" <stephen.smith@troopers.ny.gov>, "john.merrigan@vermont.gov" <john.merrigan@vermont.gov>, "gary.settle@vsp.virginia.gov" <gary.settle@vsp.virginia.gov>, "kirk.marlowe@vsp.virginia.gov" <kirk.marlowe@vsp.virginia.gov>, "matthew.hanley@vsp.virginia.gov" <matthew.hanley@vsp.virginia.gov>
Cc: "GSGREWAL@njoag.gov" <GSGREWAL@njoag.gov>, "Jennifer.Davenport@njoag.gov" <Jennifer.Davenport@njoag.gov>, "Jared

Maples" <JMaples@njohsp.gov>, "ETHEL.CORCORAN@nypd.org" <ETHEL.CORCORAN@nypd.org>, "RICHARD.SCHROEDER@nypd.org" <RICHARD.SCHROEDER@nypd.org>
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ETHEL.CORCORAN@nypd.org

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Pat

Colonel Patrick J. Callahan
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From: Koulouris, Agapi (CHS)
To: Halpin, Michael (POL)
Cc: Solet, David (EPS)
Subject: RE: ALPR MOU Template
Date: Monday, November 19, 2018 10:43:16 AM

Hello Mike,

The attachment did not come through. Could you resend it?

Thanks,
Agapi

From: Halpin, Michael (POL)
Sent: Monday, November 19, 2018 10:40 AM
To: Koulouris, Agapi (CHS) <agapi.koulouris@mass.gov>
Cc: Solet, David (EPS) <david.solet@mass.gov>
Subject: Fwd: ALPR MOU Template

Here is the proposed ALPR agreement the Colonel would like to pursue. I will also discuss with Dave Solet and see if we can find a way for the State and users (if not just MSP) to enter into some arrangement that will allow all to benefit from the additional data.

From: brian.egnitz@pol.state.ma.us
To: Whiting, Christopher
Cc: John Tedona; Swan, David
Subject: Re: ALPR
Date: Friday, June 8, 2018 1:03:25 PM

Thank you

On Jun 8, 2018, at 10:59 AM, Whiting, Christopher <CWhiting@bcpo.net> wrote:

> Good Morning
>
> Unfortunately, I was out of the office the last couple of days. If this helps here are some Bergen County examples:
>
> Incident 1
> We had a suspicious activity incident at a school in Bergen County. A suspicious male party approached a student at the school and left threats. Using ALPR technology, we were able to identify the vehicle and ultimately the subject. The incident was documented in NJ SARs.
>
> Incident 2
> Two juveniles were approached by an individual who was trying to engage the juveniles in a sexual act. Using ALPR technology, we were able to successfully identify the vehicle and ultimately the subject.
>
> Incident 3
> A suspicious male party made entry into a school in Bergen County. The subject was scene leaving in a vehicle and only a partial plate was reported. Using ALPR technology, the local jurisdiction was able to successfully identify the vehicle and locate the subject. The incident was documented in NJ SARs.
>
> Thanks
>
> Chris
>
> **Christopher L. Whiting**
> Detective | Counterterrorism Coordinator
> **Bergen County Prosecutor's Office**

100 Eisenhower Drive
Paramus, NJ 07652
Office: 201.226.5609
Fax: 201.845.1636
Mobile: 551.228.9612
cwhiting@bcpo.net

The information contained in this communication including any attachments is from the Office of the Bergen County Prosecutor and should be considered advisory, consultative and deliberative material under OPRA. It is intended as only for the sole use of the designated persons or entities named as addressees. If you are not an intended recipient of this e-mail, any further review, dissemination, distribution, copying, or use of the information contained herein is strictly prohibited. **If you have received this communication in error, immediately notify the sender at (201) 226-5609 or by email at cwhiting@bcpo.net, to arrange for the return of this information.**

From: John Tedona <jtedona@neology.net>
Sent: Wednesday, June 06, 2018 9:22 AM
To: Swan, David <DSwan@BCPO.NET>; Whiting, Christopher <CWhiting@bcpo.net>
Cc: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>
Subject: FW: ALPR

Dave, Chris

Regarding the below email from Lt. Col. Quinn of the Massachusetts State Police; I realize it's needed by Thursday, but if you happen to have any ALPR success stories that you're willing to share please forward to Brian Egnitz copied in this email.

Thanks for your assistance.

John Tedona
PIPS TECHNOLOGY - A Neology Business
Sales Manager
12760 Danielson Ct. Suite A
Poway, CA 92064
Phone: 201-841-6237
Email: jtedona@neology.net
PIPS Support: support@pipstechnology.com 833-747-7577, Option 1 for sales, Option 2 for Support
www.pipstechnology.com

From: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>
Sent: Tuesday, June 5, 2018 9:15 PM

To: John Tedona <jtedona@neology.net>
Subject: Fwd: ALPR

Begin forwarded message:

> **From:** "Quinn, Dermot (POL)" <dermot.quinn@pol.state.ma.us>
> **Date:** June 5, 2018 at 5:29:13 PM EDT
> **To:** "Mason, Christopher (POL)" <Chris.Mason@pol.state.ma.us>, "Favuzza, Robert (POL)" <Robert.Favuzza@pol.state.ma.us>, "Duggan, Joseph (POL)" <joseph.duggan@pol.state.ma.us>, "Small, Michelle (POL)" <Michelle.E.Small@pol.state.ma.us>, "Warmington, Scott (POL)" <Scott.Warmington@pol.state.ma.us>, "Range, Scott (POL)" <scott.range@pol.state.ma.us>, "Dowd, Philip (POL)" <philip.dowd@pol.state.ma.us>, "Lannon, John (POL)" <John.Lannon@pol.state.ma.us>, "Gawron, Stephen (POL)" <stephen.gawron@pol.state.ma.us>, "Lyver, Michael (POL)" <michael.lyver@pol.state.ma.us>
> **Cc:** "Gilpin, Kerry (POL)" <kerry.gilpin@pol.state.ma.us>, "O'Brien, Barry (POL)" <barry.obrien@pol.state.ma.us>, "Wood, Curtis (EPS)" <curtis.wood@mass.gov>, "O'Riordan, Brian (POL)" <Brian.ORiordan@pol.state.ma.us>, "Egnitz, Brian (POL)" <brian.egnitz@pol.state.ma.us>, "Warren, Rosemary (POL)" <Rosemary.Warren@pol.state.ma.us>, "Merrick, Brian (EPS)" <brian.merrick@mass.gov>, "Lord, Spencer (EPS)" <spencer.b.lord@mass.gov>
> **Subject: ALPR**
>
> All,
>
> Attached please find a bill that will severely regulate and curtail access to, and storage of, ALPR data. As you are all aware, Automated License Plate Reader (LPR) data is one of the most beneficial technologies made available to law enforcement in the past ten years. We utilize this technology every day. That being said, we don't have a good way to capture all of the successful uses of the technology. I'm working with Spencer Lord and Brian Merrick at EOPSS to pull together some examples of the use of LPR data in everyday police work. These stories will be used to counter this bill which we know as practitioners will only further erode our ability to detect and solve crime.
>
> I'm looking for all types of examples:
>
> Homicide

Sexual Assault
Kidnapping
Terrorism
Threats
Amber Alert
Silver Alert
Robbery
Burglary
Security

Please include anything you can think of that will help our cause. I have attached a copy of our current policy which is based on the EOPSS model LPR policy. We currently retain the data for one year prior to expungement.

Please submit your responses in a brief narrative that outlines the case and the successful use of LPR technology.

Please try to have the responses to me by Thursday and include Rose Warren on the email so we can gather the different responses into one folder for submission to EOPSS.

Thank you in advance for your efforts on this important matter.

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Investigative Services
Massachusetts State Police

From: Stephen.Mills@pol.state.ma.us
To: Warmington, Scott (POL)
Subject: Re: ALPR
Date: Wednesday, June 6, 2018 7:11:38 PM

Not yet. I'll send you a To/From requesting some.....

Lt. Stephen Mills
Unit Commander
Massachusetts State Police Air Wing
35 Lonczak St.
Chicopee, MA. 01022

Office: 413-378-1200
Cell: 508-320-7663

On Jun 6, 2018, at 15:42, Warmington, Scott (POL) <Scott.Warmington@pol.state.ma.us> wrote:

> NO LPR's in the sky
>
> Major Scott Warmington
> Deputy Division Commander
> Division of Homeland Security and Preparedness
> Massachusetts State Police
> 470 Worcester Road
> Framingham, MA 01702
> 508-923-4088
> <image001.png>
>
> ---
>
> **From:** Mills, Stephen (POL)
> **Sent:** Wednesday, June 06, 2018 3:42 PM
> **To:** Warmington, Scott (POL)
> **Subject:** Re: ALPR
>
> I have nothing on this issue.
>
> Respectfully,
> Steve
>
> Lt. Stephen E. Mills
> Unit Commander
> Massachusetts State Police Air Wing
> 246 South Meadow Road

Plymouth, MA 02360
Office: 508-465-9200
Cell: 508-320-7663

From: Warmington, Scott (POL)
Sent: Tuesday, June 5, 2018 6:04:42 PM
To: Mills, Stephen (POL); Concannon, James (POL); Dunn, Scott (POL); Bruce, James (POL); Loiselle, William (POL); Crouse, David (POL); Bibeau, Kevin (POL); Devlin, James (CDA)
Cc: King, Joseph (POL)
Subject: Fwd: ALPR

Please send me any information that you may have related to the below request.
Thanks, Scott
Sent from my iPhone

Begin forwarded message:

> **From:** "Quinn, Dermot (POL)" <dermot.quinn@pol.state.ma.us>
> **Date:** June 5, 2018 at 5:29:13 PM EDT
> **To:** "Mason, Christopher (POL)" <Chris.Mason@pol.state.ma.us>, "Favuzza, Robert (POL)" <Robert.Favuzza@pol.state.ma.us>, "Duggan, Joseph (POL)" <joseph.duggan@pol.state.ma.us>, "Small, Michelle (POL)" <Michelle.E.Small@pol.state.ma.us>, "Warmington, Scott (POL)" <Scott.Warmington@pol.state.ma.us>, "Range, Scott (POL)" <scott.range@pol.state.ma.us>, "Dowd, Philip (POL)" <philip.dowd@pol.state.ma.us>, "Lannon, John (POL)" <John.Lannon@pol.state.ma.us>, "Gawron, Stephen (POL)" <stephen.gawron@pol.state.ma.us>, "Lyver, Michael (POL)" <michael.lyver@pol.state.ma.us>
> **Cc:** "Gilpin, Kerry (POL)" <kerry.gilpin@pol.state.ma.us>, "O'Brien, Barry (POL)" <barry.obrien@pol.state.ma.us>, "Wood, Curtis (EPS)" <curtis.wood@mass.gov>, "O'Riordan, Brian (POL)" <Brian.ORiordan@pol.state.ma.us>, "Egnitz, Brian (POL)" <brian.egnitz@pol.state.ma.us>, "Warren, Rosemary (POL)" <Rosemary.Warren@pol.state.ma.us>, "Merrick, Brian (EPS)" <brian.merrick@mass.gov>, "Lord, Spencer (EPS)" <spencer.b.lord@mass.gov>
> **Subject: ALPR**
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> All,
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I'm looking for all types of examples:

Homicide
Sexual Assault
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Terrorism
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Amber Alert
Silver Alert
Robbery
Burglary
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Please include anything you can think of that will help our cause. I have attached a copy of our current policy which is based on the EOPSS model LPR policy. We currently retain the data for one year prior to expungement.

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Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Investigative Services
Massachusetts State Police

From: Mills, Stephen (POL)
To: Warmington, Scott (POL)
Subject: Re: ALPR
Date: Wednesday, June 6, 2018 3:41:33 PM

I have nothing on this issue.

Respectfully,
Steve

Lt. Stephen E. Mills
Unit Commander
Massachusetts State Police Air Wing
246 South Meadow Road
Plymouth, MA 02360
Office: 508-465-9200
Cell: 508-320-7663

From: Warmington, Scott (POL)
Sent: Tuesday, June 5, 2018 6:04:42 PM
To: Mills, Stephen (POL); Concannon, James (POL); Dunn, Scott (POL); Bruce, James (POL); Loiselle, William (POL); Crouse, David (POL); Bibeau, Kevin (POL); Devlin, James (CDA)
Cc: King, Joseph (POL)
Subject: Fwd: ALPR

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Sent from my iPhone

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> **From:** "Quinn, Dermot (POL)" <dermot.quinn@pol.state.ma.us>
> **Date:** June 5, 2018 at 5:29:13 PM EDT
> **To:** "Mason, Christopher (POL)" <Chris.Mason@pol.state.ma.us>, "Favuzza, Robert (POL)" <Robert.Favuzza@pol.state.ma.us>, "Duggan, Joseph (POL)" <joseph.duggan@pol.state.ma.us>, "Small, Michelle (POL)" <Michelle.E.Small@pol.state.ma.us>, "Warmington, Scott (POL)" <Scott.Warmington@pol.state.ma.us>, "Range, Scott (POL)" <scott.range@pol.state.ma.us>, "Dowd, Philip (POL)" <philip.dowd@pol.state.ma.us>, "Lannon, John (POL)" <John.Lannon@pol.state.ma.us>, "Gawron, Stephen (POL)" <stephen.gawron@pol.state.ma.us>, "Lyver, Michael (POL)" <michael.lyver@pol.state.ma.us>
> **Cc:** "Gilpin, Kerry (POL)" <kerry.gilpin@pol.state.ma.us>, "O'Brien, Barry (POL)" <barry.obrien@pol.state.ma.us>, "Wood, Curtis (EPS)" <curtis.wood@mass.gov>, "O'Riordan, Brian (POL)"

<Brian.ORiordan@pol.state.ma.us>, "Egnitz, Brian (POL)" <brian.egnitz@pol.state.ma.us>, "Warren, Rosemary (POL)" <Rosemary.Warren@pol.state.ma.us>, "Merrick, Brian (EPS)" <brian.merrick@mass.gov>, "Lord, Spencer (EPS)" <spencer.b.lord@mass.gov>
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To: John Tedona
Subject: Re: ALPR
Date: Wednesday, June 6, 2018 6:59:45 AM

Yes, I think that would be fine.

Thanks, Brian

On Jun 5, 2018, at 9:24 PM, John Tedona <jtedona@neology.net> wrote:

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> Mobile (201) 841-6237
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>
> Begin forwarded message:
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> **From:** "Quinn, Dermot (POL)" <dermot.quinn@pol.state.ma.us>
> **Date:** June 5, 2018 at 5:29:13 PM EDT
> **To:** "Mason, Christopher (POL)" <Chris.Mason@pol.state.ma.us>, "Favuzza, Robert (POL)" <Robert.Favuzza@pol.state.ma.us>, "Duggan, Joseph (POL)" <joseph.duggan@pol.state.ma.us>, "Small, Michelle (POL)" <Michelle.E.Small@pol.state.ma.us>, "Warmington, Scott (POL)" <Scott.Warmington@pol.state.ma.us>, "Range, Scott (POL)" <scott.range@pol.state.ma.us>, "Dowd, Philip (POL)" <philip.dowd@pol.state.ma.us>, "Lannon, John (POL)" <John.Lannon@pol.state.ma.us>, "Gawron, Stephen (POL)" <stephen.gawron@pol.state.ma.us>, "Lyver, Michael (POL)" <michael.lyver@pol.state.ma.us>
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Division Commander
Division of Investigative Services
Massachusetts State Police

<image001.png>

<S2299.pdf>

<TRF-11 Automatic License Plate Recognition New 7-22-2014.pdf>

From: brian.egnitz@pol.state.ma.us
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From: Griffin, Daniel (POL)
To: Egnitz, Brian (POL)
Subject: Re: ALPR
Date: Wednesday, June 6, 2018 2:56:38 AM

Thanks Brian
Still rehabbing. [redacted]

On Jun 6, 2018, at 3:18 AM, Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us> wrote:

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From: Warmington, Scott (POL)
To: Bruce, James (POL)
Cc: Quinn, Dermot (POL); King, Joseph (POL)
Subject: Re: ALPR
Date: Tuesday, June 5, 2018 6:51:30 PM

Thank You Jimmy. I have copied LTC Quinn on this response.

Sent from my iPhone

On Jun 5, 2018, at 6:44 PM, Bruce, James (POL) <James.Bruce@pol.state.ma.us> wrote:

> Sir,
> On Wednesday 10/26/2016 G.L. c. 4.sec. 7. cl.26(f)(investigative) [redacted] We put the plate into our LPR 'hot list' and got an alert contemporaneously to the vehicle entering into Massachusetts on Rte 84 at the CT line. We coordinated with Troop-C CAT and got the vehicle stopped. This resulted in arrests and a seizure of 11 kilograms; 5 heroin and 6 fentanyl. LPR was invaluable that day. It is also a great tool in virtually all of our investigations targeting interstate and international drug trafficking organizations.
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> **To:** Mills, Stephen (POL); Concannon, James (POL); Dunn, Scott (POL); Bruce, James (POL); Loiselle, William (POL); Crouse, David (POL); Bibeau, Kevin (POL); Devlin, James (CDA)
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Respectfully Submitted,
Sgt. James Bruce #2316
Massachusetts State Police
C.I.N.R.E.T. Lawrence
Transportation Drug Unit

From: Warmington, Scott (POL)
Sent: Tuesday, June 5, 2018 6:04:42 PM
To: Mills, Stephen (POL); Concannon, James (POL); Dunn, Scott (POL); Bruce, James (POL); Loiselle, William (POL); Crouse, David (POL); Bibeau, Kevin (POL); Devlin, James (CDA)
Cc: King, Joseph (POL)
Subject: Fwd: ALPR

Please send me any information that you may have related to the below request. Thanks, Scott
Sent from my iPhone

Begin forwarded message:

> **From:** "Quinn, Dermot (POL)" <dermot.quinn@pol.state.ma.us>
> **Date:** June 5, 2018 at 5:29:13 PM EDT
> **To:** "Mason, Christopher (POL)" <Chris.Mason@pol.state.ma.us>, "Favuzza, Robert (POL)" <Robert.Favuzza@pol.state.ma.us>, "Duggan, Joseph (POL)" <joseph.duggan@pol.state.ma.us>, "Small, Michelle (POL)" <Michelle.E.Small@pol.state.ma.us>, "Warmington, Scott (POL)" <Scott.Warmington@pol.state.ma.us>, "Range, Scott (POL)" <scott.range@pol.state.ma.us>, "Dowd, Philip (POL)" <philip.dowd@pol.state.ma.us>, "Lannon, John (POL)" <John.Lannon@pol.state.ma.us>, "Gawron, Stephen (POL)" <stephen.gawron@pol.state.ma.us>, "Lyver, Michael (POL)"

<michael.lyver@pol.state.ma.us>
Cc: "Gilpin, Kerry (POL)" <kerry.gilpin@pol.state.ma.us>, "O'Brien, Barry (POL)" <barry.obrien@pol.state.ma.us>, "Wood, Curtis (EPS)" <curtis.wood@mass.gov>, "O'Riordan, Brian (POL)" <Brian.ORiordan@pol.state.ma.us>, "Egnitz, Brian (POL)" <brian.egnitz@pol.state.ma.us>, "Warren, Rosemary (POL)" <Rosemary.Warren@pol.state.ma.us>, "Merrick, Brian (EPS)" <brian.merrick@mass.gov>, "Lord, Spencer (EPS)" <spencer.b.lord@mass.gov>
Subject: ALPR

All,

Attached please find a bill that will severely regulate and curtail access to, and storage of, ALPR data. As you are all aware, Automated License Plate Reader (LPR) data is one of the most beneficial technologies made available to law enforcement in the past ten years. We utilize this technology every day. That being said, we don't have a good way to capture all of the successful uses of the technology. I'm working with Spencer Lord and Brian Merrick at EOPSS to pull together some examples of the use of LPR data in everyday police work. These stories will be used to counter this bill which we know as practitioners will only further erode our ability to detect and solve crime.

I'm looking for all types of examples:

Homicide
Sexual Assault
Kidnapping
Terrorism
Threats
Amber Alert
Silver Alert
Robbery
Burglary
Security

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Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Investigative Services
Massachusetts State Police

From: Bruce, James (POL)
To: Warmington, Scott (POL)
Subject: Re: ALPR
Date: Tuesday, June 5, 2018 6:22:50 PM

Sir,

We have had a few examples of getting LPR hits on vehicles on our watch list. These are all drug related cases, not the examples that the LTC mentioned in his e-mail, and we do not have a seizure directly related to a LPR hit on its own. We have also benefitted from the mobile LPR's getting hits on vehicles parked on the street late night, identifying addresses that we were previously unaware of.

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C.I.N.R.E.T. Lawrence
Transportation Drug Unit

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<brian.egnitz@pol.state.ma.us>, "Warren, Rosemary (POL)" <Rosemary.Warren@pol.state.ma.us>, "Merrick, Brian (EPS)" <brian.merrick@mass.gov>, "Lord, Spencer (EPS)" <spencer.b.lord@mass.gov>
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Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Investigative Services

Massachusetts State Police

From: Egnitz, Brian (POL)
To: Whiting, Christopher
Cc: John Tedona; Swan, David
Subject: Re: ALPR
Date: Friday, June 8, 2018 1:03:25 PM

Thank you

On Jun 8, 2018, at 10:59 AM, Whiting, Christopher <CWhiting@bcpo.net> wrote:

> Good Morning
>
> Unfortunately, I was out of the office the last couple of days. If this helps here are some Bergen County examples:
>
> Incident 1
> We had a suspicious activity incident at a school in Bergen County. A suspicious male party approached a student at the school and left threats. Using ALPR technology, we were able to identify the vehicle and ultimately the subject. The incident was documented in NJ SARs.
>
> Incident 2
> Two juveniles were approached by an individual who was trying to engage the juveniles in a sexual act. Using ALPR technology, we were able to successfully identify the vehicle and ultimately the subject.
>
> Incident 3
> A suspicious male party made entry into a school in Bergen County. The subject was scene leaving in a vehicle and only a partial plate was reported. Using ALPR technology, the local jurisdiction was able to successfully identify the vehicle and locate the subject. The incident was documented in NJ SARs.
>
> Thanks
>
> Chris
>
> **Christopher L. Whiting**
> Detective | Counterterrorism Coordinator
> **Bergen County Prosecutor's Office**

100 Eisenhower Drive
Paramus, NJ 07652
Office: 201.226.5609
Fax: 201.845.1636
Mobile: 551.228.9612
cwhiting@bcpo.net

The information contained in this communication including any attachments is from the Office of the Bergen County Prosecutor and should be considered advisory, consultative and deliberative material under OPRA. It is intended as only for the sole use of the designated persons or entities named as addressees. If you are not an intended recipient of this e-mail, any further review, dissemination, distribution, copying, or use of the information contained herein is strictly prohibited. **If you have received this communication in error, immediately notify the sender at (201) 226-5609 or by email at cwhiting@bcpo.net, to arrange for the return of this information.**

From: John Tedona <jtedona@neology.net>
Sent: Wednesday, June 06, 2018 9:22 AM
To: Swan, David <DSwan@BCPO.NET>; Whiting, Christopher <CWhiting@bcpo.net>
Cc: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>
Subject: FW: ALPR

Dave, Chris

Regarding the below email from Lt. Col. Quinn of the Massachusetts State Police; I realize it's needed by Thursday, but if you happen to have any ALPR success stories that you're willing to share please forward to Brian Egnitz copied in this email.

Thanks for your assistance.

John Tedona
PIPS TECHNOLOGY - A Neology Business
Sales Manager
12760 Danielson Ct. Suite A
Poway, CA 92064
Phone: 201-841-6237
Email: jtedona@neology.net
PIPS Support: support@pipstechnology.com 833-747-7577, Option 1 for sales, Option 2 for Support
www.pipstechnology.com

From: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>
Sent: Tuesday, June 5, 2018 9:15 PM

To: John Tedona <jtedona@neology.net>
Subject: Fwd: ALPR

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Thank you in advance for your efforts on this important matter.

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Investigative Services
Massachusetts State Police

From: brian.egnitz@pol.state.ma.us
To: Peter Crary
Subject: Re: Call
Date: Monday, August 6, 2018 7:58:52 AM

Any word on the data sharing piece?

> On Aug 1, 2018, at 8:29 PM, Peter Crary <pcrary@neology.net> wrote:
>
> Brian,
>
> Are you up for a call tomorrow?
>
> Peter Crary
> ALPR R&D Director
> PIPS Technology
> (Sent from my iPhone)

From: Egnitz, Brian (POL)
To: Peter Crary
Subject: Re: Call
Date: Monday, August 6, 2018 7:58:53 AM

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> Brian,
>
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> Peter Crary
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> PIPS Technology
> (Sent from my iPhone)

From: Egnitz, Brian (POL)
To: Peter Crary
Cc: John Tedona
Subject: RE: Data sharing
Date: Thursday, January 11, 2018 10:18:00 PM

Great, as for the SQL..

I'd take the basics like plate, date, X,Y, location, camera name. It would be great to get if the plate is a hit and maybe some hotlist info like contact or other details, the Photo and patch would be great. That way we could do a html popup of the pictures. We have the bulk of the ESRI tools, including GeoEvent if that's easier.

-Brian

From: Peter Crary [mailto:pcrary@neology.net]
Sent: Thursday, January 11, 2018 7:40 PM
To: Egnitz, Brian (POL)
Cc: John Tedona
Subject: RE: Data sharing

Hi Brian,

I have our project manager coming into town next week to discuss. I'll have a better answer for you by next Friday.

We can certainly get something going in SQL. Aside from 30 days of reads and hits, any other limiters? What data columns are you wanting to see?

-Peter Crary
[redacted] (m)

From: Egnitz, Brian (POL) [mailto:brian.egnitz@state.ma.us]
Sent: Thursday, January 11, 2018 3:44 PM
To: Peter Crary <pcrary@neology.net>
Cc: John Tedona <jtedona@neology.net>
Subject: RE: Data sharing

Hi Peter,

I just wanted to check in on the progress of the BOSS sharing plug-in. Are you still good for Q1? The Logan Airport data will be great to have.

Also, would it be possible to get a SQL view in our DB that would show the last 30~ days of reads and hits? I'd like to mash up the LPR data in our ESRI ArcGIS Portal and visualize the data along with some of my other data feeds.

Thanks, Brian

Brian Egnitz
Commonwealth Fusion Center
Massachusetts State Police
Phone: 978-451-3710 (Maynard) 508-988-7216 (GHQ)
Email: Brian.Egnitz@massmail.state.ma.us
Monday - Friday, 8 to 4

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From: Peter Crary [mailto:pcrary@neology.net]
Sent: Thursday, October 5, 2017 3:48 PM
To: Egnitz, Brian (POL)
Cc: John Tedona
Subject: Re: Data sharing

Brian,

I spoke to our main developer about all this. Unfortunately, he says that this model will not work the way we are hoping. His suggestion is a small modification to BOSS to allow this.

Peter R. Crary, MBA | US ALPR Operations Director

PIPS Technology, a Neology Business

12760 Danielson CT, STE A

Poway, CA 92064

[redacted] (m)

pcrary@neology.net

From: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>

Sent: Monday, September 25, 2017 10:26
To: Peter Crary
Cc: John Tedona
Subject: RE: Data sharing

Hi Peter,

Do you think this is possible? Let me know if we need to work on a SOW.

-Brian

From: Egnitz, Brian (POL)
Sent: Thursday, September 07, 2017 1:55 PM
To: pcrary@neology.net
Cc: John Tedona
Subject: Data sharing

Hi Peter,

We would like to share data across three BOSS systems, Boston PD, EOPSS and MassPort. I'm aware we can all use the same server or do federated search, but we need the capability to push hotlists across all the systems and I wanted to explore the possibility of using the "DEA plug" in and the "Failed Reads" inserter.

Would it be possible to install a modified version of the "DEA Plug-in" to point at the EOPSS server, that way we could process hotlists against those remote reads? Maybe the Failed Inserter could be updated and used to support more throughput and run against the hotlist.

Let me know, Thanks Brian

Brian Egnitz

Commonwealth Fusion Center

Massachusetts State Police

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To: Egnitz, Brian (POL)
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Subject: RE: Data sharing
Date: Thursday, January 11, 2018 7:39:41 PM

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(865) [redacted] (m)

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Peter R. Crary, MBA | US ALPR Operations Director

PIPS Technology, a Neology Business

12760 Danielson CT, STE A

Poway, CA 92064

865.386.3821 (m)

pcrary@neology.net

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From: Egnitz, Brian (POL)
To: Peter Crary
Cc: Quinn, Dermot (POL); John Tedona
Subject: RE: Data sharing
Date: Friday, February 16, 2018 8:14:13 AM

Hi Peter,

Any status on this?

Also, for the requested SQL – this information would be great

Table 1
List of fixed LPR Locations with these fields;

- *Unique ID*
- *Name*
- *Description*
- *Location Description*
- *Lat*
- *Long*
- *Last Updated or Last Read*
- *1st Read or Earliest Read*
- *Total Reads that Day*
- *Total Hits that Day*

(No Bigints please)
~ this will be used to show were the fixed readers are

Table 2
Nightly dump of the Last 31 days of Reads into a new table

Unique ID
Camera Name
Camera Description
Plate
Plate State (AKA Plate Syntax)
Time Stamp
Image Patch
Image Overview
~ this will be used to answer the question, was there any LPR in the Area

Table 3
Total Reads in the system
Last Hour
Last 5 Minutes

~ we want to dashboard this to monitor the health of the sytem

Thanks, Brian

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Cc: John Tedona <jtedona@neology.net>
Subject: RE: Data sharing

Hi Peter,

I just wanted to check in on the progress of the BOSS sharing plug-in. Are you still good for Q1? The Logan Airport data will be great to have.

Also, would it be possible to get a SQL view in our DB that would show the last 30~ days of reads

and hits? I'd like to mash up the LPR data in our ESRI ArcGIS Portal and visualize the data along with some of my other data feeds.

Thanks, Brian

Brian Egnitz
Commonwealth Fusion Center
Massachusetts State Police
Phone: 978-451-3710 (Maynard) 508-988-7216 (GHQ)
Email: Brian.Egnitz@massmail.state.ma.us
Monday - Friday, 8 to 4

CONFIDENTIALITY NOTICE: *The information contained in this email and any attachment is privileged and confidential law enforcement information. If you have received this email in error, please call 978-451-3700 immediately. Thank you.*

From: Peter Crary [mailto:pcrary@neology.net]
Sent: Thursday, October 5, 2017 3:48 PM
To: Egnitz, Brian (POL)
Cc: John Tedona
Subject: Re: Data sharing

Brian,

I spoke to our main developer about all this. Unfortunately, he says that this model will not work the way we are hoping. His suggestion is a small modification to BOSS to allow this.

Peter R. Crary, MBA | US ALPR Operations Director

PIPS Technology, a Neology Business

12760 Danielson CT, STE A

Poway, CA 92064

865.386.3821 (m)

pcrary@neology.net

From: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>
Sent: Monday, September 25, 2017 10:26
To: Peter Crary
Cc: John Tedona
Subject: RE: Data sharing

Hi Peter,

Do you think this is possible? Let me know if we need to work on a SOW.

-Brian

From: Egnitz, Brian (POL)
Sent: Thursday, September 07, 2017 1:55 PM
To: pcrary@neology.net
Cc: John Tedona
Subject: Data sharing

Hi Peter,

We would like to share data across three BOSS systems, Boston PD, EOPSS and MassPort. I'm aware we can all use the same server or do federated search, but we need the capability to push hotlists across all the systems and I wanted to explore the possibility of using the "DEA plug" in and the "Failed Reads" inserter.

Would it be possible to install a modified version of the "DEA Plug-in" to point at the EOPSS server, that way we could process hotlists against those remote reads? Maybe the Failed Inserter could be updated and used to support more throughput and run against the hotlist.

Let me know, Thanks Brian

Brian Egnitz

Commonwealth Fusion Center

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From: Kaneb, Michael (GOV)
To: Gilpin, Kerry (POL)
Subject: RE: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19
Date: Monday, December 24, 2018 10:42:24 AM

Colonel:

I checked in with Dave Solet at EOPSS, and he is familiar with the proposal and understands the advantages to participating in the program. Apparently EOPSS discussed a few legal and policy questions with MSP legal back in October-November, and the discussion was inconclusive. Dave said that he and Matt Moran are available to speak with you and your staff at your convenience in order to resolve those few open items.

As I understand it, MSP is the aggregator of Massachusetts LPR information gathered by Commonwealth police departments. When MSP brought the multi-state program to EOPSS in October, EOPSS asked whether MSP's existing agreement with local police departments places any limitations on MSP's ability to share aggregated LPR information with out of State agencies. Additionally, EOPSS had a few questions for MSP about what sort of controls MSP would have on Massachusetts information if it were shared with other States. These are legal questions, but they also have a political element to them given the sorts of concerns regularly raised by civil liberty advocates about police use of LPR information.

I think that MSP and EOPSS could reach a conclusion on this proposal pretty quickly if your staff and Matt and Dave can answer the three or four questions EOPSS raised back in October-November.

Best regards,

Mike

From: Gilpin, Kerry (POL)
Sent: Saturday, December 22, 2018 3:09 PM
To: Kaneb, Michael (GOV)
Subject: Re: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19

Thank you, sir. That would be much appreciated. Perhaps someone from EOPPS could join me at the info sharing meeting. Just a thought. Have a great holiday.

Kerry

Sent from my iPhone

On Dec 22, 2018, at 14:22, Kaneb, Michael (GOV) <michael.kaneb@MassMail.State.MA.US> wrote:

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I don't know what the EOPSS view is on this.

I would be glad to inquire among the usual suspects on the lawyer side if the MOU and the idea of MSP participation has had any review and where it stands. Would that be helpful?

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From: Gilpin, Kerry (POL)
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To: Kaneb, Michael (GOV)
Subject: Fwd: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19

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Respectfully,

Kerry

Sent from my iPad

Begin forwarded message:

> **From:** MARLENE WHEELER <LPPWHEEM@gw.njsp.org>
> **Date:** December 20, 2018 at 1:53:58 PM EST
> **To:** <kerry.gilpin@pol.state.ma.us>

Subject: Re: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19

Marlene Wheeler
Secretarial Assistant 3
Office of the ROIC
609-963-6900 Ext. 6793

>>> MARLENE WHEELER 12/20/2018 1:36 PM >>>

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From: Gilpin, Kerry (POL)
To: Kaneb, Michael (GOV)
Subject: Re: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19
Date: Monday, December 24, 2018 1:07:29 PM

Sir,

Thank you for your leg work on this. I will set up a meeting between Matt, Dave, my legal team and myself. Would this be something that you would like to be a part of and weigh in on? I will try to set it up for next week.

Thanks again and Merry Christmas,

Kerry

Sent from my iPhone

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Date: Saturday, December 22, 2018 3:09:03 PM

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Date: Saturday, December 22, 2018 3:09:02 PM

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Office of the ROIC
609-963-6900 Ext. 6793

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From: MARLENE WHEELER
To: Gilpin, Kerry (POL)
Subject: Re: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19
Date: Thursday, December 20, 2018 1:57:06 PM
Attachments: Gilpin.pdf

Marlene Wheeler
Secretarial Assistant 3
Office of the ROIC
609-963-6900 Ext. 6793

>>> MARLENE WHEELER 12/20/2018 1:36 PM >>>

>>> MARLENE WHEELER 12/20/2018 1:34 PM >>>

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>>> MARLENE WHEELER 12/20/2018 1:33 PM >>>

>>> MARLENE WHEELER 12/20/2018 1:32 PM >>>

On Monday, January 28, and Tuesday, January 29, 2019, the NJSP, NYPD, and NNJUASI, facilitated by the Rutgers University Center on Policing, will host a Regional Trafficking Summit. This two-day summit will gather 12 state police superintendents, 12 major city chiefs, and numerous federal agencies with responsibilities along the I-95 corridor between Richmond, VA, Washington, DC, and Boston, MA, to discuss the feasibility and productivity of linking and sharing ALPR data. Establishing this linkage across the northeast region of the United States would immeasurably increase our effectiveness in addressing issues of counter terrorism, drug trafficking, weapons trafficking, Amber and Silver Alerts, plus other threats to the public safety of our respective states.

Please find the attached letter from Colonel Patrick Callahan for further information and details.

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From: Kaneb, Michael (GOV)
To: Gilpin, Kerry (POL)
Subject: RE: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19
Date: Monday, December 24, 2018 1:09:42 PM

No problem. You should proceed without me—I am going to be out of town for a week. Dave can loop in Ben Goldberger in my office if that would be helpful. Dave and Ben and I all spoke about this briefly this morning.

Have a great—and very quiet—Christmas. You deserve a boring week or two with nothing to do but manage snowfall on the highway system.

Mike

From: Gilpin, Kerry (POL)
Sent: Monday, December 24, 2018 1:07 PM
To: Kaneb, Michael (GOV)
Subject: Re: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19

Sir,

Thank you for your leg work on this. I will set up a meeting between Matt, Dave, my legal team and myself. Would this be something that you would like to be a part of and weigh in on? I will try to set it up for next week.

Thanks again and Merry Christmas,

Kerry

Sent from my iPhone

On Dec 24, 2018, at 10:42, Kaneb, Michael (GOV) <michael.kaneb@MassMail.State.MA.US> wrote:

> Colonel:
>
> I checked in with Dave Solet at EOPSS, and he is familiar with the proposal and understands the advantages to participating in the program. Apparently EOPSS discussed a few legal and policy questions with MSP legal back in October-November, and the discussion was inconclusive. Dave said that he and Matt Moran are available to speak with you and your staff at your convenience in order to resolve those few open items.
>
> As I understand it, MSP is the aggregator of Massachusetts LPR information gathered by Commonwealth police departments. When MSP brought the multi-state program to EOPSS in October, EOPSS asked whether MSP's existing

agreement with local police departments places any limitations on MSP's ability to share aggregated LPR information with out of State agencies. Additionally, EOPSS had a few questions for MSP about what sort of controls MSP would have on Massachusetts information if it were shared with other States. These are legal questions, but they also have a political element to them given the sorts of concerns regularly raised by civil liberty advocates about police use of LPR information.

I think that MSP and EOPSS could reach a conclusion on this proposal pretty quickly if your staff and Matt and Dave can answer the three or four questions EOPSS raised back in October-November.

Best regards,

Mike

From: Gilpin, Kerry (POL)
Sent: Saturday, December 22, 2018 3:09 PM
To: Kaneb, Michael (GOV)
Subject: Re: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19

Thank you, sir. That would be much appreciated. Perhaps someone from EOPPS could join me at the info sharing meeting. Just a thought. Have a great holiday.

Kerry

Sent from my iPhone

On Dec 22, 2018, at 14:22, Kaneb, Michael (GOV) <michael.kaneb@MassMail.State.MA.US> wrote:

> Hello, Colonel--
>
> I agree this looks pretty interesting, but I have not been part of any discussions on this subject. Based on my experience at the DA's Office, I can definitely see how participating in this sort of information sharing would be valuable for public safety and law enforcement. I have been out the warrant business for 4 years now. This information was just starting to be used by other jurisdictions back when I was at Middlesex, but my sense is that this technology has come a long way since then.
>
> I don't know what the EOPSS view is on this.

I would be glad to inquire among the usual suspects on the lawyer side if the MOU and the idea of MSP participation has had any review and where it stands. Would that be helpful?

Mike

From: Gilpin, Kerry (POL)
Sent: Saturday, December 22, 2018 11:48 AM
To: Kaneb, Michael (GOV)
Subject: Fwd: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19

Hi Mike,

Please see below request. I believe that the MOU referred to by Colonel Callahan has been previously sent to EOPPS for approval. I personally believe that this collaborative effort would enhance our efforts in the areas of counter-terrorism, the opioid crisis, human trafficking and others. I would appreciate your insights into this matter.

Respectfully,

Kerry

Sent from my iPad

Begin forwarded message:

> **From:** MARLENE WHEELER <LPPWHEEM@gw.njsp.org>
> **Date:** December 20, 2018 at 1:53:58 PM EST
> **To:** <kerry.gilpin@pol.state.ma.us>
> **Subject: Re: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19**

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From: Egnitz, Brian (POL)
To: Peter Crary
Cc: John Tedona
Subject: RE: Ipswich PD LPR reads
Date: Friday, December 21, 2018 9:24:00 AM

We may just need to let this one go, if you have the exe or scripts I'll take them, but otherwise this could be too much effort for a small community.

-Brian

From: Peter Crary [mailto:pcrary@neology.net]
Sent: Monday, December 17, 2018 6:09 PM
To: Egnitz, Brian (POL)
Cc: John Tedona
Subject: RE: Ipswich PD LPR reads

I traveled to there and walked through the system in person. I took some of it back to Knoxville with me for further analysis.

-Peter Crary
Global R&D Director, ANPR/ALPR
(858) 391-0260 x1153 (d)
(865) [redacted] (m)

From: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>
Sent: Monday, December 17, 2018 2:47 PM
To: Peter Crary <pcrary@neology.net>
Cc: John Tedona <jtedona@neology.net>
Subject: Re: Ipswich PD LPR reads

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I can try to set something up, what was the methodology before? Did you guys do some agent that forwarded records or something?

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Global R&D Director, ANPR/ALPR
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Sent: Monday, December 17, 2018 12:52 PM
To: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>; Peter Crary <pcrary@neology.net>
Subject: RE: Ipswich PD LPR reads

Peter -Please coordinate with Brian on ingesting ELSAG data.

Brian -We did this years ago, but I'm sure ELSAG has changed their tables since then. Any chance you can send us some data to look at?

John Tedona
PIPS TECHNOLOGY - A Neology Business
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Sent: Monday, December 10, 2018 9:24 PM
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-Brian

From: Ptl. David Moore [mailto:dmoore@ipswichpolice.org]
Sent: Monday, December 10, 2018 3:53 PM
To: Egnitz, Brian (POL)
Subject: RE: Ipswich PD LPR reads

Brian,

We have the ELSAG system.

Dave

Officer David Moore
Drug Recognition Expert
EMT-Basic
SFST instructor
CPS Technician

Ipswich Police Department
15 Elm Street
Ipswich MA 01938

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(978) 356-6625 (Fax)

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To: "dmoore@ipswichpolice.org" <dmoore@ipswichpolice.org>
Subject: RE: Ipswich PD LPR reads

Hi Dave,

Do you know what system you are using? Vigilant or 3M

-Brian

Brian Egnitz
Commonwealth Fusion Center
Massachusetts State Police
Phone: 978-451-3710 (Maynard) 508-988-7302 (GHQ)
Email: Brian.Egnitz@massmail.state.ma.us
Monday - Friday, 8 to 4

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To: Egnitz, Brian (POL); Peter Crary
Subject: RE: Ipswich PD LPR reads
Date: Friday, December 21, 2018 9:28:11 AM

Tactically yes. Strategically no. Peter -Let's add this to the wish list for 2019.

John Tedona
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Cc: John Tedona <jtedona@neology.net>
Subject: Re: Ipswich PD LPR reads

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I can try to set something up, what was the methodology before? Did you guys do some agent that forwarded records or something?

On Dec 17, 2018, at 4:37 PM, Peter Crary <pcrary@neology.net> wrote:

> Brain,
>
> As John stated, we did this years ago (shortly after I started with PIPS). I suspect things have changed on the Elsag end since then so I would want to start over. Is there a way we can see (either in-person or remote access) to view the data structure? If I recall, their mobile units use SQL Server Express locally on their processor or on the MDT to store data.
>
> -Peter Crary
> Global R&D Director, ANPR/ALPR
> (858) 391-0260 x1153 (d)
> (865) [redacted] (m)
>
> ---
>
> **From:** John Tedona
> **Sent:** Monday, December 17, 2018 12:52 PM
> **To:** Egnitz, Brian (POL) <brian.egnitz@state.ma.us>; Peter Crary <pcrary@neology.net>
> **Subject:** RE: Ipswich PD LPR reads
>
> Peter -Please coordinate with Brian on ingesting ELSAG data.
>
> Brian -We did this years ago, but I'm sure ELSAG has changed their tables since then. Any chance you can send us some data to look at?
>
> **John Tedona**
> **PIPS TECHNOLOGY** - A Neology Business
> Sales Manager
> 12760 Danielson Ct. Suite A
> Poway, CA 92064
> Phone: 201-841-6237
> Email: jtedona@neology.net
> PIPS Support: support@pipstechnology.com 833-747-7577, Option 1 for sales, Option 2 for Support
> **www.pipstechnology.com**

From: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>
Sent: Monday, December 17, 2018 3:12 PM
To: John Tedona <jtedona@neology.net>
Subject: FW: Ipswich PD LPR reads

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Did you ever get the script or tool to push these reads to BOSS?

From: Egnitz, Brian (POL)
Sent: Monday, December 10, 2018 9:24 PM
To: dmoore@ipswichpolice.org
Subject: RE: Ipswich PD LPR reads

Thanks for the follow up. I am aware of ELSAG and we had a few of their cameras on our Truck Team when we first started with ALPR. I believe the cameras wrote to the central database, but am not sure. I'm going to reach out to a few people and see if anyone knows the workflow.

-Brian

From: Ptl. David Moore [mailto:dmoore@ipswichpolice.org]
Sent: Monday, December 10, 2018 3:53 PM
To: Egnitz, Brian (POL)
Subject: RE: Ipswich PD LPR reads

Brian,

We have the ELSAG system.

Dave

Officer David Moore
Drug Recognition Expert
EMT-Basic
SFST instructor
CPS Technician

Ipswich Police Department
15 Elm Street
Ipswich MA 01938

(978) 356-4343 (ext. 4140)
(978) 356-6625 (Fax)

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From: "Egnitz, Brian (POL)" <brian.egnitz@state.ma.us>
Sent: Monday, December 10, 2018 3:14 PM
To: "dmoore@ipswichpolice.org" <dmoore@ipswichpolice.org>
Subject: RE: Ipswich PD LPR reads

Hi Dave,

Do you know what system you are using? Vigilant or 3M

-Brian

Brian Egnitz
Commonwealth Fusion Center
Massachusetts State Police
Phone: 978-451-3710 (Maynard) 508-988-7302 (GHQ)
Email: Brian.Egnitz@massmail.state.ma.us
Monday - Friday, 8 to 4

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From: Ptl. David Moore [mailto:dmoore@ipswichpolice.org]
Sent: Monday, December 10, 2018 2:12 PM
To: Egnitz, Brian (POL)
Subject: Ipswich PD LPR reads

Brian,

Detective Dzaidose had mentioned he had some training with you a few weeks ago and our department was the only department there that had LPRs and you had asked if we share our reads with the state. He gave me your contact information to reach out to you and try and see if it's possible to share our reads.

I work evenings and days until the second week of January then I'm on straight evenings. My cell phone is 603-[redacted] Either a call/text or an email works.

Thanks,
Dave Moore

Officer David Moore
Drug Recognition Expert
EMT-Basic
SFST instructor
CPS Technician

Ipswich Police Department
15 Elm Street
Ipswich MA 01938

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From: Griffin, Daniel (POL)
To: Mchale, John (POL); Favuzza, Robert (POL)
Cc: Blaney, Keith (POL); Gallagher, David (POL)
Subject: Re: update
Date: Wednesday, July 11, 2018 10:48:37 AM

From: Mchale, John (POL)
Sent: Tuesday, July 10, 2018 8:34 PM
To: Favuzza, Robert (POL)
Cc: Blaney, Keith (POL); Griffin, Daniel (POL); Gallagher, David (POL)
Subject: Re: update

I will forward the email to him now and call him tomorrow . I'll let you know if he's available. If not we'll figure out something.

Sent from my iPhone

On Jul 10, 2018, at 8:21 PM, Favuzza, Robert (POL) <Robert.Favuzza@pol.state.ma.us> wrote:

> Major,
>
> Could you please check with LT Griffin, the ALPR Administrator, to determine his availability to testify as needed on behalf of the department on these matters. I believe there is an upcoming case, that he would need to attend if available. Maybe we should think about a backup. Any suggestions?
>
> Please let me know
>
> Lieutenant Colonel RJ Favuzza
> Division Commander
> Division of Field Services
> Massachusetts State Police
> (508) 820-2344
>
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> **From:** "Stelmat, Jason (POL)" <Jason.Stelmat@pol.state.ma.us>
> **Date:** July 10, 2018 at 1:18:52 PM EDT

To: "Quinn, Dermot (POL)" <dermot.quinn@pol.state.ma.us>, "O'Brien, Barry (POL)" <barry.obrien@pol.state.ma.us>, "Favuzza, Robert (POL)" <Robert.Favuzza@pol.state.ma.us>
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Is it safe to provide Lt. Griffin's name and contact info to the DA? She wants to reach out and start trial prep and send a summons.

Thanks,
Jason

From: Quinn, Dermot (POL)
Sent: Monday, July 09, 2018 1:04 PM
To: O'Brien, Barry (POL); Favuzza, Robert (POL)
Cc: Farrell, Sean (POL); Range, Scott (POL); Stelmat, Jason (POL); Egnitz, Brian (POL)
Subject: RE: update

Deputy and LTC Favuzza,

Regarding the below email, I believe Lt. Dan Griffin was appointed as the ALPR Administrator as required under TRF-11. I was thinking it might be more appropriate for him to testify as the departments ALPR Administrator as opposed to Jason Stelmat , who while knowledgeable, would not have the same information that Lt. Griffin would have regarding the ALPR system.

Thanks

Dermot

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Homeland Security & Preparedness
Massachusetts State Police
<image002.png>

From: Range, Scott (POL)
Sent: Monday, July 9, 2018 10:57 AM
To: Stelmat, Jason (POL) <Jason.Stelmat@pol.state.ma.us>; Quinn,

Dermot (POL) <dermot.quinn@pol.state.ma.us>; Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us>
Cc: Farrell, Sean (POL) <sean.farrell@pol.state.ma.us>
Subject: RE: update

Sean and Jason,

I suspect that the most appropriate person to testify would be the Commissioned Officer that has been designated by the Division Commander of Field Services as the ALPR Administrator (or his/her designee) for the Department because the TRF-11 policy specifically states the following:
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• Designate a Commissioned Officer as the ALPR Administrator; and
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Lt. Col. Quinn and Brian, any thoughts on this issue?

Respectfully,
Scott

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Cc: Egnitz, Brian (POL); Farrell, Sean (POL)
Subject: FW: update

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Jason

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What the system is
Where it is
How long has it been there
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Are records kept

Who has access
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That kind of thing---are you the appropriate person?

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Sean – Does anything need to be done on your end if I have to testify?

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Subject: RE: update

Are you available to testify the 17th of July in regards to ALPR?
Thanks,
Jen

From: Stelmat, Jason (POL)
Sent: Friday, May 25, 2018 10:51 AM
To: Bright, Jennifer (CPI)
Subject: RE: update

Purchase order was dated 5/12/2014.

From: Stelmat, Jason (POL)
Sent: Friday, May 25, 2018 10:21 AM
To: Bright, Jennifer (CPI)
Subject: update

Hi Jen,
Sorry about the delay in getting this information. The installation date of the camera in question is May 19,2015. I should be able to get the purchase date by the end of the day today.

Jason R. Stelmat | **Privacy Officer**
Massachusetts State Police | Commonwealth Fusion Center
124 Acton Street, Maynard MA 01754
direct 978-451-3752 | fax 978-451-3767

<image003.png>
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Please consider the environment before printing this e-mail

From: daniel.griffin@MassMail.State.MA.US
To: Mchale, John (POL)
Subject: Re: update
Date: Wednesday, July 11, 2018 10:43:12 AM

Will do

On Jul 11, 2018, at 10:41 AM, Mchale, John (POL) <john.mchale@pol.state.ma.us> wrote:

> Thank you. Can you initiate an email with the parties in this email chain and then give me an update so I can reply to LTC Favuzza.
>
> **Major John B. McHale**
> **Commanding Special Operations**
> **Massachusetts State Police**
> **470 Worcester Road**
> **Framingham, MA 01702**
> **(508) 820-2162**
> **john.mchale@MassMail.State.MA.US**
>
> **<image001.png>**
>
> ---
>
> **From:** Griffin, Daniel (POL)
> **Sent:** Tuesday, July 10, 2018 9:01 PM
> **To:** Mchale, John (POL)
> **Subject:** Re: update
>
> Major
> I'm around and can handle as needed. Not good news on leg. G.L. c. 4. sec. 7.cl. 26 (c)(medical)
> Lt DJG
>
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believe there is an upcoming case, that he would need to attend if available. Maybe we should think about a backup. Any suggestions?

Please let me know

Lieutenant Colonel RJ Favuzza
Division Commander
Division of Field Services
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(508) 820-2344

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> **Date:** July 10, 2018 at 1:18:52 PM EDT
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> Thanks,
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Cc: Farrell, Sean (POL); Range, Scott (POL); Stelmat, Jason (POL); Egnitz, Brian (POL)
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Respectfully,
Scott

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Cc: Egnitz, Brian (POL); Farrell, Sean (POL)
Subject: FW: update

Major,
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Jason R. Stelmat | **Privacy Officer**
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Date: Tuesday, July 10, 2018 9:01:22 PM

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Lt DJG

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From: barry.obrien@pol.state.ma.us
To: Stelmat, Jason (POL)
Cc: Quinn, Dermot (POL); Favuzza, Robert (POL); Farrell, Sean (POL); Range, Scott (POL); Egnitz, Brian (POL)
Subject: Re: update
Date: Tuesday, July 10, 2018 1:53:45 PM

LTC Favuzza - can you handle that and Is Dan Griffin back to work?

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> **Sent:** Monday, July 9, 2018 10:57 AM
> **To:** Stelmat, Jason (POL) <Jason.Stelmat@pol.state.ma.us>; Quinn, Dermot (POL)

<dermot.quinn@pol.state.ma.us>; Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us>
Cc: Farrell, Sean (POL) <sean.farrell@pol.state.ma.us>
Subject: RE: update

Sean and Jason,

I suspect that the most appropriate person to testify would be the Commissioned Officer that has been designated by the Division Commander of Field Services as the ALPR Administrator (or his/her designee) for the Department because the TRF-11 policy specifically states the following:

The Division Commander of Field Services (DFS) shall:
- Designate a Commissioned Officer as the ALPR Administrator; and
- Ensure the ALPR Administrator has oversight for the ALPR System deployment, operations, and maintenance

Lt. Col. Quinn and Brian, any thoughts on this issue?

Respectfully,
Scott

From: Stelmat, Jason (POL)
Sent: Friday, July 06, 2018 3:49 PM
To: Range, Scott (POL)
Cc: Egnitz, Brian (POL); Farrell, Sean (POL)
Subject: FW: update

Major,
See below. I'm being asked to testify by a Cape & Islands ADA. I can definitely answer these questions but I'm not sure I'm the best person to testify regarding ALPR. Let me know how you wish to proceed.

Thanks,
Jason

From: Bright, Jennifer (CPI)
Sent: Friday, July 06, 2018 3:42 PM
To: Stelmat, Jason (POL)
Subject: RE: update

I would send a summons and so that's all you may need to come.
What the system is
Where it is
How long has it been there
Who maintains it
What can be captured
Are records kept
Who has access
What data can be examined

That kind of thing---are you the appropriate person?

From: Stelmat, Jason (POL)
Sent: Friday, July 06, 2018 3:15 PM
To: Bright, Jennifer (CPI)
Cc: Farrell, Sean (POL)
Subject: RE: update

Hi Jen,
I would be available that day. What exactly would you need me to testify to?

Sean – Does anything need to be done on your end if I have to testify?

From: Bright, Jennifer (CPI)
Sent: Friday, July 06, 2018 2:40 PM
To: Stelmat, Jason (POL)
Subject: RE: update

Are you available to testify the 17th of July in regards to ALPR?
Thanks,
Jen

From: Stelmat, Jason (POL)
Sent: Friday, May 25, 2018 10:51 AM
To: Bright, Jennifer (CPI)
Subject: RE: update

Purchase order was dated 5/12/2014.

From: Stelmat, Jason (POL)
Sent: Friday, May 25, 2018 10:21 AM
To: Bright, Jennifer (CPI)
Subject: update

Hi Jen,
Sorry about the delay in getting this information. The installation date of the camera in question is May 19,2015. I should be able to get the purchase date by the end of the day today.

Jason R. Stelmat | **Privacy Officer**
Massachusetts State Police | Commonwealth Fusion Center
124 Acton Street, Maynard MA 01754
direct 978-451-3752 | fax 978-451-3767

<image003.png>
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From: Mchale, John (POL)
To: Griffin, Daniel (POL)
Subject: Re: update
Date: Wednesday, July 11, 2018 2:43:23 PM

Thanks

Sent from my iPhone

On Jul 11, 2018, at 2:38 PM, Griffin, Daniel (POL) <daniel.griffin@MassMail.State.MA.US> wrote:

> Major
> Made contact with ADA Bright. She is aware of my status however I also offered any assistance she needed. Just waiting to hear back from her.
>
> Lt DJG
>
> On Jul 11, 2018, at 10:46 AM, Mchale, John (POL) <john.mchale@pol.state.ma.us> wrote:
>
> > Thanks.
> >
> > **Major John B. McHale**
> > **Commanding Special Operations**
> > **Massachusetts State Police**
> > **470 Worcester Road**
> > **Framingham, MA 01702**
> > **(508) 820-2162**
> > **john.mchale@MassMail.State.MA.US**
> >
> > **<image001.png>**
> >
> > ---
> >
> > **From:** Griffin, Daniel (POL)
> > **Sent:** Wednesday, July 11, 2018 10:43 AM
> > **To:** Mchale, John (POL)
> > **Subject:** Re: update
> >
> > Will do
> >
> > On Jul 11, 2018, at 10:41 AM, Mchale, John (POL) <john.mchale@pol.state.ma.us> wrote:
> >
> > > Thank you. Can you initiate an email with the parties in this email chain and then give me an update so I can reply to LTC Favuzza.

Major John B. McHale
Commanding Special Operations
Massachusetts State Police
470 Worcester Road
Framingham, MA 01702
(508) 820-2162
john.mchale@MassMail.State.MA.US

<image001.png>

From: Griffin, Daniel (POL)
Sent: Tuesday, July 10, 2018 9:01 PM
To: Mchale, John (POL)
Subject: Re: update

Major
I'm around and can handle as needed. Not good news on leg. G.L. c. 4. sec. 7.cl. 26 (c)(medical)
Lt DJG

On Jul 10, 2018, at 8:34 PM, Mchale, John (POL) <john.mchale@pol.state.ma.us> wrote:

> I will forward the email to him now and call him tomorrow . I'll let you know if he's available. If not we'll figure out something.
>
> Sent from my iPhone
>
> On Jul 10, 2018, at 8:21 PM, Favuzza, Robert (POL) <Robert.Favuzza@pol.state.ma.us> wrote:
>
> > Major,
> >
> > Could you please check with LT Griffin, the ALPR Administrator, to determine his availability to testify as needed on behalf of the department on these matters. I believe there is an upcoming case, that he would need to attend if available. Maybe we should think about a backup. Any suggestions?
> >
> > Please let me know

Lieutenant Colonel RJ Favuzza
Division Commander
Division of Field Services
Massachusetts State Police
(508) 820-2344

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Begin forwarded message:

From: "Stelmat, Jason (POL)" <Jason.Stelmat@pol.state.ma.us>
Date: July 10, 2018 at 1:18:52 PM EDT
To: "Quinn, Dermot (POL)" <dermot.quinn@pol.state.ma.us>, "O'Brien, Barry (POL)" <barry.obrien@pol.state.ma.us>, "Favuzza, Robert (POL)" <Robert.Favuzza@pol.state.ma.us>
Cc: "Farrell, Sean (POL)" <sean.farrell@pol.state.ma.us>, "Range, Scott (POL)" <scott.range@pol.state.ma.us>, "Egnitz, Brian (POL)" <brian.egnitz@pol.state.ma.us>
Subject: RE: update

Is it safe to provide Lt. Griffin's name and contact info to the DA? She wants to reach out and start trial prep and send a summons.

Thanks,
Jason

From: Quinn, Dermot (POL)
Sent: Monday, July 09, 2018 1:04 PM
To: O'Brien, Barry (POL); Favuzza, Robert (POL)
Cc: Farrell, Sean (POL); Range, Scott (POL); Stelmat, Jason (POL); Egnitz, Brian (POL)
Subject: RE: update

Deputy and LTC Favuzza,

Regarding the below email, I believe Lt. Dan Griffin was appointed as the ALPR Administrator as required under TRF-11. I was thinking it might be more appropriate for him to testify as the departments ALPR Administrator as opposed to Jason Stelmat , who while knowledgeable, would not have the same information that Lt. Griffin would have regarding the ALPR system.

Thanks

Dermot

Lieutenant Colonel
Dermot J. Quinn
#1765
Division
Commander
Division of
Homeland Security
& Preparedness
Massachusetts State
Police
<image002.png>

From: Range, Scott (POL)
Sent: Monday, July 9, 2018 10:57 AM
To: Stelmat, Jason (POL) <Jason.Stelmat@pol.state.ma.us>; Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>; Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us>
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Jason R. Stelmat | Privacy Officer
Massachusetts State Police | Commonwealth Fusion Center
124 Acton Street, Maynard MA 01754
direct 978-451-3752 | fax 978-451-3767

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To: Weldon, Timothy (POL)
Subject: See ATS Portable Radar Speed Displays & More at IACP 2018
Date: Thursday, October 4, 2018 11:18:14 AM

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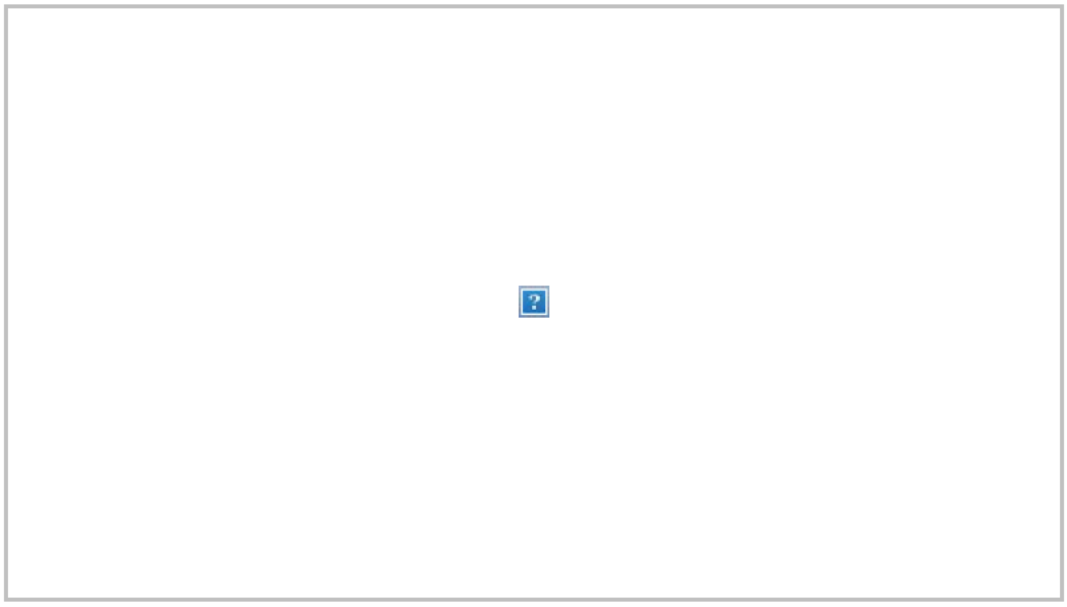
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To: Robertson, William (POL)
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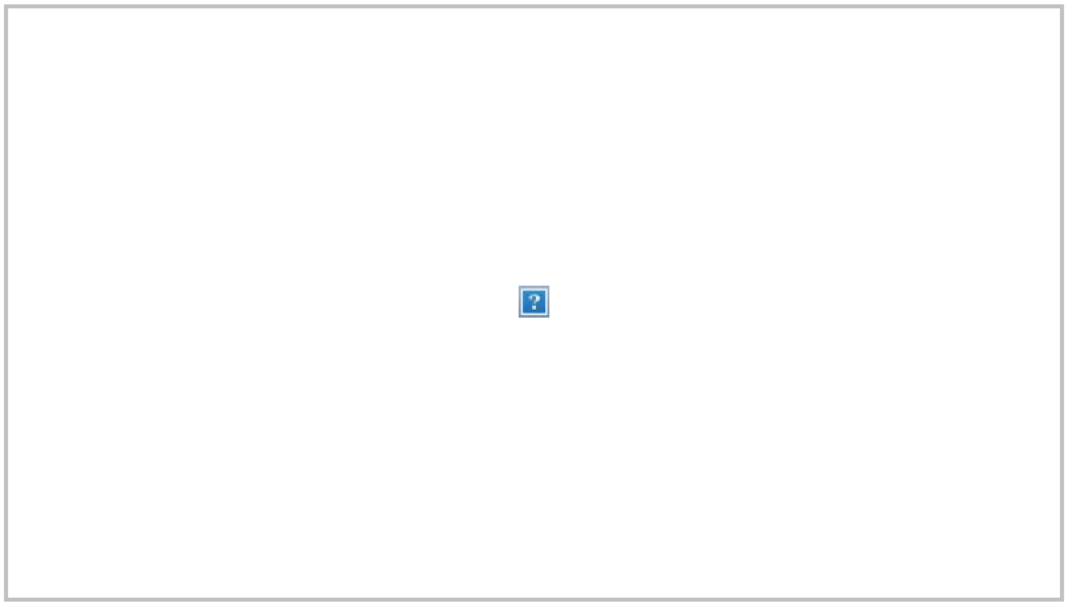
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To: Morawiak, Peter (POL)
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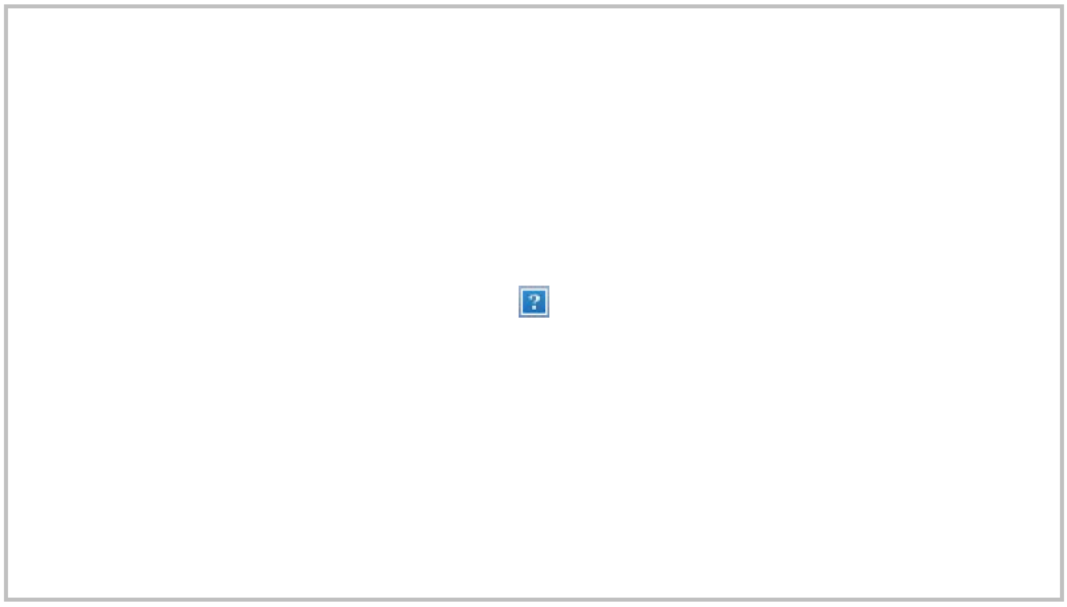
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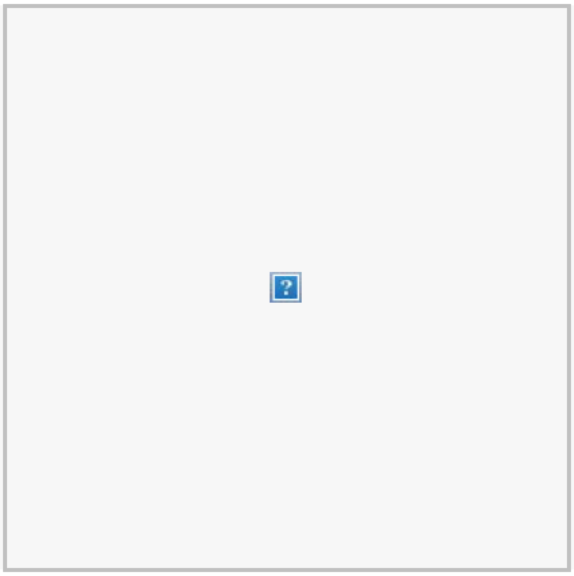


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To: Griffin, Daniel (POL)
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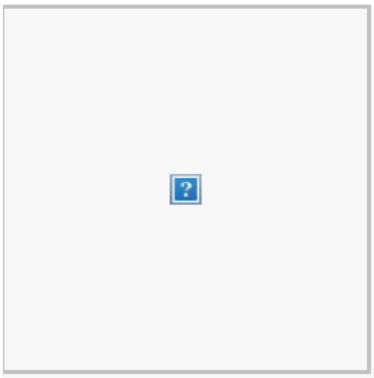
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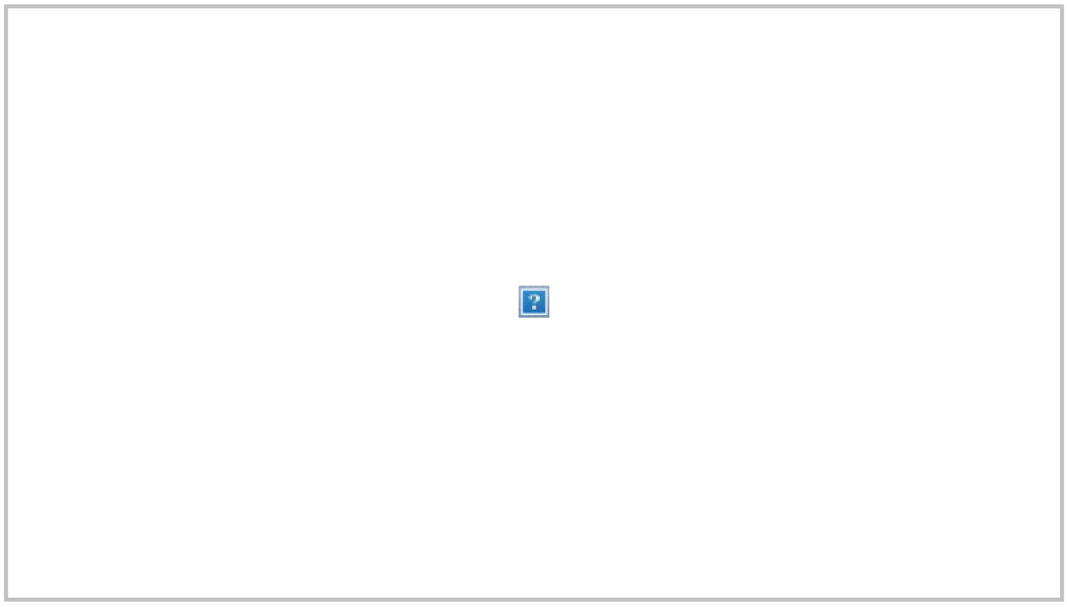
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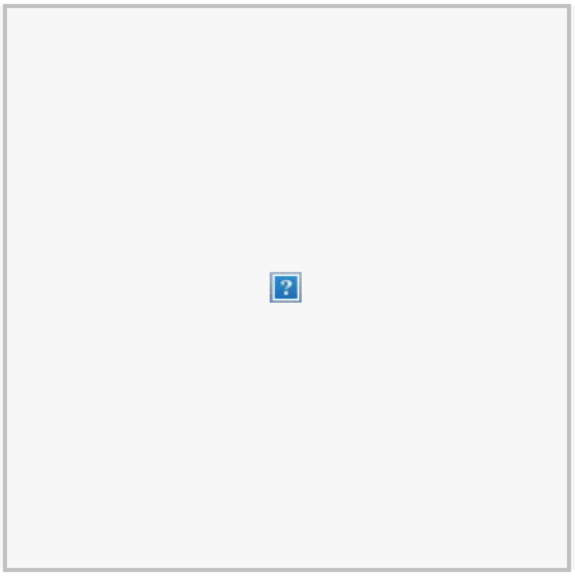


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From: All Traffic Solutions
To: O"Riordan, Brian (POL)
Subject: See ATS Portable Radar Speed Displays & More at IACP 2018
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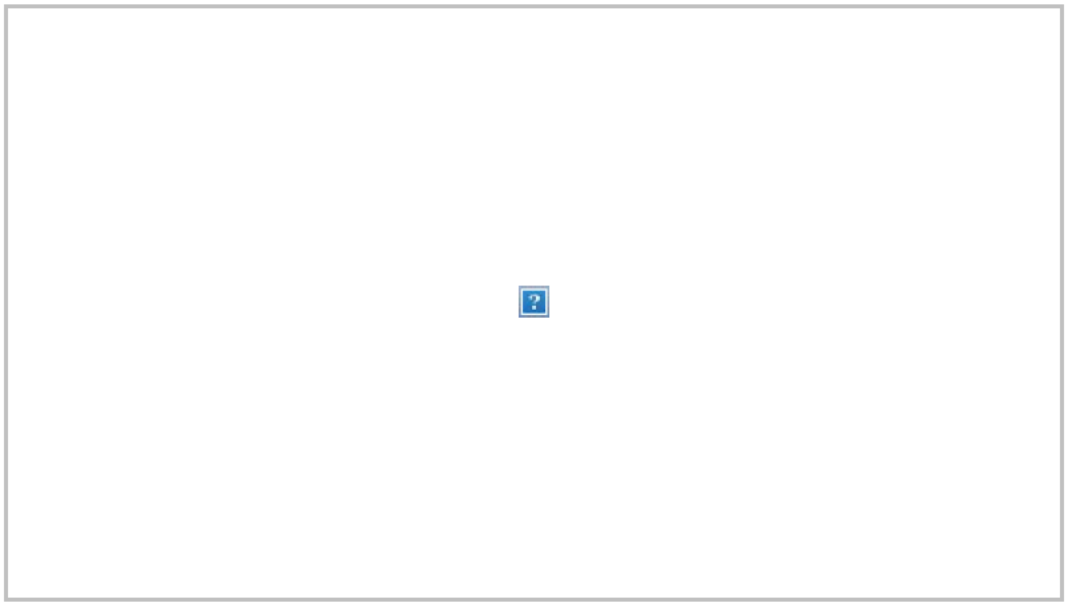
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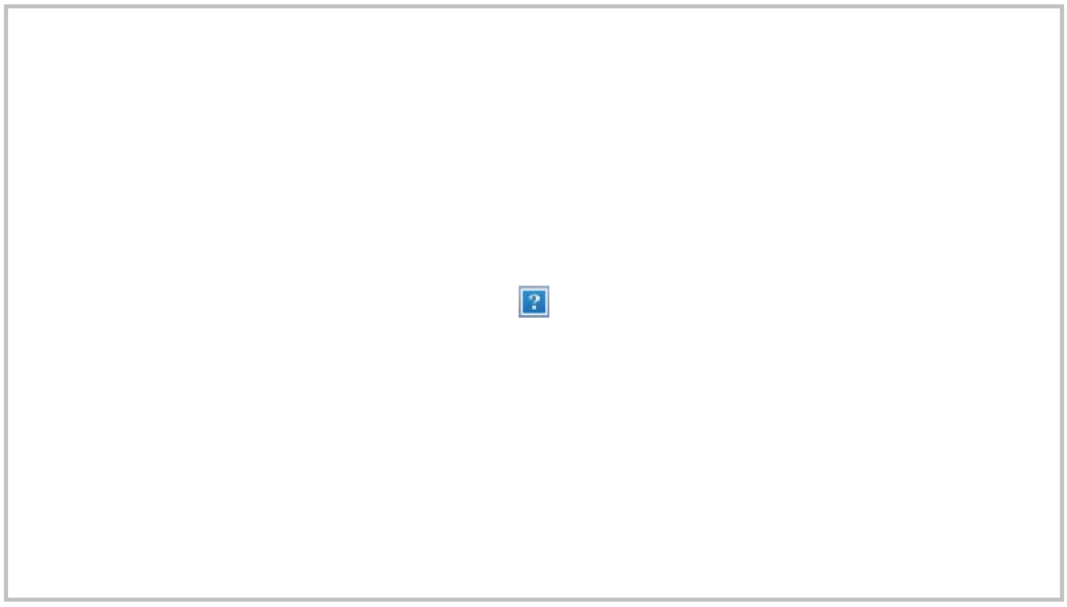
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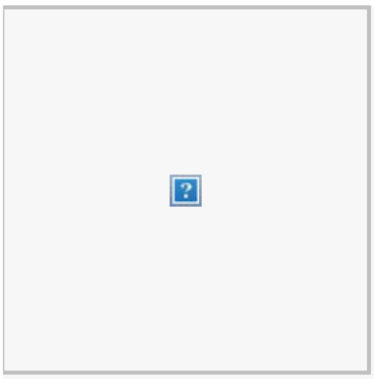
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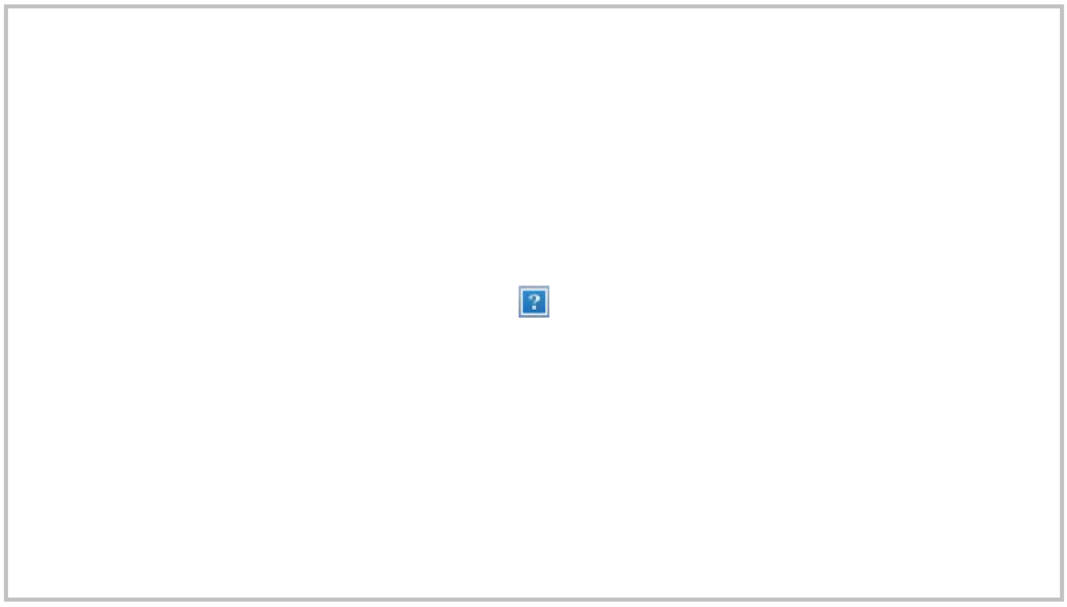
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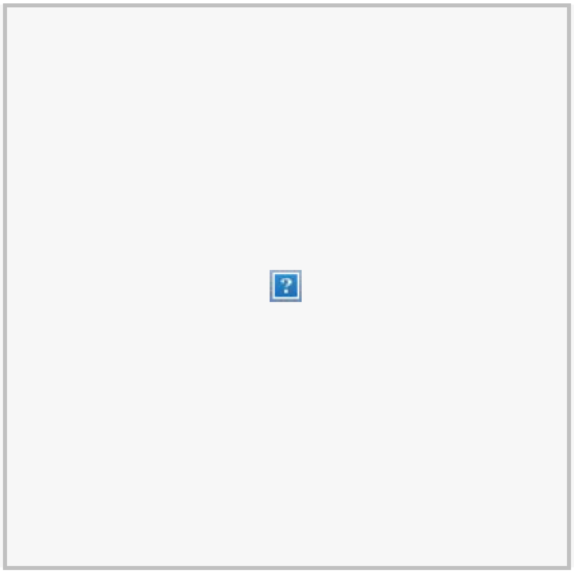


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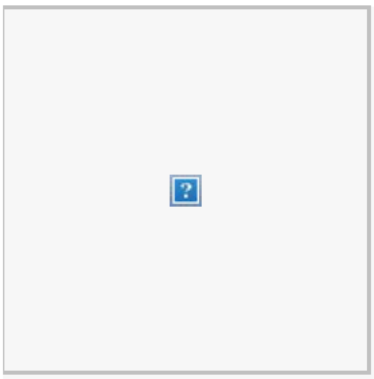
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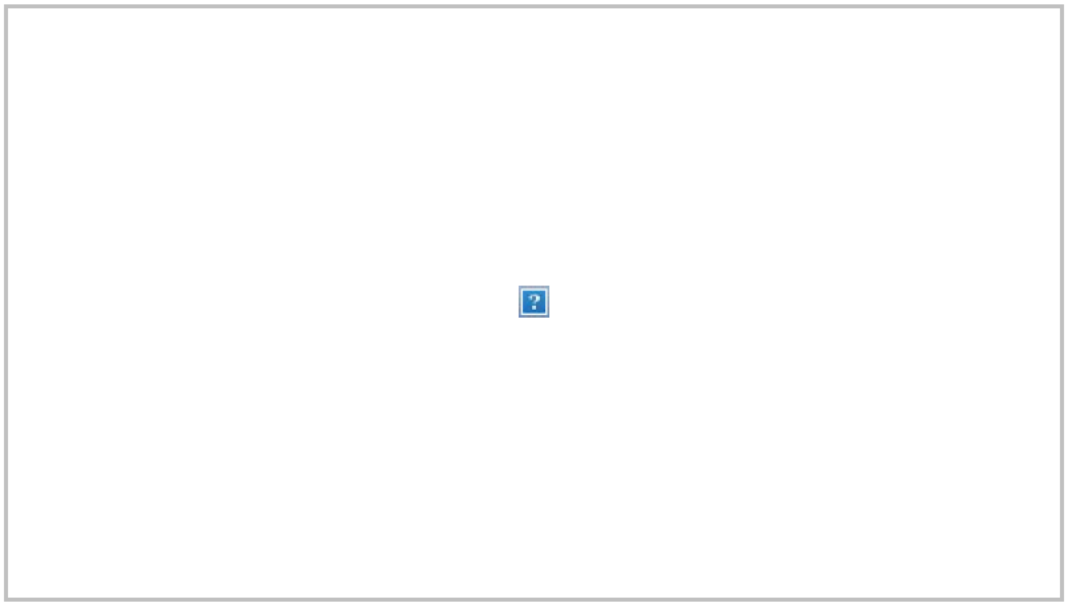
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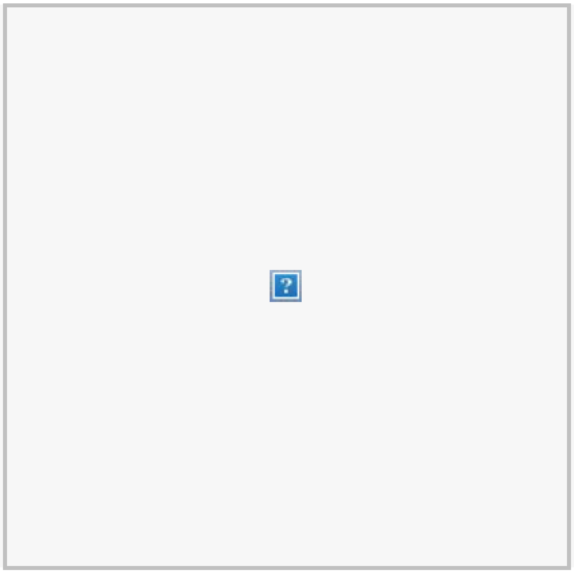


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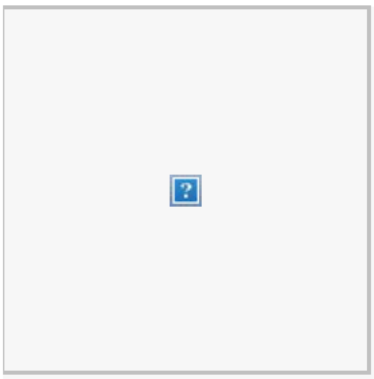
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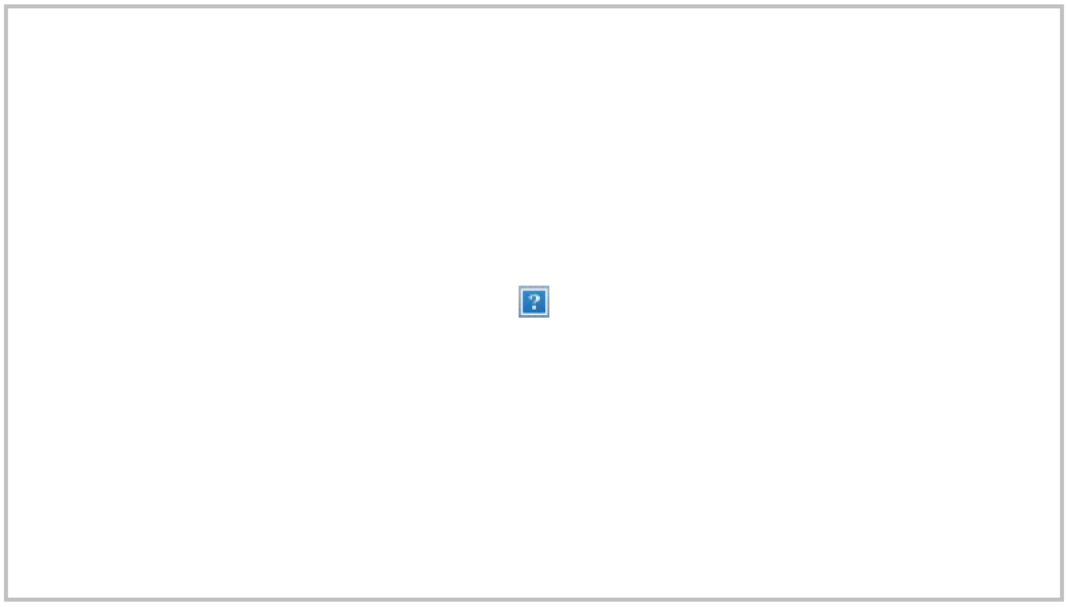
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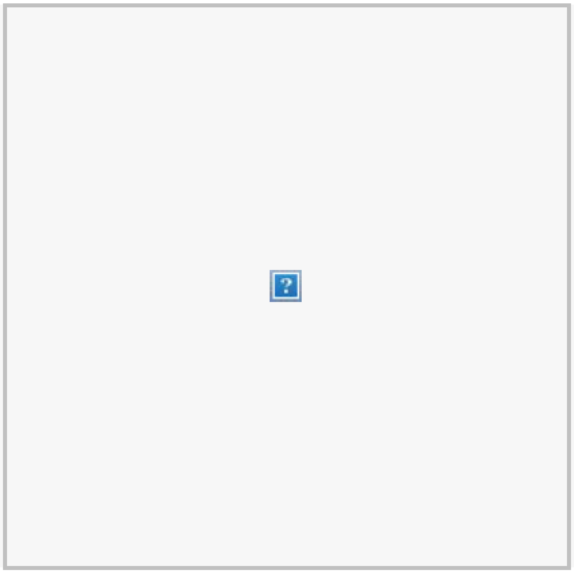


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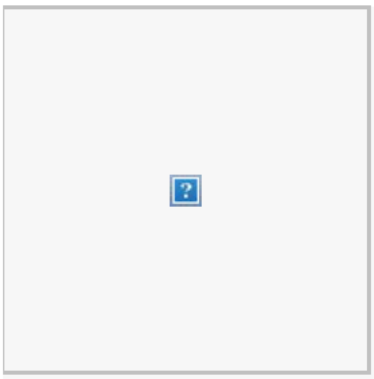
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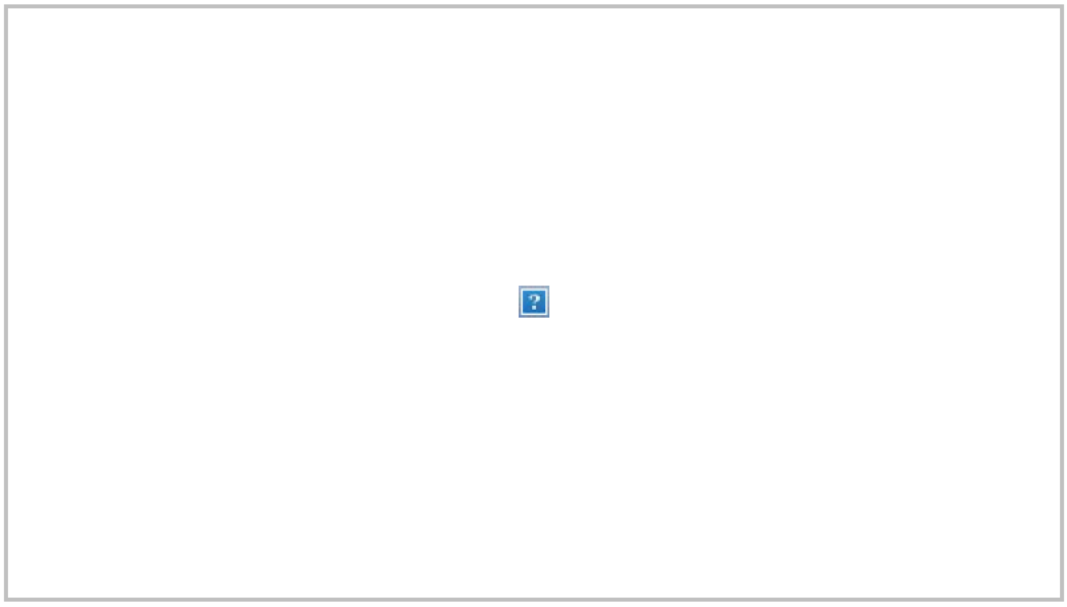
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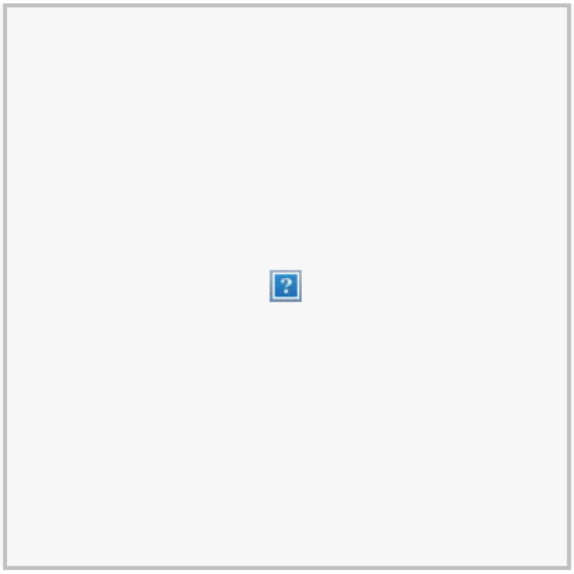


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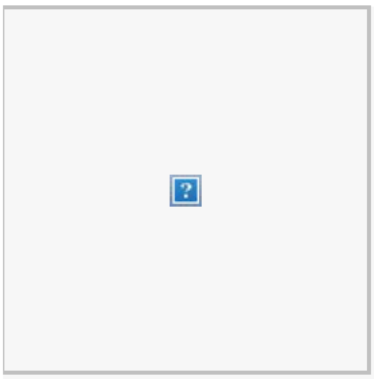
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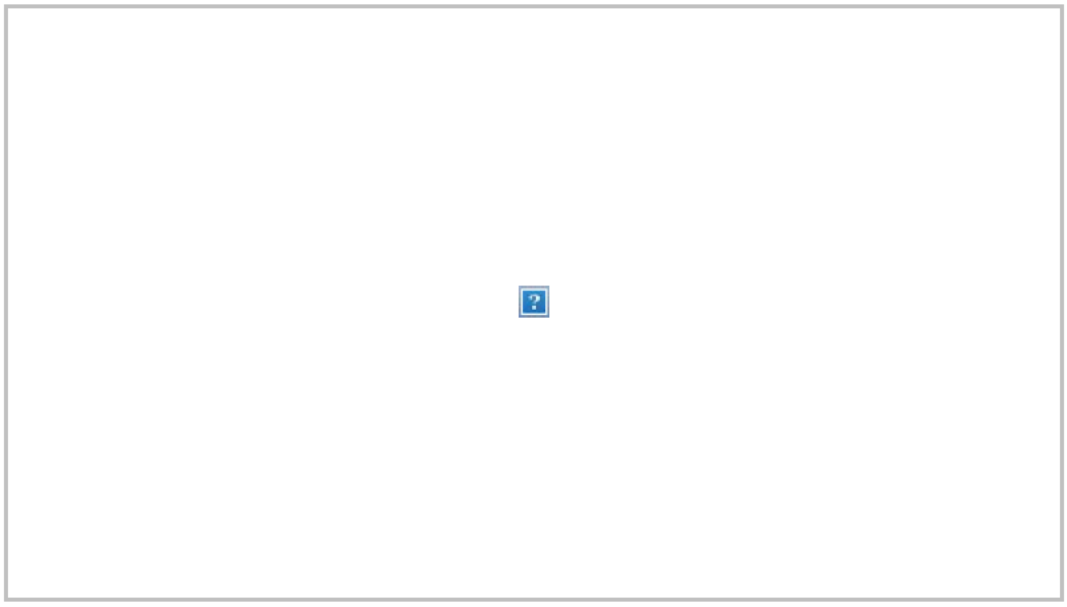
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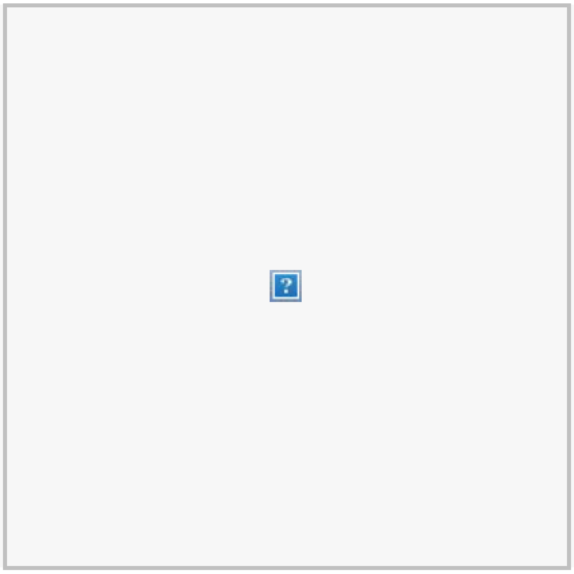


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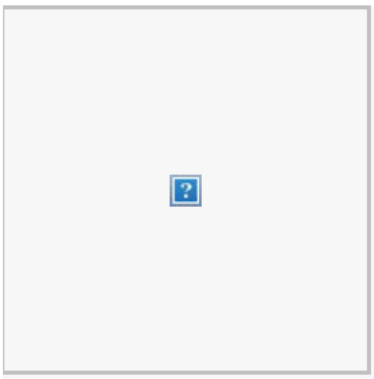
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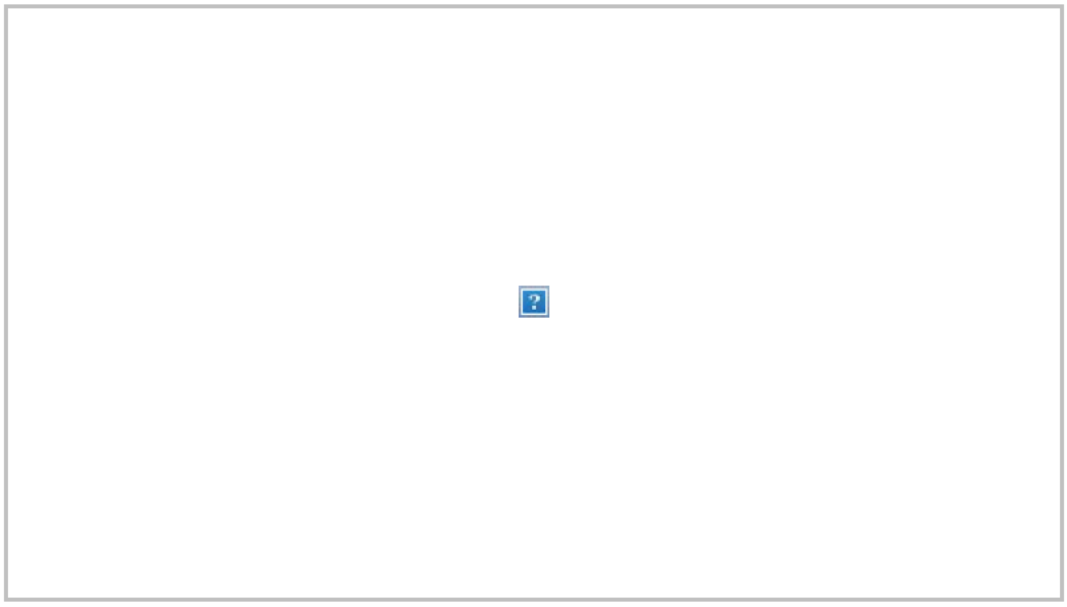
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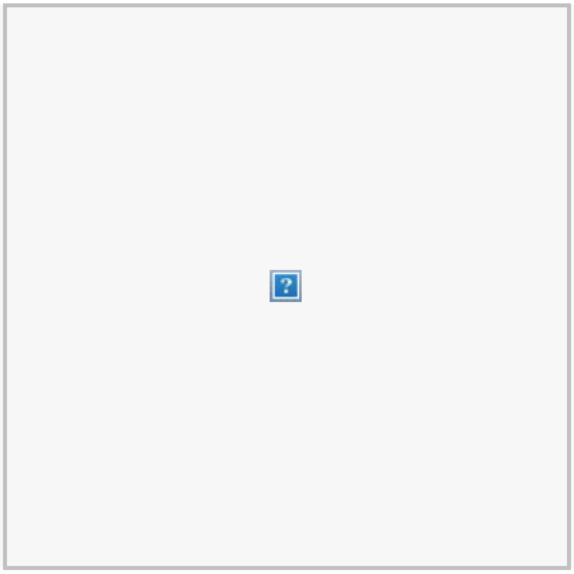


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To: Griffin, Daniel (POL)
Subject: See Our Portable, Connected Traffic Devices at the Massachusetts Chiefs of Police 2018 Show
Date: Monday, April 9, 2018 10:48:17 AM

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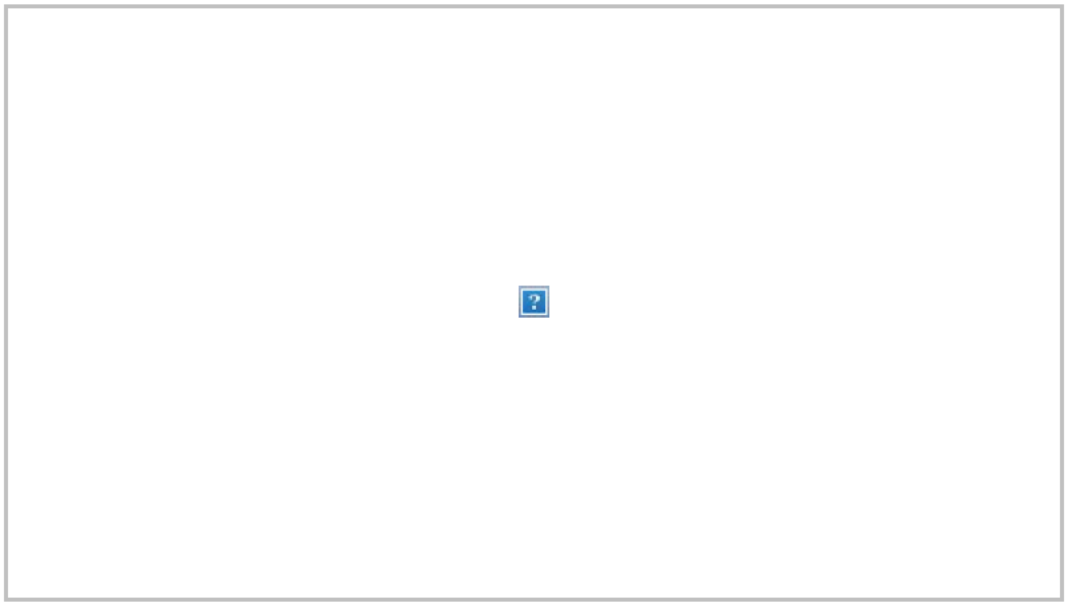
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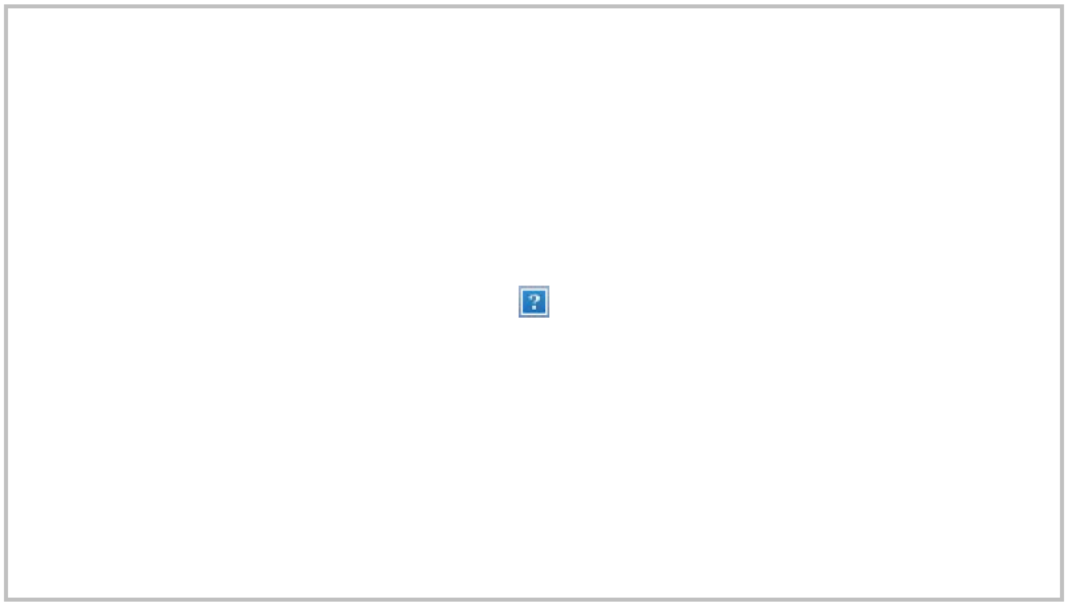
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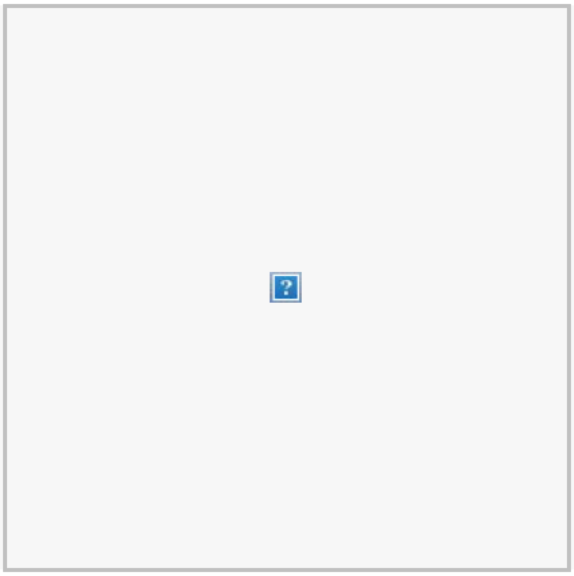


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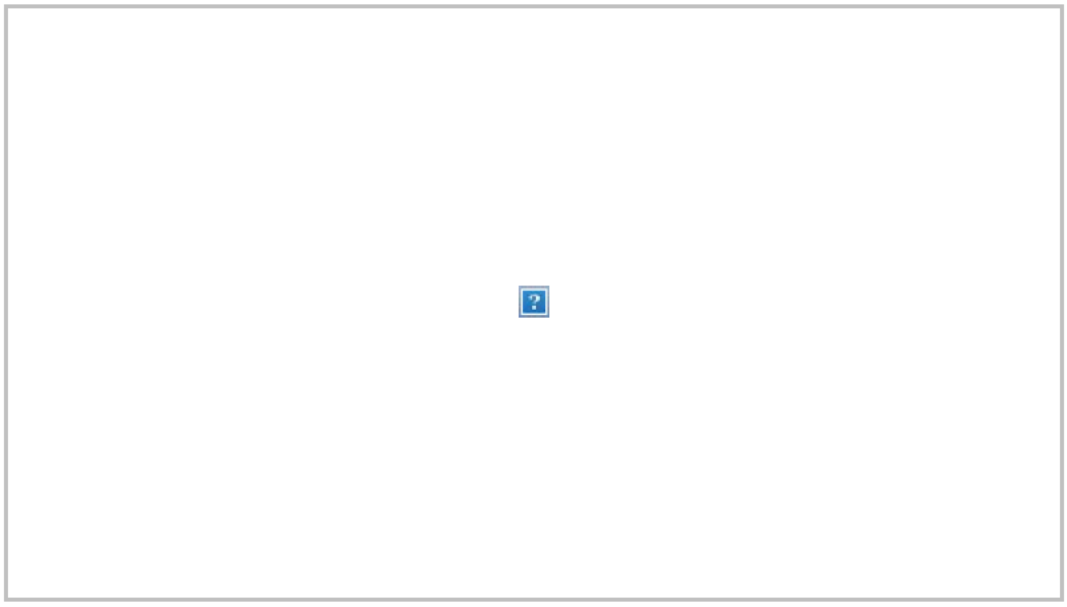
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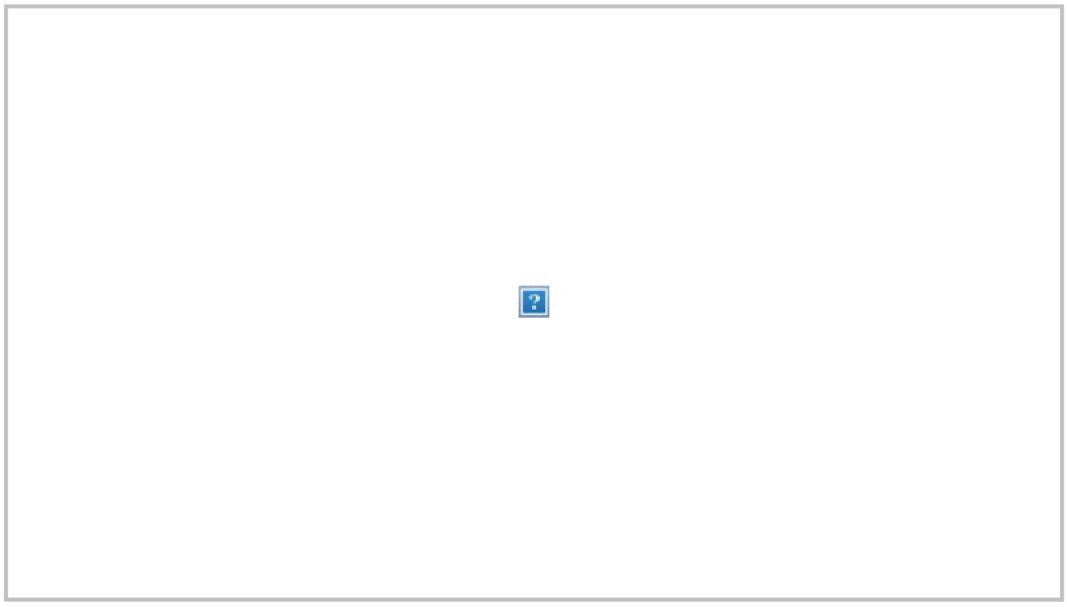
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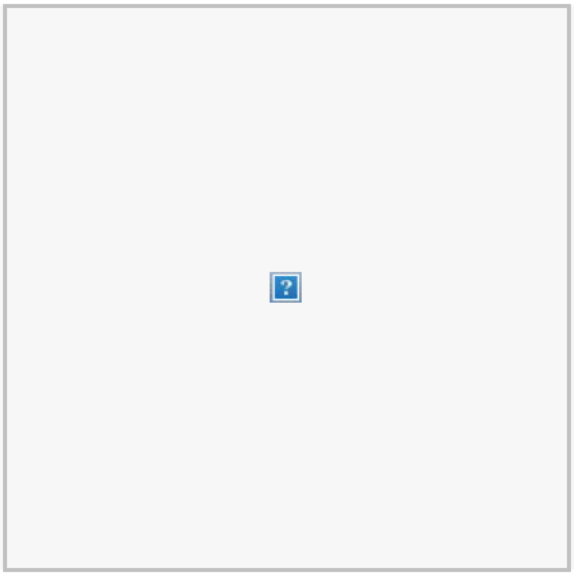


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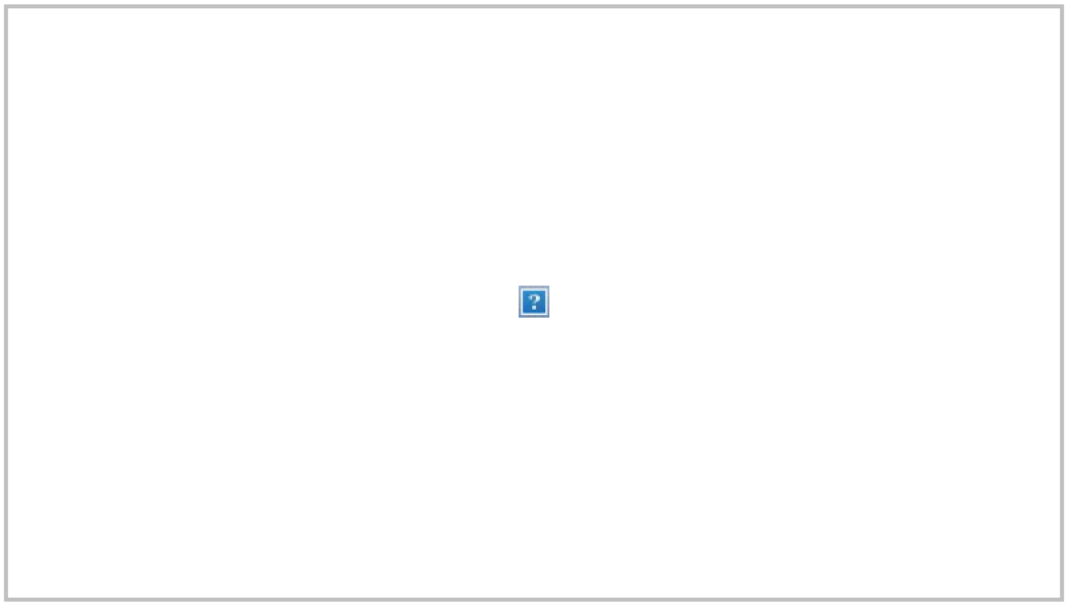
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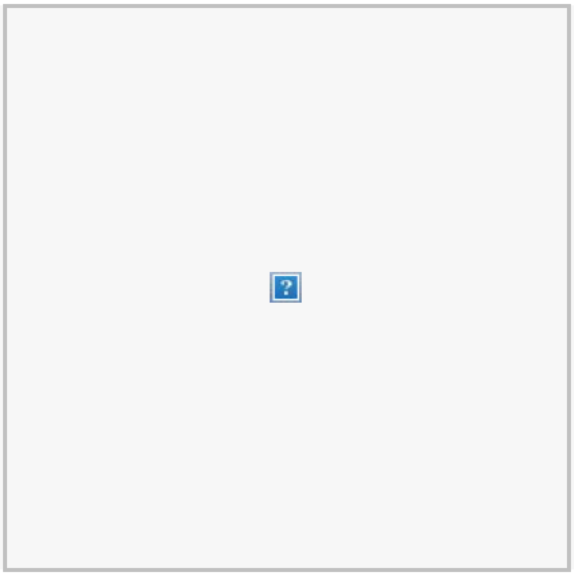


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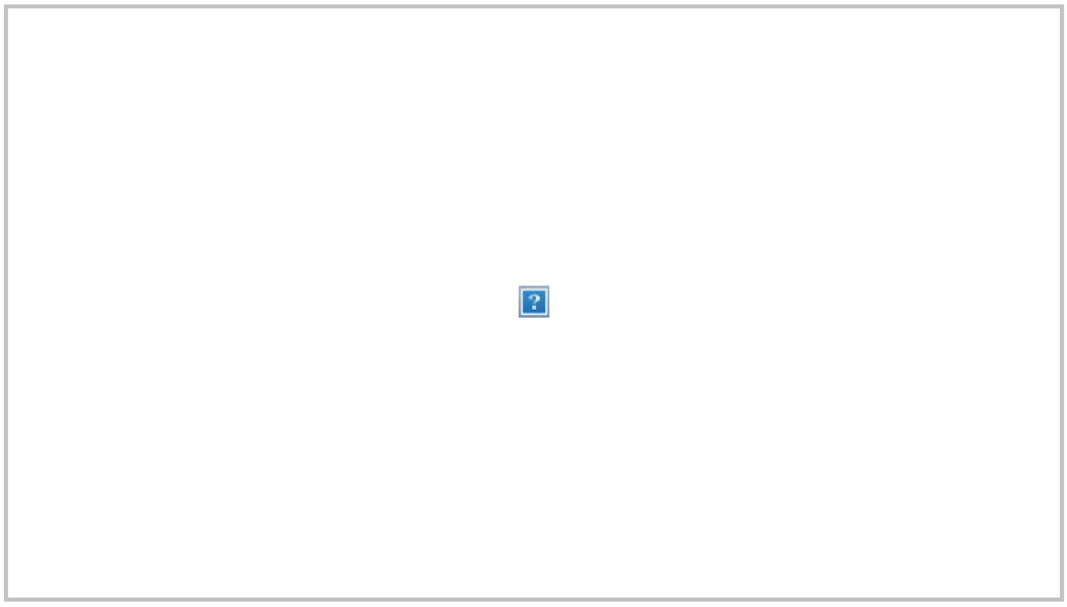
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Subject: Use ELSAG Cloud Storage Solution for your ALPR data
Date: Tuesday, August 14, 2018 9:31:29 AM

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Your network of ELSAG Automatic License Plate Readers (ALPR), both fixed and mobile, collect massive amounts of data that you need at your disposal. In order to access the information whenever you need it, someone has to take care of your ALPR data server to maintain its health and integrity.

Dedicated internal IT administration can be costly. What's more costly is not maintaining your ALPR server and then calling in IT support on an as-needed basis. For many agencies, especially with tight budgets, Leonardo's new ELSAG Cloud Storage Solution (ECSS) is an effective solution.

ECSS allows you to upload your ALPR data to a CJIS- compliant cloud-

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With an annual subscription to ECSS, keep your ALPR data safe and accessible, without the unpredictable costs and hassles associated with maintaining your own ALPR server.



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To: Lyver, Michael (POL)
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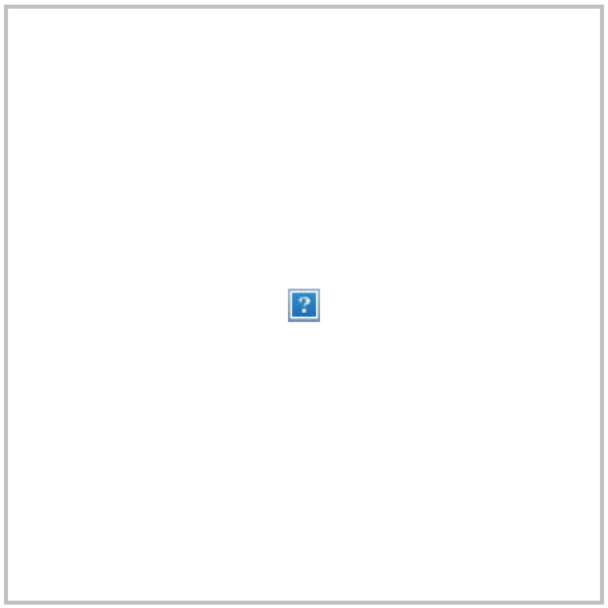
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To: McCarthy, Steven (POL)
Subject: Video: LEOs ambushed in Trump resort shootout; Houston chief, NRA spar
Date: Wednesday, May 23, 2018 8:20:22 PM

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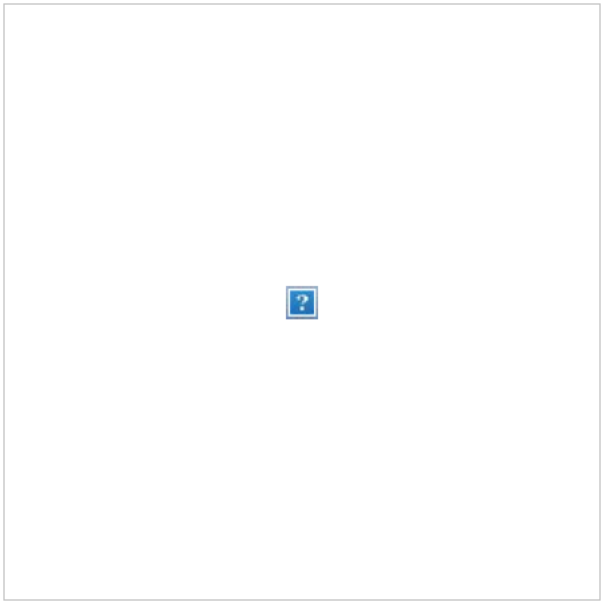


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What LEOs wish the public knew about ALPR technology and data usage



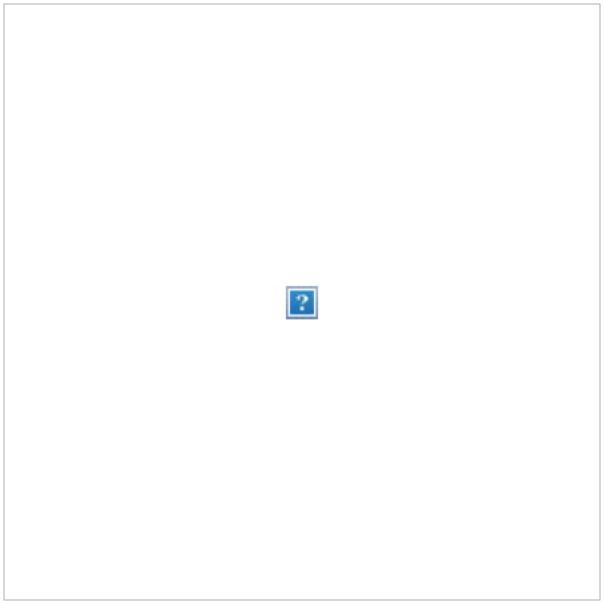
By PoliceOne Staff

ALPRs have proven valuable to LE for many reasons.

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Book Excerpt: Political Survival for Cops



By Dan Milchovich

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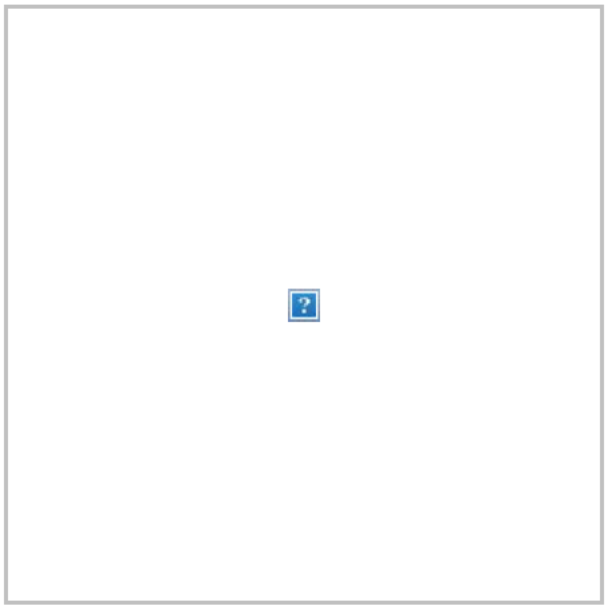
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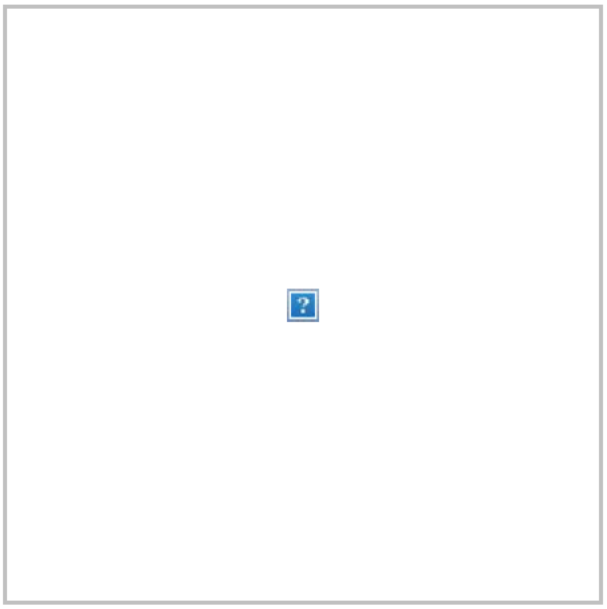


By Tim Dees, P1 Columnist
There are many ways patrol officers can use this technology in the field.

Building searches

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10 celebrities who have donned the badge and uniform



By PoliceOne Staff
From talk show hosts to rock stars, here are 10 celebrities who have a background in LE.

Some may surprise you

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- 1.1K Ill. SRO who shot school gunman gets ovation at graduation
- 1K Fla. police recruit dies after collapsing during training
- 770 3 more teens charged in death of Md. LEO

Help us celebrate the Everyday Hero at Quiet-Warrior.com!

A partnership between PoliceOne and 5.11 Tactical, the new site features profiles and news about heroic first responders who have answered the call in their communities.

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From: Shawn Smith
To: Murray, Shawn (POL)
Subject: Vigilant Solutions Acquisition Announcement
Date: Wednesday, June 13, 2018 12:13:42 PM

ABOUT SOLUTIONS CONTACT

VIGILANT SOLUTIONS ACQUISITION ANNOUNCEMENT

Dear Shawn,

We are very excited to announce today that Vigilant Solutions has acquired the assets of ShotCaller Global Inc., developer of GunOps™ and DNAOps™ investigative solutions for law enforcement. This acquisition enables us to provide the law enforcement community with firearm forensic mapping and DNA crime mapping technology that complement our existing suite of automated license plate reader (ALPR) data, facial recognition technology and ballistics analysis solutions.

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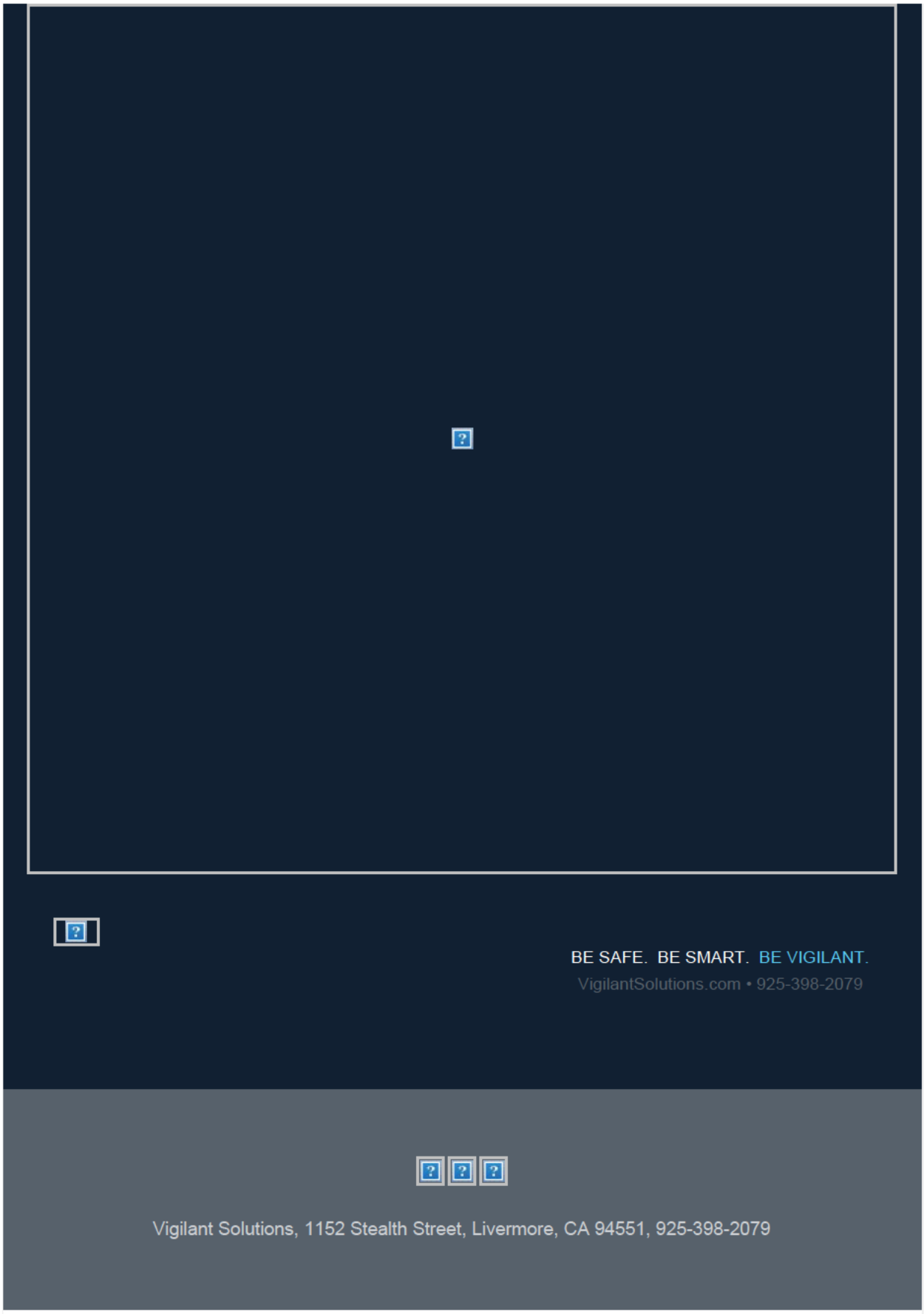
Anyone who works with or for Vigilant Solutions knows that we are passionate about the fact that our solutions help to keep communities and law enforcement safe. This acquisition is exciting because it not only allows us to continue to achieve that goal, but also enables us to expand our capabilities and help law enforcement to eradicate violent gun crime.

If you are interested in learning more about GunOps, please contact us at BeVigilant@VigilantSolutions.com.

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Shawn Smith
Founder and President




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From: Shawn Smith
To: Simpson, Matthew (POL)
Subject: Vigilant Solutions Acquisition Announcement
Date: Wednesday, June 13, 2018 12:13:14 PM

ABOUT SOLUTIONS CONTACT

VIGILANT SOLUTIONS ACQUISITION ANNOUNCEMENT

Dear Matthew,

We are very excited to announce today that Vigilant Solutions has acquired the assets of ShotCaller Global Inc., developer of GunOps™ and DNAOps™ investigative solutions for law enforcement. This acquisition enables us to provide the law enforcement community with firearm forensic mapping and DNA crime mapping technology that complement our existing suite of automated license plate reader (ALPR) data, facial recognition technology and ballistics analysis solutions.

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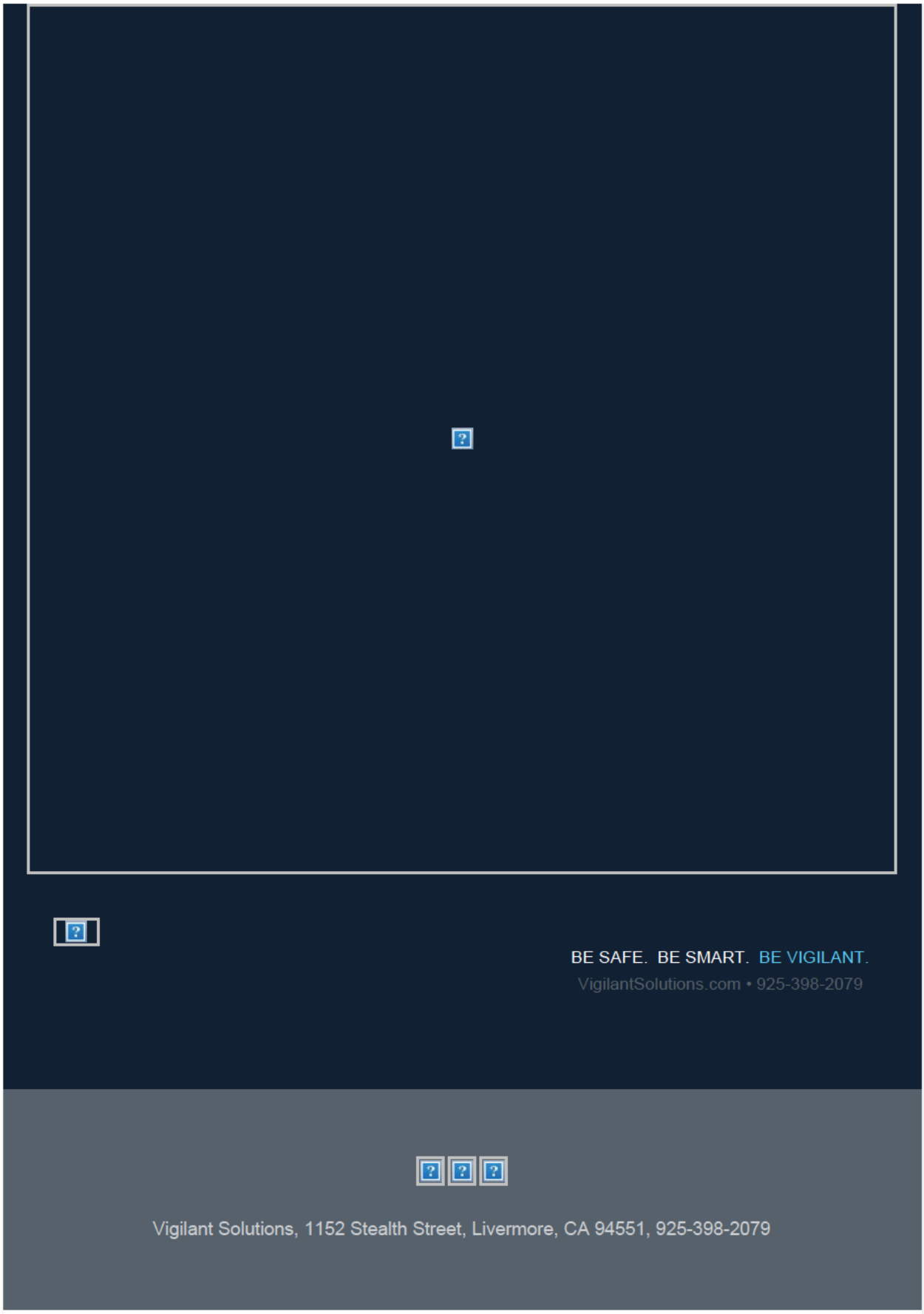
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From: Vigilant Solutions
To: Foley, Kristine (POL)
Subject: Vigilant Solutions Acquisition Announcement
Date: Wednesday, June 13, 2018 12:13:11 PM

ABOUT SOLUTIONS CONTACT

VIGILANT SOLUTIONS ACQUISITION ANNOUNCEMENT

Dear Kristine,

We are very excited to announce today that Vigilant Solutions has acquired the assets of ShotCaller Global Inc., developer of GunOps™ and DNAOps™ investigative solutions for law enforcement. This acquisition enables us to provide the law enforcement community with firearm forensic mapping and DNA crime mapping technology that complement our existing suite of automated license plate reader (ALPR) data, facial recognition technology and ballistics analysis solutions.

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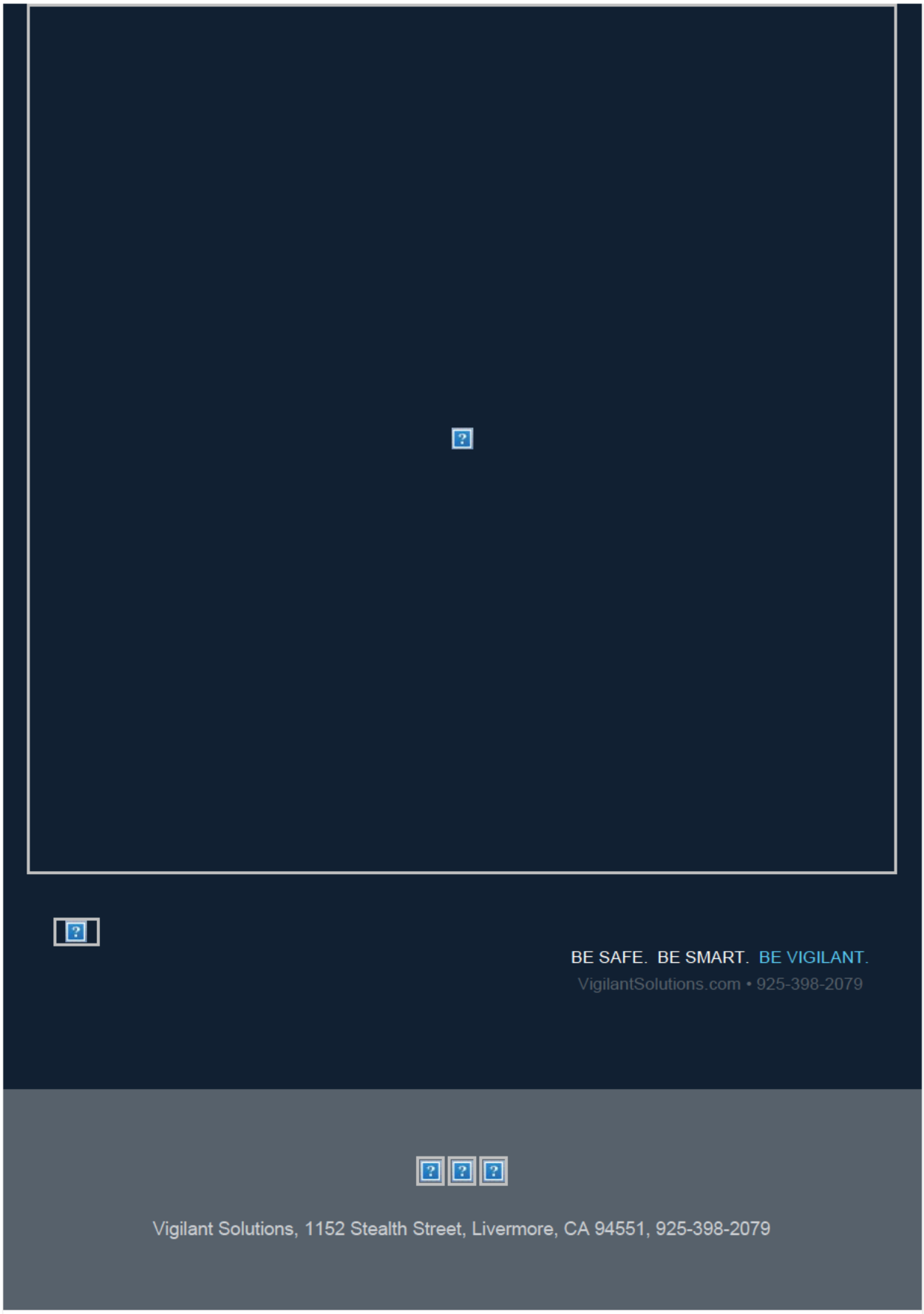
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[redacted]



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From: Shawn Smith
To: Troy, Edward (POL)
Subject: Vigilant Solutions Acquisition Announcement
Date: Wednesday, June 13, 2018 12:10:43 PM

ABOUT SOLUTIONS CONTACT

VIGILANT SOLUTIONS ACQUISITION ANNOUNCEMENT

Dear Edward,

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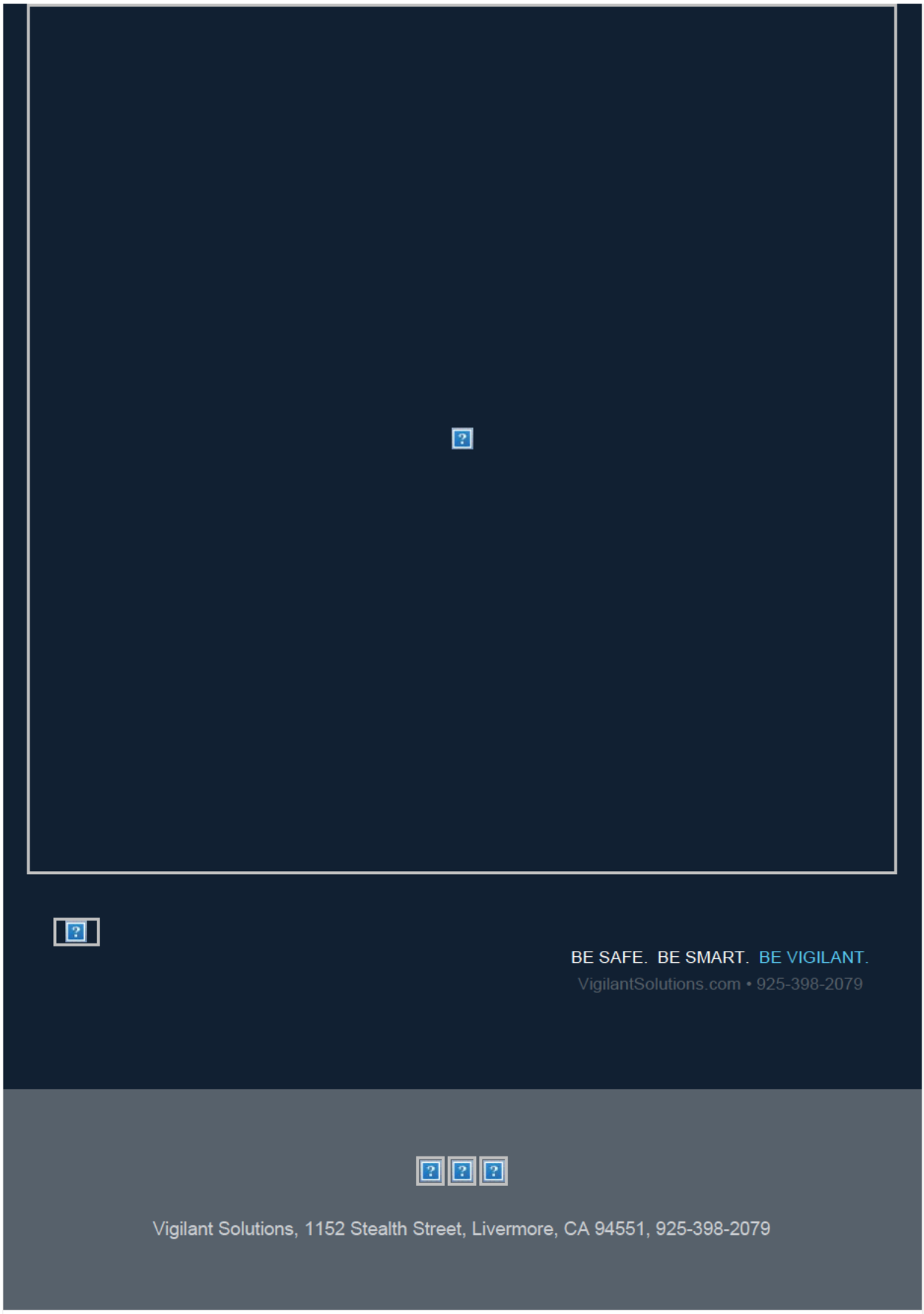
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From: Shawn Smith
To: Wilczynski, Kristin (POL)
Subject: Vigilant Solutions Acquisition Announcement
Date: Wednesday, June 13, 2018 12:10:06 PM

ABOUT SOLUTIONS CONTACT

VIGILANT SOLUTIONS ACQUISITION ANNOUNCEMENT

Dear Kristin,

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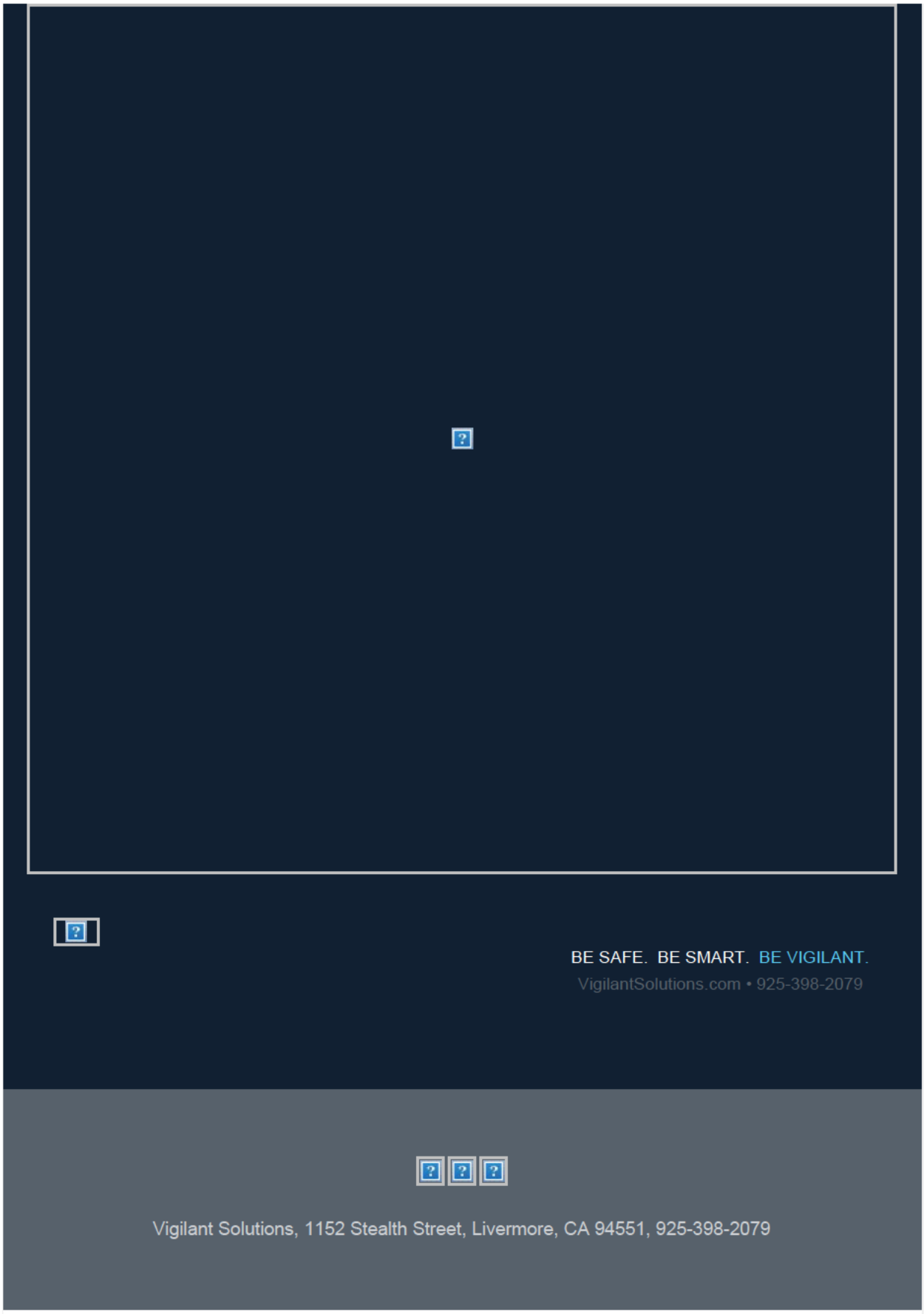
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From: Shawn Smith
To: Martin, Michael P (POL)
Subject: Vigilant Solutions Acquisition Announcement
Date: Wednesday, June 13, 2018 12:09:34 PM

ABOUT SOLUTIONS CONTACT

VIGILANT SOLUTIONS ACQUISITION ANNOUNCEMENT

Dear Michael,

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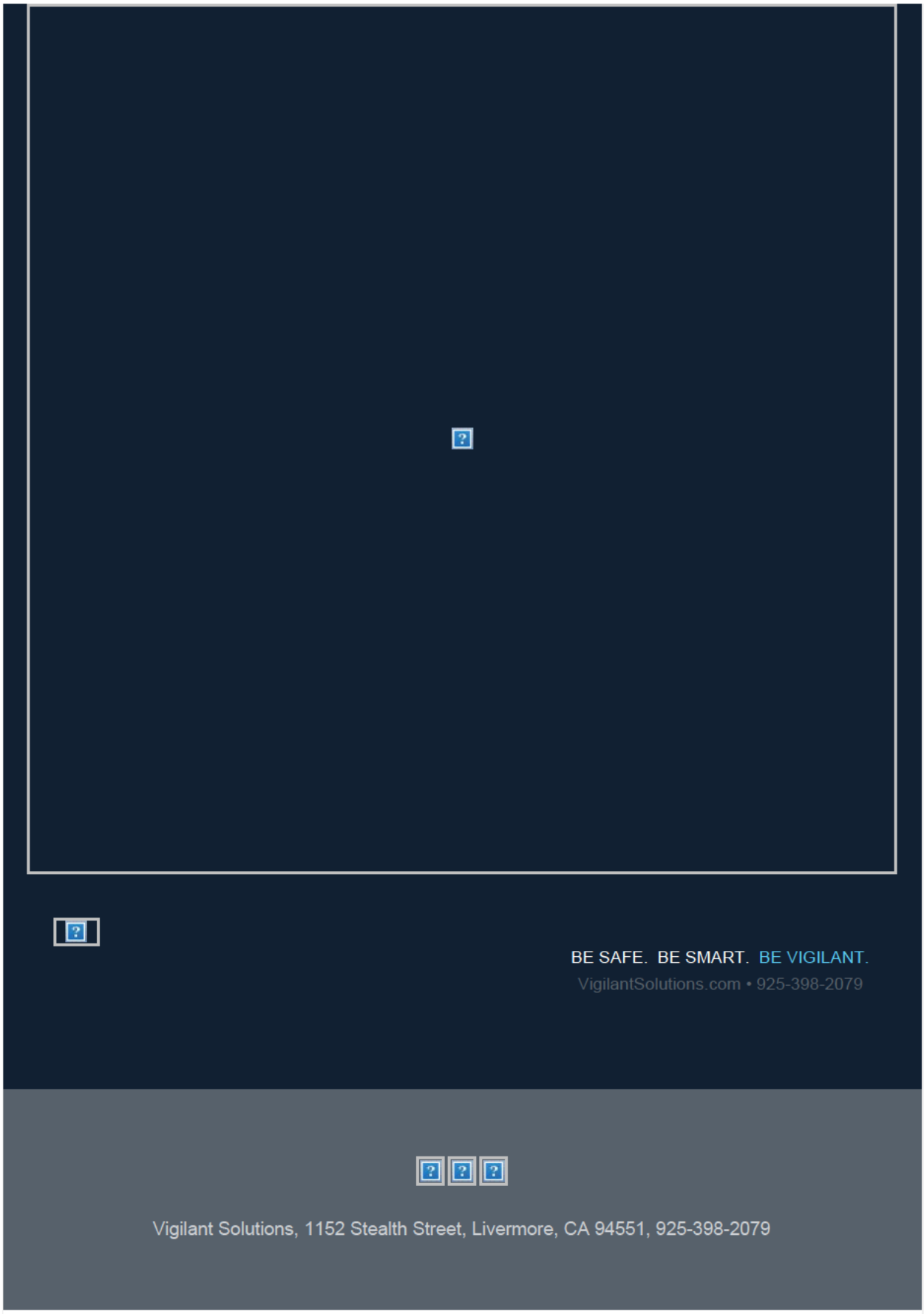
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From: Vigilant Solutions
To: Hegarty, Rebekkah (POL)
Subject: Vigilant Solutions Acquisition Announcement
Date: Wednesday, June 13, 2018 12:07:25 PM

ABOUT SOLUTIONS CONTACT

VIGILANT SOLUTIONS ACQUISITION ANNOUNCEMENT

Dear Rebekkah,

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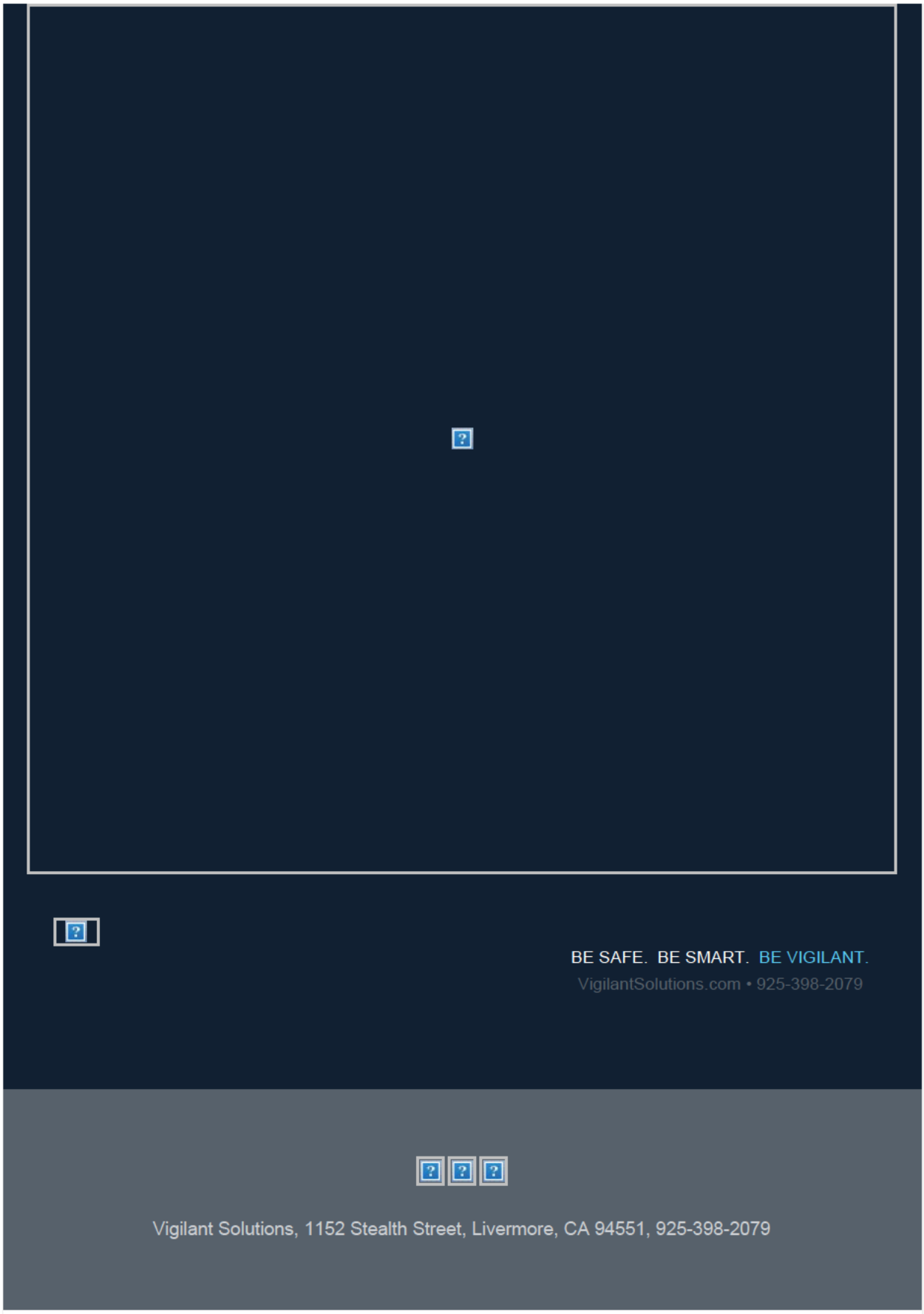
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From: Shawn Smith
To: Mcnally, Michael (POL)
Subject: Vigilant Solutions Acquisition Announcement
Date: Wednesday, June 13, 2018 12:06:51 PM

ABOUT SOLUTIONS CONTACT

VIGILANT SOLUTIONS ACQUISITION ANNOUNCEMENT

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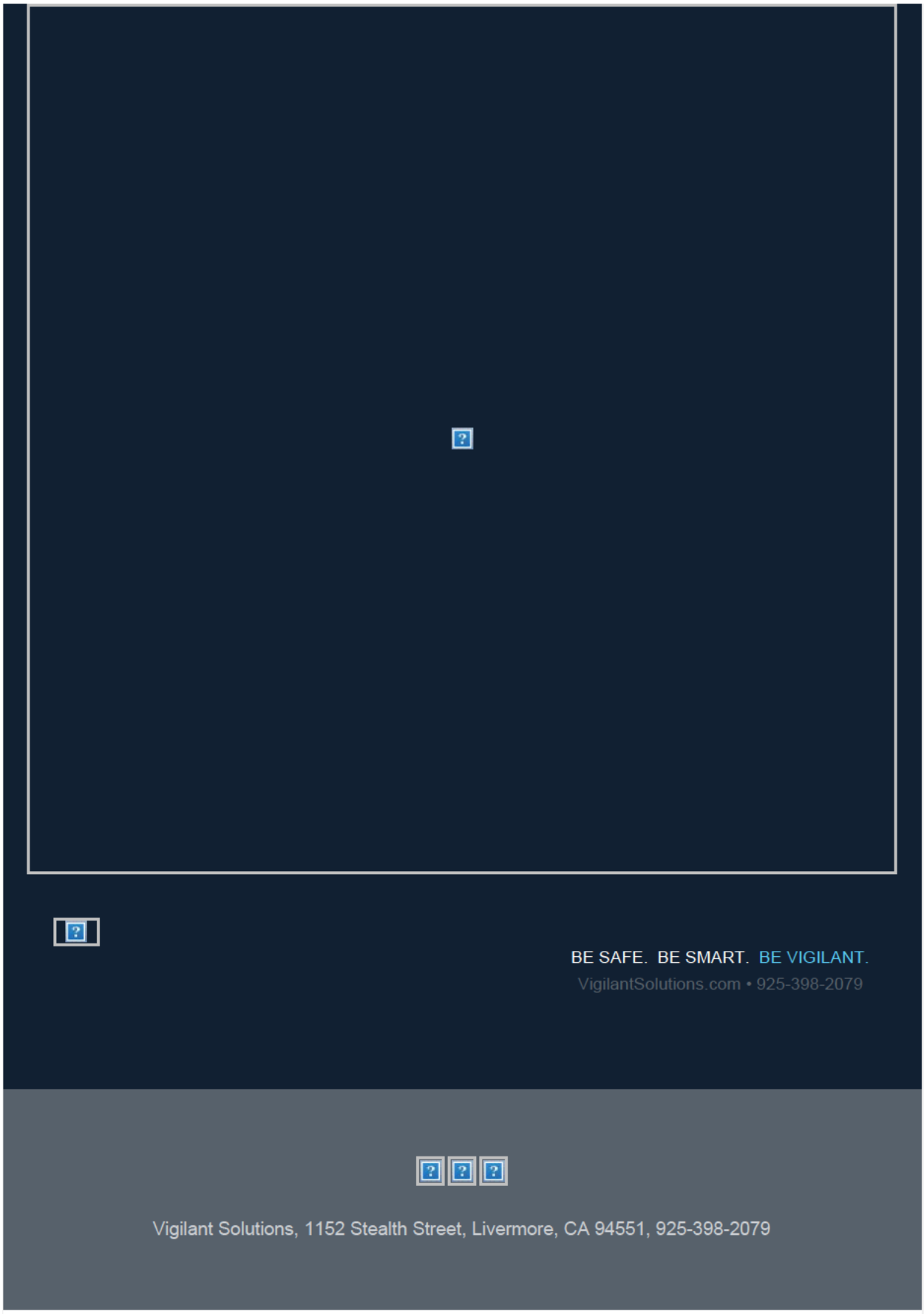
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Founder and President




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From: Vigilant Solutions
To: Bender, Sean (POL)
Subject: Vigilant Solutions Acquisition Announcement
Date: Wednesday, June 13, 2018 12:06:26 PM

ABOUT SOLUTIONS CONTACT

VIGILANT SOLUTIONS ACQUISITION ANNOUNCEMENT

Dear Sean,

We are very excited to announce today that Vigilant Solutions has acquired the assets of ShotCaller Global Inc., developer of GunOps™ and DNAOps™ investigative solutions for law enforcement. This acquisition enables us to provide the law enforcement community with firearm forensic mapping and DNA crime mapping technology that complement our existing suite of automated license plate reader (ALPR) data, facial recognition technology and ballistics analysis solutions.

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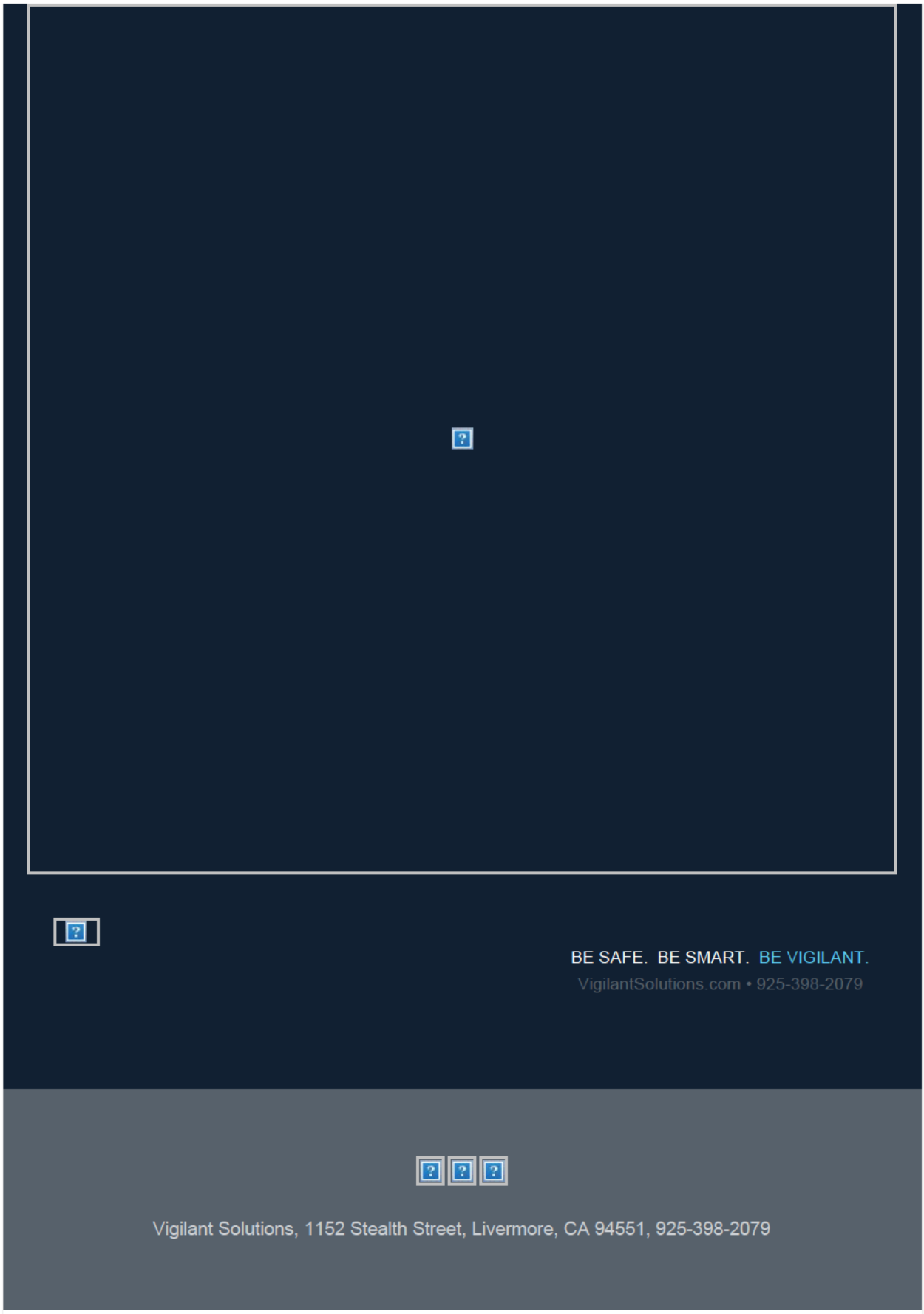
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From: Shawn Smith
To: Quinn, Dermot (POL)
Subject: Vigilant Solutions Acquisition Announcement
Date: Wednesday, June 13, 2018 12:05:01 PM

ABOUT SOLUTIONS CONTACT

VIGILANT SOLUTIONS ACQUISITION ANNOUNCEMENT

Dear Dermot,

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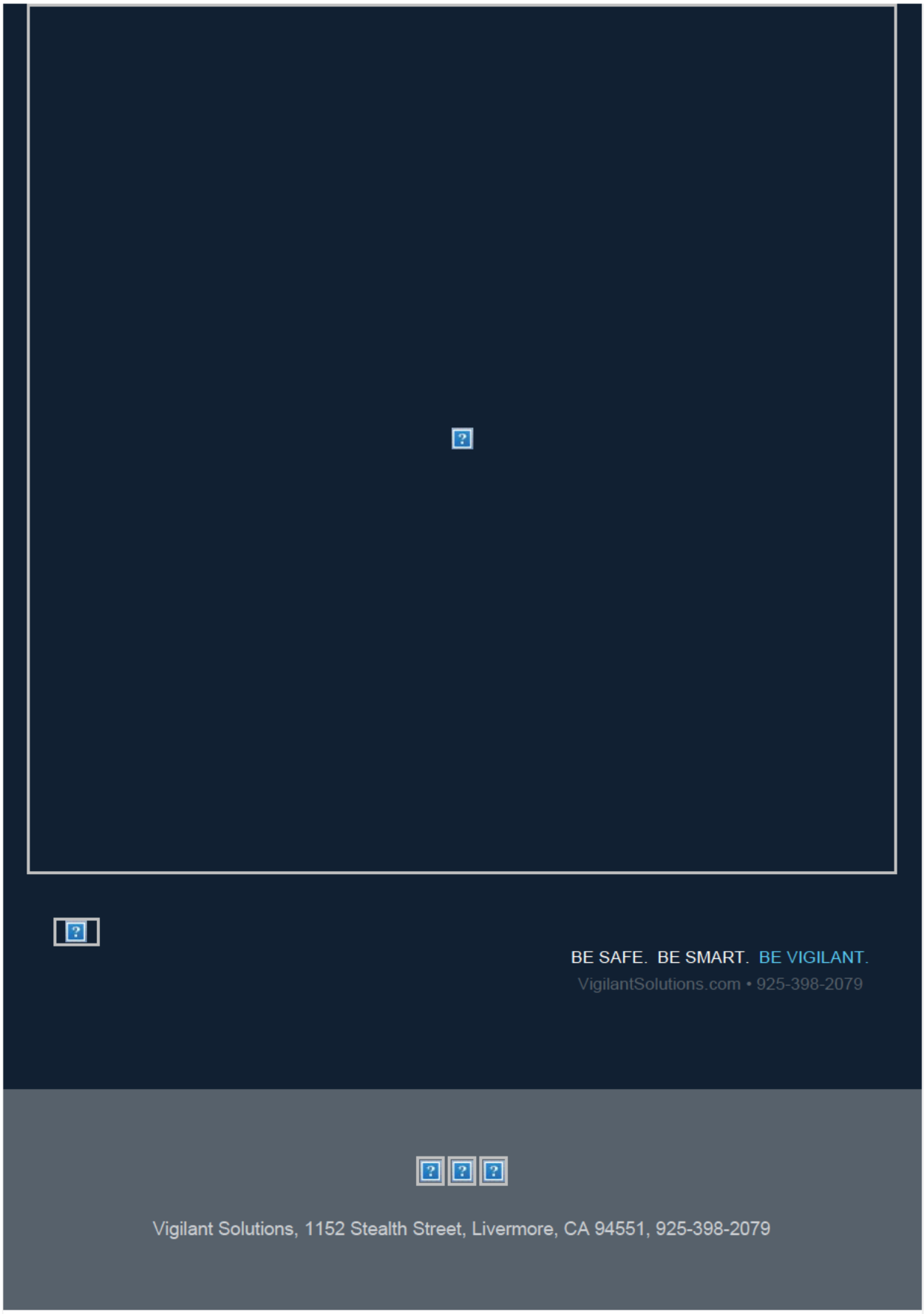
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From: Vigilant Solutions
To: Pack, Noah (POL)
Subject: Vigilant Solutions Acquisition Announcement
Date: Wednesday, June 13, 2018 12:15:45 PM

ABOUT SOLUTIONS CONTACT

VIGILANT SOLUTIONS ACQUISITION ANNOUNCEMENT

Dear Noah,

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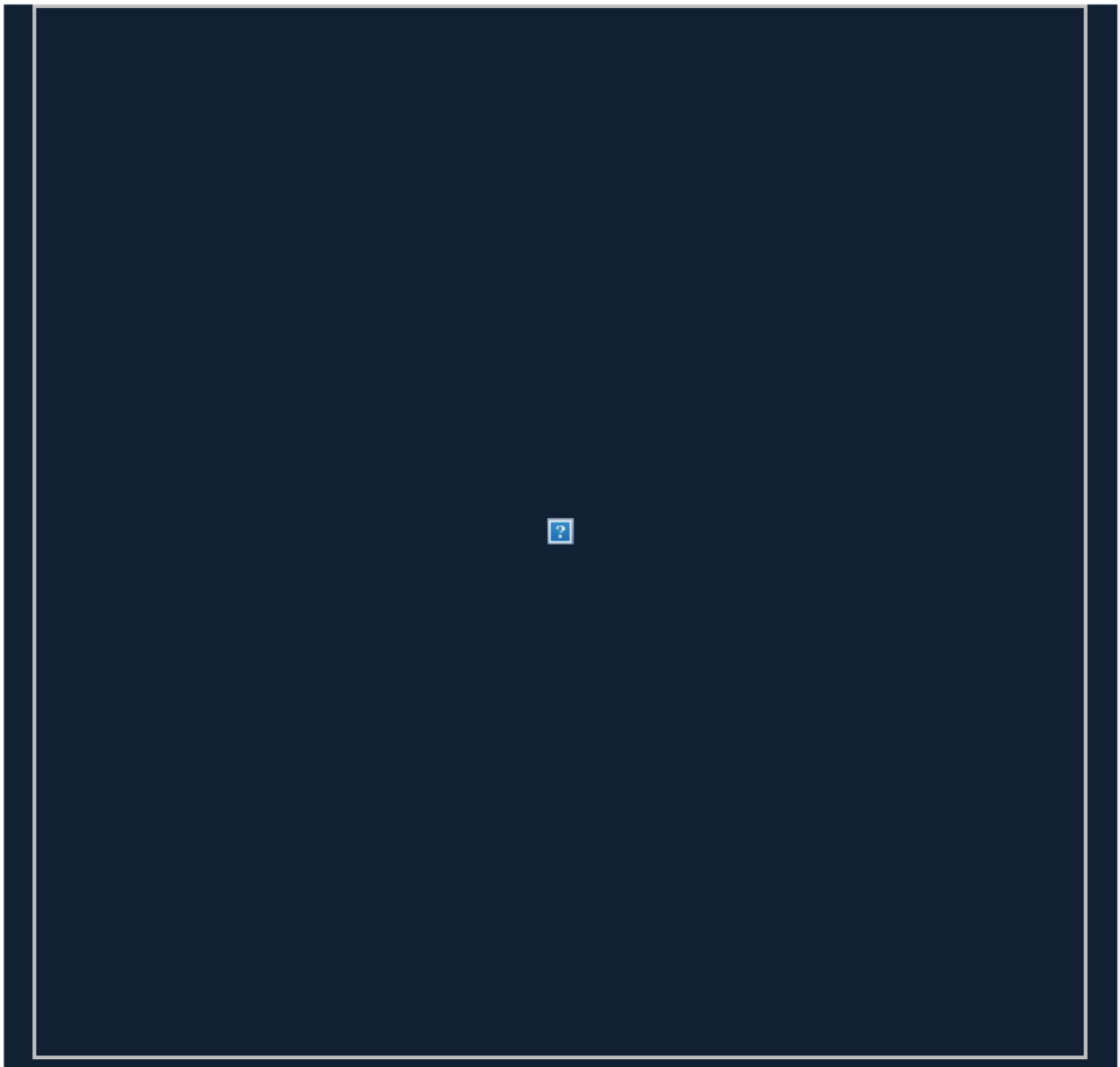
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Shawn Smith
Founder and President

[redacted]





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From: All Traffic Solutions
To: Weldon, Timothy (POL)
Subject: Watch: How to Achieve Parking Availability Certainty Using the Right Tech for You
Date: Thursday, May 17, 2018 10:40:27 AM

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On-demand Webinar:

Achieving "Availability Certainty" Using Connected Parking Systems, Real-time Data and the Right Technology for You

Webinar Q2.jpg

Are you still relying on estimated parking availability data to manage your parking systems?

If you don't have immediate access to real-time availability across your operations, your customers suffer with substandard guidance assistance, congested parking areas and reduced safety levels. If you're a commercial operator, forecasting is almost impossible—which means you're losing revenue.

Watch this on-demand webinar and learn how to:

- Tie in other systems, such as permitting and ALPR, for greater benefits
- Maximize pricing structures by analyzing peak occupancy times
- Use conditional messaging on signage, apps and even your website to provide up-to-the-minute guidance and wayfinding to get parkers to the best spot, fast

- Leverage data and analytics for reporting, tracking and accurate forecasting
- Benefit from cloud technology and the IoT to gain efficiencies, cost savings and deliver a better customer experience

You'll hear about new ideas and strategies you can implement at your organization.

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From: All Traffic Solutions
To: Griffin, Daniel (POL)
Subject: Watch: How to Achieve Parking Availability Certainty Using the Right Tech for You
Date: Thursday, May 17, 2018 10:40:26 AM

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From: All Traffic Solutions
To: Robertson, William (POL)
Subject: Watch: How to Achieve Parking Availability Certainty Using the Right Tech for You
Date: Thursday, May 17, 2018 10:40:26 AM

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- Tie in other systems, such as permitting and ALPR, for greater benefits
- Maximize pricing structures by analyzing peak occupancy times
- Use conditional messaging on signage, apps and even your website to provide up-to-the-minute guidance and wayfinding to get parkers to the best spot, fast

- Leverage data and analytics for reporting, tracking and accurate forecasting
- Benefit from cloud technology and the IoT to gain efficiencies, cost savings and deliver a better customer experience

You'll hear about new ideas and strategies you can implement at your organization.

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Date: Thursday, May 17, 2018 10:40:26 AM

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On-demand Webinar:

Achieving "Availability Certainty" Using Connected Parking Systems, Real-time Data and the Right Technology for You

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Are you still relying on estimated parking availability data to manage your parking systems?

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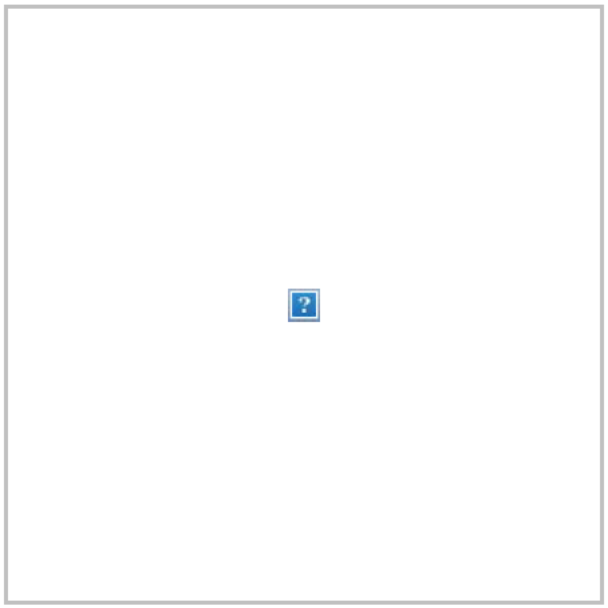
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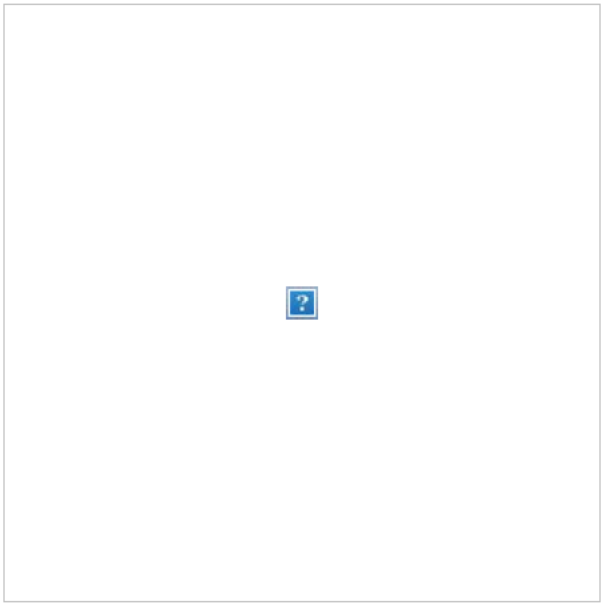


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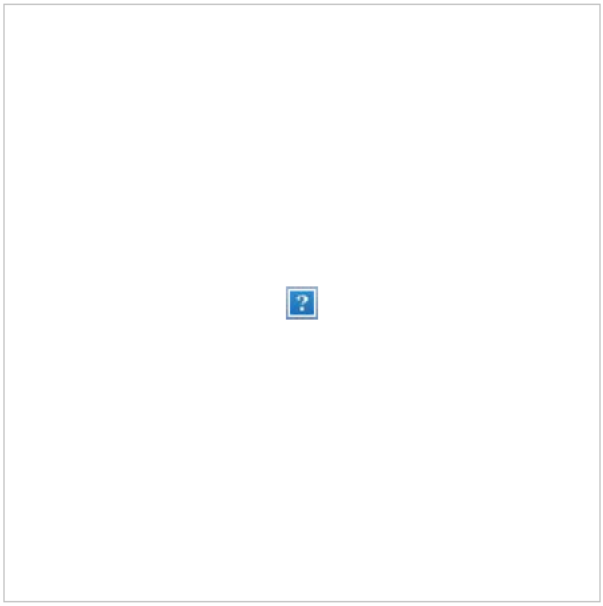


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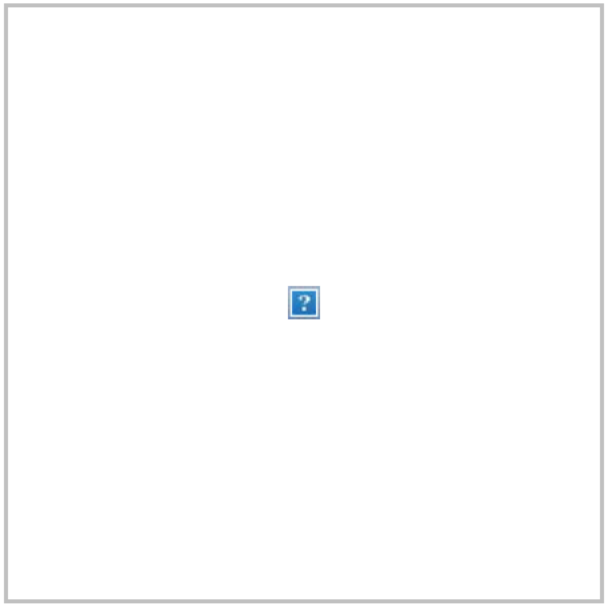
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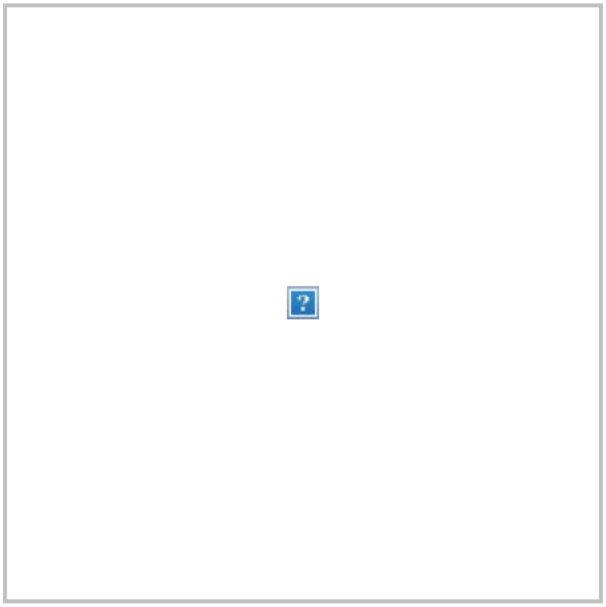
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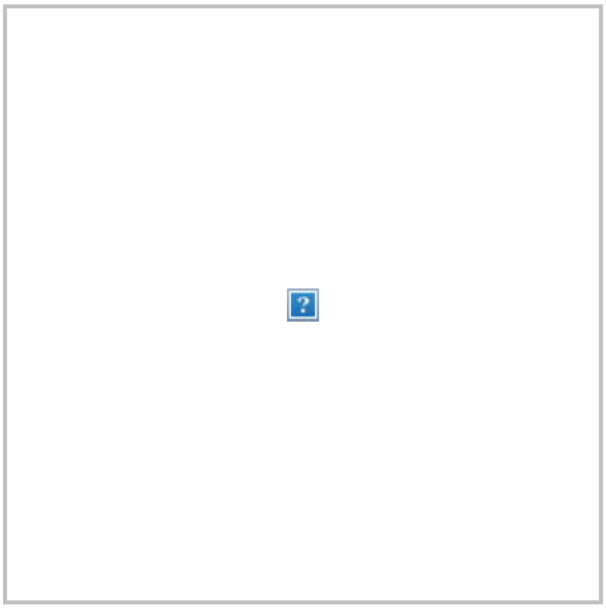
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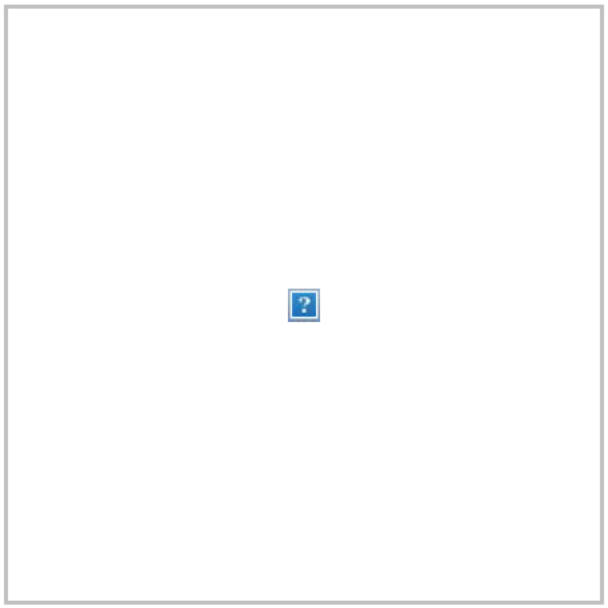
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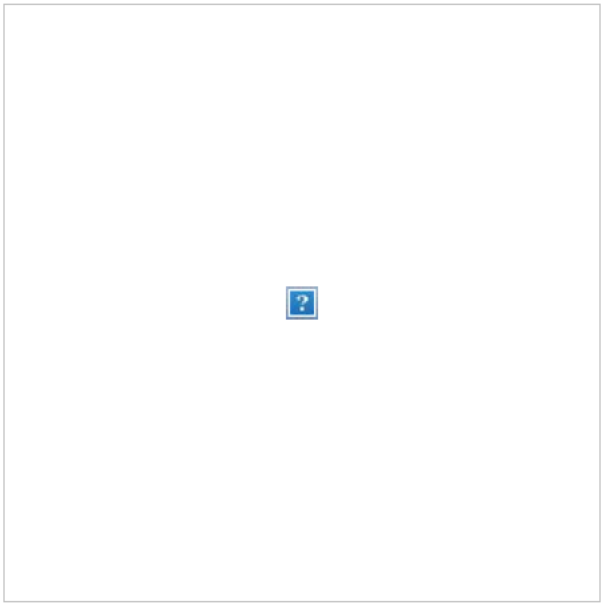


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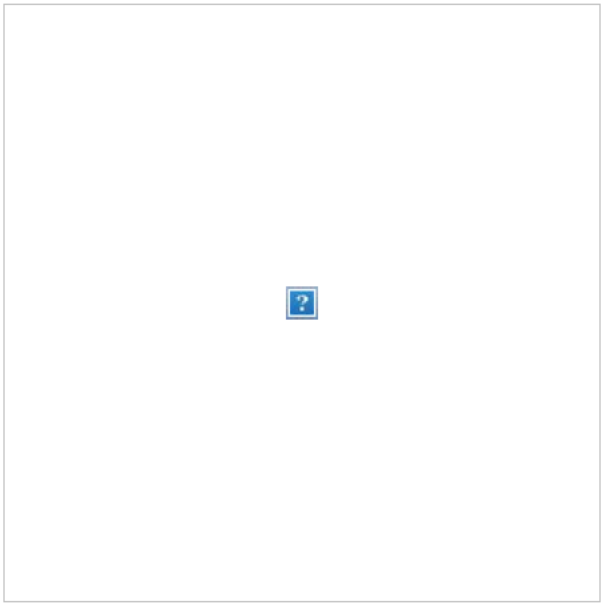


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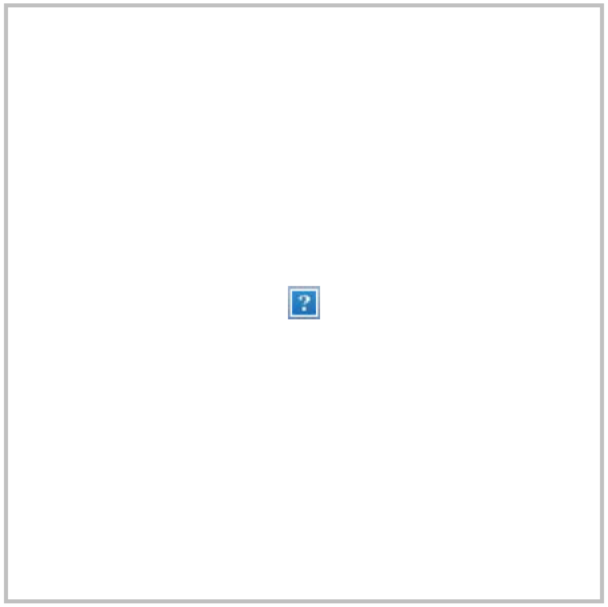
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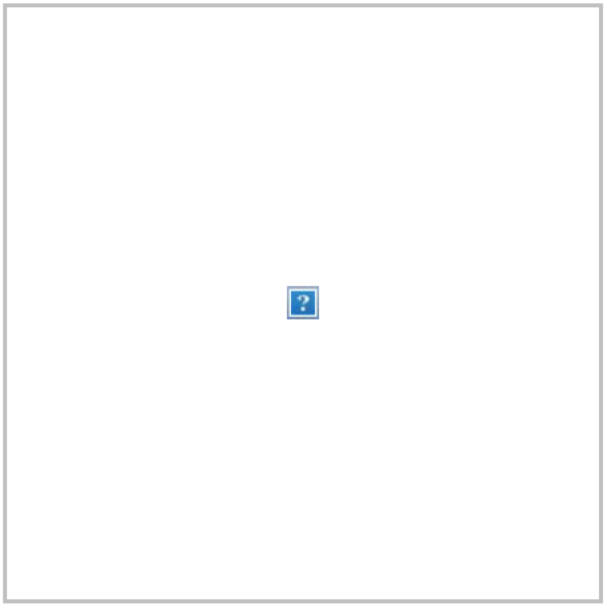
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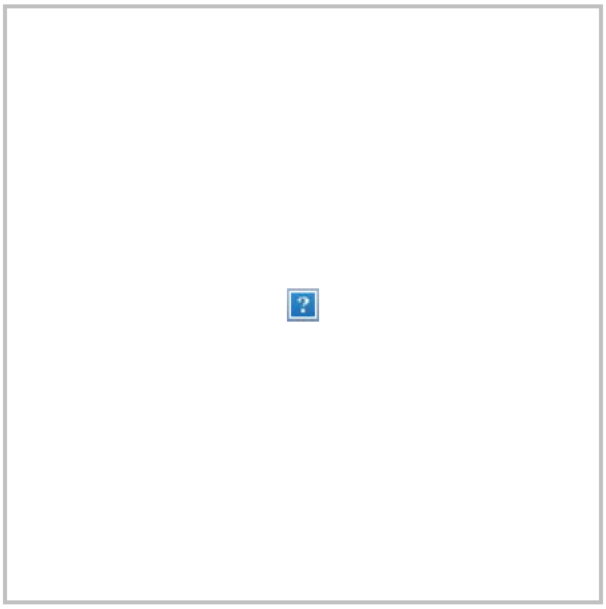
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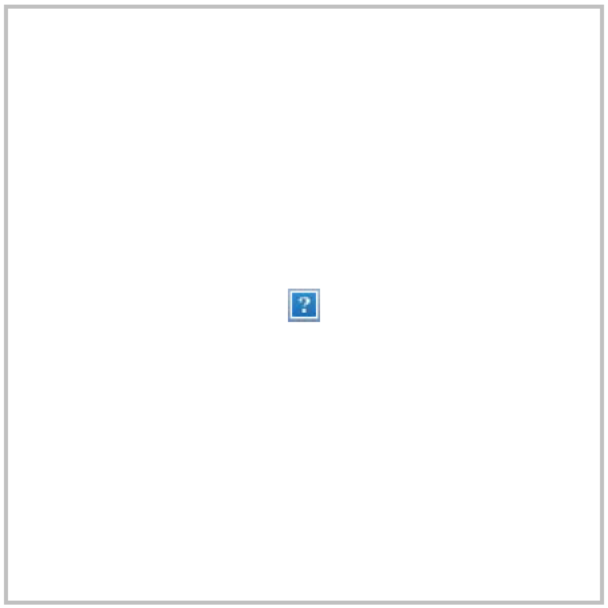
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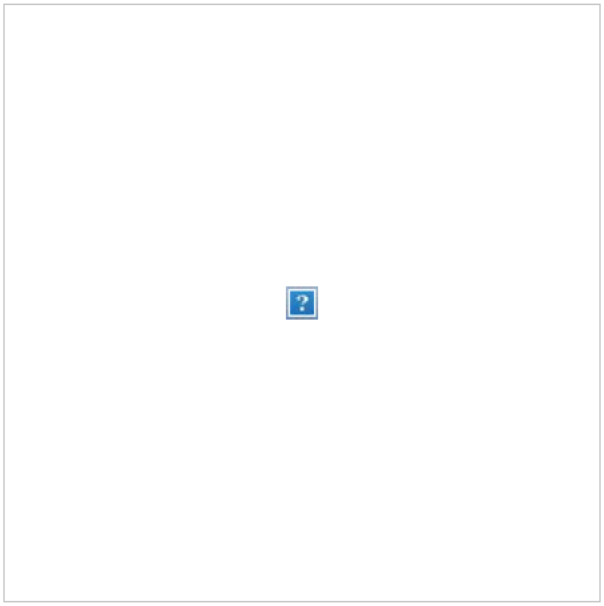


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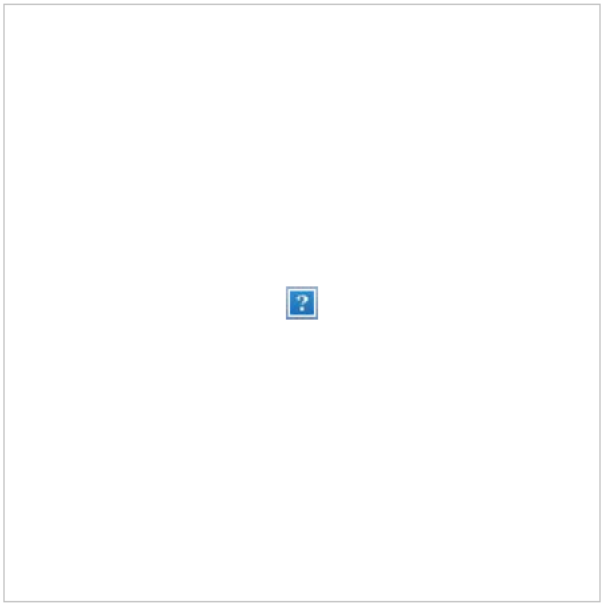


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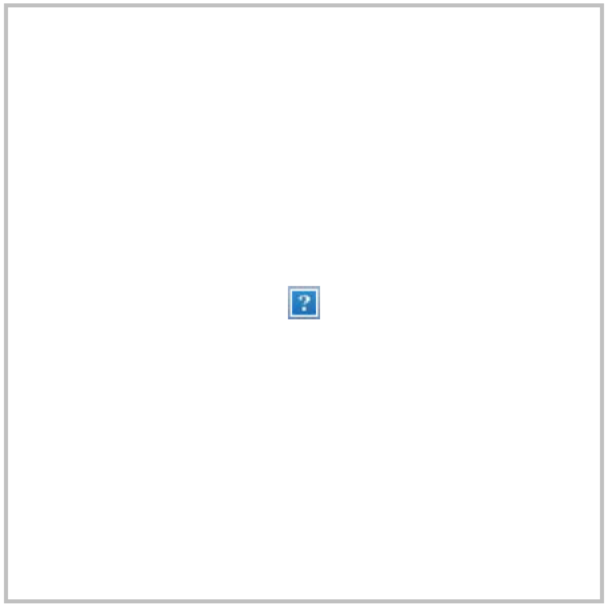
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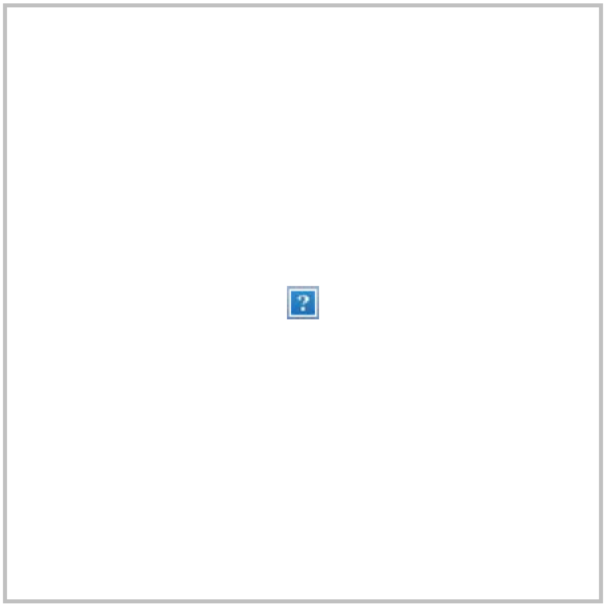
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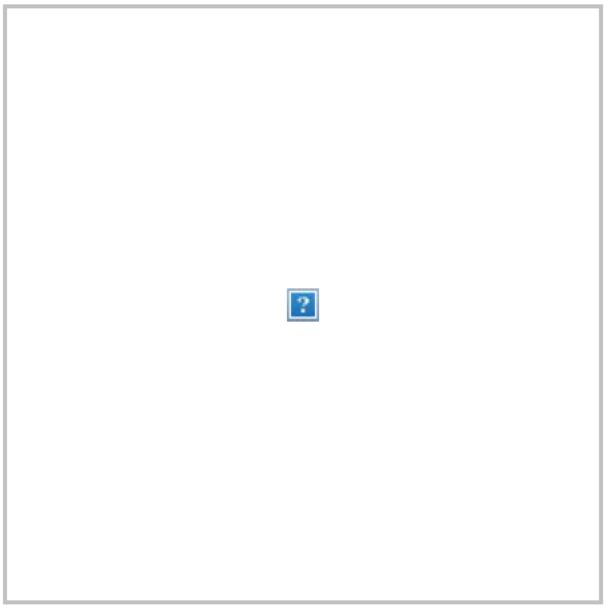
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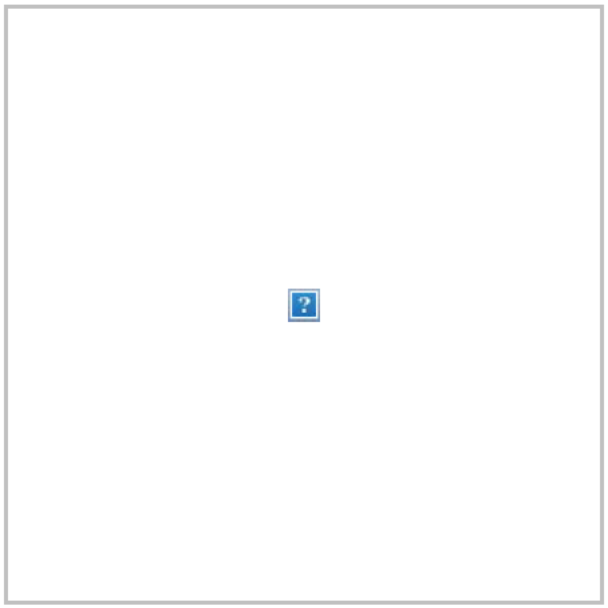
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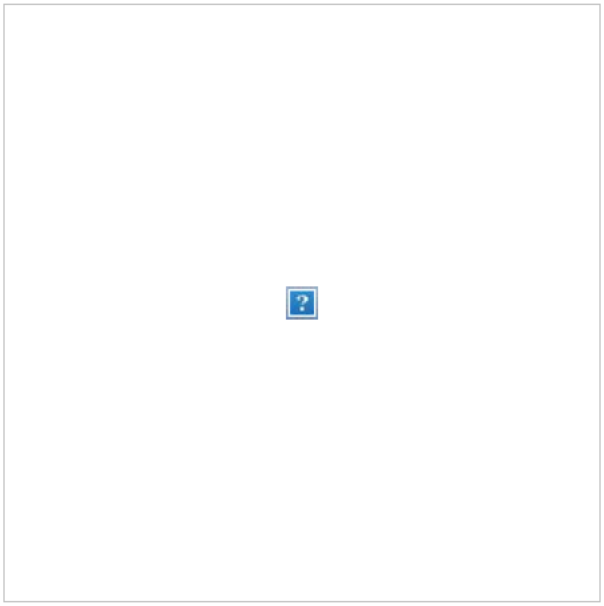


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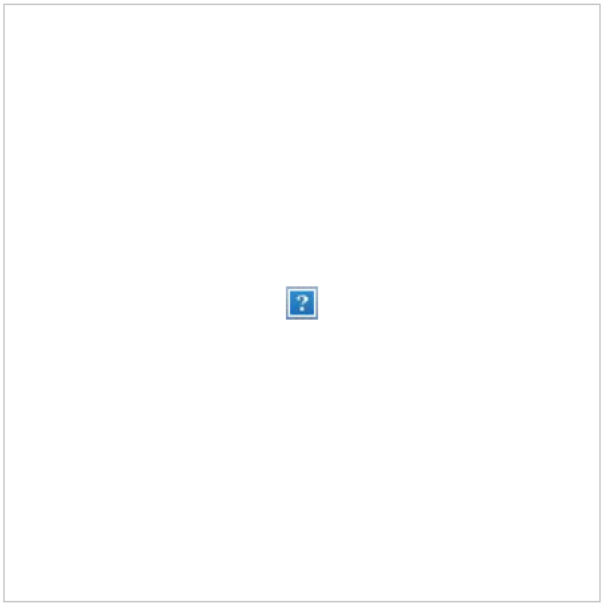


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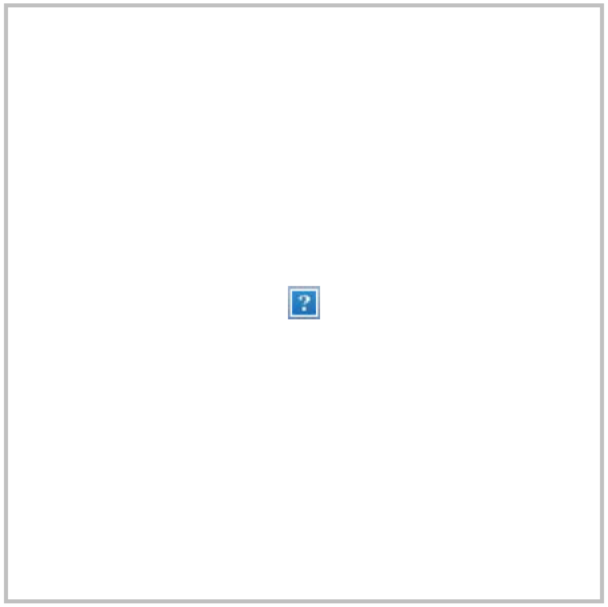
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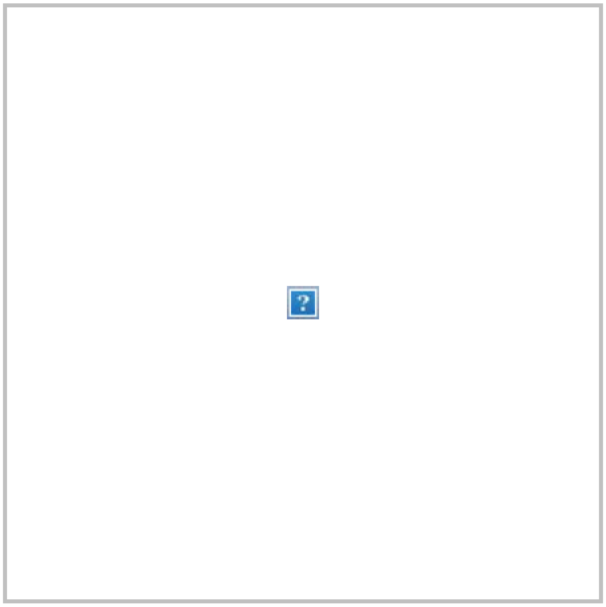
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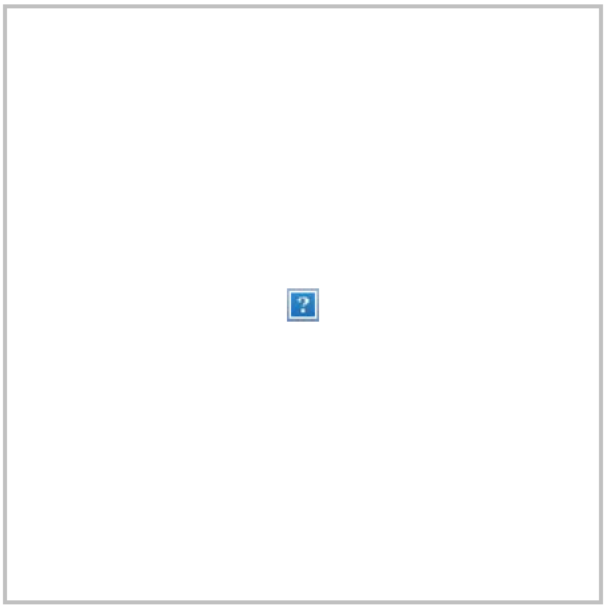
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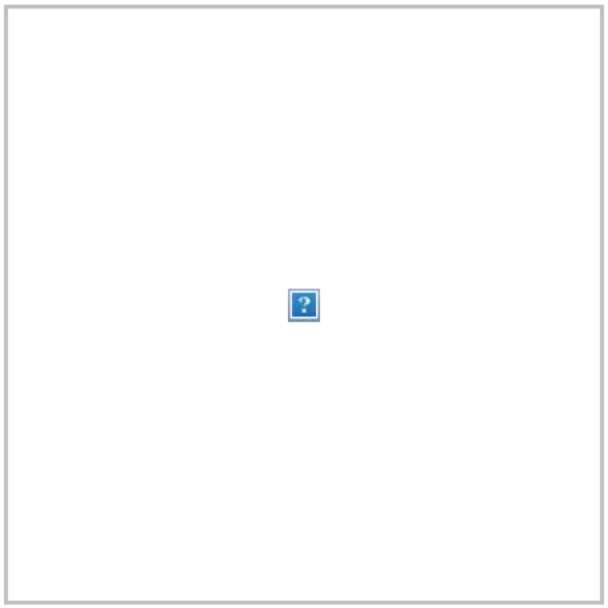
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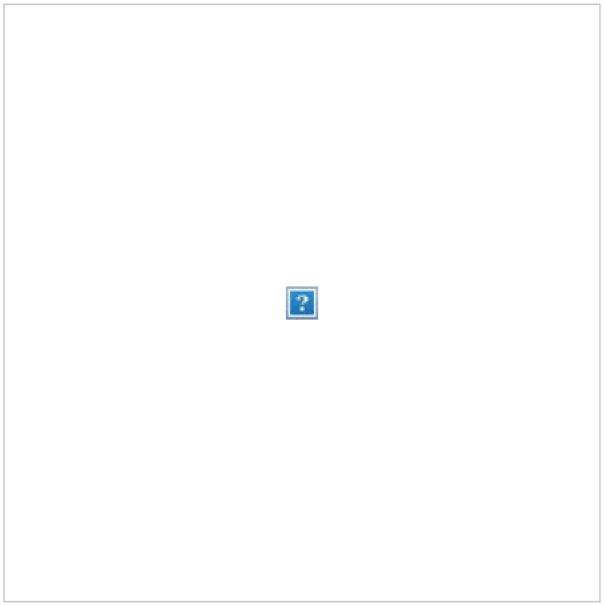


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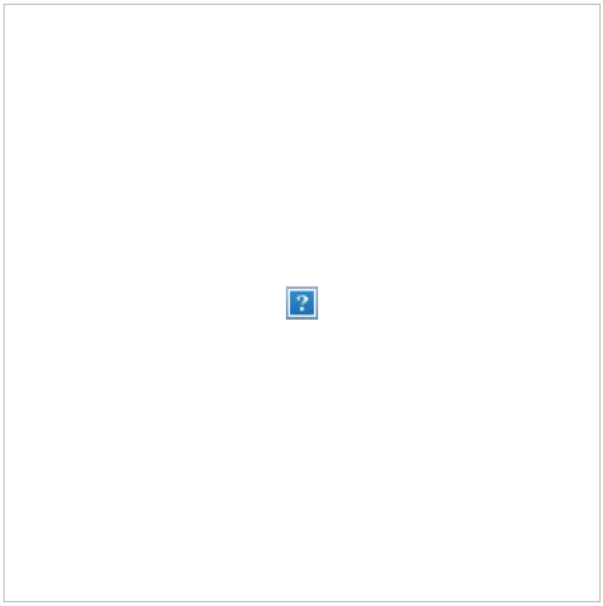


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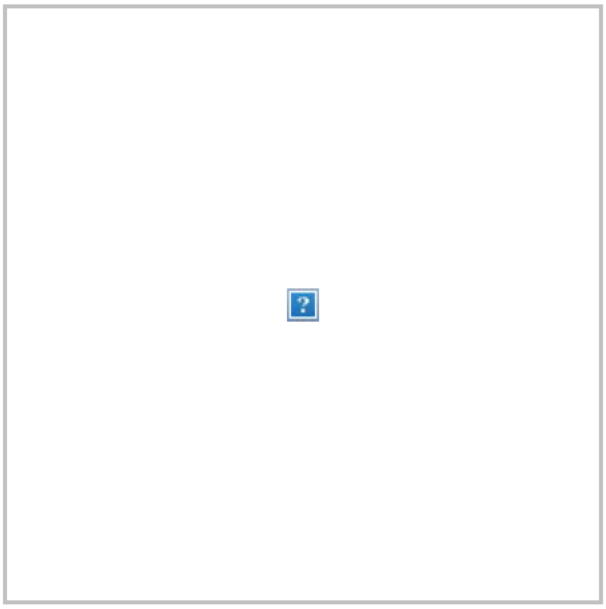
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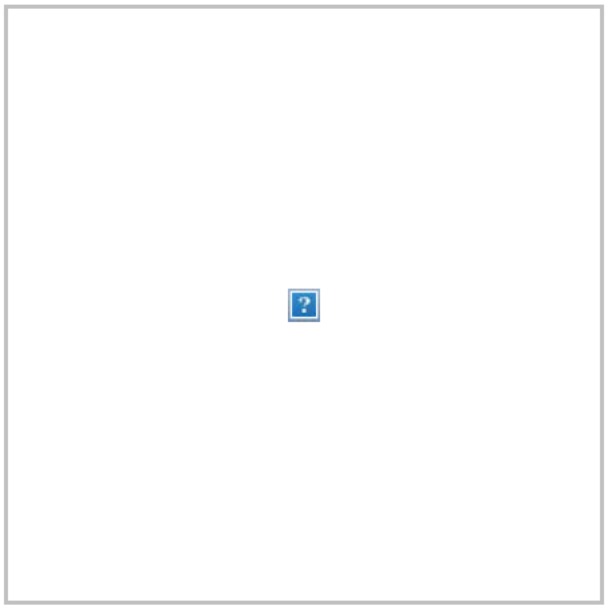
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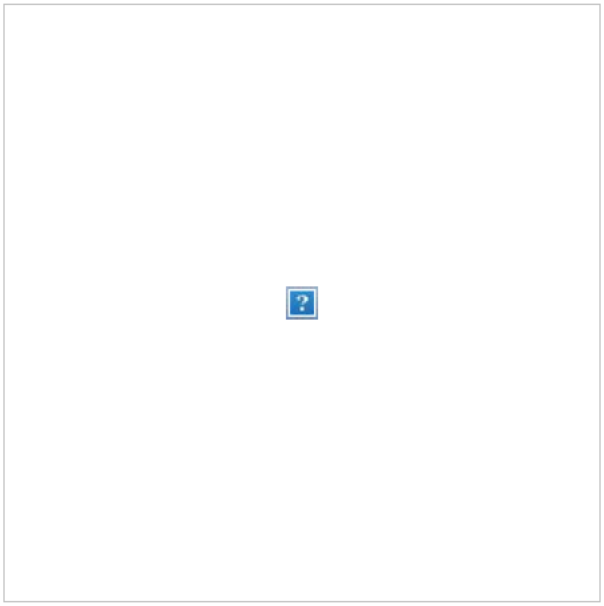


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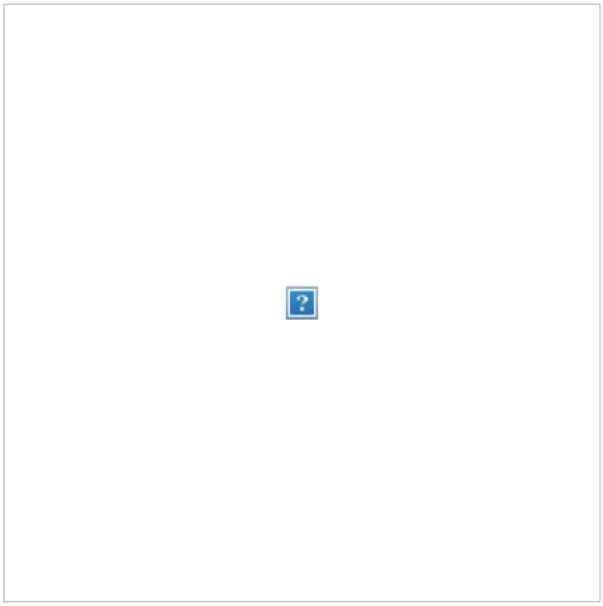


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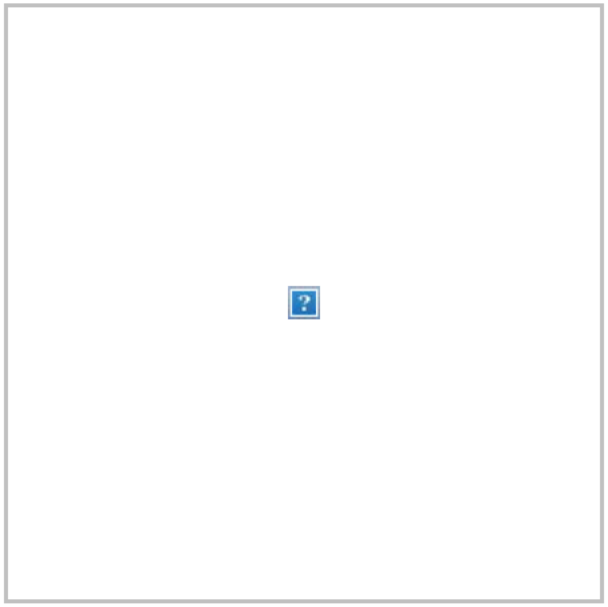
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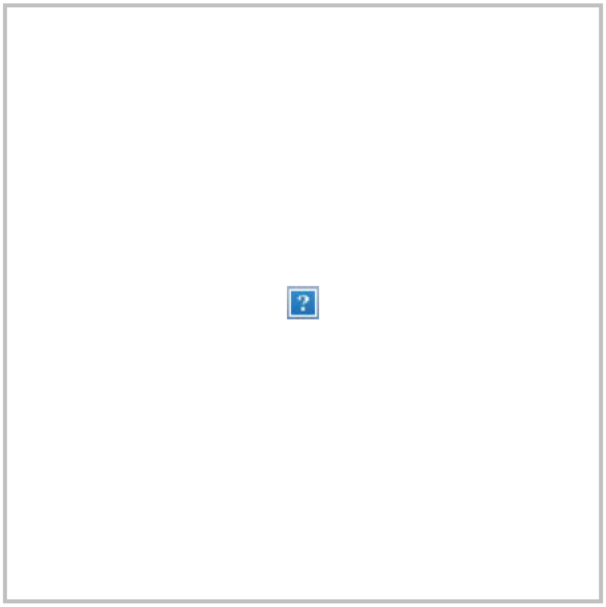
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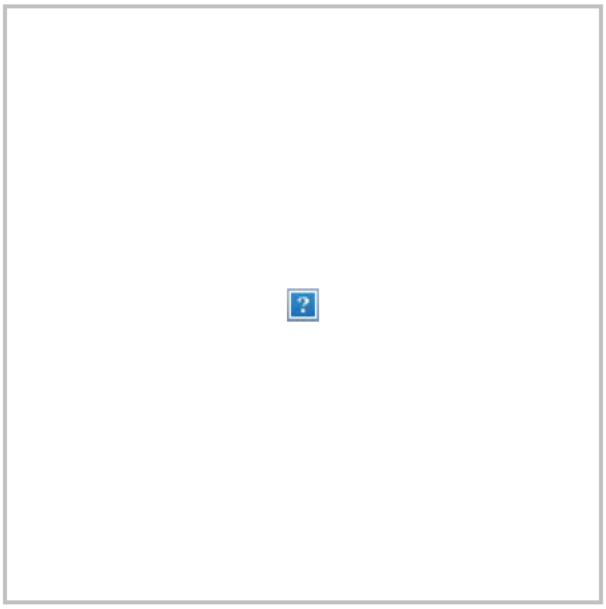
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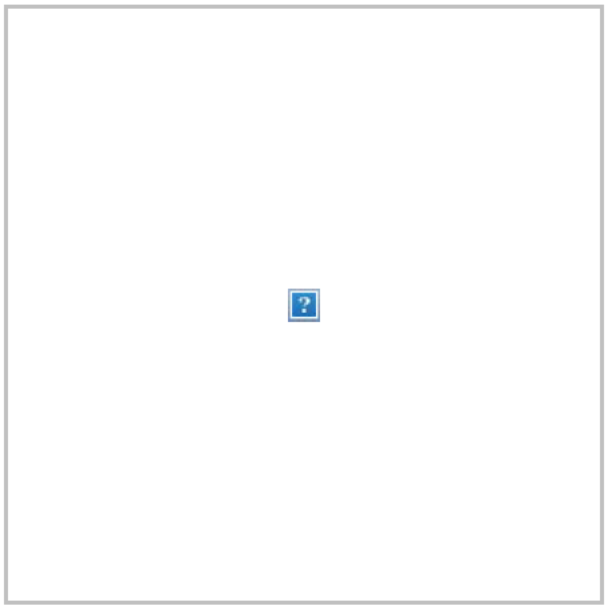
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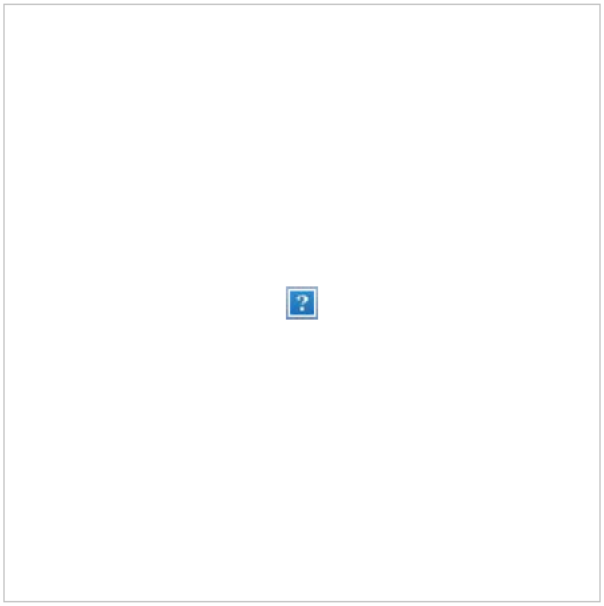


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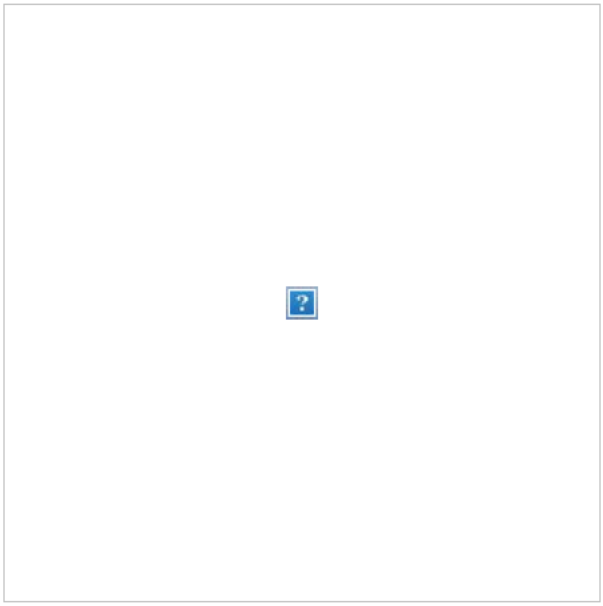


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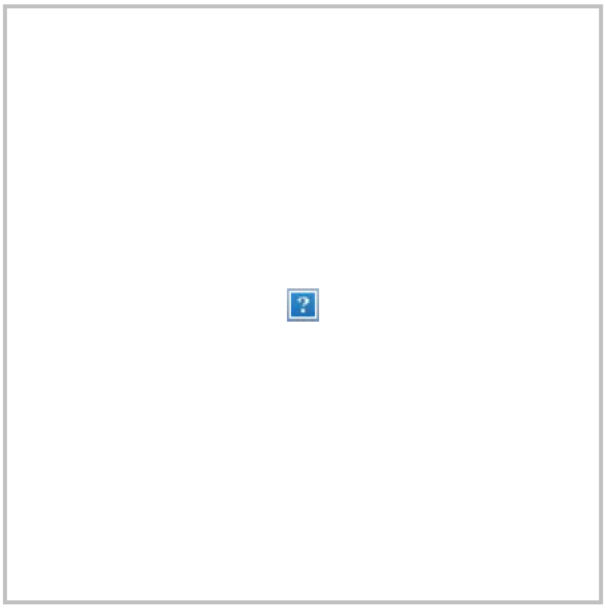
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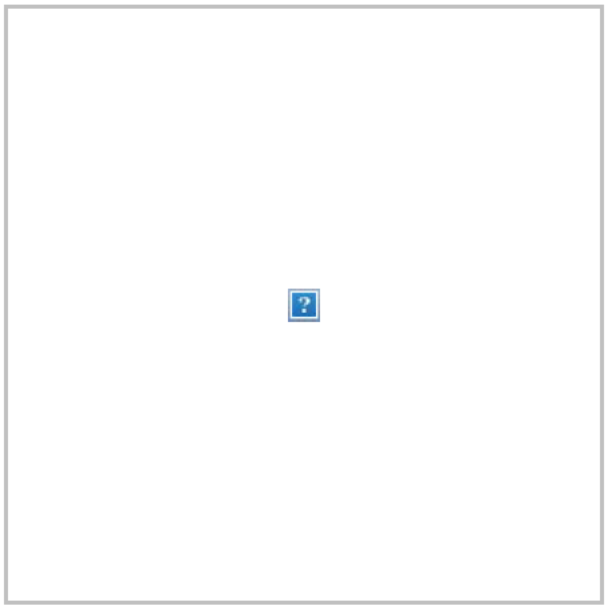
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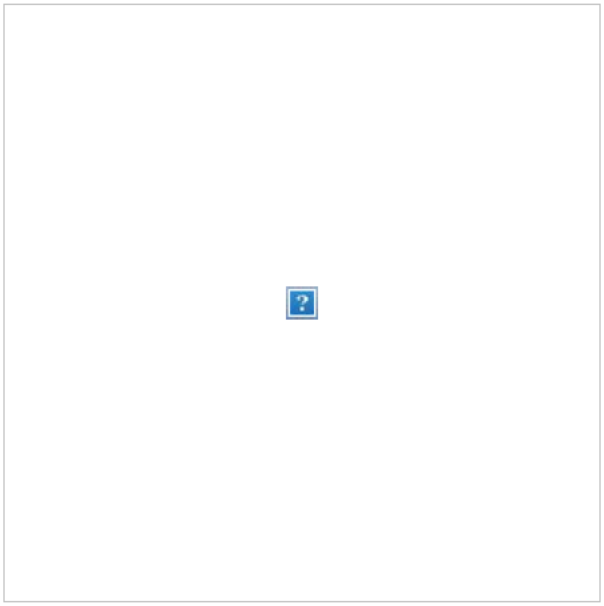


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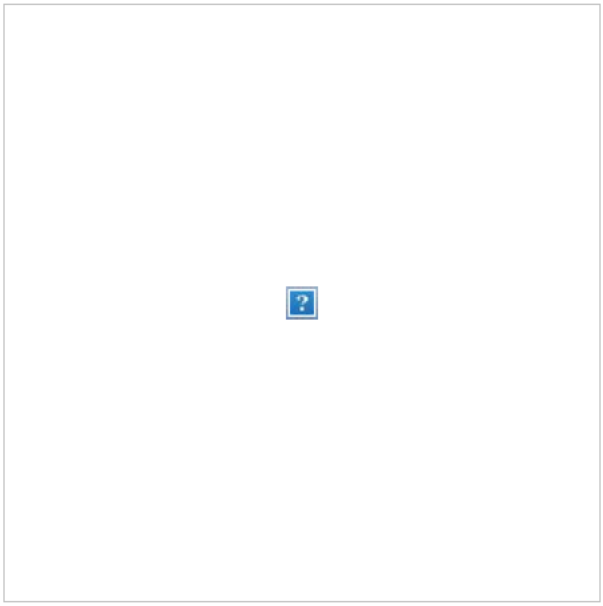


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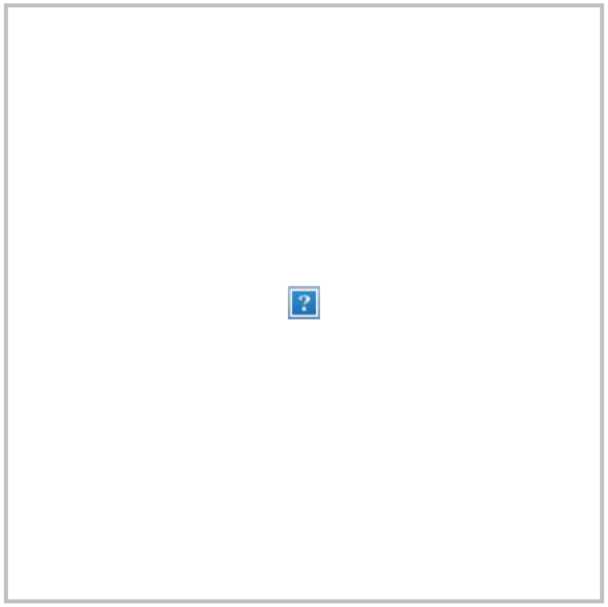
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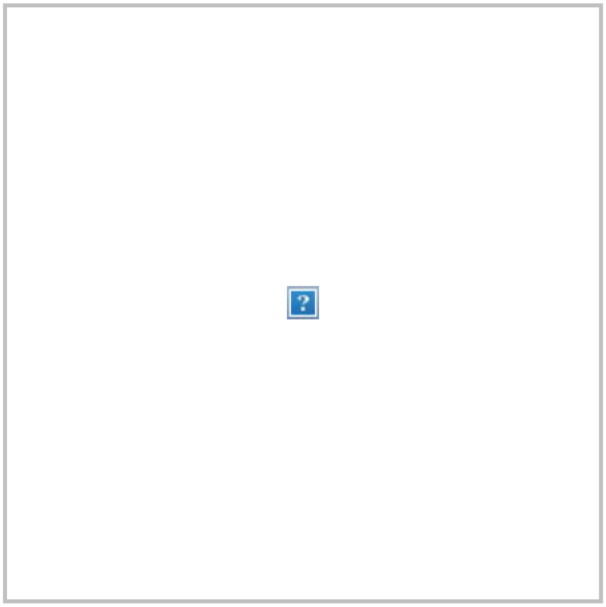
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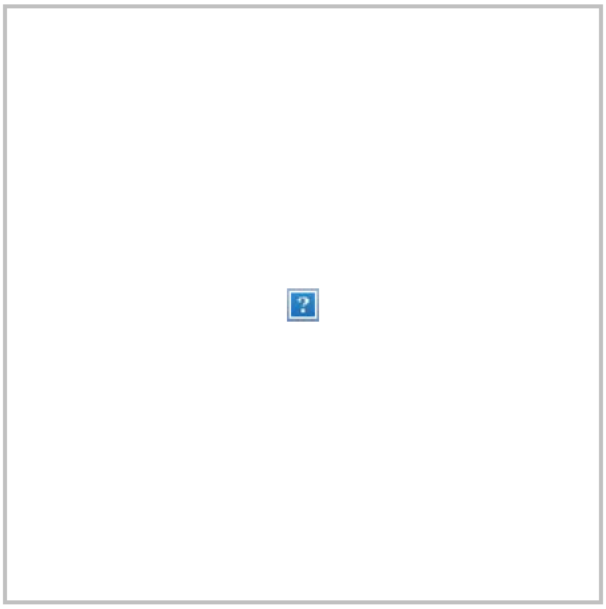
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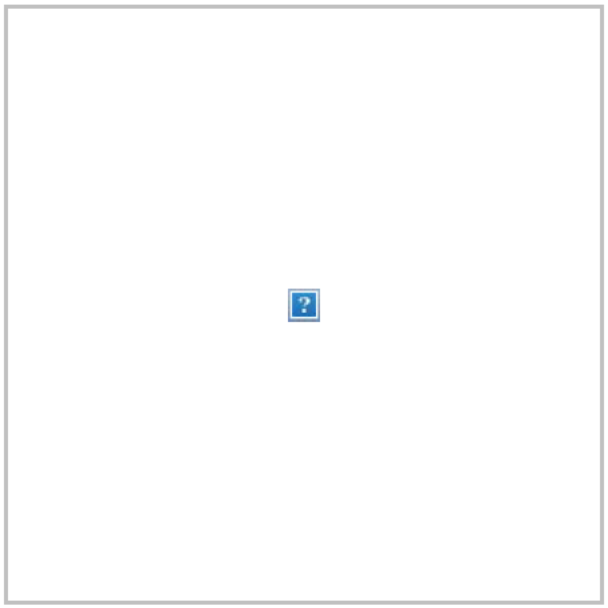
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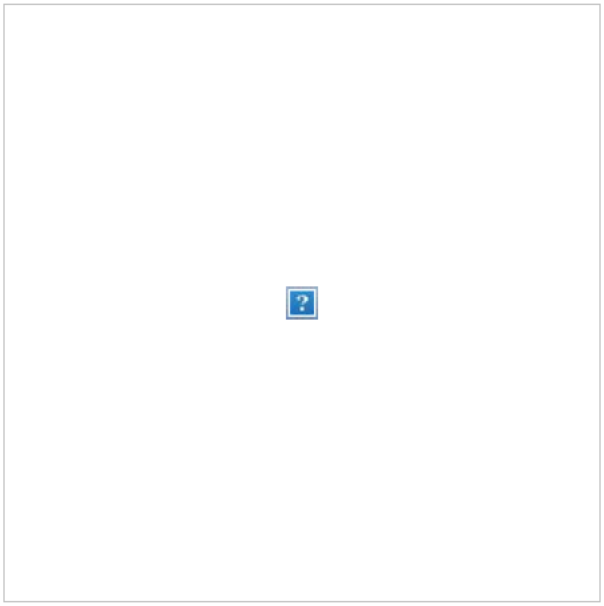


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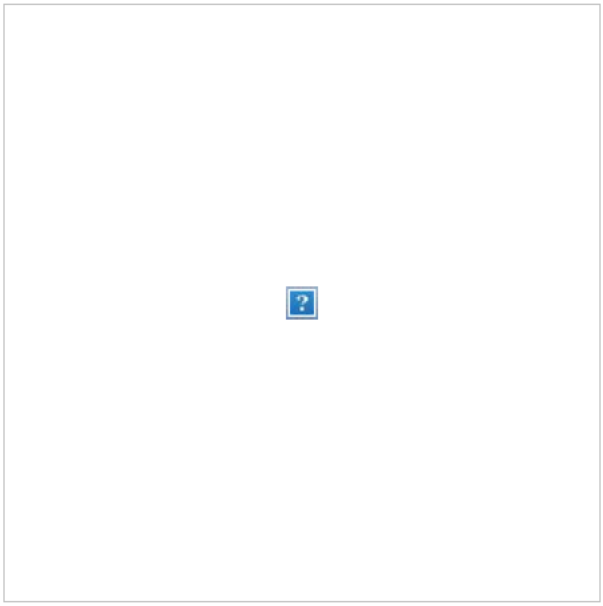


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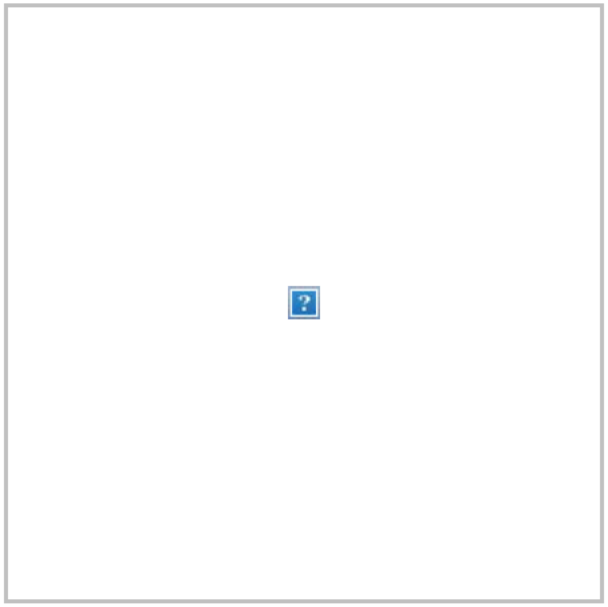
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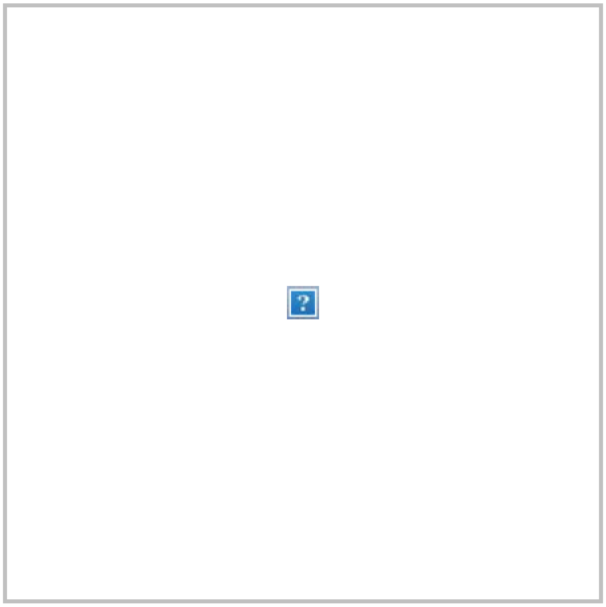
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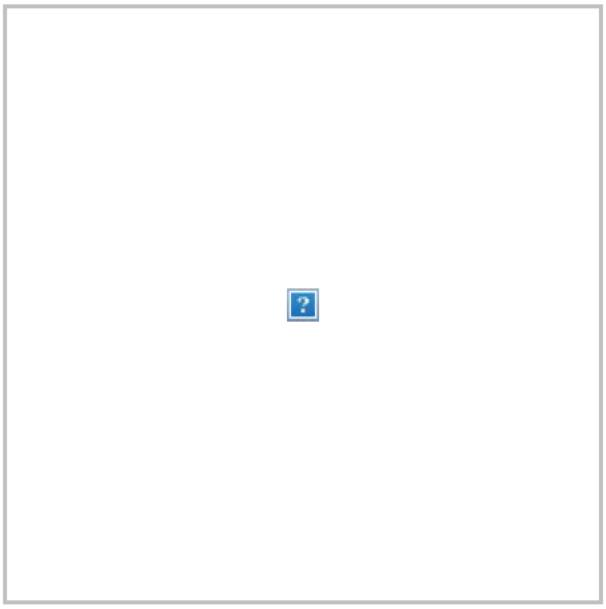
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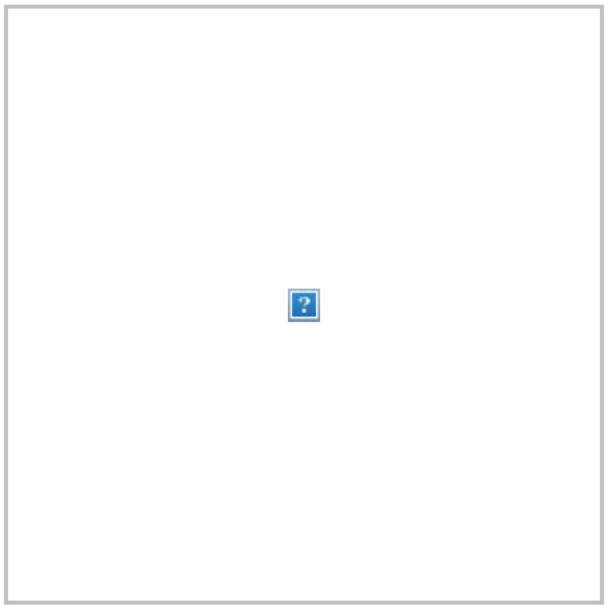
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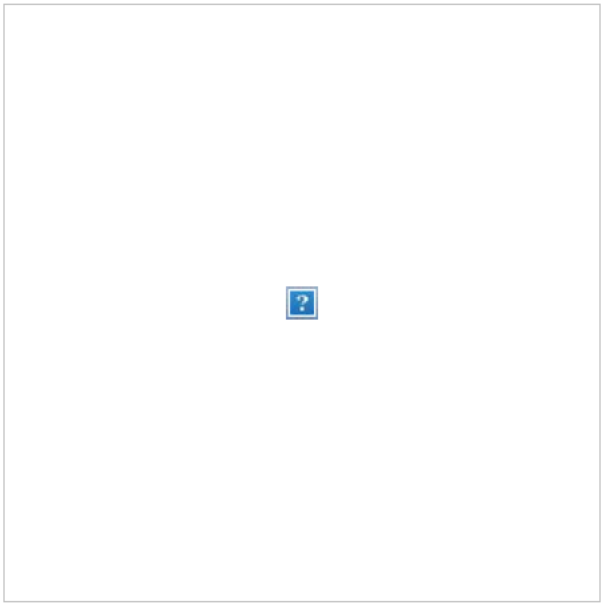


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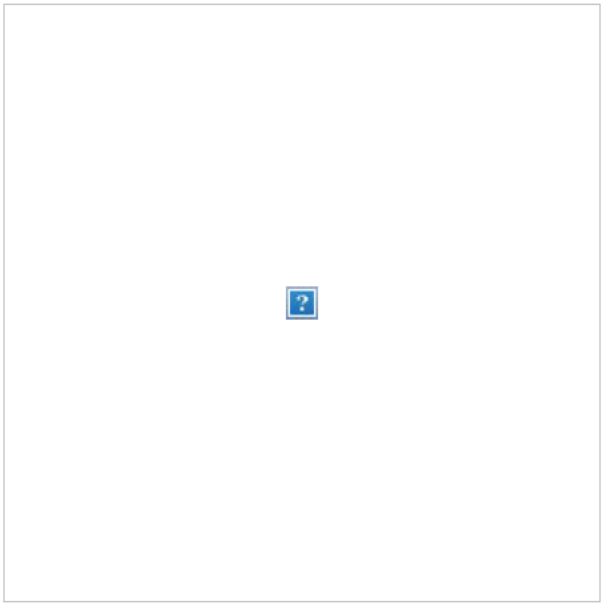


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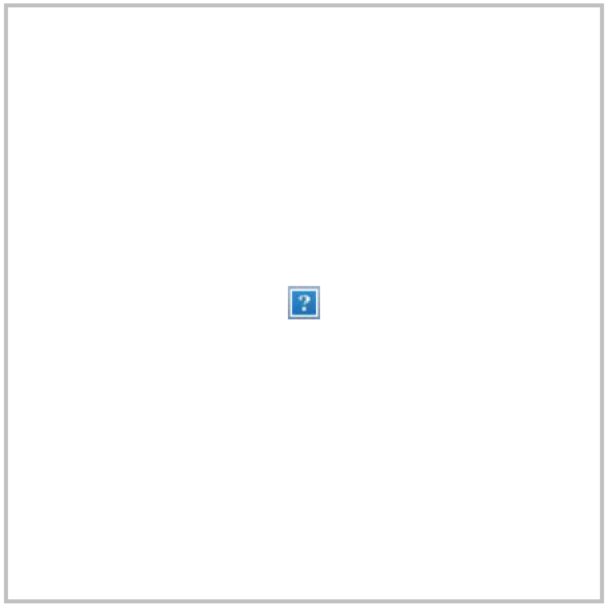
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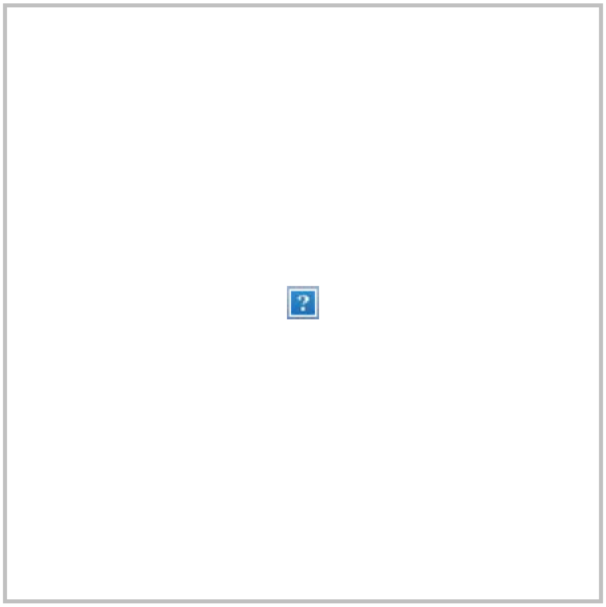
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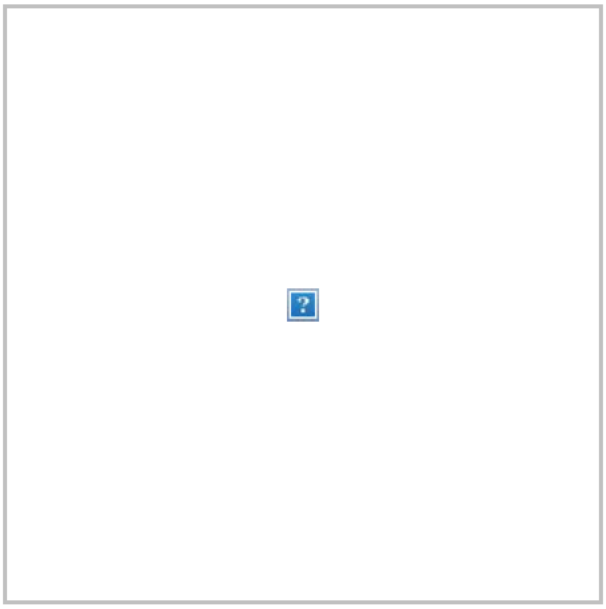
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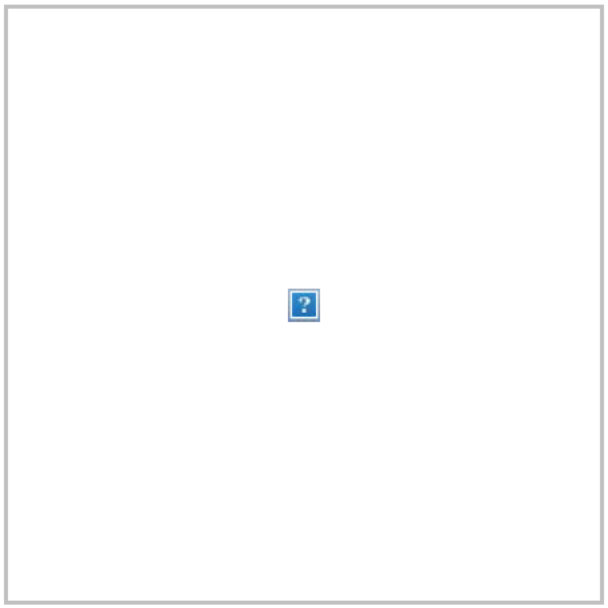
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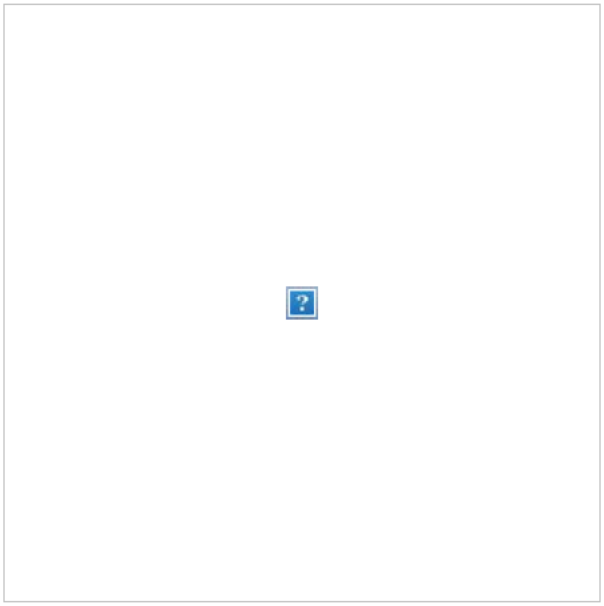


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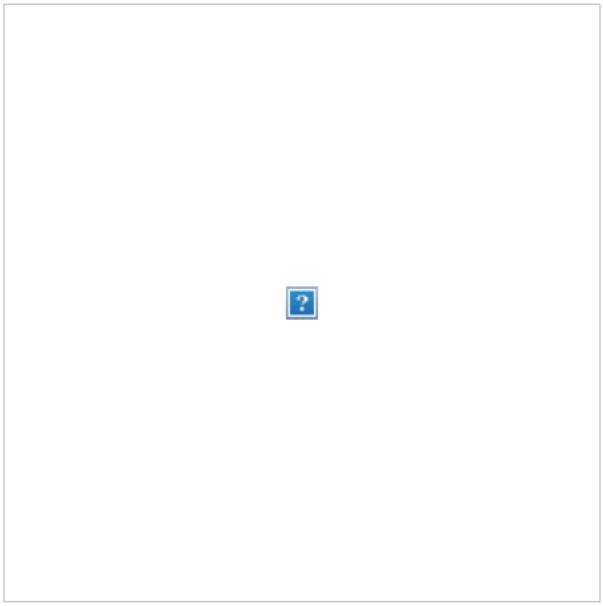


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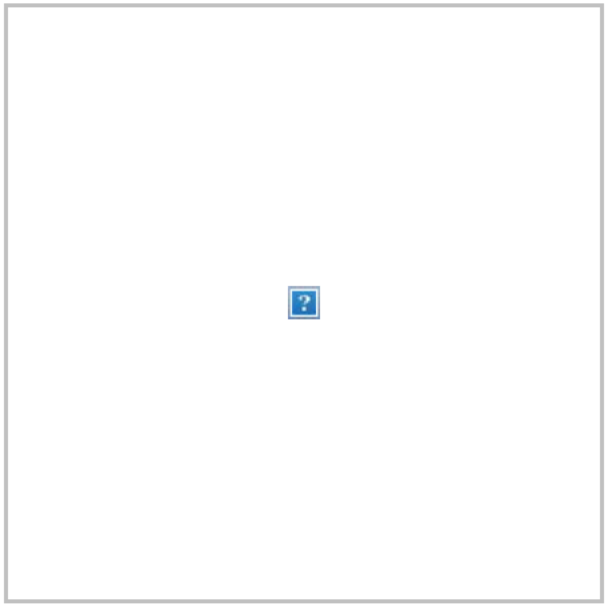
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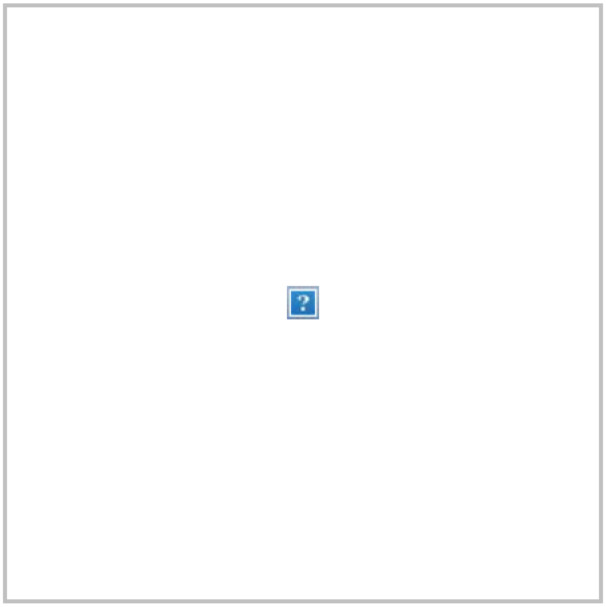
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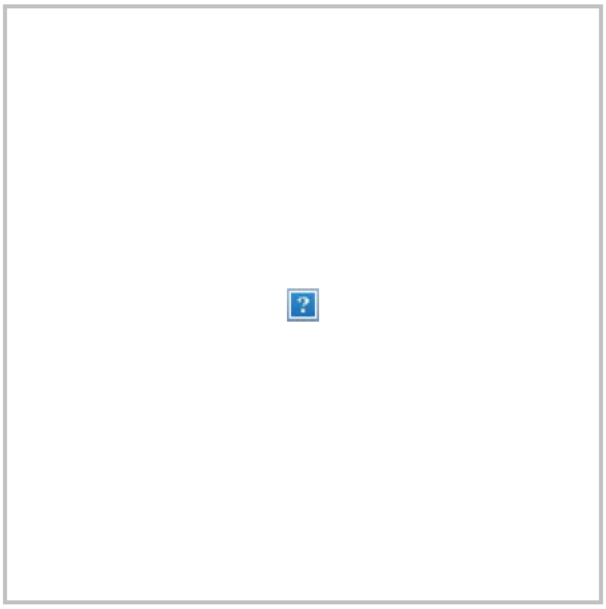
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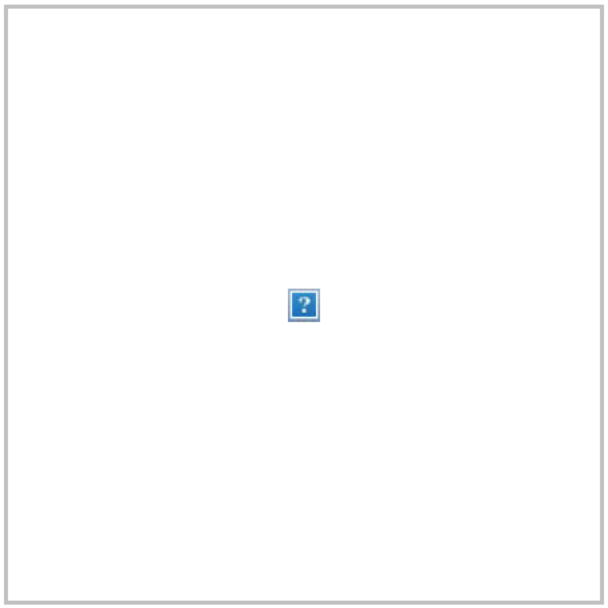
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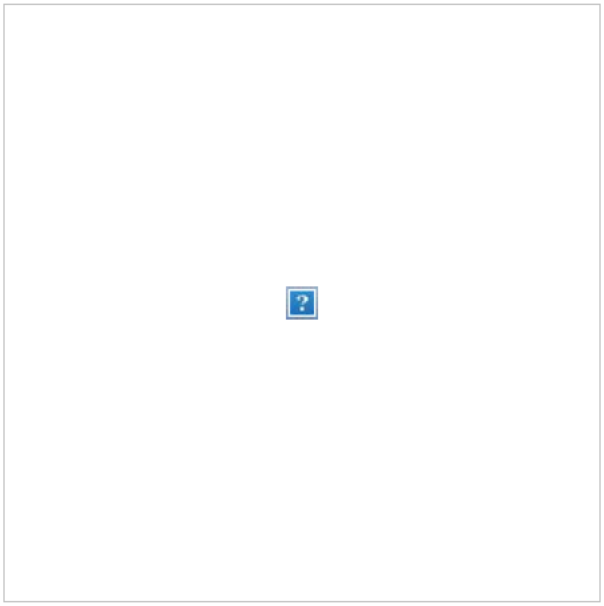


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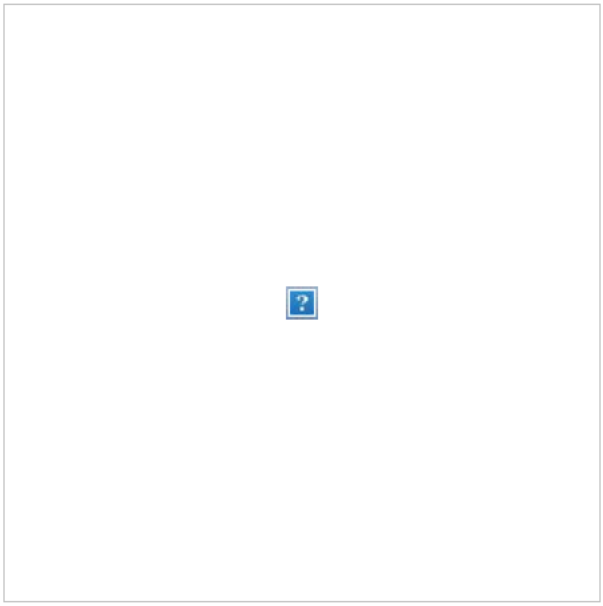


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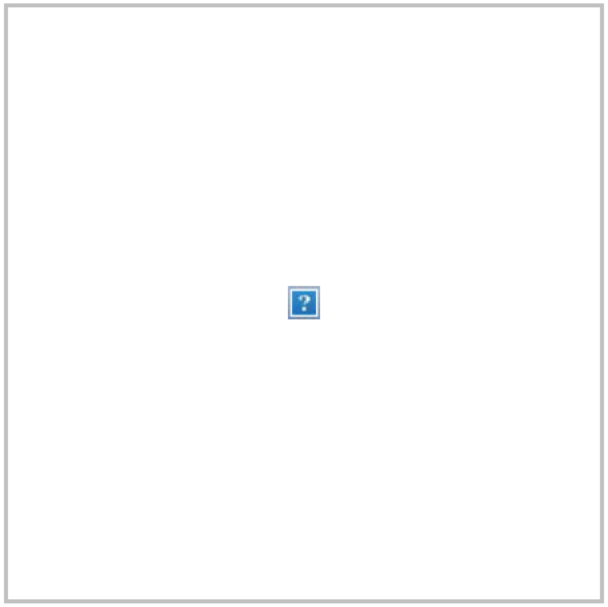
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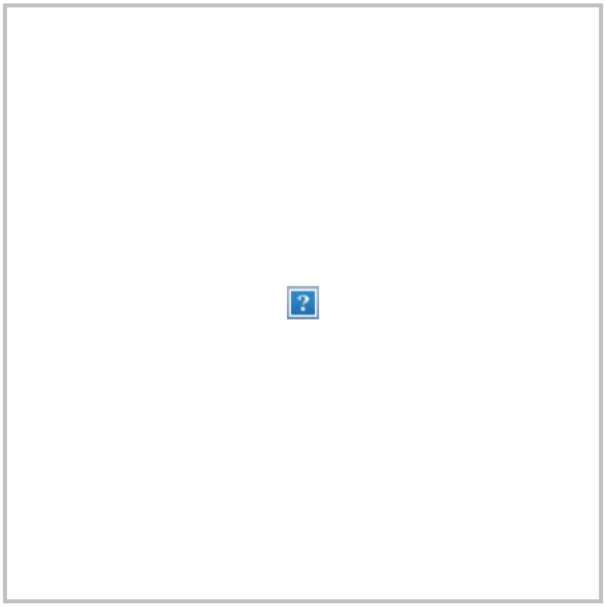
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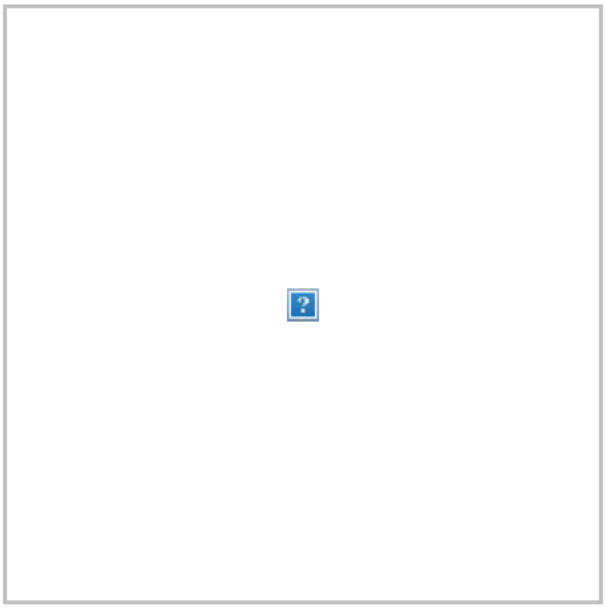
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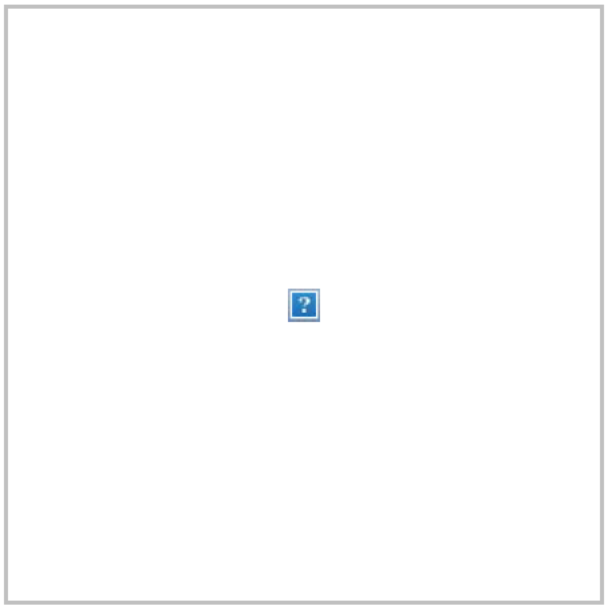
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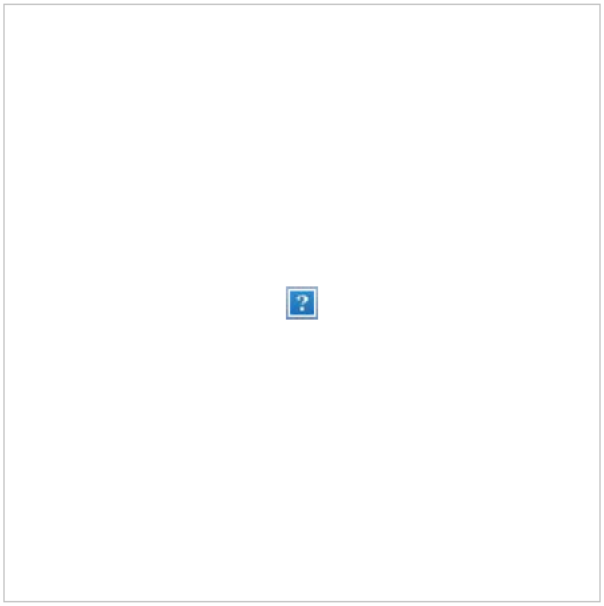


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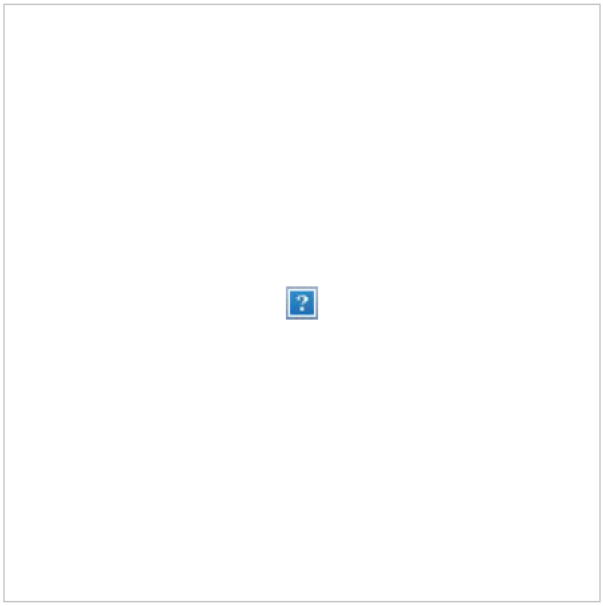


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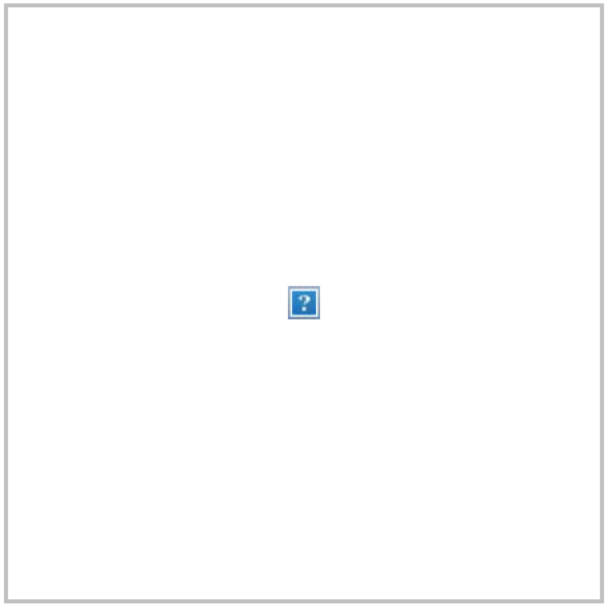
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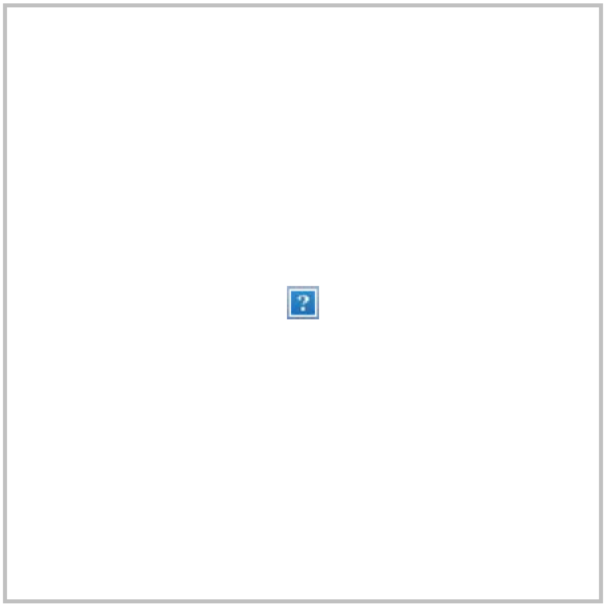
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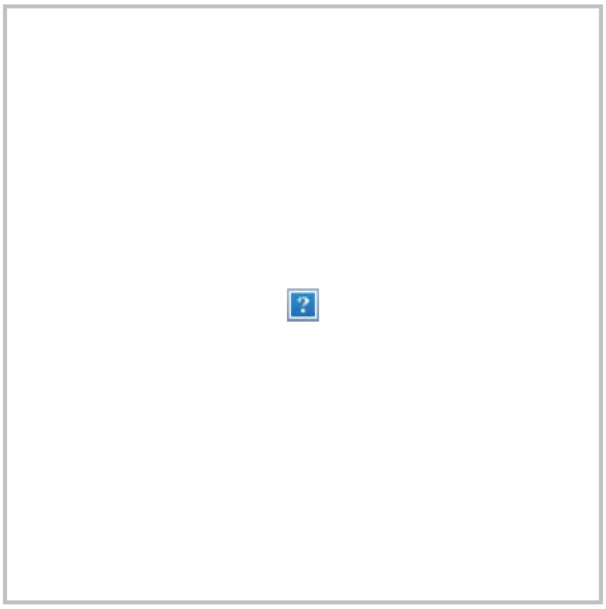
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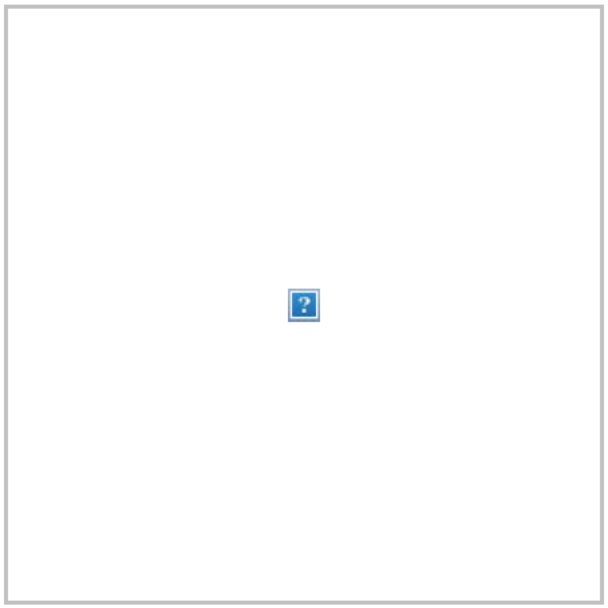
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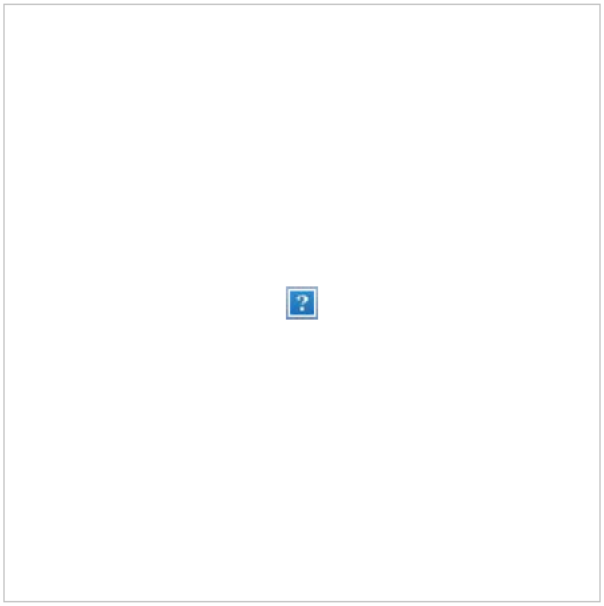


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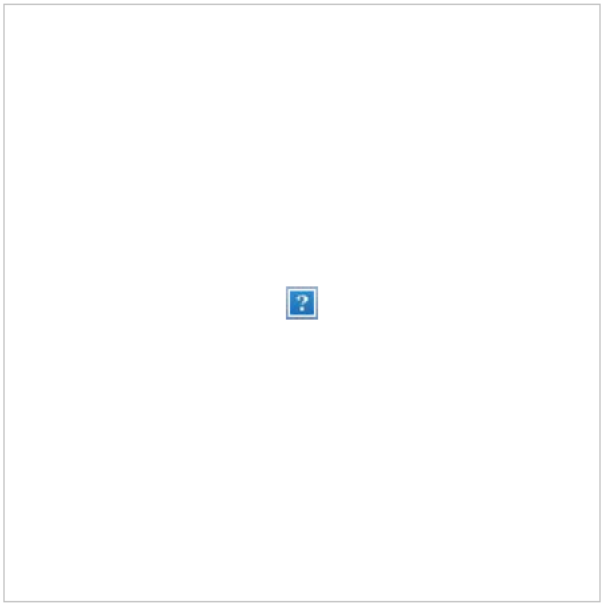


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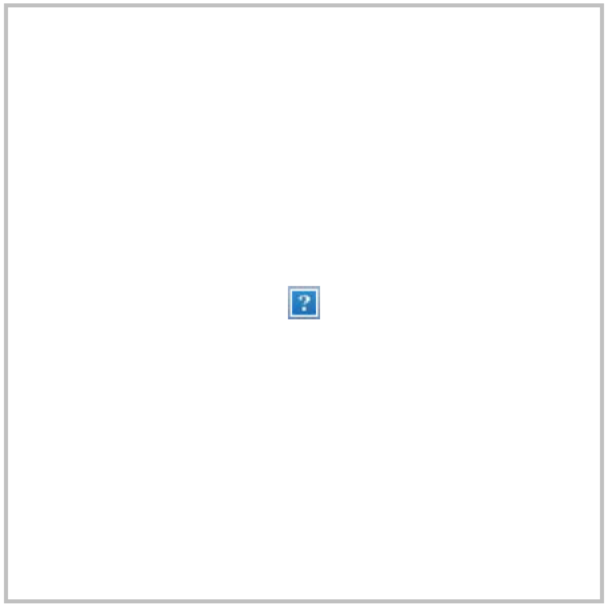
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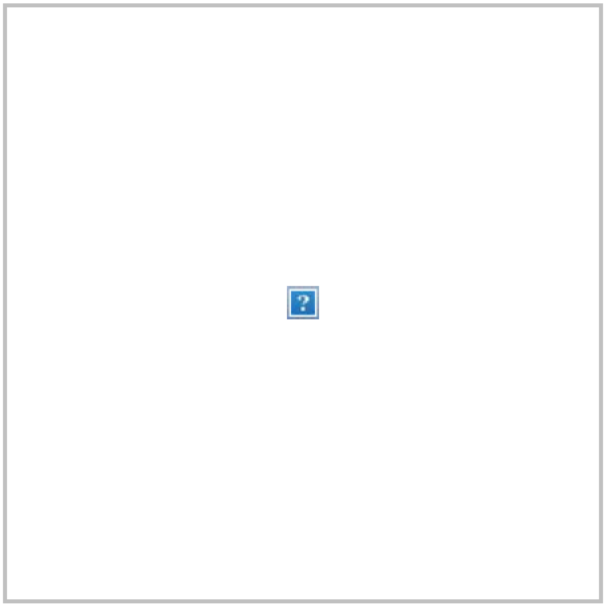
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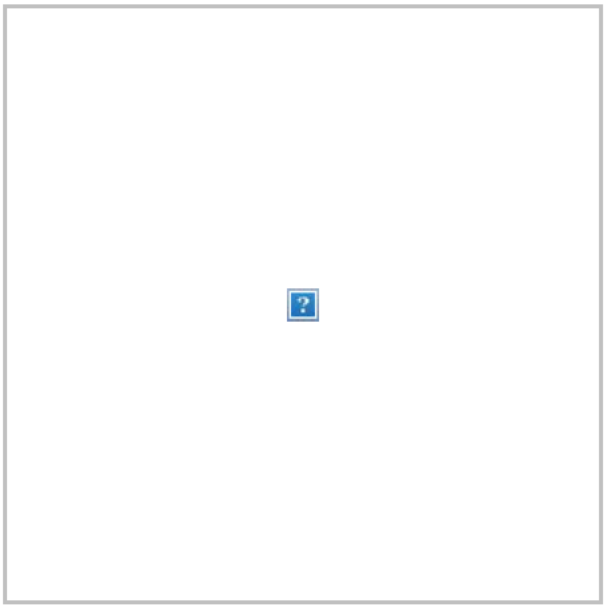
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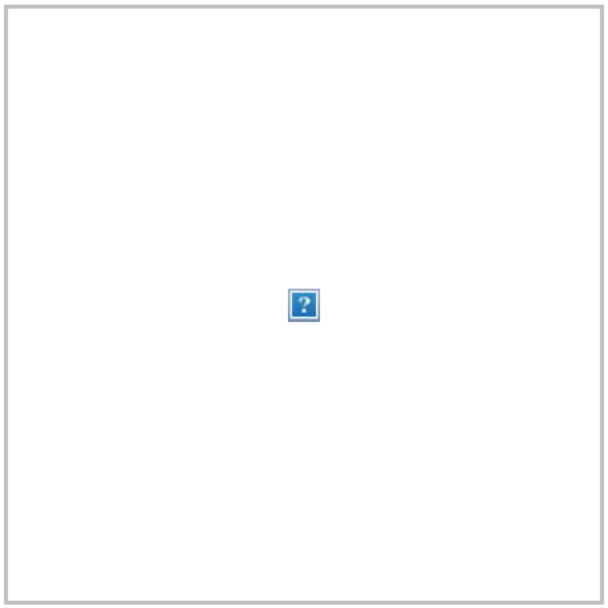
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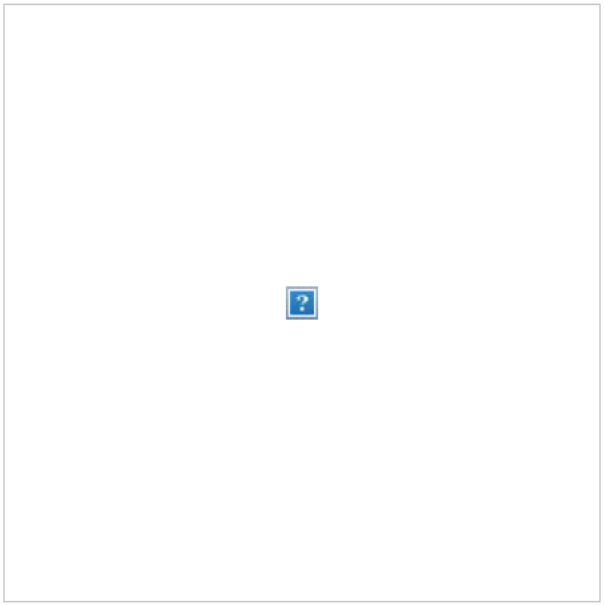


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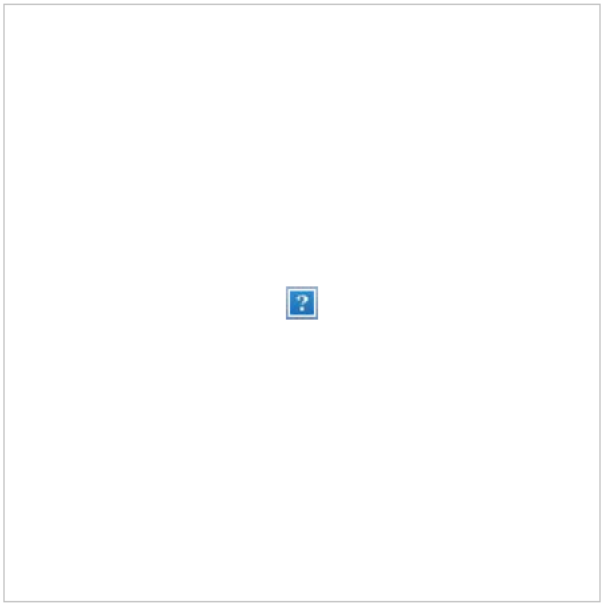


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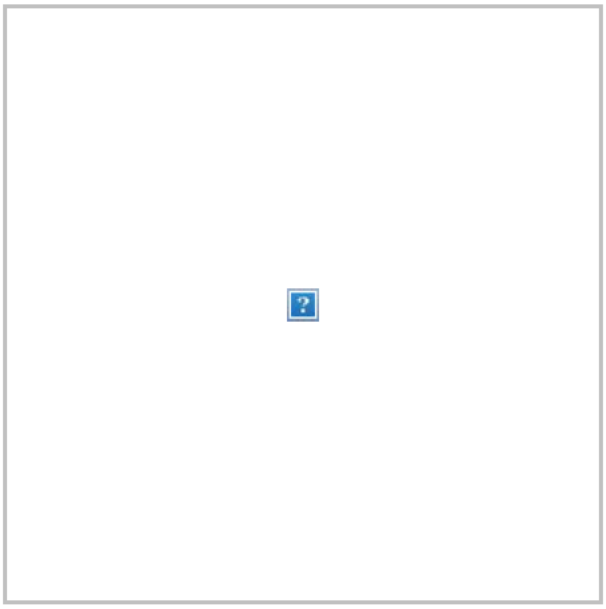
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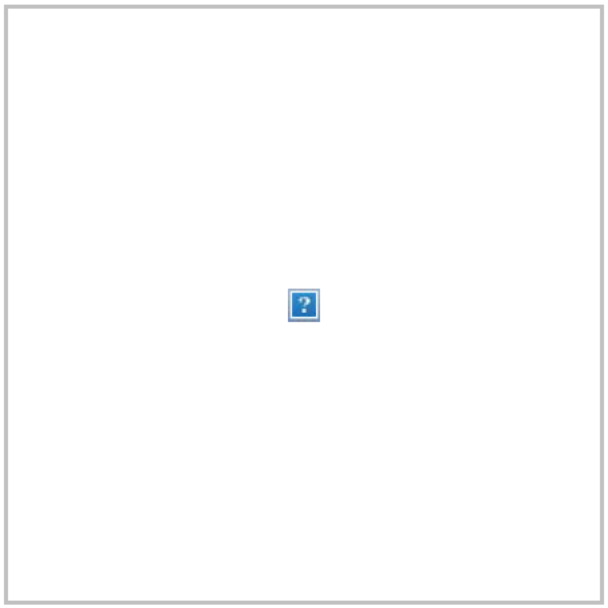
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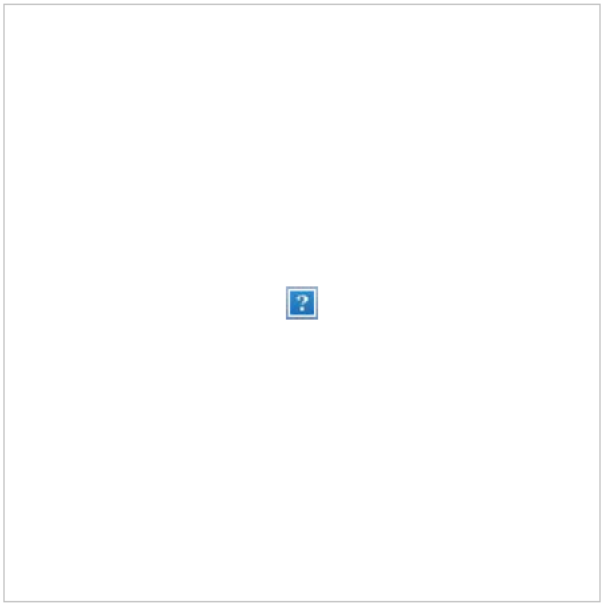


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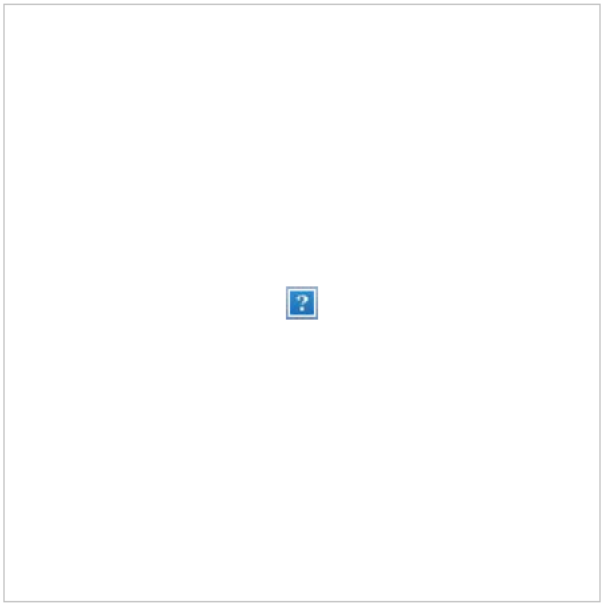


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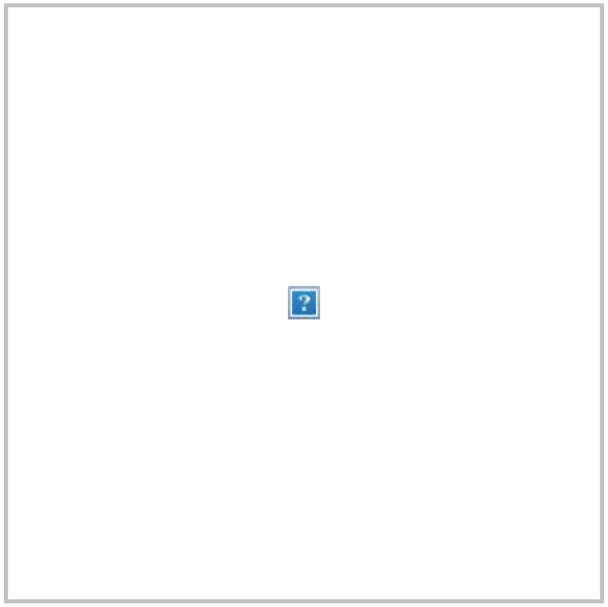
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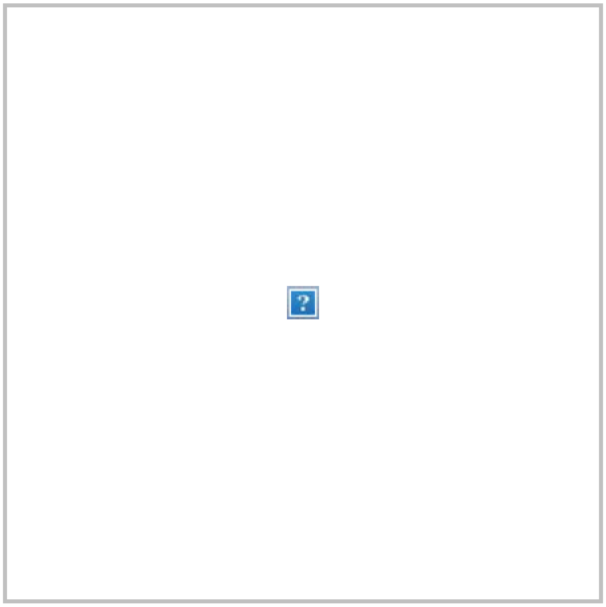
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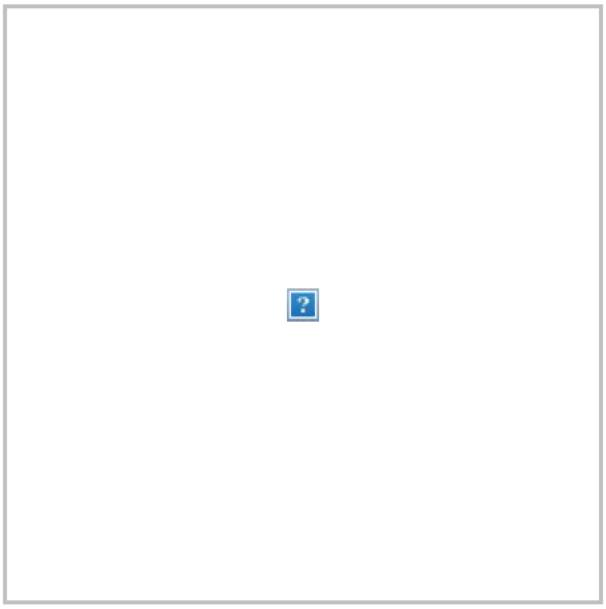
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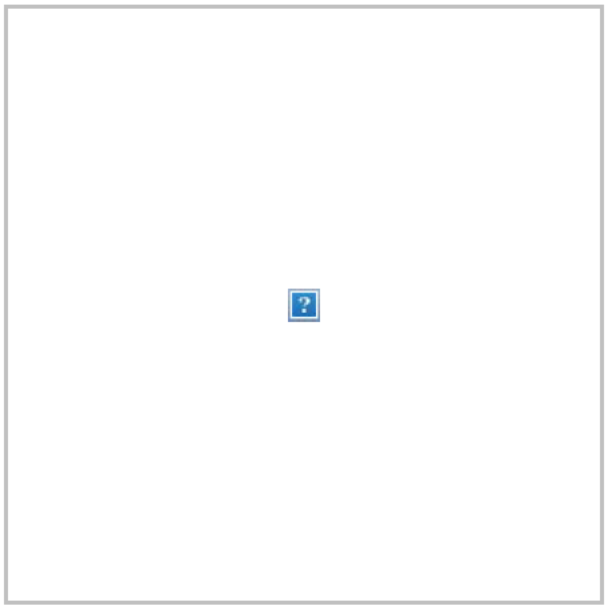
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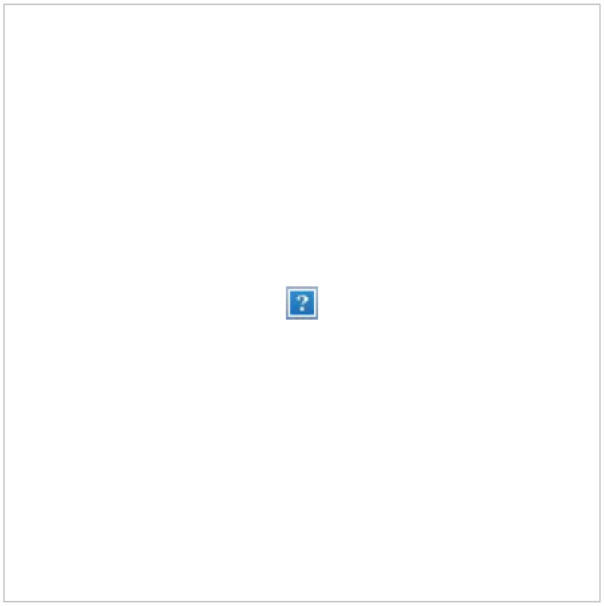


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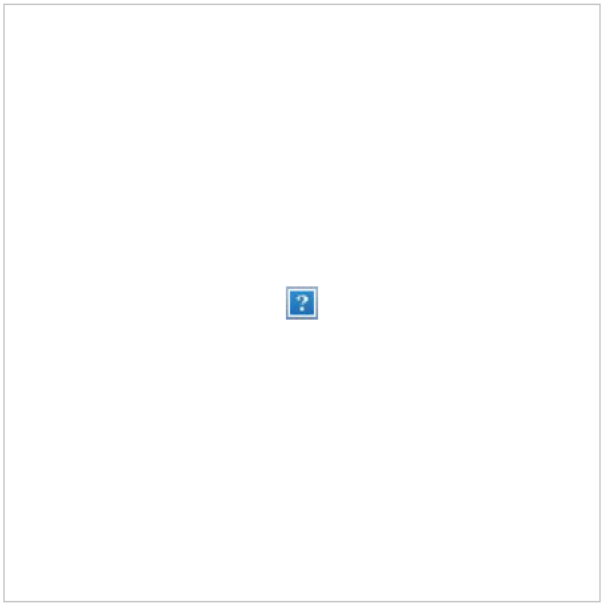


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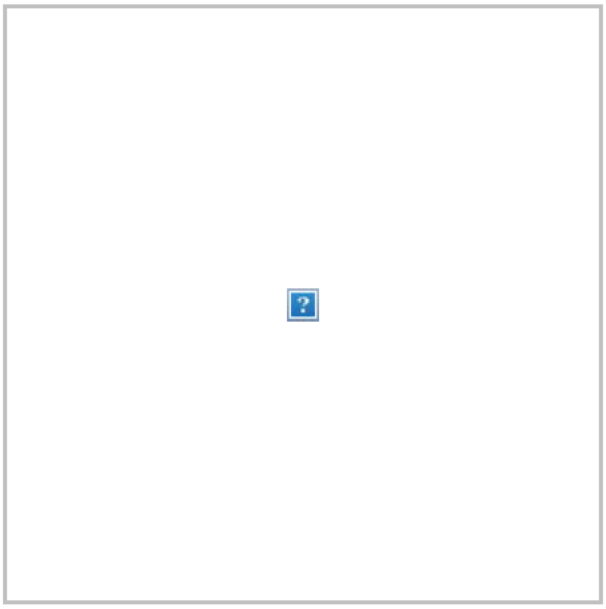
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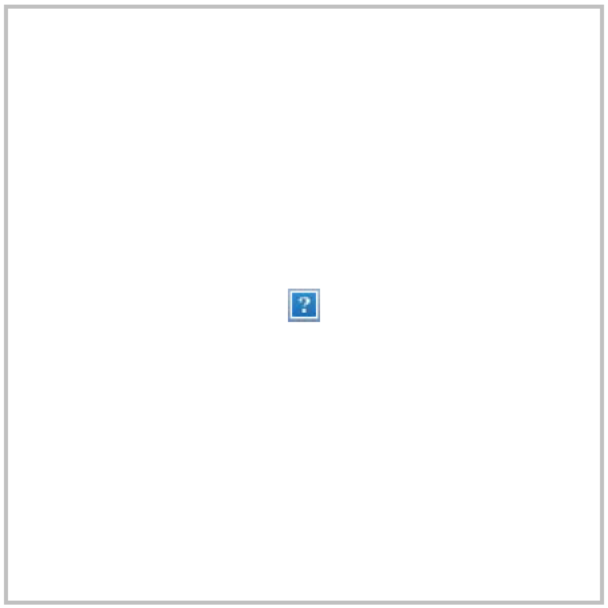
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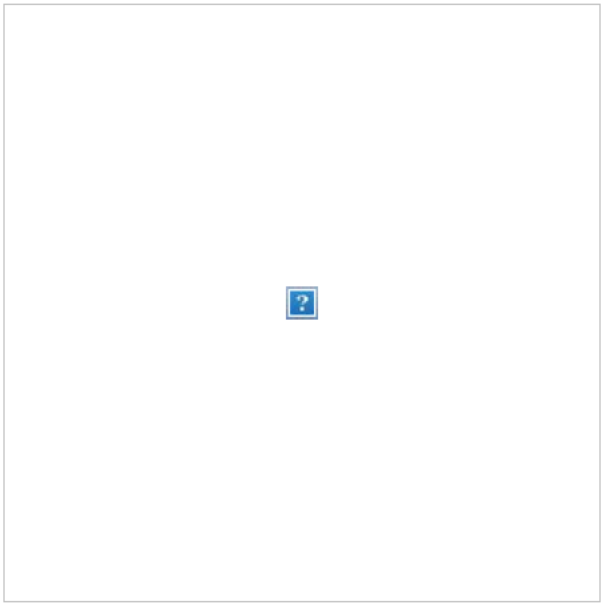


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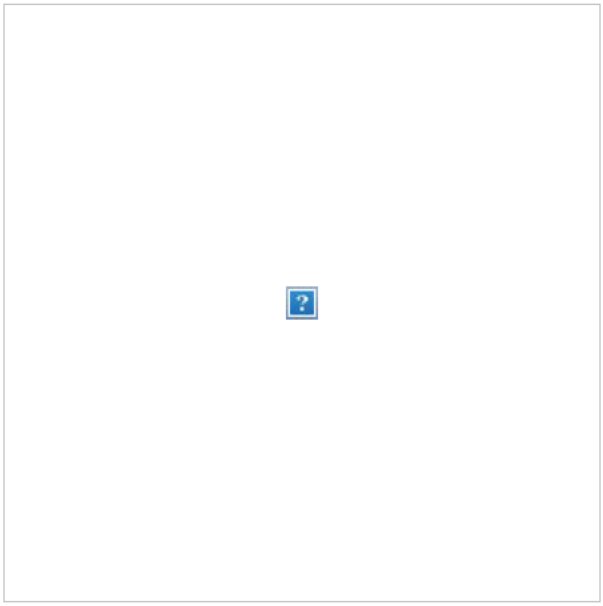


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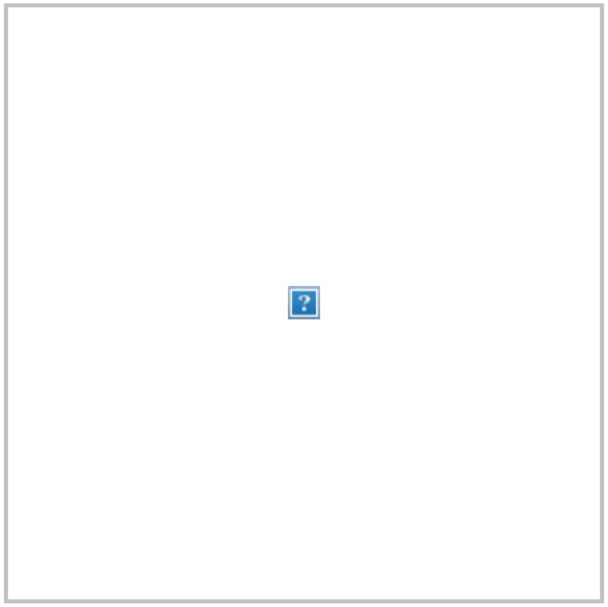
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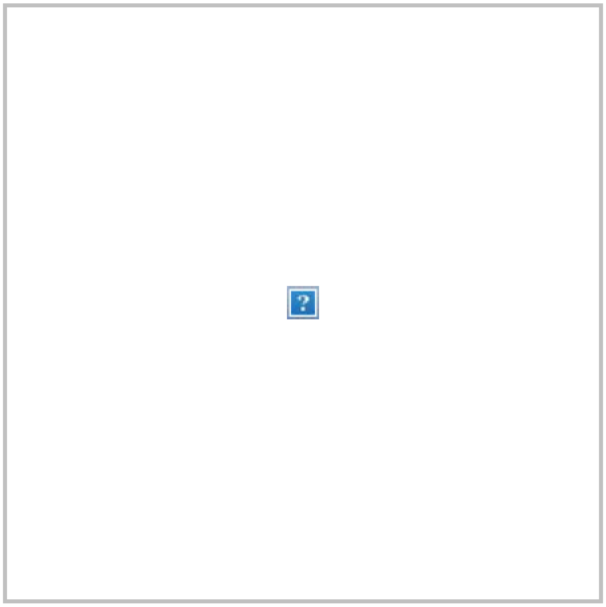
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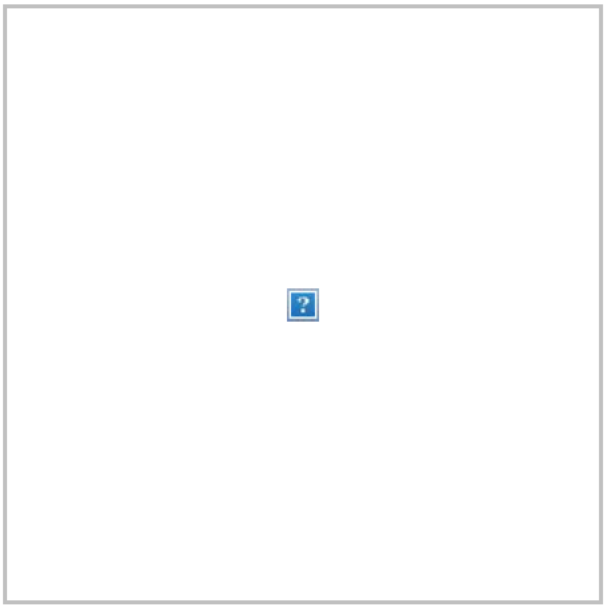
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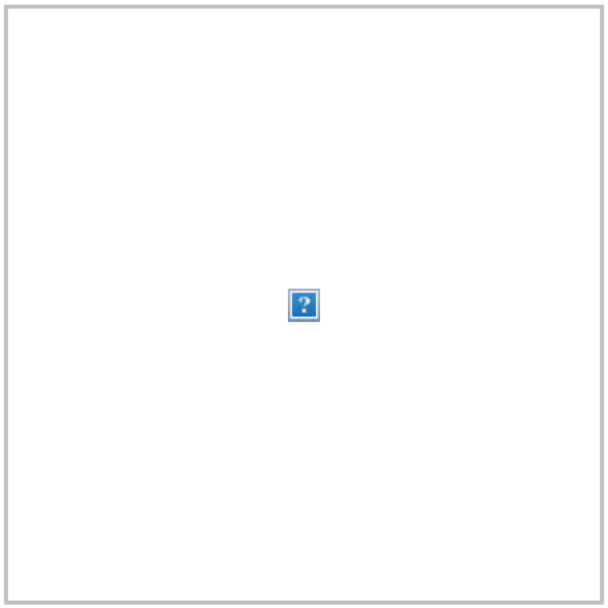
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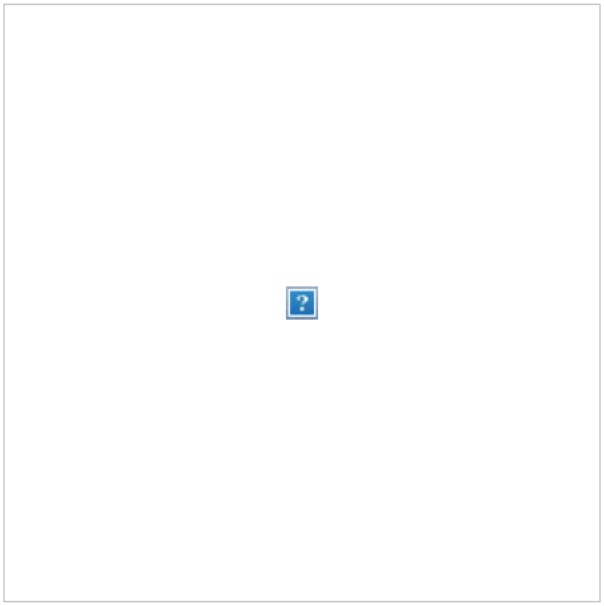


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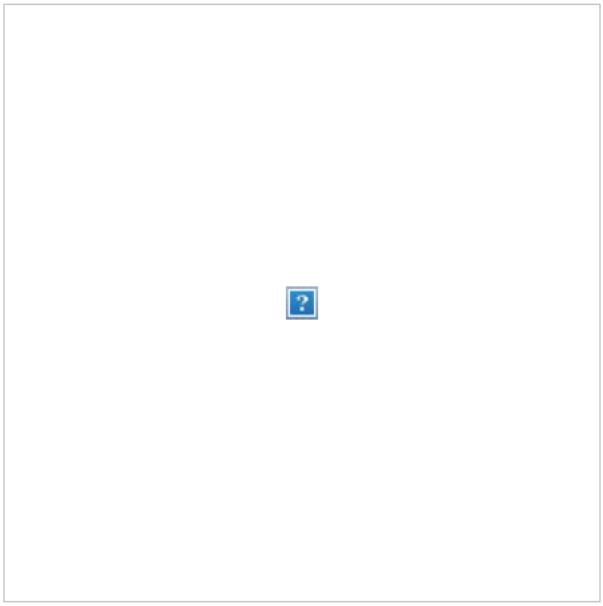


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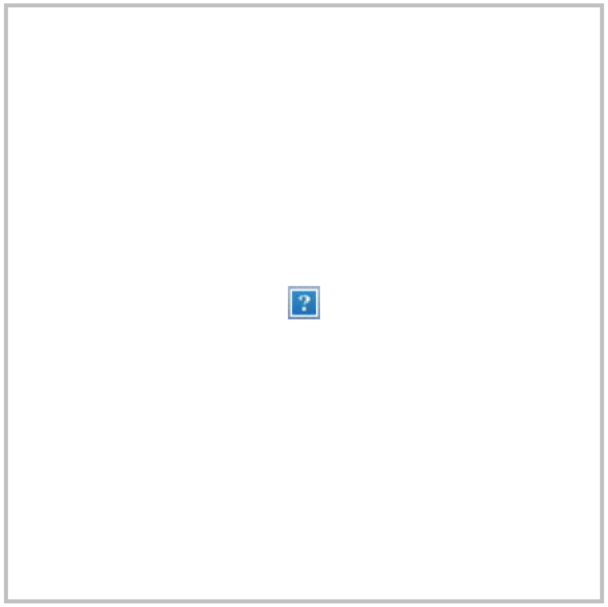
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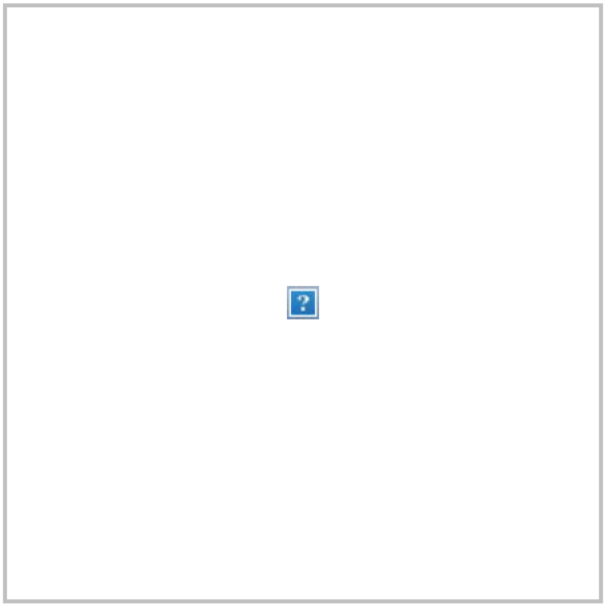
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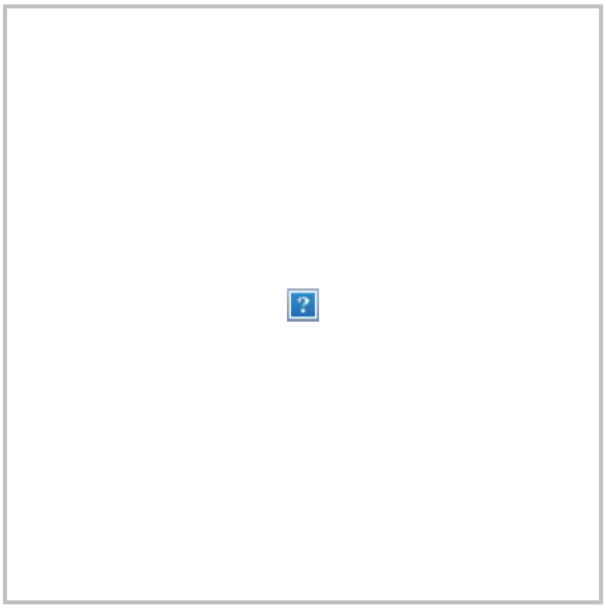
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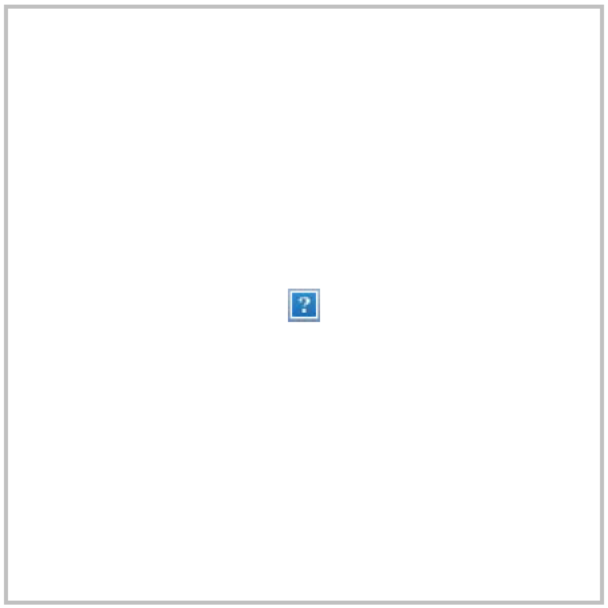
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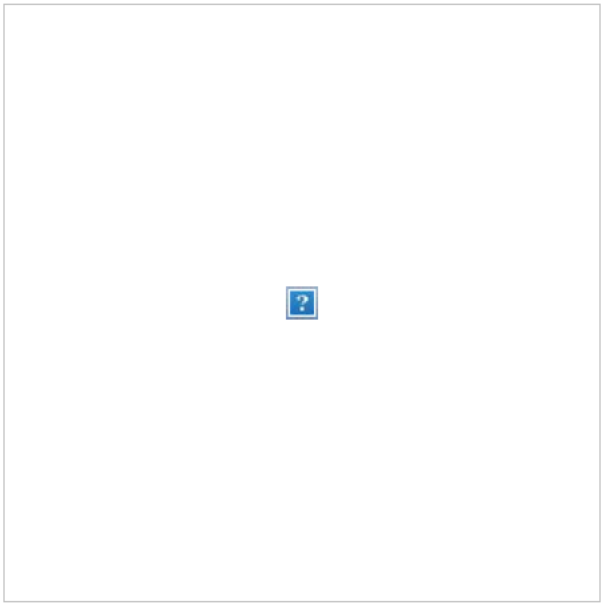


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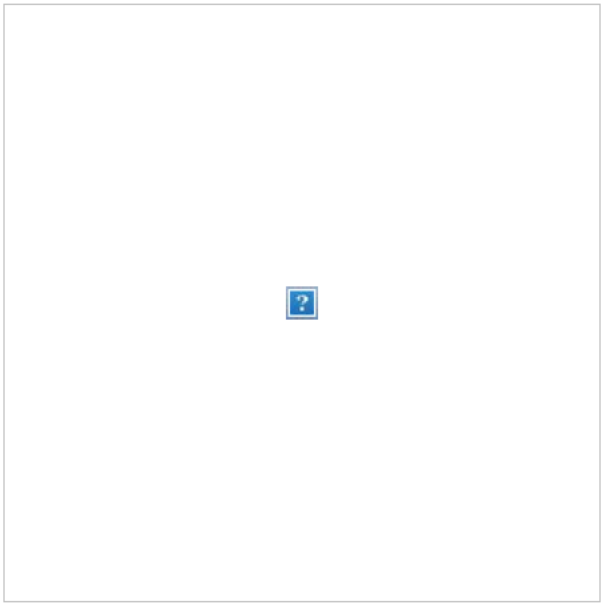


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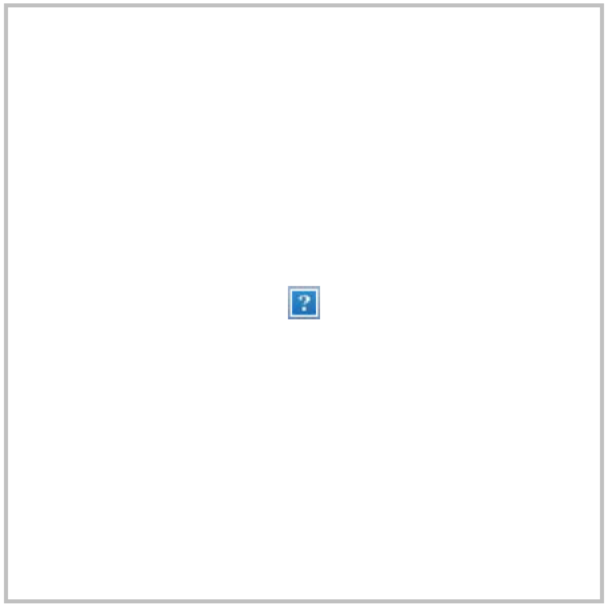
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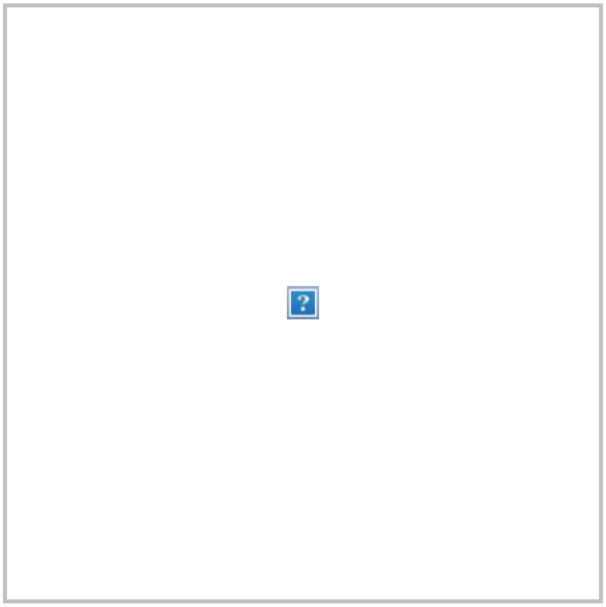
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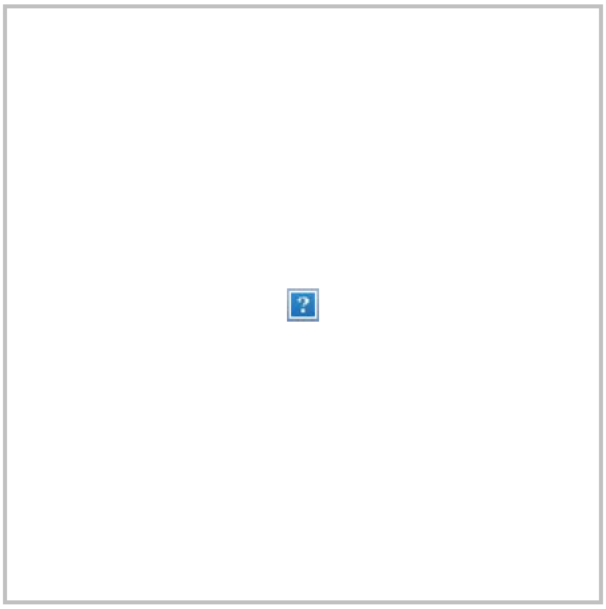
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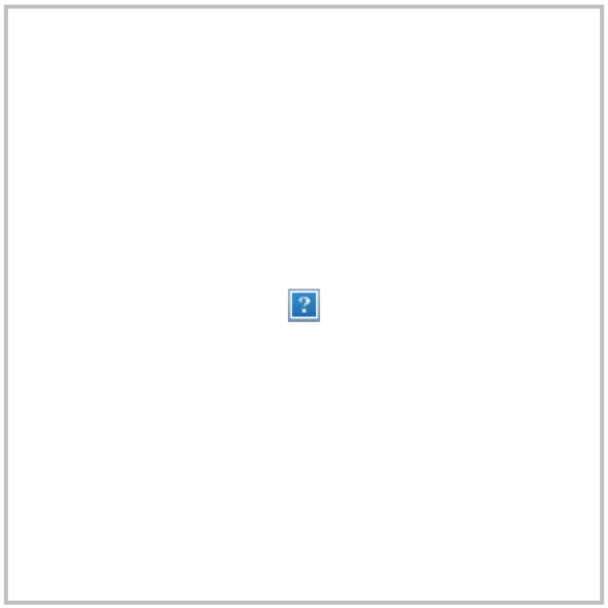
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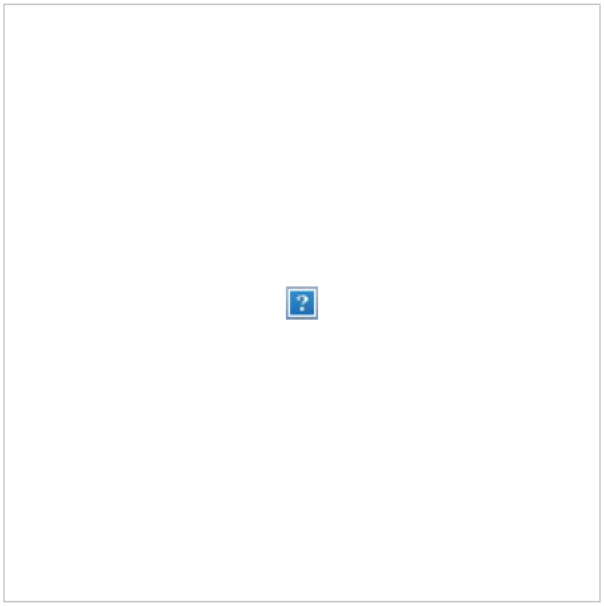


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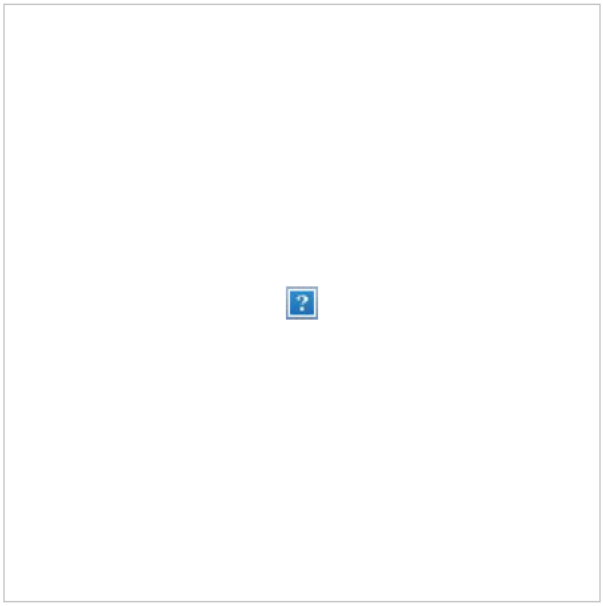


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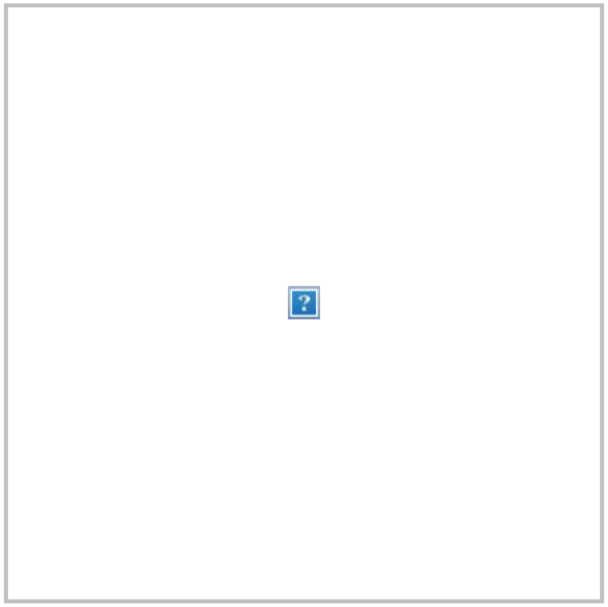
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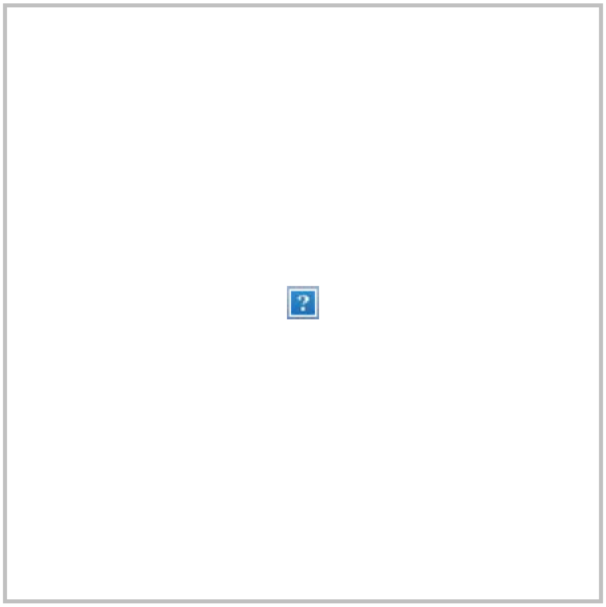
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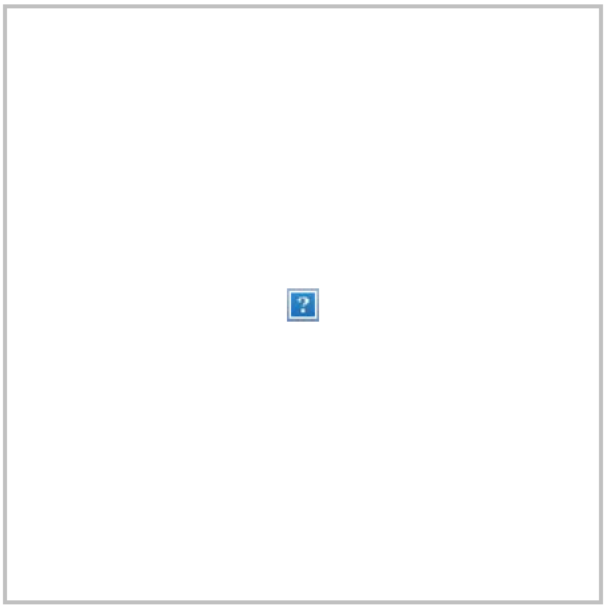
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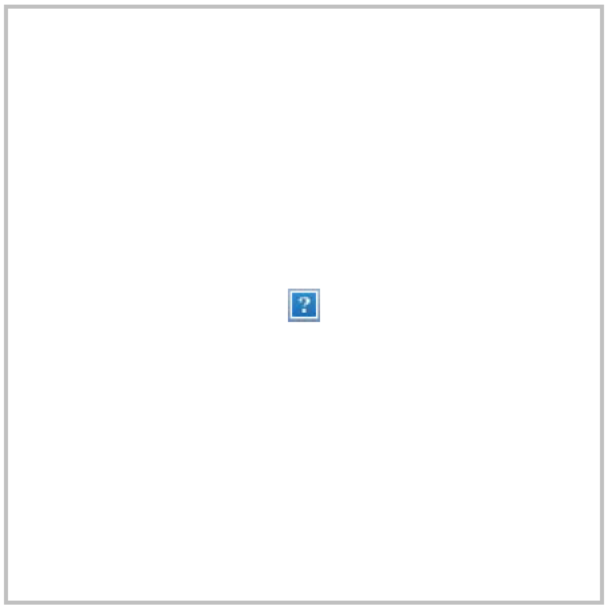
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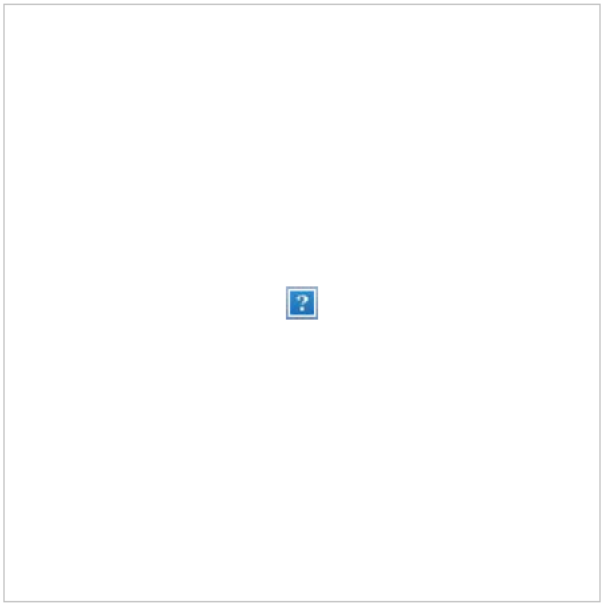


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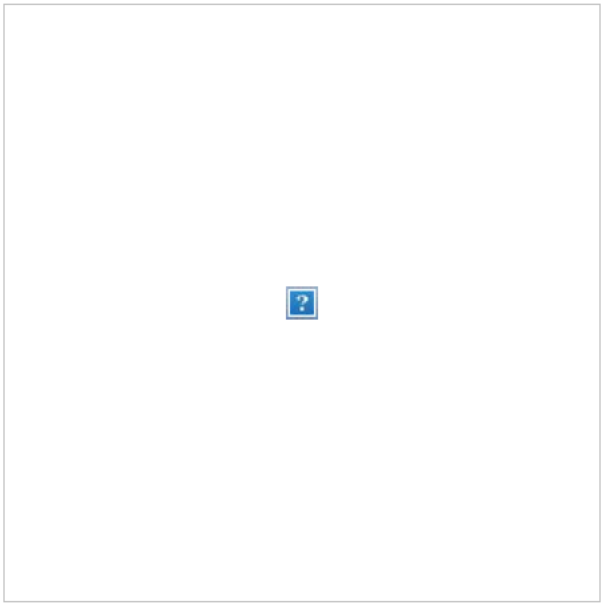


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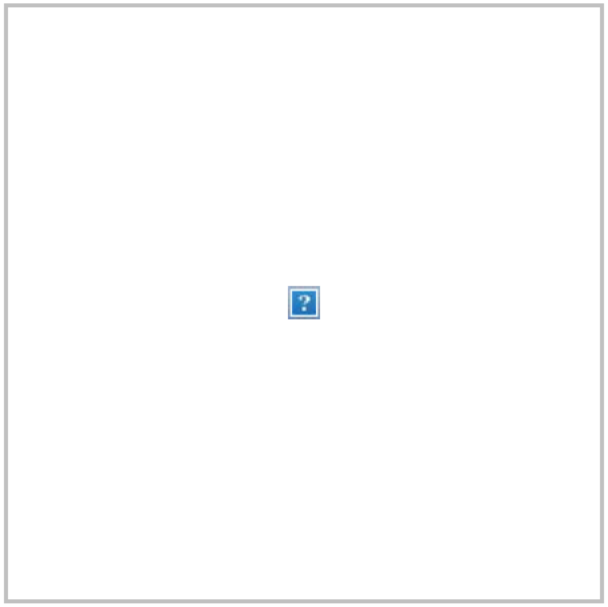
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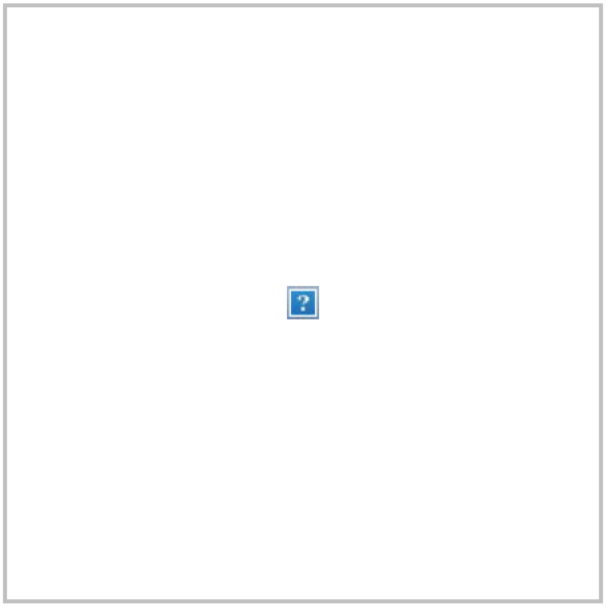
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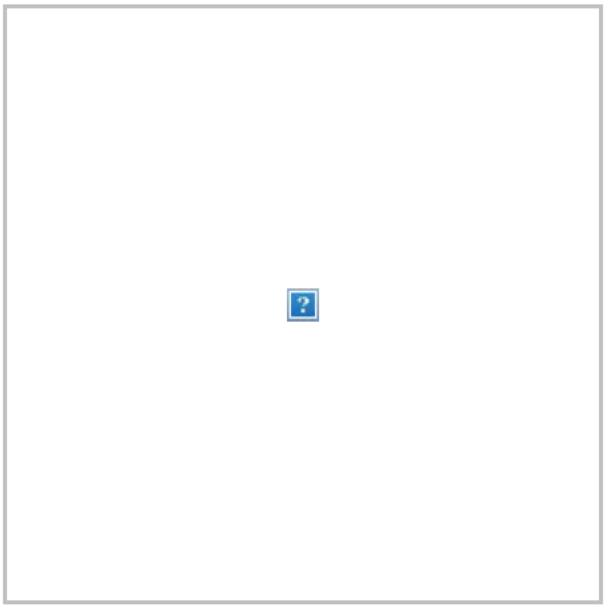
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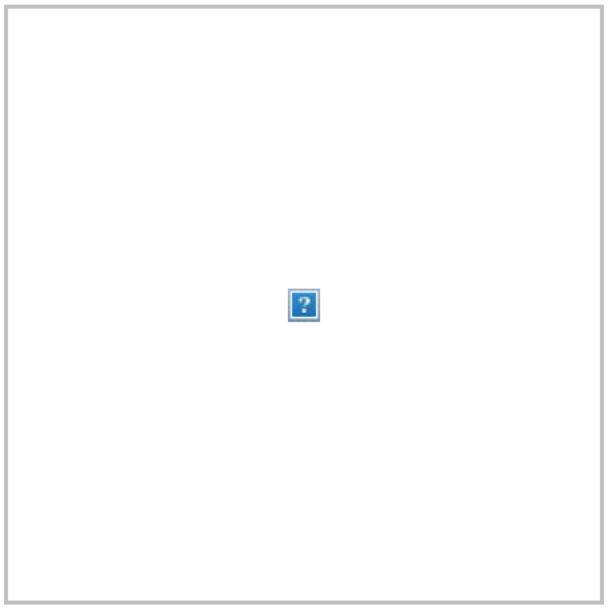
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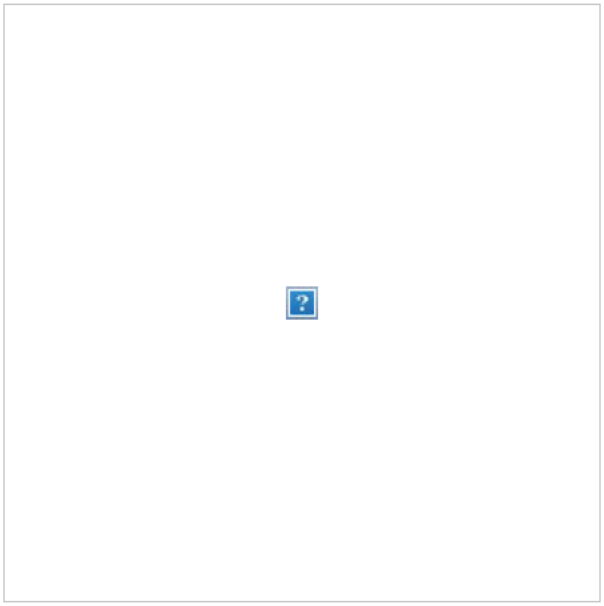


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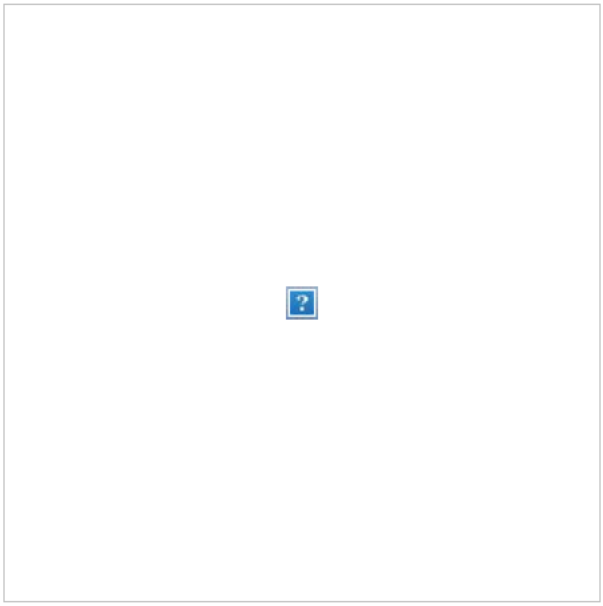


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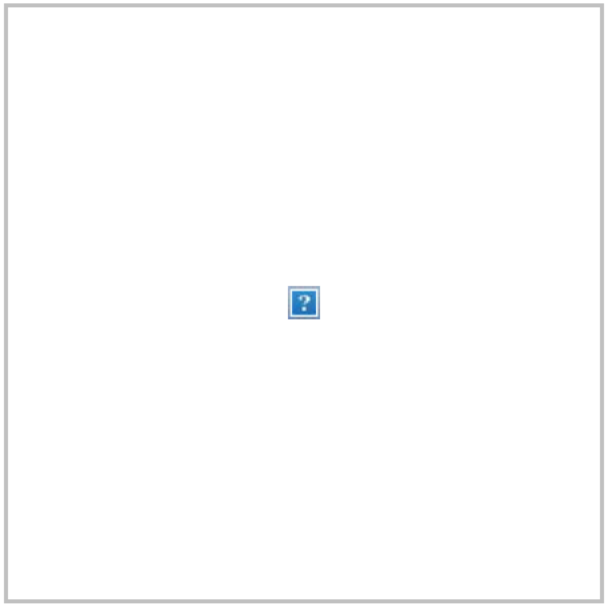
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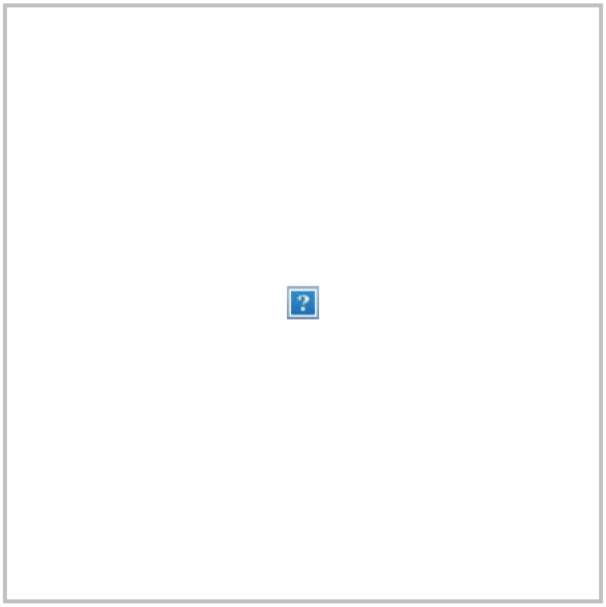
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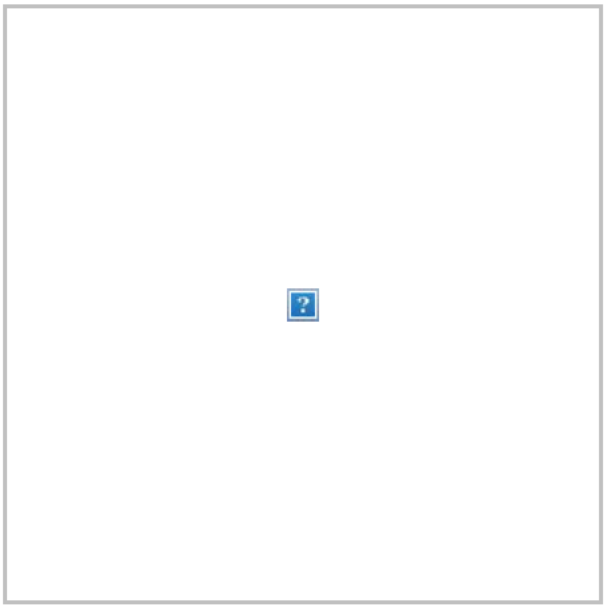
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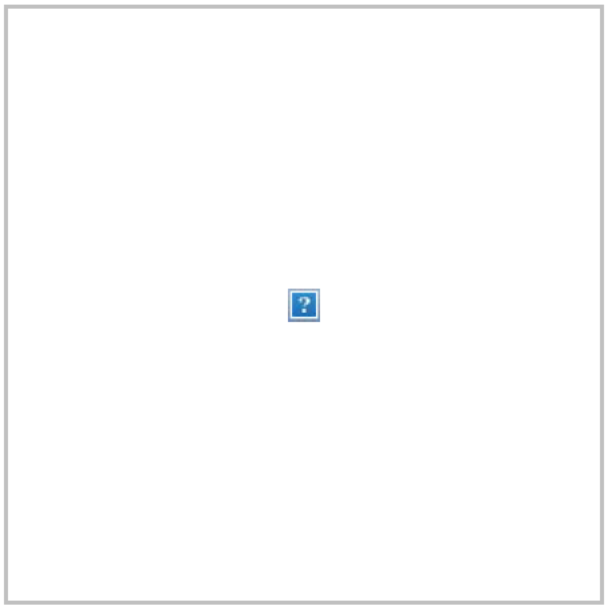
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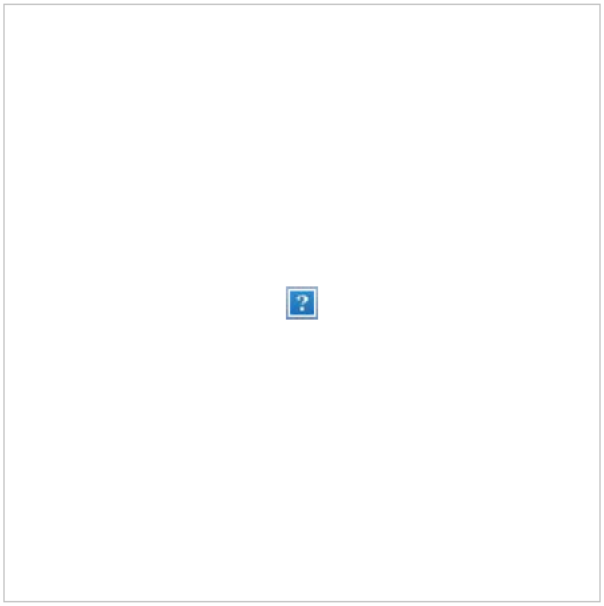


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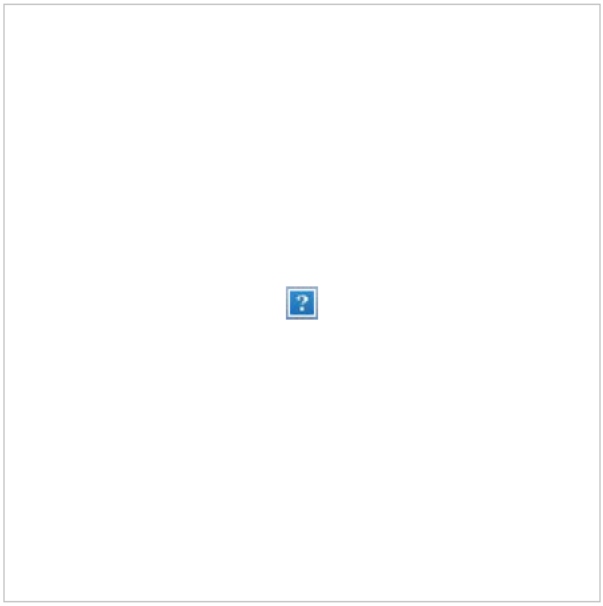


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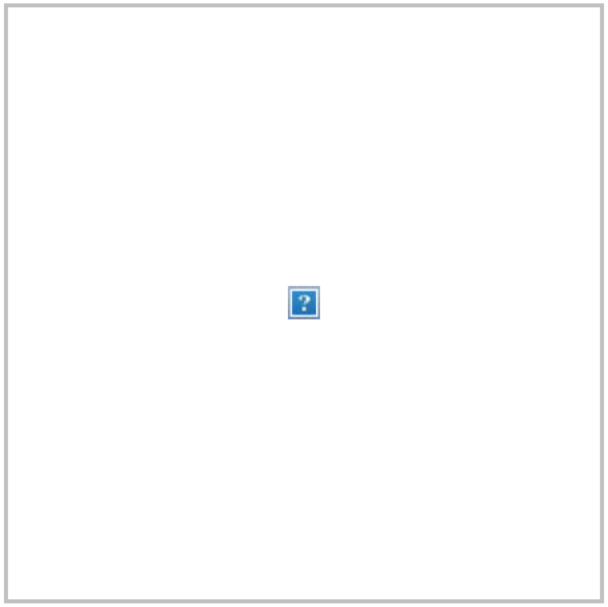
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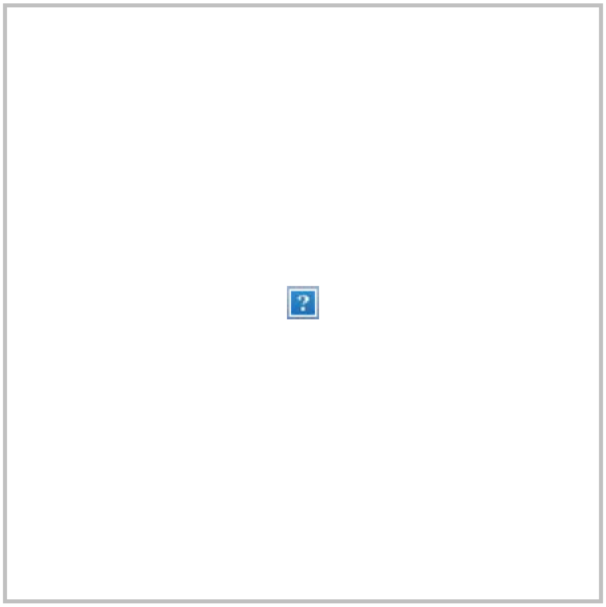
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Officer David Kornowski snapped this photo of a sunrise greeting him at the end of his shift.

Find Suspect Vehicles Faster With ELSAG MTC



New ELSAG MTC plate reader app captures make, type and color. Identify suspect vehicles faster when querying your ALPR data.

Get details

New Tufloc X-Lock Improves Vehicle Gun Rack Operation



The X-Lock allows quick, easy, one-handed access to guns. New locking arms automatically adjust to a tight, more secure fit.

Click for more X-Lock info

697 Police, other responders support boy's lemonade stand after man complains

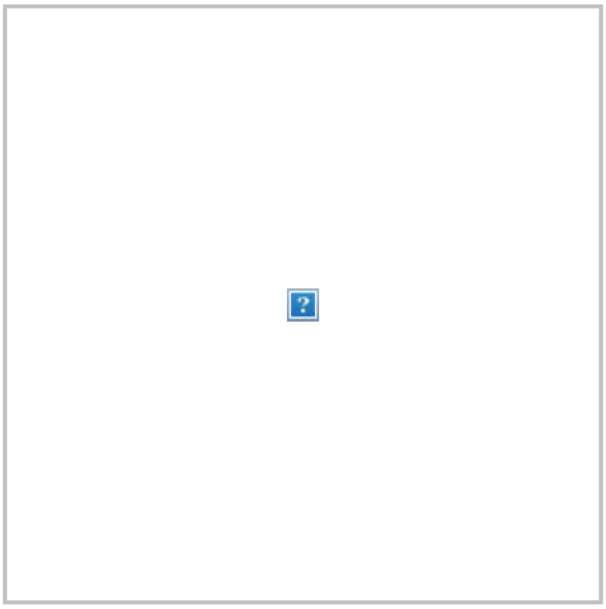
606 Retired LEO uses 2 AR-15s to take down shooter on campground

480 Chicago officer who died after being found unconscious identified

5 ways a new riot suit increases protection and comfort

431 Parkland survivors file lawsuit against LEOs, other officials

309 Officer buys food for hungry kids after mother's medical emergency



An adjustable design means you can outfit any officer in your department for a perfect fit without having to purchase specific sizes.

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From: Fitzgerald, Thomas (POL)
To: Card, Paula (POL); Fitzgerald, Thomas (POL)
Subject: 2019 CVSP
Date: Wednesday, August 8, 2018 8:19:03 AM
Attachments: CVSP Submit GHQ.pdf

Lieutenant Thomas Fitzgerald
Mass. State Police CVES
Concord, MA 01742

From: O"Neil, Shawn (POL)
To: O"Neil, Shawn (POL)
Subject: Academy Draft
Date: Friday, October 12, 2018 7:09:52 PM
Attachments: 10112018 Watch Center highlights.docx
CWC Capabilities.docx
CWC Pamphlet (002).pdf
Draft.docx

Lt. Shawn P. O'Neil #1671

Massachusetts State Police
Division of Homeland Security and Preparedness
Fusion Center - Watch Center
470 Worcester Road
Framingham, MA 01702
Work#: (508) 820-2233
Fax#: (508) 988-7121

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From:	PATRICK CALLAHAN
To:	talben@albenassociates.com; george.battle@ct.gov; james.canon@ct.gov; christopher.wagner@dos.nh.gov; kmorckel@gmail.com; bill.s.harwood@maine.gov; john.e.cote@maine.gov; william.pallozzi@maryland.gov; O"Brien, Barry (POL); Losardo, Donna (POL); Gilpin, Kerry (POL); Ryan, Kristin (POL); Konstantakos, Peter (POL); dburig@pa.gov; kevin.brosseau@rcmp-grc.gc.ca; marshall.craft@state.de.us; monroe.hudson@state.de.us; sean.moriarty@state.de.us; ridgway@theiacp.org; george.beach@troopers.ny.gov; stephen.smith@troopers.ny.gov; john.merrigan@vermont.gov; gary.settle@vsp.virginia.gov; kirk.marlowe@vsp.virginia.gov; matthew.hanley@vsp.virginia.gov
Cc:	GSGREWAL@njoag.gov; Jennifer.Davenport@njoag.gov; Jared Maples; ETHEL.CORCORAN@nypd.org; RICHARD.SCHROEDER@nypd.org
Subject:	ALPR MOU Template
Date:	Tuesday, July 17, 2018 3:58:45 PM
Attachments:	ALPR Data Sharing MOU Template.pdf

As discussed last week at the North Atlantic Region S&P Conference, I have attached the template ALPR Data Sharing MOU as a reference in the hope of having all of the states in our region connected and sharing data with NYPD. Please review the attached and take note that where the MOU references "Partner Agency," that would be replaced with your respective State Police agency.

For specific questions and revisions associated with the execution of the MOU as it pertains to your particular State and the NYPD, please utilize the following two contacts from the NYPD:

Ethel H. Corcoran
Director, Counsel
NYPD Information Technology Bureau
ETHEL.CORCORAN@nypd.org

Richard Schroeder
Assistant Commissioner, Strategic Technology
Strategic Technology Division
RICHARD.SCHROEDER@nypd.org

Pat

Colonel Patrick J. Callahan
New Jersey State Police
609-882-2000, ext. 6501

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From: Griffin, Daniel (POL)
To: Gallagher, David (POL)
Subject: ALPR User guide
Date: Thursday, October 4, 2018 1:16:49 PM
Attachments: BOSS_3.2x_User_Manual_final.pdf

Enjoy, stimulating reading.

Lieutenant Daniel J. Griffin 1129
Traffic Programs Section
Massachusetts State Police
General Headquarters
470 Worcester Road
Framingham, Ma. 01701

From: John Tedona
To: Egnitz, Brian (POL)
Cc: Peter Crary; Michael Roth
Subject: BOSS Software
Date: Wednesday, March 21, 2018 3:30:49 PM
Attachments: image001.png
image004.png
Boss Specifications 02162018.pdf

Brian, The update for BOSS to correct the memory leak issues and other bugs is released and is BOSS 3.5 I've attached the minimum server requirements for 3.5 for your review. The full web based re-write of BOSS is expected to be released in October.

Some more info on the enhancement for BOSS 3.5. By May we should be able to provide you a free trial period of adding the ability to query Make, Model, Color to BOSS 3.5 I'll let you know what pricing looks like as soon as I receive the information. Here's a link to what it will look like in BOSS. https://www.dropbox.com/s/2976j51isxhy32t/MantisDemo.mp4?dl=0

Let me know what you think.

A NEOLOGY Business

John Tedona
Sales Manager
12760 Danielson Ct. Suite A
Poway, CA 92064
Phone: 201-841-6237
Email: jtedona@neology.net
PIPS Support: support@pipstechnology.com 833-747-7577, Option 1 for sales, Option 2 for Support
www.pipstechnology.com

From: John Tedona
To: Egnitz, Brian (POL)
Cc: Peter Crary; Michael Roth; Giovanni Navarrete
Subject: BOSS Upgrade Process
Date: Friday, April 13, 2018 9:48:54 AM
Attachments: image001.png
image003.png
PIPS ALPR Data Storage Calc.xlsx
BOSS3 3.5.0.0 Upgrade Guide.pdf
Boss Specifications 02162018.pdf
BOSS 3.5.0.1 Release Notes External.pdf

Brian,

Following up on our phone call, attached is the information required to upgrade your ALPR system to the latest BOSS version 3.5. This version will resolve several issues including query speed, mapping functionality and improve auditing. Please review the version notes, updated BOSS server specifications and Upgrade Guide. I've attached the Upgrade Guide that our technicians will follow for your reference and a data storage calculator to assist you in determining the SQL hard drive space required for your agencies ALPR read data.

Once you have confirmed that the server is ready to accept the upgrade we can schedule the service. Please let Mike Roth or I know if you have any questions

Boss Upgrade:

1. Boss 3.5.x looks and feels the same as previous versions with exceptions to the additions and enhancements indicated in the release notes.

2. Boss 3.5.x requires a minimum database version of MSSQL 2012 or newer.
   a. Yes it's safe to upgrade SQL without effecting Boss3 Db.

3. Boss application update is an uninstall and reinstall processes.
   a. Existing Boss licensing is not effected.

4. Existing data can remain in-tacked, no need to rebuild Db.

5. Boss clients will need to be re-installed via the Boss URL, auto upgrade to existing clients is not possible.
   a. Email distribution for new Boss client install should pre-planned to coincide with upgrade date.

6. Upgrades from existing Boss Db typically take approx. 1hr, providing there are no existing Db issue or relocations occurring.

Thank you,



A NEOLOGY Business

John Tedona
Sales Manager
12760 Danielson Ct. Suite A
Poway, CA 92064
Phone: 201-841-6237
Email: jtedona@neology.net
PIPS Support: support@pipstechnology.com 833-747-7577, Option 1 for sales, Option 2 for Support
www.pipstechnology.com

From: Commonwealth Fusion Center (POL)
To: O"Neil, Shawn (POL)
Cc: fusionarchive@disnet.pol.state.ma.us
Subject: Commonwealth Watch Center Capabilities DRAFT #2 - UPDATE
Date: Friday, June 8, 2018 12:10:00 PM
Attachments: CWC Capabilities.docx
CWC Pamphlet.pdf

Sir,

Updated to include a brief description of the Homeland Security Information Network (HSIN) Situational Awareness Room (SitRoom). Converted to a Microsoft Word attachment for ease of editing.

Respectfully,

Sean Bender
Intelligence Analyst
Massachusetts State Police
Commonwealth Fusion Center
470 Worcester Rd.
Framingham, MA 01702
508-820-2233
Sean.Bender@massmail.state.ma.us

From: Commonwealth Fusion Center (POL)
To: O"Neil, Shawn (POL)
Cc: fusionarchive@disnet.pol.state.ma.us
Subject: CWC Capabilities List DRAFT
Date: Friday, June 8, 2018 11:49:00 AM
Attachments: CWC Pamphlet.pdf

Lt.

As requested, for your review. Please let me know if you see anything glaring missing, as I'm sure there are things we do in practice that escape me. Attached is the flyer that was generated previously, outlining some of the same and elaborating on some points.

Situational Awareness Capabilities:

- HSIN Situational Awareness Room
- MSP/BPD/MBTA/MassDOT Federated Camera Systems
  - Security Desk
  - Avigilon Control Center
  - FLIR
- MSP Airwing Downlink + AeryonLive Drone
- Asset Tracking
  - SilverEye Aviation (MSP Airwing)
  - CompassTrac (AVL)
- Local/Regional/National Media Monitoring
- Open Source Monitoring/OSINT
  - Facebook
    - Public Gatherings
      - Daily Situational Awareness Bulletin
      - Real-time Event Monitoring
        - Protests/Rallies
        - Boston Marathon
        - 4th of July
        - Sail Boston
        - Events of local/state/regional significance with significant anticipated impact on public safety or security
    - Facebook Live
  - Twitter
    - Tweetdeck
  - Periscope
- Video Teleconference Technology
  - Broadcast real-time information/intelligence to stakeholders (ex: Governor's Situational Awareness Room, MSP Crime Lab, etc)
- Fox Messenger
- ShotSpotter Respond
- Barco Video Wall
- GIS Dashboard

Law Enforcement Investigative Tools:

- CJISWeb 3.0
- Commercial Databases:

    - CLEAR
    - TLO
- Coplink
- CrimeNtel
- ACISS
- RAMS
- Issuance 360 Facial Recognition
- Boss 3M ALPR
- ISO
- HSIN Exchange

Bulletin and Intelligence Product Dissemination (Internally/Externally Generated):

- BOLO/Wanted
- Officer Safety
- Situational Awareness
- Missing Persons/Silver Alert
- Identification Wanted
- Request for Information
- Intelligence Bulletins/Analytic Products

Commonwealth Watch Center Operations

- Hours of Operation:
    - Monday – Friday
    - 0700-2300 Hours
- Staffing:
    - MA State Police Sworn Personnel
    - Intelligence Analysts
    - MA State Police Dispatcher
- Objectives:
    - Provide investigative support to local, state, and federal law enforcement agencies, partners, and stakeholders
    - Maintain and contribute to real-time situational awareness within the agency and Commonwealth through the monitoring of open source information, media broadcast, and criminal intelligence and timely dissemination of relevant information
    - Serve as a point of contact and liaison for local/state/federal entities seeking to receive information and/or investigative support from law enforcement agencies in the Commonwealth, as well as across the country through the National Network of Fusion Centers

To: O"Neil, Shawn (POL)
Subject: CWC Capabilities
Date: Friday, June 8, 2018 11:48:32 AM
Attachments: CWC Pamphlet.pdf

Lt.

As requested, for your review. Please let me know if you see anything glaring missing, as I'm sure there are things we do in practice that escape me. Attached is the flyer that was generated previously, outlining some of the same and elaborating on some points.

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- CrimeNtel

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- Boss 3M ALPR
- ISO
- HSIN Exchange

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  - Serve as a point of contact and liaison for local/state/federal entities seeking to receive information and/or investigative support from law enforcement agencies in the Commonwealth, as well as across the country through the National Network of Fusion Centers

From: Range, Scott (POL)
To: Murphy, Matthew (POL)
Cc: Quinn, Dermot (POL)
Subject: DHS Programs and Initiatives / Items of Significance for 2017
Date: Wednesday, January 17, 2018 9:22:15 PM
Attachments: Draft outline for DHS 2017 MSP Programs Initiatives END OF YEAR Updated JAN 2018.docx

---

Det. Lt. Murphy,

Here is the updated draft submission for DHS re Programs, Initiatives, Equipment Purchased and Items of Significance for 2017 that DHS was involved in. Please let us know if you have any questions, concerns or need any further info.

Thanks again

Major Scott Range
Massachusetts State Police
Division of Homeland Security and Preparedness
Deputy Division Commander
Work: 978-451-3757
Email: scott.range@massmail.state.ma.us

From: Charlie Patterson
To: Comeau, Melissa (POL)
Subject: Estimate Q18-2421 from Access Control Systems
Date: Friday, August 17, 2018 10:56:28 AM
Attachments: Est_Q182421_from_Access_Control_Systems_24744.pdf
FINAL_Q2018715_MA_SP_ACS_IIS_Support_Maintenance_Services_(SMS)_Plan_3_Year_Aug_18_2018.pdf

---

Dear Customer :

Please review the attached estimate. Feel free to contact us if you have any questions.

We look forward to working with you.

Sincerely,

Access Control Systems
603-249-9820

From: Range, Scott (POL)
To: Thibault, Amy (POL)
Subject: Flyers
Date: Thursday, July 26, 2018 4:04:17 PM
Attachments: CWC Pamphlet.pub
CWC Capabilities Doc June 2018.docx
CFC Special Events Job Duties Doc June 2018.docx
CFC Special Events Overview.docx
CWC Pamphlet.docx
CCIP 1-pager.pdf
Massachusetts CFC_Fusion Center Flyer_2016.pdf

Major Scott Range
Massachusetts State Police
Deputy Division Commander
Division of Homeland Security and Preparedness
Work: 978-451-3757
Email: scott.range@massmail.state.ma.us

From: Range, Scott (POL)
To: Dowd, Philip (POL)
Subject: FW: 2017 Programs and Initiatives RE DHS
Date: Wednesday, January 3, 2018 7:23:56 PM
Attachments: Draft outline for DHS 2017 MSP Programs Initiatives (002) (3).docx

---

Phil,

Can you review the attachment for your side of DHS and make any changes or additions in track changes mode and if possible try to get it back to me by next Tuesday or Wednesday. I'll work on the CIIS side so we can submit one item back to Matt if that works for you.

Thanks,
Scott

From: Range, Scott (POL)
Sent: Wednesday, January 03, 2018 7:22 PM
To: Murphy, Matthew (POL)
Cc: Dowd, Philip (POL)
Subject: RE: 2017 Programs and Initiatives RE DHS

Matt, received will do thanks

From: Murphy, Matthew (POL)
Sent: Wednesday, January 03, 2018 7:21 PM
To: Range, Scott (POL)
Cc: Dowd, Philip (POL)
Subject: Re: 2017 Programs and Initiatives RE DHS

Could you shoot for the end of next week? Much appreciated.
Respectfully,
Matt

From: Range, Scott (POL)
Sent: Wednesday, January 3, 2018 7:18:13 PM
To: Murphy, Matthew (POL)
Cc: Dowd, Philip (POL)
Subject: RE: 2017 Programs and Initiatives RE DHS

Det. Lt. Murphy,

Received, thank you. We can update this further to account for everything additional since September. What date/time do you need our updates by for them to be included?

From: Murphy, Matthew (POL)
Sent: Wednesday, January 03, 2018 11:07 AM
To: Range, Scott (POL)
Cc: Dowd, Philip (POL)
Subject: RE: 2017 Programs and Initiatives RE DHS

Sir-

This is what I have.

Respectfully,
Matt

Det. Lieutenant Matt Murphy #1603
Massachusetts State Police
Office of the Superintendent
470 Worcester Road
Framingham, MA 01702
(508) 820-2135

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---

From: Range, Scott (POL)
Sent: Tuesday, January 02, 2018 7:46 PM
To: Murphy, Matthew (POL)
Cc: Dowd, Philip (POL)
Subject: FW: 2017 Programs and Initiatives RE DHS

Det. Lt. Murphy,

Can you please provide Det. Capt. Dowd and I a copy of the info you have to date for DHS for this project.

I believe Lt. Col. Mason provided you a document prior to the previous September 29th deadline for the time period of January to September 2017 but I did not receive a copy of it.

Lt. Col. Quinn requested that we follow up re this so we can ensure you have all relevant DHS info.

Thank you,
Scott

Major Scott Range
Massachusetts State Police
Division of Homeland Security and Preparedness
Deputy Division Commander
Work: 978-451-3757
Cell: 508-808-2932
Email: scott.range@massmail.state.ma.us

From: Quinn, Dermot (POL)
Sent: Tuesday, January 02, 2018 12:20 PM
To: Range, Scott (POL); Dowd, Philip (POL)
Subject: Fwd: 2017 Programs and Initiatives

When you guys get a second, please check with Matt Murphy in the Colonels office and make sure we are good with this.

Thanks

Sent from my Verizon 4G LTE smartphone

-------- Original message --------
From: "Murphy, Matthew (POL)" <matthew.murphy3@MassMail.State.MA.US>
Date: 1/2/18 11:31 AM (GMT-05:00)
To: "Quinn, Dermot (POL)" <Dermot.Quinn@MassMail.State.MA.US>, "Grenham, Thomas (POL)" <thomas.grenham@MassMail.State.MA.US>, "Risteen, Daniel (POL)" <daniel.risteen@MassMail.State.MA.US>, "Mason, Christopher (POL)" <chris.mason@MassMail.State.MA.US>, "Small, Michelle (POL)" <Michelle.Small@MassMail.State.MA.US>
Cc: "Gilpin, Kerry (POL)" <kerry.gilpin@MassMail.State.MA.US>, "O'Brien, Barry (POL)" <barry.obrien@MassMail.State.MA.US>
Subject: FW: 2017 Programs and Initiatives

Dear Division Commanders:

Thank you for forwarding your January-September information to me. When possible, please let me know of any September-December additions you would like to have included in an annual report.

Respectfully,
Matt

Det. Lieutenant Matt Murphy #1603
Massachusetts State Police
Office of the Superintendent
470 Worcester Road
Framingham, MA 01702
(508) 820-2135



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---

From: Murphy, Matthew (POL)
Sent: Friday, August 18, 2017 10:05 AM
Subject: 2017 Programs and Initiatives

Dear Division Commanders:

The Deputy would like to get out in front of our annual report this year. Using the attached 2016 document as a guide, please identify and describe any new initiatives/projects, new units/responsibilities, training and equipment updates, Policy and Procedure updates, and community-based initiatives your division has been involved in so far in 2017. A blank form is attached. Please return the forms to me by Friday, September 22. I will compile them into a master document. Please call me at x2135 with any questions.

The Deputy will reach out to you for September-December updates in December.

Respectfully,

Matt

Lieutenant Matt Murphy #1603
Massachusetts State Police
Office of the Superintendent
470 Worcester Road
Framingham, MA 01702
(508) 820-2135



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From: Egnitz, Brian (POL)
To: Stelmat, Jason (POL)
Subject: FW: 2017 Programs and Initiatives
Date: Thursday, January 25, 2018 1:29:14 PM
Attachments: 2016 MSP Programs & Initiatives.docx
Draft for Divisions 2017 MSP Programs & Initiatives.docx
Draft for DHS 2017 MSP Programs Initiatives (002).docx

From: Mason, Christopher (POL)
Sent: Wednesday, September 20, 2017 9:10 AM
To: Prior, Richard (POL); Dowd, Philip (POL); Range, Scott (POL); Sojka, Robert (POL); Egnitz, Brian (POL); Thibault, Amy (POL)
Cc: Quinn, Dermot (POL)
Subject: FW: 2017 Programs and Initiatives

To All,

Please see the attached draft DHS response. I have started to populate the chart. Please feel free to add, correct, edit, etc. This is due by COB on this Friday. If you add your suggestions and email back to me, I will consolidate and submit to DLT. Murphy on Fri. pending approval by LTC. Quinn. Thank you.

Major Christopher S. Mason, #2401
Division of Homeland Security and Preparedness
Massachusetts State Police
Commonwealth Fusion Center

From: Quinn, Dermot (POL) [mailto:dermot.quinn@massmail.state.ma.us]
Sent: Thursday, August 24, 2017 11:43 PM
To: Prior, Richard (POL) <richard.prior@MassMail.State.MA.US>; Mason, Christopher (POL) <chris.mason@MassMail.State.MA.US>; Dowd, Philip (POL) <philip.dowd@MassMail.State.MA.US>; Range, Scott (POL) <scott.range@MassMail.State.MA.US>
Subject: Fwd: 2017 Programs and Initiatives

Gents Please see below from DS

Sent from my Verizon 4G LTE smartphone

-------- Original message --------
From: "Murphy, Matthew (POL)" <matthew.murphy3@MassMail.State.MA.US>
Date: 8/18/17 10:04 AM (GMT-05:00)
To:
Subject: 2017 Programs and Initiatives

Dear Division Commanders:

The Deputy would like to get out in front of our annual report this year. Using the attached 2016 document as a guide, please identify and describe any new initiatives/projects, new units/responsibilities, training and equipment updates, Policy and Procedure updates, and community-based initiatives your division has been involved in so far in 2017. A blank form is attached. Please return the forms to me by Friday, September 22. I will compile them into a master document. Please call me at x2135 with any questions.

The Deputy will reach out to you for September-December updates in December.

Respectfully,

Matt

Lieutenant Matt Murphy #1603
Massachusetts State Police
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From: O"Neil, Shawn (POL)
To: Thibault, Amy (POL)
Subject: FW: Academy Draft
Date: Tuesday, October 16, 2018 11:16:33 AM
Attachments: 10112018 Watch Center highlights.docx
CWC Capabilities.docx
CWC Pamphlet (002).pdf
Draft.docx

From: O'Neil, Shawn (POL)
Sent: Friday, October 12, 2018 7:10 PM
To: O'Neil, Shawn (POL) <Shawn.ONeil@pol.state.ma.us>
Subject: Academy Draft

Lt. Shawn P. O'Neil #1671

Massachusetts State Police
Division of Homeland Security and Preparedness
Fusion Center - Watch Center
470 Worcester Road
Framingham, MA 01702
Work#: (508) 820-2233
Fax#: (508) 988-7121

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From: Moran, Matthew (EPS)
To: Small, Michelle (POL)
Subject: FW: ALPR MOU Template
Date: Wednesday, October 10, 2018 12:10:01 PM
Attachments: image001.png

From: Quinn, Dermot (POL)
Sent: Tuesday, October 09, 2018 4:50 PM
To: Slater, James (CHS); Moran, Matthew (EPS); Griffin, Daniel (POL); Kelley, Dennis (POL); Weldon, Timothy (POL)
Cc: Halpin, Michael (POL); Egnitz, Brian (POL); Warren, Rosemary (POL); Sojka, Robert (POL); Gilpin, Kerry (POL); O'Brien, Barry (POL)
Subject: RE: ALPR MOU Template

Hi Jim,

I would think the best and most effective way to prevent or solve a crime would be to share all of the ALPR data. I think we are covered under Paragraph 5 Section C as stated below:

5. ALPR Data Sharing and Dissemination

a) Each Contributing Agency authorizes the release of its information as outlined in this Policy to any other criminal justice agency that may participate in the Central Repository in the future.

b) A Contributing Party that does not want certain information from its ALPR system to be shared is responsible for filtering out such information before entering it into the Central Repository.

c) The information contributed to the Central Repository is limited to ALPR data.

d) Central Repository ALPR data can be accessed, retrieved, or shared for official and legitimate law enforcement operations or public safety purposes only.

To your point, I agree we should advise contributing agencies that the data may be shared with other law enforcement agencies outside of Massachusetts. I don't think that will come as a surprise to them as we constantly run checks through the State Police Commonwealth Watch Center for non-Massachusetts police departments against our database, and for Massachusetts police departments against out of state LPR systems such as New York and New Jersey. This system would just make that ability much quicker and negate the need to place a call to any of the participating states.

Since the ALPR server for Massachusetts is operated by OTIS, it may make more sense for the MOU to be between EOPSS and NYC as opposed to MSP and NYC. Either way is fine from my perspective. I think Mike Halpin is taking a look from a legal perspective.

Thanks

Dermot

From: Slater, James (CHS)
Sent: Friday, October 5, 2018 8:35 PM
To: Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>; Moran, Matthew (EPS) <matthew.moran@mass.gov>; Griffin, Daniel (POL) <daniel.griffin@MassMail.State.MA.US>; Kelley, Dennis (POL) <dennis.kelley@pol.state.ma.us>; Weldon, Timothy (POL) <timothy.weldon@MassMail.State.MA.US>
Cc: Halpin, Michael (POL) <michael.halpin@pol.state.ma.us>; Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us>; Warren, Rosemary (POL) <Rosemary.Warren@pol.state.ma.us>; Sojka, Robert (POL) <robert.sojka@pol.state.ma.us>; O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>
Subject: RE: ALPR MOU Template

Hi, Lt. Col. Quinn!

I have a follow up question or two re this effort. Specifically, would we be sharing MSP ALPR data only, or is the thought
that all of the data in the central repository would be shared? If the latter is true, would we need to seek permission from the
other LE agencies which have contributed data?

I know that Section 5 of the Commonwealth's ALPR Policy allows the sharing of data with "any other criminal justice agency
that may participate in the Central Repository…", but in this case, we're talking about shipping the data out-of-state.

I just thought I would raise that as a potential issue.

Jim

From: Quinn, Dermot (POL)
Sent: Monday, October 01, 2018 6:13 PM
To: Moran, Matthew (EPS); Slater, James (CHS); Griffin, Daniel (POL); Kelley, Dennis (POL); Weldon, Timothy (POL)
Cc: Halpin, Michael (POL); Egnitz, Brian (POL); Warren, Rosemary (POL); Sojka, Robert (POL); O'Brien, Barry (POL)
Subject: FW: ALPR MOU Template

Matt and Jim,

Please see attached MOU. Massachusetts is interested in participating in NYPD's Regional Data Sharing Program (RDSP) as outlined in the attached MOU concerning Automated License Plate Reader data. The attached MOU is the agreement between NYPD and NJSP. NYPD agrees to expunge the Massachusetts data after one year which as you know is the current requirement in the Commonwealth. Would EOPSS OTIS be able to support this project as the central repository of ALPR data in the state?

Thanks

Dermot

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Homeland Security & Preparedness
Massachusetts State Police

From: Gilpin, Kerry (POL)
Sent: Saturday, September 29, 2018 11:04 AM
To: O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>
Subject: Fw: ALPR MOU Template

Do we know where this stands?

Thank you,

Kerry

Colonel Kerry A. Gilpin
Superintendent
Massachusetts State Police
470 Worcester Road
Framingham, MA 01702
508-820-2350

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From: PATRICK CALLAHAN <LPP5243@gw.njsp.org>
Sent: Tuesday, July 17, 2018 3:55 PM
To: talben@albenassociates.com; george.battle@ct.gov; james.canon@ct.gov; christopher.wagner@dos.nh.gov; kmorckel@gmail.com; bill.s.harwood@maine.gov; john.e.cote@maine.gov; william.pallozzi@maryland.gov; O'Brien, Barry (POL); Losardo, Donna (POL); Gilpin, Kerry (POL); Ryan, Kristin (POL); Konstantakos, Peter (POL); dburig@pa.gov; kevin.brosseau@rcmp-grc.gc.ca; marshall.craft@state.de.us; monroe.hudson@state.de.us; sean.moriarty@state.de.us; ridgway@theiacp.org; george.beach@troopers.ny.gov; stephen.smith@troopers.ny.gov; john.merrigan@vermont.gov; gary.settle@vsp.virginia.gov; kirk.marlowe@vsp.virginia.gov; matthew.hanley@vsp.virginia.gov
Cc: GSGREWAL@njoag.gov; Jennifer.Davenport@njoag.gov; Jared Maples; ETHEL.CORCORAN@nypd.org; RICHARD.SCHROEDER@nypd.org

Subject: ALPR MOU Template

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ETHEL.CORCORAN@nypd.org

Richard Schroeder
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Strategic Technology Division
RICHARD.SCHROEDER@nypd.org

Pat

Colonel Patrick J. Callahan
New Jersey State Police
609-882-2000, ext. 6501

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From:	Mchale, John (POL)
To:	Favuzza, Robert (POL)
Subject:	FW: ALPR MOU Template
Date:	Thursday, October 4, 2018 9:31:54 AM
Attachments:	ALPR Data Sharing MOU Template.pdf ATT00001.htm image001.png

Sir,

Forwarding for your awareness, not sure if you had any knowledge on this.

Major John B. McHale
Commanding Special Operations
Massachusetts State Police
470 Worcester Road
Framingham, MA 01702
(508) 820-2162
john.mchale@MassMail.State.MA.US

From: Blaney, Keith (POL)
Sent: Wednesday, October 03, 2018 11:45 AM
To: Mchale, John (POL)
Subject: FW: ALPR MOU Template

From: Weldon, Timothy (POL)
Sent: Wednesday, October 03, 2018 10:49 AM
To: Blaney, Keith (POL)
Subject: Fwd: ALPR MOU Template

Sent from my iPhone

Begin forwarded message:

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Cc: "Halpin, Michael (POL)" <michael.halpin@pol.state.ma.us>, "Egnitz, Brian (POL)" <brian.egnitz@pol.state.ma.us>, "Warren, Rosemary (POL)"

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Thanks

Dermot

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Homeland Security & Preparedness
Massachusetts State Police

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Sent: Saturday, September 29, 2018 11:04 AM
To: O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>
Subject: Fw: ALPR MOU Template

Do we know where this stands?

Thank you,

Kerry

Colonel Kerry A. Gilpin
Superintendent

Massachusetts State Police
470 Worcester Road
Framingham, MA 01702
508-820-2350

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Cc: GSGREWAL@njoag.gov; Jennifer.Davenport@njoag.gov; Jared Maples; ETHEL.CORCORAN@nypd.org; RICHARD.SCHROEDER@nypd.org
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RICHARD.SCHROEDER@nypd.org

Pat

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New Jersey State Police
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From: Blaney, Keith (POL)
To: Gallagher, David (POL)
Subject: FW: ALPR MOU Template
Date: Wednesday, October 3, 2018 11:45:00 AM
Attachments: ALPR Data Sharing MOU Template.pdf
ATT00001.htm

From: Weldon, Timothy (POL)
Sent: Wednesday, October 03, 2018 10:49 AM
To: Blaney, Keith (POL)
Subject: Fwd: ALPR MOU Template

Sent from my iPhone

Begin forwarded message:

> **From:** "Quinn, Dermot (POL)" <dermot.quinn@pol.state.ma.us>
> **To:** "Moran, Matthew (EPS)" <matthew.moran@mass.gov>, "Slater, James (CHS)" <james.slater@mass.gov>, "Griffin, Daniel (POL)" <daniel.griffin@MassMail.State.MA.US>, "Kelley, Dennis (POL)" <dennis.kelley@pol.state.ma.us>, "Weldon, Timothy (POL)" <timothy.weldon@MassMail.State.MA.US>
> **Cc:** "Halpin, Michael (POL)" <michael.halpin@pol.state.ma.us>, "Egnitz, Brian (POL)" <brian.egnitz@pol.state.ma.us>, "Warren, Rosemary (POL)" <Rosemary.Warren@pol.state.ma.us>, "Sojka, Robert (POL)" <robert.sojka@pol.state.ma.us>, "O'Brien, Barry (POL)" <barry.obrien@pol.state.ma.us>
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> Matt and Jim,
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>
> Thanks
>
> Dermot
>
> Lieutenant Colonel Dermot J. Quinn #1765
> Division Commander
> Division of Homeland Security & Preparedness

Massachusetts State Police



From: Gilpin, Kerry (POL)
Sent: Saturday, September 29, 2018 11:04 AM
To: O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>
Subject: Fw: ALPR MOU Template

Do we know where this stands?

Thank you,

Kerry

Colonel Kerry A. Gilpin
Superintendent
Massachusetts State Police
470 Worcester Road
Framingham, MA 01702
508-820-2350

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Sent: Tuesday, July 17, 2018 3:55 PM
To: talben@albenassociates.com; george.battle@ct.gov; james.canon@ct.gov; christopher.wagner@dos.nh.gov; kmorckel@gmail.com; bill.s.harwood@maine.gov; john.e.cote@maine.gov; william.pallozzi@maryland.gov; O'Brien, Barry (POL); Losardo, Donna (POL); Gilpin, Kerry (POL); Ryan, Kristin (POL); Konstantakos, Peter (POL); dburig@pa.gov; kevin.brosseau@rcmp-grc.gc.ca; marshall.craft@state.de.us; monroe.hudson@state.de.us; sean.moriarty@state.de.us; ridgway@theiacp.org;

george.beach@troopers.ny.gov; stephen.smith@troopers.ny.gov; john.merrigan@vermont.gov; gary.settle@vsp.virginia.gov; kirk.marlowe@vsp.virginia.gov; matthew.hanley@vsp.virginia.gov
Cc: GSGREWAL@njoag.gov; Jennifer.Davenport@njoag.gov; Jared Maples; ETHEL.CORCORAN@nypd.org; RICHARD.SCHROEDER@nypd.org
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Strategic Technology Division
RICHARD.SCHROEDER@nypd.org

Pat

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New Jersey State Police
609-882-2000, ext. 6501

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From:	Blaney, Keith (POL)
To:	Mchale, John (POL)
Subject:	FW: ALPR MOU Template
Date:	Wednesday, October 3, 2018 11:44:57 AM
Attachments:	ALPR Data Sharing MOU Template.pdf ATT00001.htm

From: Weldon, Timothy (POL)
Sent: Wednesday, October 03, 2018 10:49 AM
To: Blaney, Keith (POL)
Subject: Fwd: ALPR MOU Template

Sent from my iPhone

Begin forwarded message:

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> Division of Homeland Security & Preparedness

Massachusetts State Police



From: Gilpin, Kerry (POL)
Sent: Saturday, September 29, 2018 11:04 AM
To: O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>
Subject: Fw: ALPR MOU Template

Do we know where this stands?

Thank you,

Kerry

Colonel Kerry A. Gilpin
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Massachusetts State Police
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Pat

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From:	Egnitz, Brian (POL)
To:	Stockwell, Matt (EPS)
Subject:	FW: ALPR MOU Template
Date:	Tuesday, October 2, 2018 9:15:00 AM
Attachments:	ALPR Data Sharing MOU Template.pdf image001.png

FYI – this may be coming downhill.

-Brian

From: Quinn, Dermot (POL)
Sent: Monday, October 1, 2018 6:13 PM
To: Moran, Matthew (EPS); Slater, James (CHS); Griffin, Daniel (POL); Kelley, Dennis (POL); Weldon, Timothy (POL)
Cc: Halpin, Michael (POL); Egnitz, Brian (POL); Warren, Rosemary (POL); Sojka, Robert (POL); O'Brien, Barry (POL)
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Thanks

Dermot

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Division of Homeland Security & Preparedness
Massachusetts State Police

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Do we know where this stands?

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Cc:	Halpin, Michael (POL); Egnitz, Brian (POL); Warren, Rosemary (POL); Sojka, Robert (POL); O"Brien, Barry (POL)
Subject:	FW: ALPR MOU Template
Date:	Monday, October 1, 2018 6:13:20 PM
Attachments:	ALPR Data Sharing MOU Template.pdf image001.png

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Dermot

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Division Commander
Division of Homeland Security & Preparedness
Massachusetts State Police

From: Gilpin, Kerry (POL)
Sent: Saturday, September 29, 2018 11:04 AM
To: O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>
Subject: Fw: ALPR MOU Template

Do we know where this stands?

Thank you,

Kerry

Colonel Kerry A. Gilpin
Superintendent
Massachusetts State Police
470 Worcester Road
Framingham, MA 01702
508-820-2350

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From: PATRICK CALLAHAN <LPP5243@gw.njsp.org>
Sent: Tuesday, July 17, 2018 3:55 PM
To: talben@albenassociates.com; george.battle@ct.gov; james.canon@ct.gov; christopher.wagner@dos.nh.gov; kmorckel@gmail.com; bill.s.harwood@maine.gov; john.e.cote@maine.gov; william.pallozzi@maryland.gov; O'Brien, Barry (POL); Losardo, Donna (POL); Gilpin, Kerry (POL); Ryan, Kristin (POL); Konstantakos, Peter (POL); dburig@pa.gov; kevin.brosseau@rcmp-grc.gc.ca; marshall.craft@state.de.us; monroe.hudson@state.de.us; sean.moriarty@state.de.us; ridgway@theiacp.org; george.beach@troopers.ny.gov; stephen.smith@troopers.ny.gov; john.merrigan@vermont.gov; gary.settle@vsp.virginia.gov; kirk.marlowe@vsp.virginia.gov; matthew.hanley@vsp.virginia.gov
Cc: GSGREWAL@njoag.gov; Jennifer.Davenport@njoag.gov; Jared Maples; ETHEL.CORCORAN@nypd.org; RICHARD.SCHROEDER@nypd.org
Subject: ALPR MOU Template

As discussed last week at the North Atlantic Region S&P Conference, I have attached the template ALPR Data Sharing MOU as a reference in the hope of having all of the states in our region connected and sharing data with NYPD. Please review the attached and take note that where the MOU references "Partner Agency," that would be replaced with your respective State Police agency.

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Ethel H. Corcoran
Director, Counsel
NYPD Information Technology Bureau
ETHEL.CORCORAN@nypd.org

Richard Schroeder
Assistant Commissioner, Strategic Technology
Strategic Technology Division

RICHARD.SCHROEDER@nypd.org

Pat

Colonel Patrick J. Callahan
New Jersey State Police
609-882-2000, ext. 6501

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To: Moran, Matthew (EPS); Slater, James (CHS); Griffin, Daniel (POL); Kelley, Dennis (POL); Weldon, Timothy (POL)
Cc: Halpin, Michael (POL); Egnitz, Brian (POL); Warren, Rosemary (POL); Sojka, Robert (POL)
Subject: FW: ALPR MOU Template
Date: Monday, October 1, 2018 6:06:33 PM
Attachments: ALPR Data Sharing MOU Template.pdf

Matt and Jim,

Please see attached MOU. Massachusetts is interested in participating in NYPD's Regional Data Sharing Program (RDSP) as outlined in the attached MOU concerning Automated License Plate Reader data. The attached MOU is the agreement between NYPD and NJSP. NYPD agrees to expunge the Massachusetts data after one year which as you know is the current requirement in the Commonwealth

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john.e.cote@maine.gov; william.pallozzi@maryland.gov; O'Brien, Barry (POL); Losardo, Donna (POL); Gilpin, Kerry (POL); Ryan, Kristin (POL); Konstantakos, Peter (POL); dburig@pa.gov; kevin.brosseau@rcmp-grc.gc.ca; marshall.craft@state.de.us; monroe.hudson@state.de.us; sean.moriarty@state.de.us; ridgway@theiacp.org; george.beach@troopers.ny.gov; stephen.smith@troopers.ny.gov; john.merrigan@vermont.gov; gary.settle@vsp.virginia.gov; kirk.marlowe@vsp.virginia.gov; matthew.hanley@vsp.virginia.gov
Cc: GSGREWAL@njoag.gov; Jennifer.Davenport@njoag.gov; Jared Maples; ETHEL.CORCORAN@nypd.org; RICHARD.SCHROEDER@nypd.org
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john.e.cote@maine.gov; william.pallozzi@maryland.gov; O'Brien, Barry (POL); Losardo, Donna (POL); Gilpin, Kerry (POL); Ryan, Kristin (POL); Konstantakos, Peter (POL); dburig@pa.gov; kevin.brosseau@rcmp-grc.gc.ca; marshall.craft@state.de.us; monroe.hudson@state.de.us; sean.moriarty@state.de.us; ridgway@theiacp.org; george.beach@troopers.ny.gov; stephen.smith@troopers.ny.gov; john.merrigan@vermont.gov; gary.settle@vsp.virginia.gov; kirk.marlowe@vsp.virginia.gov; matthew.hanley@vsp.virginia.gov
Cc: GSGREWAL@njoag.gov; Jennifer.Davenport@njoag.gov; Jared Maples; ETHEL.CORCORAN@nypd.org; RICHARD.SCHROEDER@nypd.org
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From: Quinn, Dermot (POL)
To: Gilpin, Kerry (POL)
Subject: FW: ALPR MOU Template
Date: Monday, October 22, 2018 1:38:00 PM
Attachments: image001.png

Hi Colonel,

Re your inquiry. Please see below.

DJQ

From: Quinn, Dermot (POL)
Sent: Monday, October 22, 2018 1:34 PM
To: Halpin, Michael (POL) <michael.halpin@pol.state.ma.us>; Farrell, Sean (POL) <sean.farrell@pol.state.ma.us>
Cc: Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us>; Warren, Rosemary (POL) <Rosemary.Warren@pol.state.ma.us>; Sojka, Robert (POL) <robert.sojka@pol.state.ma.us>; O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Slater, James (CHS) <james.slater@mass.gov>; Moran, Matthew (EPS) <matthew.moran@mass.gov>; Griffin, Daniel (POL) <daniel.griffin@MassMail.State.MA.US>; Kelley, Dennis (POL) <dennis.kelley@pol.state.ma.us>; Weldon, Timothy (POL) <timothy.weldon@MassMail.State.MA.US>
Subject: RE: ALPR MOU Template

Hi Mike,

Just an FYI. At this morning's Command Staff meeting the Colonel was asking where we stand on the LPR sharing MOU with NYPD and NJSP. I know you have been reviewing the MOU from a legal perspective. Jim Slater has been reviewing from a technical perspective. If approved we will coordinate with NYPD Inspector Anthony Tasso, Commanding Officer, Strategic Technology Division and put him or his team in touch with EOPSS.

Thanks

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Homeland Security & Preparedness
Massachusetts State Police

From: Quinn, Dermot (POL)
Sent: Tuesday, October 9, 2018 4:50 PM
To: Slater, James (CHS) <james.slater@mass.gov>; Moran, Matthew (EPS) <matthew.moran@mass.gov>;

Griffin, Daniel (POL) <daniel.griffin@MassMail.State.MA.US>; Kelley, Dennis (POL) <dennis.kelley@pol.state.ma.us>; Weldon, Timothy (POL) <timothy.weldon@MassMail.State.MA.US>
Cc: Halpin, Michael (POL) <michael.halpin@pol.state.ma.us>; Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us>; Warren, Rosemary (POL) <Rosemary.Warren@pol.state.ma.us>; Sojka, Robert (POL) <robert.sojka@pol.state.ma.us>; Gilpin, Kerry (POL) <kerry.gilpin@pol.state.ma.us>; O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>
Subject: RE: ALPR MOU Template

Hi Jim,

I would think the best and most effective way to prevent or solve a crime would be to share all of the ALPR data. I think we are covered under Paragraph 5 Section C as stated below:

5. ALPR Data Sharing and Dissemination

a) Each Contributing Agency authorizes the release of its information as outlined in this Policy to any other criminal justice agency that may participate in the Central Repository in the future.

b) A Contributing Party that does not want certain information from its ALPR system to be shared is responsible for filtering out such information before entering it into the Central Repository.

c) The information contributed to the Central Repository is limited to ALPR data.

d) Central Repository ALPR data can be accessed, retrieved, or shared for official and legitimate law enforcement operations or public safety purposes only.

To your point, I agree we should advise contributing agencies that the data may be shared with other law enforcement agencies outside of Massachusetts. I don't think that will come as a surprise to them as we constantly run checks through the State Police Commonwealth Watch Center for non-Massachusetts police departments against our database, and for Massachusetts police departments against out of state LPR systems such as New York and New Jersey. This system would just make that ability much quicker and negate the need to place a call to any of the participating states.

Since the ALPR server for Massachusetts is operated by OTIS, it may make more sense for the MOU to be between EOPSS and NYC as opposed to MSP and NYC. Either way is fine from my perspective. I think Mike Halpin is taking a look from a legal perspective.

Thanks

Dermot

From: Slater, James (CHS)
Sent: Friday, October 5, 2018 8:35 PM
To: Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>; Moran, Matthew (EPS) <matthew.moran@mass.gov>; Griffin, Daniel (POL) <daniel.griffin@MassMail.State.MA.US>; Kelley, Dennis (POL) <dennis.kelley@pol.state.ma.us>; Weldon, Timothy (POL) <timothy.weldon@MassMail.State.MA.US>

Cc: Halpin, Michael (POL) <michael.halpin@pol.state.ma.us>; Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us>; Warren, Rosemary (POL) <Rosemary.Warren@pol.state.ma.us>; Sojka, Robert (POL) <robert.sojka@pol.state.ma.us>; O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>
Subject: RE: ALPR MOU Template

Hi, Lt. Col. Quinn!

I have a follow up question or two re this effort. Specifically, would we be sharing MSP ALPR data only, or is the thought
that all of the data in the central repository would be shared? If the latter is true, would we need to seek permission from the
other LE agencies which have contributed data?

I know that Section 5 of the Commonwealth's ALPR Policy allows the sharing of data with "any other criminal justice agency
that may participate in the Central Repository…", but in this case, we're talking about shipping the data out-of-state.

I just thought I would raise that as a potential issue.

Jim

From: Quinn, Dermot (POL)
Sent: Monday, October 01, 2018 6:13 PM
To: Moran, Matthew (EPS); Slater, James (CHS); Griffin, Daniel (POL); Kelley, Dennis (POL); Weldon, Timothy (POL)
Cc: Halpin, Michael (POL); Egnitz, Brian (POL); Warren, Rosemary (POL); Sojka, Robert (POL); O'Brien, Barry (POL)
Subject: FW: ALPR MOU Template

Matt and Jim,

Please see attached MOU. Massachusetts is interested in participating in NYPD's Regional Data Sharing Program (RDSP) as outlined in the attached MOU concerning Automated License Plate Reader data. The attached MOU is the agreement between NYPD and NJSP. NYPD agrees to expunge the Massachusetts data after one year which as you know is the current requirement in the Commonwealth. Would EOPSS OTIS be able to support this project as the central repository of ALPR data in the state?

Thanks

Dermot

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Homeland Security & Preparedness
Massachusetts State Police

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To: O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>
Subject: Fw: ALPR MOU Template

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From:	John Tedona
To:	"David Swan"; "Christopher Whiting"
Cc:	Egnitz, Brian (POL)
Subject:	FW: ALPR
Date:	Wednesday, June 6, 2018 9:25:39 AM
Attachments:	image001.png ATT00001.htm S2299.pdf ATT00002.htm TRF-11 Automatic License Plate Recognition New 7-22-2014.pdf ATT00003.htm

---

Dave, Chris

Regarding the below email from Lt. Col. Quinn of the Massachusetts State Police; I realize it's needed by Thursday, but if you happen to have any ALPR success stories that you're willing to share please forward to Brian Egnitz copied in this email.

Thanks for your assistance.

John Tedona
PIPS TECHNOLOGY - A Neology Business
Sales Manager
12760 Danielson Ct. Suite A
Poway, CA 92064
Phone: 201-841-6237
Email: jtedona@neology.net
PIPS Support: support@pipstechnology.com 833-747-7577, Option 1 for sales, Option 2 for Support
www.pipstechnology.com

From: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>
Sent: Tuesday, June 5, 2018 9:15 PM
To: John Tedona <jtedona@neology.net>
Subject: Fwd: ALPR

Begin forwarded message:

> **From:** "Quinn, Dermot (POL)" <dermot.quinn@pol.state.ma.us>
> **Date:** June 5, 2018 at 5:29:13 PM EDT
> **To:** "Mason, Christopher (POL)" <Chris.Mason@pol.state.ma.us>, "Favuzza, Robert (POL)" <Robert.Favuzza@pol.state.ma.us>, "Duggan, Joseph (POL)" <joseph.duggan@pol.state.ma.us>, "Small, Michelle (POL)" <Michelle.E.Small@pol.state.ma.us>, "Warmington, Scott (POL)" <Scott.Warmington@pol.state.ma.us>, "Range, Scott (POL)"

<scott.range@pol.state.ma.us>, "Dowd, Philip (POL)" <philip.dowd@pol.state.ma.us>, "Lannon, John (POL)" <John.Lannon@pol.state.ma.us>, "Gawron, Stephen (POL)" <stephen.gawron@pol.state.ma.us>, "Lyver, Michael (POL)" <michael.lyver@pol.state.ma.us>
Cc: "Gilpin, Kerry (POL)" <kerry.gilpin@pol.state.ma.us>, "O'Brien, Barry (POL)" <barry.obrien@pol.state.ma.us>, "Wood, Curtis (EPS)" <curtis.wood@mass.gov>, "O'Riordan, Brian (POL)" <Brian.ORiordan@pol.state.ma.us>, "Egnitz, Brian (POL)" <brian.egnitz@pol.state.ma.us>, "Warren, Rosemary (POL)" <Rosemary.Warren@pol.state.ma.us>, "Merrick, Brian (EPS)" <brian.merrick@mass.gov>, "Lord, Spencer (EPS)" <spencer.b.lord@mass.gov>
Subject: ALPR

All,

Attached please find a bill that will severely regulate and curtail access to, and storage of, ALPR data. As you are all aware, Automated License Plate Reader (LPR) data is one of the most beneficial technologies made available to law enforcement in the past ten years. We utilize this technology every day. That being said, we don't have a good way to capture all of the successful uses of the technology. I'm working with Spencer Lord and Brian Merrick at EOPSS to pull together some examples of the use of LPR data in everyday police work. These stories will be used to counter this bill which we know as practitioners will only further erode our ability to detect and solve crime.

I'm looking for all types of examples:

Homicide
Sexual Assault
Kidnapping
Terrorism
Threats
Amber Alert
Silver Alert
Robbery
Burglary
Security

Please include anything you can think of that will help our cause. I have attached a copy of our current policy which is based on the EOPSS model LPR policy. We currently retain the data for one year prior to expungement.

Please submit your responses in a brief narrative that outlines the case and the successful use of LPR technology.

Please try to have the responses to me by Thursday and include Rose Warren on the email so we can gather the different responses into one folder for submission to

EOPSS.

Thank you in advance for your efforts on this important matter.

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Investigative Services
Massachusetts State Police

From:	John Tedona
To:	"William Donovan"
Cc:	Egnitz, Brian (POL)
Subject:	FW: ALPR
Date:	Wednesday, June 6, 2018 9:24:11 AM
Attachments:	image001.png ATT00001.htm S2299.pdf ATT00002.htm TRF-11 Automatic License Plate Recognition New 7-22-2014.pdf ATT00003.htm

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Bill,

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Thanks for your assistance.

John Tedona
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Sales Manager
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Phone: 201-841-6237
Email: jtedona@neology.net
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<Scott.Warmington@pol.state.ma.us>, "Range, Scott (POL)" <scott.range@pol.state.ma.us>, "Dowd, Philip (POL)" <philip.dowd@pol.state.ma.us>, "Lannon, John (POL)" <John.Lannon@pol.state.ma.us>, "Gawron, Stephen (POL)" <stephen.gawron@pol.state.ma.us>, "Lyver, Michael (POL)" <michael.lyver@pol.state.ma.us>
Cc: "Gilpin, Kerry (POL)" <kerry.gilpin@pol.state.ma.us>, "O'Brien, Barry (POL)" <barry.obrien@pol.state.ma.us>, "Wood, Curtis (EPS)" <curtis.wood@mass.gov>, "O'Riordan, Brian (POL)" <Brian.ORiordan@pol.state.ma.us>, "Egnitz, Brian (POL)" <brian.egnitz@pol.state.ma.us>, "Warren, Rosemary (POL)" <Rosemary.Warren@pol.state.ma.us>, "Merrick, Brian (EPS)" <brian.merrick@mass.gov>, "Lord, Spencer (EPS)" <spencer.b.lord@mass.gov>
Subject: ALPR

All,

Attached please find a bill that will severely regulate and curtail access to, and storage of, ALPR data. As you are all aware, Automated License Plate Reader (LPR) data is one of the most beneficial technologies made available to law enforcement in the past ten years. We utilize this technology every day. That being said, we don't have a good way to capture all of the successful uses of the technology. I'm working with Spencer Lord and Brian Merrick at EOPSS to pull together some examples of the use of LPR data in everyday police work. These stories will be used to counter this bill which we know as practitioners will only further erode our ability to detect and solve crime.

I'm looking for all types of examples:

Homicide
Sexual Assault
Kidnapping
Terrorism
Threats
Amber Alert
Silver Alert
Robbery
Burglary
Security

Please include anything you can think of that will help our cause. I have attached a copy of our current policy which is based on the EOPSS model LPR policy. We currently retain the data for one year prior to expungement.

Please submit your responses in a brief narrative that outlines the case and the successful use of LPR technology.

Please try to have the responses to me by Thursday and include Rose Warren on the

email so we can gather the different responses into one folder for submission to EOPSS.

Thank you in advance for your efforts on this important matter.

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Investigative Services
Massachusetts State Police

From:	Loiselle, William (POL)
To:	Figueiredo, Sergio (POL); Hean, Steven (POL); Scott, Mike (WES); Tudryn, Theodore (POL); Scott, William (POL); Loiselle, William (POL)
Subject:	Fw: ALPR
Date:	Tuesday, June 5, 2018 6:17:53 PM
Attachments:	image001.png ATT00001.htm S2299.pdf ATT00002.htm TRF-11 Automatic License Plate Recognition New 7-22-2014.pdf ATT00003.htm

Please let me know as soon as possible of any successes you may have had with ALPR data. See below guideline from Lt. Col. Quinn.

Thanks.

Lieutenant William C. Loiselle Jr. #2211
Massachusetts State Police
C.I.N.R.E.T.
(Commonwealth Interstate Narcotics Reduction Enforcement Team)
53 Elliot Street
Springfield, Massachusetts 01105
(413) 358-3063
william.loiselle@pol.state.ma.us

From: Warmington, Scott (POL)
Sent: Tuesday, June 5, 2018 6:04 PM
To: Mills, Stephen (POL); Concannon, James (POL); Dunn, Scott (POL); Bruce, James (POL); Loiselle, William (POL); Crouse, David (POL); Bibeau, Kevin (POL); Devlin, James (CDA)
Cc: King, Joseph (POL)
Subject: Fwd: ALPR

Please send me any information that you may have related to the below request. Thanks, Scott
Sent from my iPhone

Begin forwarded message:

> **From:** "Quinn, Dermot (POL)" <dermot.quinn@pol.state.ma.us>
> **Date:** June 5, 2018 at 5:29:13 PM EDT
> **To:** "Mason, Christopher (POL)" <Chris.Mason@pol.state.ma.us>, "Favuzza, Robert (POL)" <Robert.Favuzza@pol.state.ma.us>, "Duggan, Joseph (POL)" <joseph.duggan@pol.state.ma.us>, "Small, Michelle (POL)" <Michelle.E.Small@pol.state.ma.us>, "Warmington, Scott (POL)" <Scott.Warmington@pol.state.ma.us>, "Range, Scott (POL)" <scott.range@pol.state.ma.us>, "Dowd, Philip (POL)" <philip.dowd@pol.state.ma.us>, "Lannon, John (POL)" <John.Lannon@pol.state.ma.us>, "Gawron, Stephen (POL)" <stephen.gawron@pol.state.ma.us>, "Lyver, Michael (POL)"

<michael.lyver@pol.state.ma.us>
Cc: "Gilpin, Kerry (POL)" <kerry.gilpin@pol.state.ma.us>, "O'Brien, Barry (POL)" <barry.obrien@pol.state.ma.us>, "Wood, Curtis (EPS)" <curtis.wood@mass.gov>, "O'Riordan, Brian (POL)" <Brian.ORiordan@pol.state.ma.us>, "Egnitz, Brian (POL)" <brian.egnitz@pol.state.ma.us>, "Warren, Rosemary (POL)" <Rosemary.Warren@pol.state.ma.us>, "Merrick, Brian (EPS)" <brian.merrick@mass.gov>, "Lord, Spencer (EPS)" <spencer.b.lord@mass.gov>
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Lieutenant Colonel Dermot J. Quinn #1765

Division Commander
Division of Investigative Services
Massachusetts State Police

From: Fahey, Scott (DFS)
To: Tryon, Michael (POL)
Subject: FW: Assistance Needed on plate readers
Date: Thursday, June 7, 2018 3:32:34 PM
Attachments: image001.png
S2299.pdf
TRF-11 Automatic License Plate Recognition New 7-22-2014.pdf

From: Zipper, Paul (DFS)
Sent: Wednesday, June 06, 2018 11:32 AM
To: DFS-DL - FIU Staff <DFS-DL-FIUStaff@MassMail.State.MA.US>
Subject: Fw: Assistance Needed on plate readers

Read below and let me know if we have a case that a plate reader was used to assist in the investigation

Captain Paul T Zipper #2096
Fire & Explosion Investigation Section
Massachusetts State Police
1 State Road
Stow, MA 01775
(978) [redacted] (cell)
(978) 567-3310 (office)
Email: Paul.Zipper@state.ma.us

From: Lyver, Michael (POL)
Sent: Wednesday, June 6, 2018 11:21 AM
To: Hunte, Alan (MID); Culver, Ed (BER); Wilcox, Christopher (POL); King, Michael (BRI); Buckley, Lisa (POL); Zipper, Paul (DFS); Grassia, Michael (POL); Cahill, Jeffrey (POL); Scaplen, Kevin (GOV); O'Neil, Kevin P (POL); Mawn, Jack (CPI)
Cc: Dowd, Philip (POL)
Subject: Assistance Needed

Unit Commanders,

attached is pending legislation that will hamper our ability to access ALPR data. To counter the legislation, LTC Quinn is looking for cases where we used it successfully. Please forward me details of a case where you successfully used ALPR data to solve a case, arrest an offender or to locate a victim. I know we have had some success stories recently. Please report any cases to me ASAP so we can rebut the legislation.

For example; I recall SPDU Worcester tracked a homicide suspect out of State, they notified the State Police of Jurisdiction and they who subsequently located the suspect and placed same under arrest.

Please send me a synopsis of a case or cases where ALPR data contributed to the apprehension of a suspect, recovery of a victim, or provided key evidence during an investigation. We need this ASAP or no later than tomorrow at 0900 hrs.

Respectfully,

Michael J. Lyver #2396
Detective Captain
Division of Investigative Services
Massachusetts State Police

From: Quinn, Dermot (POL)
Sent: Tuesday, June 5, 2018 5:29 PM
To: Mason, Christopher (POL) <Chris.Mason@pol.state.ma.us>; Favuzza, Robert (POL) <Robert.Favuzza@pol.state.ma.us>; Duggan, Joseph (POL) <joseph.duggan@pol.state.ma.us>; Small, Michelle (POL) <Michelle.E.Small@pol.state.ma.us>; Warmington, Scott (POL) <Scott.Warmington@pol.state.ma.us>; Range, Scott (POL) <scott.range@pol.state.ma.us>; Dowd, Philip (POL) <philip.dowd@pol.state.ma.us>; Lannon, John (POL) <John.Lannon@pol.state.ma.us>; Gawron, Stephen (POL) <stephen.gawron@pol.state.ma.us>; Lyver, Michael (POL) <michael.lyver@pol.state.ma.us>
Cc: Gilpin, Kerry (POL) <kerry.gilpin@pol.state.ma.us>; O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Wood, Curtis (EPS) <curtis.wood@mass.gov>; O'Riordan, Brian (POL) <Brian.ORiordan@pol.state.ma.us>; Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us>; Warren, Rosemary (POL) <Rosemary.Warren@pol.state.ma.us>; Merrick, Brian (EPS) <brian.merrick@mass.gov>; Lord, Spencer (EPS) <spencer.b.lord@mass.gov>
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Thank you in advance for your efforts on this important matter.

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Investigative Services
Massachusetts State Police

From: Hunte, Alan (MID)
To: MID-DL-ALL STATE POLICE
Subject: FW: Assistance Needed
Date: Wednesday, June 6, 2018 11:34:02 AM
Attachments: image001.png
S2299.pdf
TRF-11 Automatic License Plate Recognition New 7-22-2014.pdf

All:
Please see the below message. If there are any cases that this is applicable to, please advise. I am already aware of the homicide involving Walter Armstrong.
Thank you,
Dlt

From: Lyver, Michael (POL)
Sent: Wednesday, June 06, 2018 11:21 AM
To: Hunte, Alan (MID); Culver, Ed (BER); Wilcox, Christopher (POL); King, Michael (BRI); Buckley, Lisa (POL); Zipper, Paul (DFS); Grassia, Michael (POL); Cahill, Jeffrey (POL); Scaplen, Kevin (GOV); O'Neil, Kevin P (POL); Mawn, Jack (CPI)
Cc: Dowd, Philip (POL)
Subject: Assistance Needed

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Respectfully,

Michael J. Lyver #2396
Detective Captain
Division of Investigative Services
Massachusetts State Police

From: Quinn, Dermot (POL)
Sent: Tuesday, June 5, 2018 5:29 PM
To: Mason, Christopher (POL) <Chris.Mason@pol.state.ma.us>; Favuzza, Robert (POL) <Robert.Favuzza@pol.state.ma.us>; Duggan, Joseph (POL) <joseph.duggan@pol.state.ma.us>; Small, Michelle (POL) <Michelle.E.Small@pol.state.ma.us>; Warmington, Scott (POL) <Scott.Warmington@pol.state.ma.us>; Range, Scott (POL) <scott.range@pol.state.ma.us>; Dowd, Philip (POL) <philip.dowd@pol.state.ma.us>; Lannon, John (POL) <John.Lannon@pol.state.ma.us>; Gawron, Stephen (POL) <stephen.gawron@pol.state.ma.us>; Lyver, Michael (POL) <michael.lyver@pol.state.ma.us>
Cc: Gilpin, Kerry (POL) <kerry.gilpin@pol.state.ma.us>; O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Wood, Curtis (EPS) <curtis.wood@mass.gov>; O'Riordan, Brian (POL) <Brian.ORiordan@pol.state.ma.us>; Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us>; Warren, Rosemary (POL) <Rosemary.Warren@pol.state.ma.us>; Merrick, Brian (EPS) <brian.merrick@mass.gov>; Lord, Spencer (EPS) <spencer.b.lord@mass.gov>
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Division Commander
Division of Investigative Services
Massachusetts State Police

From: Lyver, Michael (POL)
To: Dowd, Philip (POL)
Subject: FW: Assistance Needed
Date: Wednesday, June 6, 2018 3:24:36 PM
Attachments: image001.png
S2299.pdf
TRF-11 Automatic License Plate Recognition New 7-22-2014.pdf

FYI, this is the email I sent this AM.

From: Lyver, Michael (POL)
Sent: Wednesday, June 6, 2018 11:21 AM
To: Hunte, Alan (MID) <Alan.Hunte@MassMail.State.MA.US>; Culver, Ed (BER) <Ed.Culver@MassMail.State.MA.US>; Wilcox, Christopher (POL) <christopher.wilcox@pol.state.ma.us>; King, Michael (BRI) <Michael.V.King@MassMail.State.MA.US>; Buckley, Lisa (POL) <Lisa.Buckley@pol.state.ma.us>; Zipper, Paul (DFS) <paul.zipper@mass.gov>; Grassia, Michael (POL) <michael.grassia@pol.state.ma.us>; Cahill, Jeffrey (POL) <Jeffrey.Cahill@pol.state.ma.us>; Scaplen, Kevin (GOV) <Kevin.Scaplen@MassMail.State.MA.US>; O'Neil, Kevin P (POL) <Kevin.ONeil@pol.state.ma.us>; Mawn, Jack (CPI) <Jack.Mawn@MassMail.State.MA.US>
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Division Commander
Division of Investigative Services
Massachusetts State Police

From:	Egnitz, Brian (POL)
To:	Range, Scott (POL)
Subject:	FW: CFC ALPR Program Overview.docx
Date:	Friday, May 25, 2018 8:43:52 AM
Attachments:	CFC ALPR Program Overview.docx.doc ALPR DCJIS Policy - Final 20131008.pdf LPR MOU V2.doc IACP License Plate Readers Policy.pdf SOC-11 Automatic License Plate Recognition.doc

---

From: Mason, Christopher (POL)
Sent: Wednesday, May 31, 2017 6:20 AM
To: Egnitz, Brian (POL); Griffin, Daniel (POL)
Subject: CFC ALPR Program Overview.docx

Sirs,

The D/S tasked me with providing him an overview of the CFC ALPR program.(current and proposed ALPR assets, retention time, hotlist creation and notification, database location and contribution, etc.) Please see the attached CFC Overview doc. If you could do a quick read through and provide any corrections or feedback , I would appreciate it. I have a high noon deadline today for submission.

Dan, Do you have numbers on how many ALPR cameras DFS has out on the road. If so, I can add that.

Sorry for the short turnaround time. Thanks again.

Major Christopher S. Mason, #2401
Division of Investigative Services
Massachusetts State Police
Commonwealth Fusion Center

From:	Egnitz, Brian (POL)
To:	Stelmat, Jason (POL)
Subject:	FW: CFC ALPR Program Overview.docx
Date:	Friday, May 25, 2018 8:43:44 AM
Attachments:	CFC ALPR Program Overview.docx.doc ALPR DCJIS Policy - Final 20131008.pdf LPR MOU V2.doc IACP License Plate Readers Policy.pdf SOC-11 Automatic License Plate Recognition.doc

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Division of Investigative Services
Massachusetts State Police
Commonwealth Fusion Center

From:	Egnitz, Brian (POL)
To:	Quinn, Dermot (POL)
Subject:	FW: CFC ALPR Program Overview.docx
Date:	Wednesday, October 3, 2018 1:23:34 PM
Attachments:	CFC ALPR Program Overview.docx.doc ALPR DCJIS Policy - Final 20131008.pdf LPR MOU V2.doc IACP License Plate Readers Policy.pdf SOC-11 Automatic License Plate Recognition.doc

---

I think its one of these

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Major Christopher S. Mason, #2401
Division of Investigative Services
Massachusetts State Police
Commonwealth Fusion Center

From: O"Neil, Shawn (POL)
To: Range, Scott (POL); Gallant, Steven (POL)
Cc: Bender, Sean (POL); Brooks, Brian (POL)
Subject: Fw: Commonwealth Watch Center Capabilities DRAFT #2 - UPDATE
Date: Friday, June 8, 2018 1:23:40 PM
Attachments: CWC Capabilities.docx
CWC Pamphlet.pdf

Major,

Here is the requested info. If you need anything else please advise.

Respectfully,

Shawn

Lt. Shawn P. O'Neil #1671

Massachusetts State Police
Division of Homeland Security and Preparedness
Fusion Center - Watch Center
470 Worcester Road
Framingham, MA 01702
Work#: (508) 820-2233
Fax#: (508) 988-7121

THIS EMAIL MAY CONTAIN INFORMATION FOR OFFICIAL USE ONLY AND LAW ENFORCEMENT SENSITIVE INFORMATION. This E-mail (including attachments) is covered by the Electronic Communications Privacy Act, 18 USC 2510-2521, is confidential and may be legally privileged. If you are not the intended recipient, you are hereby notified that any retention, dissemination, distribution, or copying of this communication is strictly prohibited and may be unlawful. Please reply to the sender that you have received the message in error and then delete the message and any attachments.

From: Commonwealth Fusion Center (POL)
Sent: Friday, June 8, 2018 12:10 PM
To: O'Neil, Shawn (POL)
Cc: Archive Fusion
Subject: Commonwealth Watch Center Capabilities DRAFT #2 - UPDATE

Sir,

Updated to include a brief description of the Homeland Security Information Network (HSIN) Situational Awareness Room (SitRoom). Converted to a Microsoft Word attachment for ease of editing.

Respectfully,

Sean Bender
Intelligence Analyst
Massachusetts State Police
Commonwealth Fusion Center
470 Worcester Rd.
Framingham, MA 01702
508-820-2233
Sean.Bender@massmail.state.ma.us

From: Comeau, Melissa (POL)
To: Fitzgerald, Thomas (POL)
Subject: FW: Estimate Q18-2421 from Access Control Systems
Date: Tuesday, September 4, 2018 1:09:13 PM
Attachments: Est_Q182421_from_Access_Control_Systems_24744.pdf
FINAL_Q2018715_MA_SP_ACS_IIS_Support_Maintenance_Services_(SMS)_Plan_3_Year_Aug_18_2018.pdf

---

Please approve this quote for trailer maintenance and I will place the order.

Melissa Comeau
Fiscal Officer V: Receivables Manager
Massachusetts State Police
470 Worcester Road
Framingham, MA 01702
508-820-2137
Melissa.comeau@massmail.state.ma.us

From: Charlie Patterson [mailto:charlie@a-c-s.biz]
Sent: Friday, August 17, 2018 10:53 AM
To: Comeau, Melissa (POL)
Subject: Estimate Q18-2421 from Access Control Systems

Dear Customer :

Please review the attached estimate. Feel free to contact us if you have any questions.

We look forward to working with you.

Sincerely,

Access Control Systems
603-249-9820

From: Levine, Doug (EPS)
To: Larason, Jeff (OGR)
Cc: Queally, Jennifer (EPS); Kain, Virginia (EPS)
Subject: FW: Highway Safety Plan with Edits
Date: Thursday, July 19, 2018 10:36:00 AM
Attachments: Highway Safety Plan_ MASSACHUSETTS- Highway Safety Plan - FY 2019_ draft-as-of-june26.pdf

---

Jeff, I realized I never passed along the edits/comments that our legal intern, Virginia Kain, made to the state highway safety plan.

Please get in touch with any questions.

Doug

Doug Levine
Special Counsel
Executive Office of Public Safety & Security
One Ashburton Place, Room 2133
Boston, MA 02108
(617) 727-7775 Ext. 25521

From: Tapis, Stephen C (POL)
To: Jeremiah.Lloyd@state.de.us
Subject: FW: License Plate Readers
Date: Tuesday, June 12, 2018 2:41:00 PM
Attachments: TRF-11 Automatic License Plate Recognition New 7-22-2014.pdf

---

Lt. Lloyd-

Please find attached the Massachusetts State Police's Policy for LPRs.

Respectfully-
Stephen

Trooper Stephen Tapis #3888
Massachusetts State Police
Strategic Planning and Analysis Section
470 Worcester Road
Framingham, MA 01702
(508) 820-2309

The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited

---

From: spppo@theiacp.simplelists.com [mailto:spppo@theiacp.simplelists.com] **On Behalf Of** Wenk, Patrick C (DSP)
Sent: Wednesday, May 30, 2018 1:16 PM
To: spppo@theiacp.simplelists.com
Cc: Lloyd, Jeremiah J (DSP); Reader, Michael A (DSP)
Subject: License Plate Readers

To All:

The Delaware State Police is in the infancy stages of exploring the use of License Plate Reader (LPR) technology systems. If your agency has any policy and/or procedure as it relates to LPR deployment, usage, and data retention can you please forward same to Lt. Jeremiah Lloyd at Jeremiah.Lloyd@state.de.us

Any help would be greatly appreciated. Thank you.

Respectfully,
Sgt. Patrick Wenk
Delaware State Police
Planning and Research Section

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u=tmZIXsOGZ5qy9aqjgxyzuOjDcJegobkt

From: Egnitz, Brian (POL)
To: Stelmat, Jason (POL)
Subject: FW: Notes and Observations
Date: Thursday, January 25, 2018 1:28:44 PM
Attachments: MSP DHS Planning Meeting - Day 1 Notes.docx

From: Dave Stampfli [mailto:dave.stampfli@slalom.com]
Sent: Friday, September 01, 2017 9:50 AM
To: Egnitz, Brian (POL)
Subject: Notes and Observations

Hi Brian,

Here are some observations from Wednesday's session. I also attached a Word document with the notes that I took. I'll call in a bit to discuss.

- Need to establish KPIs to measure effectiveness against a broad mission
- Do a more detailed app inventory and collect the following information:
    - Here's some information to collect:
        - Name
        - Importance - critical, high, medium and low
            - Every app in the inventory should clearly map to one or more mission statements
        - Licensing - how is the app licensed? Per user, per core, etc.
        - Maintenance fees - how much does it cost to operate annually?
        - Backups - who does them? Have they ever been tested?
        - DR plan - is there one and has it been tested?
        - Support - is it Brian or somebody else
        - Cloud version available?
    - This will help feed the decision making process and identify the truly mission critical apps
- Move as many apps as possible to their SaaS equivalents as soon as possible
    - Other than Brian, there is no IT organization statewide that is capable of supporting the current infrastructure
        - It doesn't appear that the current model can support the expanded mission
    - ACISS, CopLink, Esri and SharePoint all appear to have SaaS versions
        - Based on what I heard, there may be more appetite for a monthly operational expense than the capital expense required for on premises software
    - Esri might be the exception to this but you should do a TCO study of on premises vs. ArcGis Online
- Understand the limitations of SaaS
    - Need reliable and fast Internet connection
    - Limited (or no) ability to customize
    - Carefully review SLA particularly with respect uptime commitments
    - Still need some approach to do mash ups

- Check out Visallo as a replacement for i2 if the cost of acquiring licenses for the new analysts is prohibitive
    - https://www.visallo.com/
- Review the privacy and retention policy of each organization that is providing video to the SPEAR
    - I heard 30 days as the retention policy for MassDOT and MassPort but this should be checked
- Need to develop some sort of storage plan for MSP generated video

Take care,

Dave

Dave Stampfli
Practice Area Lead, Boston Delivery Center

slalom

181 Newbury St. Floor 6 | Boston, MA 02116 | USA
mobile: 617-413-8047
dave.stampfli@slalom.com

slalom.com | **thinking** | **join**



From: Commonwealth Fusion Center (POL)
To: Stelmat, Jason (POL)
Cc: fusionarchive@disnet.pol.state.ma.us
Subject: FW: Plate Reader
Date: Monday, February 26, 2018 12:48:00 PM
Attachments: image002.png
TRF-11 Automatic License Plate Recognition New 7-22-2014.pdf

Hey Jason,

Can you let me know what I can disseminate to him? I attached the policy he is referring to.

Thank you!

Jenna

Jenna Owerka
Intelligence Analyst
Commonwealth Watch Center
Massachusetts State Police
470 Worcester Road
Framingham, MA 01702

From: York, John [mailto:yorkj@barnstablepolice.com]
Sent: Monday, February 26, 2018 12:47 PM
To: Commonwealth Fusion Center (POL) <fusion@MassMail.State.MA.US>
Subject: Plate Reader

I have received a discovery motion from the Barnstable Superior Court requesting documentation on the use and or policy of the Plate Reader system. Any information you can supply would be appreciated.

Thank you

Det Sgt John J York
Criminal Investigative Unit

Barnstable Police Department
1200 Phinneys Lane
Hyannis Ma. 02601
Office (508) 778-3828
Cell [redacted]
FAX (508) 778-3822
yorkj@barnstablepolice.com

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From: Wilczynski, Kristin (POL)
To: Thibault, Amy (POL)
Subject: FW: Raytheon CFC Visit Follow Up - Possible ABI Collaboration Part 2
Date: Monday, March 26, 2018 9:53:00 AM
Attachments: image001.png

From: Rich Moro [mailto:Richard_Moro@raytheon.com]
Sent: Monday, March 26, 2018 8:49 AM
To: Wilczynski, Kristin (POL)
Cc: Michael Khatchadurian; Bob Connors; ERIK JOHNSON
Subject: RE: Raytheon CFC Visit Follow Up - Possible ABI Collaboration

Hi Kristin,

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I understand the time constraints with preparation for the Marathon. We are still at the proposal stage so I am hopeful that we can minimize the effort on your part to. We do not have to have all the answers by the 19th. Perhaps a short telecon to discuss:

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- Perhaps a letter indicating intent to work with us to understand the access & permissions issues / process and develop a representational data set might be possible / sufficient.

I look forward to hearing back from you and your team.

Regards

Rich

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Sent: Saturday, March 24, 2018 3:23 PM
To: Rich Moro <Richard_Moro@raytheon.com>
Cc: Michael Khatchadurian <Michael.A.Khatchadurian@raytheon.com>; Bob Connors <Robert_Connors@raytheon.com>; ERIK JOHNSON <Erik.D.Johnson@raytheon.com>
Subject: [External] RE: Raytheon CFC Visit Follow Up - Possible ABI Collaboration

Good Afternoon Sir,

Thank you for reaching out. Since our last correspondence, Major Mason has been promoted to LT Colonel and no longer is in the Fusion Center due to his promotion. I have shared your

email and request below to our new Major, Scott Range, as well as my direct supervisor, the Intelligence Services Manager, Amy Thibault. Major Range works closely with Assistant Undersecretary Olsen and will review your email and we will get back to you as soon as possible. Right now our main focus is preparation for the Boston Marathon, so your deadline of April 19th might be tough. As a side note, Justin Newton is currently on a leave of absence, and I'm not sure when he will be returning, but hopefully sometime in April.

I hope all is well and we will be in touch soon.

Thank You,
Kristin

Kristin L. Wilczynski, Intelligence Analyst, MPA
Massachusetts State Police
Division of Homeland Security and Preparedness
Commonwealth Fusion Center (CFC)
124 Acton Street, Maynard, MA 01754
Direct: (978) 451-3718
24/7 Watch Center: (978) 451-3700
Fax: (978) 451-3767
email: ***kristin.wilczynski@massmail.state.ma.us***



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Cc: Newton, Justin (POL) <justin.newton@MassMail.State.MA.US>; Olson, Hans (EPS) <Hans.Olson@MassMail.State.MA.US>
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Our proposal is due 19 April so I hope we can schedule an initial call next week but am available at your and the State's convenience.

Best Regards

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Richard Moro Jr.
Sr. Program Manager
Advanced Technology Programs Office
Raytheon IDS

Tel: 978.858.4260
Cell: [redacted]
richard_moro@raytheon.com

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Cc: Newton, Justin (POL) <justin.newton@state.ma.us>; Olson, Hans (EPS) <hans.olson@state.ma.us>
Subject: re: Raytheon CFC Visit Follow Up

Sirs,

Thank you for your visit to Maynard last week. As promised, I did consult with my upper management about what type of information about the CFC that we would be able to release to your group. Per Major Mason, I am allowed to share with you the list of systems we utilize, but unfortunately, not our SOPs. Feel free to reach out if you have any questions.

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Thank You,
Kristin

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To: Wilczynski, Kristin (POL); justin.newton@state.mas.us; Olson, Hans (EPS)
Cc: Michael Khatchadurian; Bob Connors; ERIK JOHNSON; John Bergeron; Rich Moro
Subject: Raytheon CFC Visit Follow Up

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Thanks again for you time and hard work to protect the Commonwealth.

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R6s Expert Training 10 – 15 Sept

Tel: 978.858.4260
Cell: [redacted] M.G.L. c. 4,sec. 7,cl.26 (n)(security); G

richard_moro@raytheon.com

From: Wilczynski, Kristin (POL)
To: Thibault, Amy (POL)
Cc: Range, Scott (POL)
Subject: FW: Raytheon CFC Visit Follow Up - Possible ABI Collaboration
Date: Saturday, March 24, 2018 1:23:31 PM
Attachments: image001.png

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Subject: [External] RE: Raytheon CFC Visit Follow Up - Possible ABI Collaboration

Good Afternoon Sir,

Thank you for reaching out. Since our last correspondence, Major Mason has been promoted to LT Colonel and no longer is in the Fusion Center due to his promotion. I have shared your

email and request below to our new Major, Scott Range, as well as my direct supervisor, the Intelligence Services Manager, Amy Thibault. Major Range works closely with Assistant Undersecretary Olsen and will review your email and we will get back to you as soon as possible. Right now our main focus is preparation for the Boston Marathon, so your deadline of April 19th might be tough. As a side note, Justin Newton is currently on a leave of absence, and I'm not sure when he will be returning, but hopefully sometime in April.

I hope all is well and we will be in touch soon.

Thank You,
Kristin

Kristin L. Wilczynski, Intelligence Analyst, MPA
Massachusetts State Police
Division of Homeland Security and Preparedness
Commonwealth Fusion Center (CFC)
124 Acton Street, Maynard, MA 01754
Direct: (978) 451-3718
24/7 Watch Center: (978) 451-3700
Fax: (978) 451-3767
email: ***kristin.wilczynski@massmail.state.ma.us***

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From: Rich Moro <Richard_Moro@raytheon.com>
Sent: Friday, March 23, 2018 6:32 PM
To: Wilczynski, Kristin (POL) <kristin.wilczynski@MassMail.State.MA.US>; Michael Khatchadurian <Michael.A.Khatchadurian@raytheon.com>; Bob Connors <Robert_Connors@raytheon.com>; ERIK JOHNSON <Erik.D.Johnson@raytheon.com>
Cc: Newton, Justin (POL) <justin.newton@MassMail.State.MA.US>; Olson, Hans (EPS) <Hans.Olson@MassMail.State.MA.US>
Subject: RE: Raytheon CFC Visit Follow Up - Possible ABI Collaboration

Hello Kristin,

Following up on meeting this past fall. Two items of note:

1. Raytheon was recently invited by our DHS Customer, DNDO, to propose development of our Activity Based Intelligence capability. I believe we discussed this concept in our September meeting (see white paper that I will forward separately via our encrypted email service).

Additionally DNDO requested that we identify databases we could access without their assistance.

Databases were part of our discussions and I wanted to follow up with you and Major Manson about access to the State controlled databases or collaboration some kind of representative synthetic data set. For clarity and in reference to Major Manson's previous direction (below) we are not requesting access to CFC's SOP's.

2. We are currently working with Assistant U/S Olson and DNDO to coordinate the deployment of the Raytheon/PSI RAIN prototype system on the Mass Pike as part of Phase V of DNDO's Advanced Technology Demonstration program. The equipment is ready and I am hopeful that we get an agreement in place to deploy the system this spring.

We believe that these two capabilities are synergistic and when fully developed will provide Law Enforcement and Intelligence Analysts' powerful tools to assist you in your extremely challenge mission. We would like to discuss if and how we might collaborate.

Our proposal is due 19 April so I hope we can schedule an initial call next week but am available at your and the State's convenience.

Best Regards

Rich

Richard Moro Jr.
Sr. Program Manager
Advanced Technology Programs Office
Raytheon IDS

Tel: 978.858.4260
Cell: [redacted]
richard_moro@raytheon.com

From: Wilczynski, Kristin (POL) [mailto:kristin.wilczynski@MassMail.State.MA.US]
Sent: Tuesday, September 05, 2017 5:02 PM
To: Rich Moro <Richard_Moro@raytheon.com>; Michael Khatchadurian <Michael.A.Khatchadurian@raytheon.com>; Bob Connors <Robert_Connors@raytheon.com>; ERIK JOHNSON <Erik.D.Johnson@raytheon.com>; John Bergeron <John_M_Bergeron@raytheon.com>
Cc: Newton, Justin (POL) <justin.newton@state.ma.us>; Olson, Hans (EPS) <hans.olson@state.ma.us>
Subject: re: Raytheon CFC Visit Follow Up

Sirs,

Thank you for your visit to Maynard last week. As promised, I did consult with my upper management about what type of information about the CFC that we would be able to release to your group. Per Major Mason, I am allowed to share with you the list of systems we utilize, but unfortunately, not our SOPs. Feel free to reach out if you have any questions.

CFC Data Sources:

- *ACISS*
- *Carfax*
- *CJIS Web*
  - *Inmate Web*
  - *Parole Web*
- *CLEAR*
- *COPLINK*
- *Corporate Records*
- *CrimeNtel*
- *E-Guardian*
- *Facial Recognition*
- *RMV*
- *Coplink*
- *Federal Databases*
- *FINCEN*
- *ISO Claims*
- *MIDnet (Massachusetts Inmate Data Network)*
- *LPR Data*
- *RISS Net*
- *Warren Group*

Thank You,
Kristin

Kristin L. Wilczynski, Intelligence Analyst, MPA
Massachusetts State Police
Commonwealth Fusion Center (CFC)
Criminal Information Section (CIS)
124 Acton Street, Maynard, MA 01754
Direct: (978) 451-3718
24/7 Watch Center: (978) 451-3700
Fax: (978) 451-3707
email: ***kristin.wilczynski@massmail.state.ma.us***

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From: Rich Moro <Richard_Moro@raytheon.com>
Sent: Thursday, August 31, 2017 5:05:35 PM
To: Wilczynski, Kristin (POL); justin.newton@state.mas.us; Olson, Hans (EPS)
Cc: Michael Khatchadurian; Bob Connors; ERIK JOHNSON; John Bergeron; Rich Moro
Subject: Raytheon CFC Visit Follow Up

Kristin, Justin and Hans,

Thank you very much for hosting our visit to the CFC yesterday. My team and I greatly appreciate the time you spent with us and we found the discussion very informative. I look forward to continuing the discussion.

Follow up actions that I had included, both pending approvals to release to us:

- Please forward the chart deck from yesterday or the list of systems and databases that you use.

- Please forward documented workflows / standard operating procedures. We will take as much as you are willing to share but are particularly interested in:
    - "Basic everyday" SAR entry and adjudication workflow as well as those associated with scenarios similar to a distributed sensor system like as RAIN such as ALPR or video from traffic / other cameras.
    - Like you we are takings an approach to integrate with standard Law Enforcement workflows in order to develop a sustainable capability.

- Per your suggestion we will reach out to Lt. Devlin to coordinate a visit to MEMA. He attended our RAIN demo last fall and might be worthwhile to fill him in on our visit yesterday.

Thanks again for you time and hard work to protect the Commonwealth.

Regards

Rich

Richard Moro Jr.
Sr. Program Manager
Advanced Technology Programs Office
Raytheon IDS

R6s Expert Training 10 – 15 Sept

Tel: 978.858.4260
Cell: [redacted]

richard_moro@raytheon.com

From: Comeau, Melissa (POL)
To: Fitzgerald, Thomas (POL)
Subject: FW: SRIS Trailer support and maintenance
Date: Friday, June 22, 2018 4:44:59 PM
Attachments: Q2018715_MA_SP_IIS_Support_Maintenance_Services_(SMS)_Plan_May_18_2018.pdf

---

Revised quote from Enrique

Melissa Comeau
Fiscal Officer V: Receivables Manager
Massachusetts State Police
470 Worcester Road
Framingham, MA 01702
508-820-2137
Melissa.comeau@massmail.state.ma.us

-----Original Message-----
From: Enrique Cramer [mailto:ecramer@intelligentimagingsystems.com]
Sent: Friday, May 18, 2018 12:22 PM
To: Fitzgerald, Thomas (POL)
Cc: Comeau, Melissa (POL)
Subject: RE: SRIS Trailer support and maintenance

Hi Fitzi,

Made changes to section 5.
Let me know if this works.

Thanks!
Enrique

-----Original Message-----
From: Fitzgerald, Thomas (POL) <thomas.fitzgerald@state.ma.us>
Sent: Friday, May 18, 2018 8:53 AM
To: Enrique Cramer <ecramer@intelligentimagingsystems.com>
Cc: Comeau, Melissa (POL) <melissa.comeau@state.ma.us>
Subject: Fw: SRIS Trailer support and maintenance

Can you adjust the dates and the fees to fit the Federal grant authorization dates we have ?

Lieutenant Thomas Fitzgerald
Mass. State Police CVES
Concord, MA 01742

From: Comeau, Melissa (POL)
Sent: Friday, May 18, 2018 11:29
To: Fitzgerald, Thomas (POL)
Cc: Taylor, Rita (POL)
Subject: SRIS Trailer support and maintenance

Lt. Fitzgerald,

Attached is the quote from IIS for support and maintenance of the SRIS trailer. The proposal includes three years of service but our current grant awards end on 9/30/19 so we can't commit to the full three years. I suggest that we ask IIS for an agreement that runs from 7/1/18 to 9/30/19 and fund it with FFY17 MCSAP and FFY18 MCSAP.

This cost is not included in these MCSAP Basic budget(s) so I think a request should be sent to Rich Bates to obtain his approval to fund this with these grants. When we prepare the FFY19 and FFY20 grant applications we should make sure to include these costs.

Here is a breakdown of how the costs would be allocated:

SRIS trailer w/ALPR hardware & software

Support & Maintenance

Period

Amount

Funding Source

YEAR 1: 7/1/18 - 6/30/19

$25,000.00

7/1/18 - 9/30/18

$6,250.00

FFY17 MCSAP

10/1/18 - 6/30/19

$18,750.00

FFY18 MCSAP

YEAR 2: 7/1/19 - 6/30/20

$22,500.00

7/1/19 - 9/30/19

$5,625.00

FFY18 MCSAP

10/1/19 - 6/30/20

$16,875.00

FFY19 MCSAP - request in grant app

YEAR 3: 7/1/20 - 6/30/21

$22,500.00

7/1/20 - 9/30/20

$5,625.00

FFY19 MCSAP - request in grant app

10/1/20 - 6/30/21

$16,875.00

FFY20 MCSAP - request in grant app

$6,250.00

< FFY17 MCSAP

$24,375.00

< FFY18 MCSAP

$22,500.00

< FFY19 MCSAP

$16,875.00

< FFY20 MCSAP

Let us know how you want to proceed.

Thanks.

Melissa Comeau

Fiscal Officer V: Receivables Manager

Massachusetts State Police

470 Worcester Road

Framingham, MA 01702

508-820-2137

Melissa.comeau@massmail.state.ma.us<mailto:Melissa.comeau@massmail.state.ma.us>

From:	Brown, Heather (POL)
To:	St. John, Ashley (POL)
Subject:	FW: User manual
Date:	Monday, February 26, 2018 11:41:30 PM
Attachments:	BOSS_3.2x_User_Manual_final.pdf image001.png

From: Eldridge, Kimberly (POL)
Sent: Sunday, February 12, 2017 7:52 AM
To: Handfield, Kenneth (POL); McKinnon, Stephanie (POL); Marshall, Harold (POL); McCann, Joseph M (POL); Demers, Joanne (POL); DeCosta, David T (POL); Gordon, Victoria (POL); Jones, Christine (POL); Chaves, Daniel (POL); Swiers, Brian (POL); Brown, Heather (POL); Fredholm, Shana (POL); Ronayne, Adam (POL); McKinnon, Stephanie (POL); Eldridge, Kimberly (POL)
Subject: Fw: User manual

From: Griffin, Daniel (POL)
Sent: Friday, February 10, 2017 9:42 AM
To: Eldridge, Kimberly (POL)
Subject: User manual

☺ user manual for plate reader in case anybody needs it!

Lieutenant Daniel J. Griffin 1129
Massachusetts State Police
Traffic Programs Section
General Headquarters
470 Worcester Rd
Framingham, Ma. 01702
508-988-7404
daniel.griffin@massmail.state.ma.us

From:	Brown, Heather (POL)
To:	St. John, Ashley (POL)
Subject:	FW: User manual
Date:	Monday, February 26, 2018 11:41:00 PM
Attachments:	BOSS_3.2x_User_Manual_final.pdf image001.png

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From: Griffin, Daniel (POL)
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Lieutenant Daniel J. Griffin 1129
Massachusetts State Police
Traffic Programs Section
General Headquarters
470 Worcester Rd
Framingham, Ma. 01702
508-988-7404
daniel.griffin@massmail.state.ma.us

From:	Brown, Heather (POL)
To:	Gordon, Victoria (POL)
Subject:	FW: User manual
Date:	Tuesday, April 10, 2018 11:28:00 AM
Attachments:	BOSS_3.2x_User_Manual_final.pdf image001.png

From: Eldridge, Kimberly (POL)
Sent: Sunday, February 12, 2017 7:52 AM
To: Handfield, Kenneth (POL); McKinnon, Stephanie (POL); Marshall, Harold (POL); McCann, Joseph M (POL); Demers, Joanne (POL); DeCosta, David T (POL); Gordon, Victoria (POL); Jones, Christine (POL); Chaves, Daniel (POL); Swiers, Brian (POL); Brown, Heather (POL); Fredholm, Shana (POL); Ronayne, Adam (POL); McKinnon, Stephanie (POL); Eldridge, Kimberly (POL)
Subject: Fw: User manual

From: Griffin, Daniel (POL)
Sent: Friday, February 10, 2017 9:42 AM
To: Eldridge, Kimberly (POL)
Subject: User manual

☺ user manual for plate reader in case anybody needs it!

Lieutenant Daniel J. Griffin 1129
Massachusetts State Police
Traffic Programs Section
General Headquarters
470 Worcester Rd
Framingham, Ma. 01702
508-988-7404
daniel.griffin@massmail.state.ma.us

From: O"Neil, Shawn (POL)
To: Range, Scott (POL)
Subject: Fw: Watch Center
Date: Wednesday, June 27, 2018 7:53:06 AM
Attachments: CWC Capabilities.docx
CWC Pamphlet.pdf

Lt. Shawn P. O'Neil #1671

Massachusetts State Police
Division of Homeland Security and Preparedness
Fusion Center - Watch Center
470 Worcester Road
Framingham, MA 01702
Work#: (508) 820-2233
Fax#: (508) 988-7121

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From: O'Neil, Shawn (POL)
Sent: Wednesday, June 27, 2018 7:46 AM
To: Hanlon, James (POL)
Cc: Thibault, Amy (POL)
Subject: Watch Center

Lt. Shawn P. O'Neil #1671

Massachusetts State Police
Division of Homeland Security and Preparedness
Fusion Center - Watch Center
470 Worcester Road

Framingham, MA 01702
Work#: (508) 820-2233
Fax#: (508) 988-7121

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From: michael.halpin@pol.state.ma.us
To: Koulouris, Agapi (CHS)
Cc: Solet, David (EPS)
Subject: Fwd: ALPR MOU Template
Date: Monday, November 19, 2018 11:42:00 AM
Attachments: ALPR Data Sharing MOU Template.pdf
ATT00001.htm

Sorry. Here is the attachment.

From: Halpin, Michael (POL)
To: Koulouris, Agapi (CHS)
Cc: Solet, David (EPS)
Subject: Fwd: ALPR MOU Template
Date: Monday, November 19, 2018 10:40:09 AM
Attachments: image001.png

Here is the proposed ALPR agreement the Colonel would like to pursue. I will also discuss with Dave Solet and see if we can find a way for the State and users (if not just MSP) to enter into some arrangement that will allow all to benefit from the additional data.

From: michael.halpin@pol.state.ma.us
To: Koulouris, Agapi (CHS)
Cc: Solet, David (EPS)
Subject: Fwd: ALPR MOU Template
Date: Monday, November 19, 2018 10:40:08 AM
Attachments: image001.png

Here is the proposed ALPR agreement the Colonel would like to pursue. I will also discuss with Dave Solet and see if we can find a way for the State and users (if not just MSP) to enter into some arrangement that will allow all to benefit from the additional data.

From: Weldon, Timothy (POL)
To: Blaney, Keith (POL)
Subject: Fwd: ALPR MOU Template
Date: Wednesday, October 3, 2018 10:49:13 AM
Attachments: ALPR Data Sharing MOU Template.pdf
ATT00001.htm

Sent from my iPhone

Begin forwarded message:

From: "Quinn, Dermot (POL)" <dermot.quinn@pol.state.ma.us>
To: "Moran, Matthew (EPS)" <matthew.moran@mass.gov>, "Slater, James (CHS)" <james.slater@mass.gov>, "Griffin, Daniel (POL)" <daniel.griffin@MassMail.State.MA.US>, "Kelley, Dennis (POL)" <dennis.kelley@pol.state.ma.us>, "Weldon, Timothy (POL)" <timothy.weldon@MassMail.State.MA.US>
Cc: "Halpin, Michael (POL)" <michael.halpin@pol.state.ma.us>, "Egnitz, Brian (POL)" <brian.egnitz@pol.state.ma.us>, "Warren, Rosemary (POL)" <Rosemary.Warren@pol.state.ma.us>, "Sojka, Robert (POL)" <robert.sojka@pol.state.ma.us>, "O'Brien, Barry (POL)" <barry.obrien@pol.state.ma.us>
Subject: FW: ALPR MOU Template

Matt and Jim,

Please see attached MOU. Massachusetts is interested in participating in NYPD's Regional Data Sharing Program (RDSP) as outlined in the attached MOU concerning Automated License Plate Reader data. The attached MOU is the agreement between NYPD and NJSP. NYPD agrees to expunge the Massachusetts data after one year which as you know is the current requirement in the Commonwealth. Would EOPSS OTIS be able to support this project as the central repository of ALPR data in the state?

Thanks

Dermot

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Homeland Security & Preparedness
Massachusetts State Police



From: Gilpin, Kerry (POL)
Sent: Saturday, September 29, 2018 11:04 AM
To: O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>
Subject: Fw: ALPR MOU Template

Do we know where this stands?

Thank you,

Kerry

Colonel Kerry A. Gilpin
Superintendent
Massachusetts State Police
470 Worcester Road
Framingham, MA 01702
508-820-2350

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From: PATRICK CALLAHAN <LPP5243@gw.njsp.org>
Sent: Tuesday, July 17, 2018 3:55 PM
To: talben@albenassociates.com; george.battle@ct.gov; james.canon@ct.gov; christopher.wagner@dos.nh.gov; kmorckel@gmail.com; bill.s.harwood@maine.gov; john.e.cote@maine.gov; william.pallozzi@maryland.gov; O'Brien, Barry (POL); Losardo, Donna (POL); Gilpin, Kerry (POL); Ryan, Kristin (POL); Konstantakos, Peter (POL); dburig@pa.gov; kevin.brosseau@rcmp-grc.gc.ca; marshall.craft@state.de.us; monroe.hudson@state.de.us; sean.moriarty@state.de.us; ridgway@theiacp.org; george.beach@troopers.ny.gov; stephen.smith@troopers.ny.gov;

john.merrigan@vermont.gov; gary.settle@vsp.virginia.gov; kirk.marlowe@vsp.virginia.gov; matthew.hanley@vsp.virginia.gov
Cc: GSGREWAL@njoag.gov; Jennifer.Davenport@njoag.gov; Jared Maples; ETHEL.CORCORAN@nypd.org; RICHARD.SCHROEDER@nypd.org
Subject: ALPR MOU Template

As discussed last week at the North Atlantic Region S&P Conference, I have attached the template ALPR Data Sharing MOU as a reference in the hope of having all of the states in our region connected and sharing data with NYPD. Please review the attached and take note that where the MOU references "Partner Agency," that would be replaced with your respective State Police agency.

For specific questions and revisions associated with the execution of the MOU as it pertains to your particular State and the NYPD, please utilize the following two contacts from the NYPD:

Ethel H. Corcoran
Director, Counsel
NYPD Information Technology Bureau
ETHEL.CORCORAN@nypd.org

Richard Schroeder
Assistant Commissioner, Strategic Technology
Strategic Technology Division
RICHARD.SCHROEDER@nypd.org

Pat

Colonel Patrick J. Callahan
New Jersey State Police
609-882-2000, ext. 6501

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From: timothy.weldon@MassMail.State.MA.US
To: Blaney, Keith (POL)
Subject: Fwd: ALPR MOU Template
Date: Wednesday, October 3, 2018 10:49:06 AM
Attachments: ALPR Data Sharing MOU Template.pdf
ATT00001.htm

Sent from my iPhone

Begin forwarded message:

From: "Quinn, Dermot (POL)" <dermot.quinn@pol.state.ma.us>
To: "Moran, Matthew (EPS)" <matthew.moran@mass.gov>, "Slater, James (CHS)" <james.slater@mass.gov>, "Griffin, Daniel (POL)" <daniel.griffin@MassMail.State.MA.US>, "Kelley, Dennis (POL)" <dennis.kelley@pol.state.ma.us>, "Weldon, Timothy (POL)" <timothy.weldon@MassMail.State.MA.US>
Cc: "Halpin, Michael (POL)" <michael.halpin@pol.state.ma.us>, "Egnitz, Brian (POL)" <brian.egnitz@pol.state.ma.us>, "Warren, Rosemary (POL)" <Rosemary.Warren@pol.state.ma.us>, "Sojka, Robert (POL)" <robert.sojka@pol.state.ma.us>, "O'Brien, Barry (POL)" <barry.obrien@pol.state.ma.us>
Subject: FW: ALPR MOU Template

Matt and Jim,

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Thanks

Dermot

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Homeland Security & Preparedness
Massachusetts State Police



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Sent: Saturday, September 29, 2018 11:04 AM
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Subject: Fw: ALPR MOU Template

Do we know where this stands?

Thank you,

Kerry

Colonel Kerry A. Gilpin
Superintendent
Massachusetts State Police
470 Worcester Road
Framingham, MA 01702
508-820-2350

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To: talben@albenassociates.com; george.battle@ct.gov; james.canon@ct.gov; christopher.wagner@dos.nh.gov; kmorckel@gmail.com; bill.s.harwood@maine.gov; john.e.cote@maine.gov; william.pallozzi@maryland.gov; O'Brien, Barry (POL); Losardo, Donna (POL); Gilpin, Kerry (POL); Ryan, Kristin (POL); Konstantakos, Peter (POL); dburig@pa.gov; kevin.brosseau@rcmp-grc.gc.ca; marshall.craft@state.de.us; monroe.hudson@state.de.us; sean.moriarty@state.de.us; ridgway@theiacp.org; george.beach@troopers.ny.gov; stephen.smith@troopers.ny.gov;

john.merrigan@vermont.gov; gary.settle@vsp.virginia.gov;
kirk.marlowe@vsp.virginia.gov; matthew.hanley@vsp.virginia.gov
Cc: GSGREWAL@njoag.gov; Jennifer.Davenport@njoag.gov; Jared Maples;
ETHEL.CORCORAN@nypd.org; RICHARD.SCHROEDER@nypd.org
Subject: ALPR MOU Template

As discussed last week at the North Atlantic Region S&P Conference, I have attached the template ALPR Data Sharing MOU as a reference in the hope of having all of the states in our region connected and sharing data with NYPD. Please review the attached and take note that where the MOU references "Partner Agency," that would be replaced with your respective State Police agency.

For specific questions and revisions associated with the execution of the MOU as it pertains to your particular State and the NYPD, please utilize the following two contacts from the NYPD:

Ethel H. Corcoran
Director, Counsel
NYPD Information Technology Bureau
ETHEL.CORCORAN@nypd.org

Richard Schroeder
Assistant Commissioner, Strategic Technology
Strategic Technology Division
RICHARD.SCHROEDER@nypd.org

Pat

Colonel Patrick J. Callahan
New Jersey State Police
609-882-2000, ext. 6501

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From: Quinn, Dermot (POL)
To: Halpin, Michael (POL)
Subject: Fwd: ALPR MOU Template
Date: Sunday, September 30, 2018 8:26:21 AM
Attachments: ALPR Data Sharing MOU Template.pdf

Mike,

Can you see if it is ok for us to enter Into this agreement.

I meant to send this over a few months ago so I'm a little behind on it.

Thanks Dermot

Sent from my Verizon 4G LTE smartphone

-------- Original message --------
From: "Gilpin, Kerry (POL)" <kerry.gilpin@pol.state.ma.us>
Date: 9/29/18 11:04 AM (GMT-05:00)
To: "O'Brien, Barry (POL)" <barry.obrien@pol.state.ma.us>, "Quinn, Dermot (POL)" <dermot.quinn@pol.state.ma.us>
Subject: Fw: ALPR MOU Template

Do we know where this stands?

Thank you,

Kerry

Colonel Kerry A. Gilpin
Superintendent
Massachusetts State Police
470 Worcester Road
Framingham, MA 01702
508-820-2350

CONFIDENTIALILTY NOTICE: The information contained in this email and any attachment(s) is privileged and confidential law enforcement information. If you are not the intended recipient, you are hereby notified that any disclosure, dissemination, or copying of this communication is strictly prohibited. If you have received this message in error, please delete this email immediately.

From: PATRICK CALLAHAN <LPP5243@gw.njsp.org>
Sent: Tuesday, July 17, 2018 3:55 PM
To: talben@albenassociates.com; george.battle@ct.gov; james.canon@ct.gov; christopher.wagner@dos.nh.gov; kmorckel@gmail.com; bill.s.harwood@maine.gov; john.e.cote@maine.gov; william.pallozzi@maryland.gov; O'Brien, Barry (POL); Losardo, Donna (POL); Gilpin, Kerry (POL); Ryan, Kristin (POL); Konstantakos, Peter (POL); dburig@pa.gov; kevin.brosseau@rcmp-grc.gc.ca; marshall.craft@state.de.us; monroe.hudson@state.de.us; sean.moriarty@state.de.us; ridgway@theiacp.org; george.beach@troopers.ny.gov; stephen.smith@troopers.ny.gov; john.merrigan@vermont.gov; gary.settle@vsp.virginia.gov; kirk.marlowe@vsp.virginia.gov; matthew.hanley@vsp.virginia.gov
Cc: GSGREWAL@njoag.gov; Jennifer.Davenport@njoag.gov; Jared Maples; ETHEL.CORCORAN@nypd.org; RICHARD.SCHROEDER@nypd.org
Subject: ALPR MOU Template

As discussed last week at the North Atlantic Region S&P Conference, I have attached the template ALPR Data Sharing MOU as a reference in the hope of having all of the states in our region connected and sharing data with NYPD. Please review the attached and take note that where the MOU references "Partner Agency," that would be replaced with your respective State Police agency.

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Ethel H. Corcoran
Director, Counsel
NYPD Information Technology Bureau
ETHEL.CORCORAN@nypd.org

Richard Schroeder
Assistant Commissioner, Strategic Technology
Strategic Technology Division
RICHARD.SCHROEDER@nypd.org

Pat

Colonel Patrick J. Callahan
New Jersey State Police
609-882-2000, ext. 6501

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this communication in error, please immediately contact the Division of State Police at (609) 882-2000 to arrange for the return of this information.

From: Gilpin, Kerry (POL)
To: Quinn, Dermot (POL)
Subject: Fwd: ALPR MOU Template
Date: Tuesday, July 17, 2018 7:58:07 PM
Attachments: ALPR Data Sharing MOU Template.pdf
ATT00001.htm

Dermot,

What do you think?

Kerry

Sent from my iPhone

Begin forwarded message:

From: "PATRICK CALLAHAN" <LPP5243@gw.njsp.org>
To: "talben@albenassociates.com" <talben@albenassociates.com>, "george.battle@ct.gov" <george.battle@ct.gov>, "james.canon@ct.gov" <james.canon@ct.gov>, "christopher.wagner@dos.nh.gov" <christopher.wagner@dos.nh.gov>, "kmorckel@gmail.com" <kmorckel@gmail.com>, "bill.s.harwood@maine.gov" <bill.s.harwood@maine.gov>, "john.e.cote@maine.gov" <john.e.cote@maine.gov>, "william.pallozzi@maryland.gov" <william.pallozzi@maryland.gov>, "O'Brien, Barry (POL)" <barry.obrien@pol.state.ma.us>, "Losardo, Donna (POL)" <donna.losardo@pol.state.ma.us>, "Gilpin, Kerry (POL)" <kerry.gilpin@pol.state.ma.us>, "Ryan, Kristin (POL)" <kristin.ryan@pol.state.ma.us>, "Konstantakos, Peter (POL)" <Peter.Konstantakos@pol.state.ma.us>, "dburig@pa.gov" <DBURIG@pa.gov>, "kevin.brosseau@rcmp-grc.gc.ca" <kevin.brosseau@rcmp-grc.gc.ca>, "marshall.craft@state.de.us" <marshall.craft@state.de.us>, "monroe.hudson@state.de.us" <monroe.hudson@state.de.us>, "sean.moriarty@state.de.us" <sean.moriarty@state.de.us>, "ridgway@theiacp.org" <ridgway@theiacp.org>, "george.beach@troopers.ny.gov" <george.beach@troopers.ny.gov>, "stephen.smith@troopers.ny.gov" <stephen.smith@troopers.ny.gov>, "john.merrigan@vermont.gov" <john.merrigan@vermont.gov>, "gary.settle@vsp.virginia.gov" <gary.settle@vsp.virginia.gov>, "kirk.marlowe@vsp.virginia.gov" <kirk.marlowe@vsp.virginia.gov>, "matthew.hanley@vsp.virginia.gov" <matthew.hanley@vsp.virginia.gov>
Cc: "GSGREWAL@njoag.gov" <GSGREWAL@njoag.gov>, "Jennifer.Davenport@njoag.gov" <Jennifer.Davenport@njoag.gov>, "Jared Maples" <JMaples@njohsp.gov>, "ETHEL.CORCORAN@nypd.org" <ETHEL.CORCORAN@nypd.org>, "RICHARD.SCHROEDER@nypd.org" <RICHARD.SCHROEDER@nypd.org>
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From: O"Brien, Barry (POL)
To: Quinn, Dermot (POL)
Subject: Fwd: ALPR MOU Template
Date: Tuesday, July 17, 2018 4:13:30 PM
Attachments: ALPR Data Sharing MOU Template.pdf
ATT00001.htm

Begin forwarded message:

From: "PATRICK CALLAHAN" <LPP5243@gw.njsp.org>
To: "talben@albenassociates.com" <talben@albenassociates.com>, "george.battle@ct.gov" <george.battle@ct.gov>, "james.canon@ct.gov" <james.canon@ct.gov>, "christopher.wagner@dos.nh.gov" <christopher.wagner@dos.nh.gov>, "kmorckel@gmail.com" <kmorckel@gmail.com>, "bill.s.harwood@maine.gov" <bill.s.harwood@maine.gov>, "john.e.cote@maine.gov" <john.e.cote@maine.gov>, "william.pallozzi@maryland.gov" <william.pallozzi@maryland.gov>, "O'Brien, Barry (POL)" <barry.obrien@pol.state.ma.us>, "Losardo, Donna (POL)" <donna.losardo@pol.state.ma.us>, "Gilpin, Kerry (POL)" <kerry.gilpin@pol.state.ma.us>, "Ryan, Kristin (POL)" <kristin.ryan@pol.state.ma.us>, "Konstantakos, Peter (POL)" <Peter.Konstantakos@pol.state.ma.us>, "dburig@pa.gov" <DBURIG@pa.gov>, "kevin.brosseau@rcmp-grc.gc.ca" <kevin.brosseau@rcmp-grc.gc.ca>, "marshall.craft@state.de.us" <marshall.craft@state.de.us>, "monroe.hudson@state.de.us" <monroe.hudson@state.de.us>, "sean.moriarty@state.de.us" <sean.moriarty@state.de.us>, "ridgway@theiacp.org" <ridgway@theiacp.org>, "george.beach@troopers.ny.gov" <george.beach@troopers.ny.gov>, "stephen.smith@troopers.ny.gov" <stephen.smith@troopers.ny.gov>, "john.merrigan@vermont.gov" <john.merrigan@vermont.gov>, "gary.settle@vsp.virginia.gov" <gary.settle@vsp.virginia.gov>, "kirk.marlowe@vsp.virginia.gov" <kirk.marlowe@vsp.virginia.gov>, "matthew.hanley@vsp.virginia.gov" <matthew.hanley@vsp.virginia.gov>
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From: Halpin, Michael (POL)
To: Koulouris, Agapi (CHS)
Cc: Solet, David (EPS)
Subject: Fwd: ALPR MOU Template
Date: Monday, November 19, 2018 11:42:09 AM
Attachments: ALPR Data Sharing MOU Template.pdf
ATT00001.htm

Sorry. Here is the attachment.

From: King, Michael (BRI)
To: BRI-DL-SPDU
Subject: Fwd: Assistance Needed (important)
Date: Wednesday, June 6, 2018 12:25:52 PM
Attachments: image001.png
ATT00001.htm
S2299.pdf
ATT00002.htm
TRF-11 Automatic License Plate Recognition New 7-22-2014.pdf
ATT00003.htm

If you know of any please send me an email.

Detective Lt Michael King

Begin forwarded message:

From: "Lyver, Michael (POL)" <michael.lyver@pol.state.ma.us>
Date: June 6, 2018 at 11:21:23 AM EDT
To: "Hunte, Alan (MID)" <Alan.Hunte@MassMail.State.MA.US>, "Culver, Ed (BER)" <Ed.Culver@MassMail.State.MA.US>, "Wilcox, Christopher (POL)" <christopher.wilcox@pol.state.ma.us>, "King, Michael (BRI)" <Michael.V.King@MassMail.State.MA.US>, "Buckley, Lisa (POL)" <Lisa.Buckley@pol.state.ma.us>, "Zipper, Paul (DFS)" <paul.zipper@mass.gov>, "Grassia, Michael (POL)" <michael.grassia@pol.state.ma.us>, "Cahill, Jeffrey (POL)" <Jeffrey.Cahill@pol.state.ma.us>, "Scaplen, Kevin (GOV)" <Kevin.Scaplen@MassMail.State.MA.US>, "O'Neil, Kevin P (POL)" <Kevin.ONeil@pol.state.ma.us>, "Mawn, Jack (CPI)" <Jack.Mawn@MassMail.State.MA.US>
Cc: "Dowd, Philip (POL)" <philip.dowd@pol.state.ma.us>
Subject: Assistance Needed

Unit Commanders,
attached is pending legislation that will hamper our ability to access ALPR data. To counter the legislation, LTC Quinn is looking for cases where we used it successfully. Please forward me details of a case where you successfully used ALPR data to solve a case, arrest an offender or to locate a victim. I know we have had some success stories recently. Please report any cases to me ASAP so we can rebut the legislation.
For example; I recall SPDU Worcester tracked a homicide suspect out of State, they notified the State Police of Jurisdiction and they who subsequently located the suspect and placed same under arrest.
Please send me a synopsis of a case or cases where ALPR data contributed to the apprehension of a suspect, recovery of a victim, or provided key evidence during an investigation. We need this ASAP or no later than tomorrow at 0900 hrs.
Respectfully,
Michael J. Lyver #2396
Detective Captain
Division of Investigative Services

Massachusetts State Police

From: Quinn, Dermot (POL)
Sent: Tuesday, June 5, 2018 5:29 PM
To: Mason, Christopher (POL) <Chris.Mason@pol.state.ma.us>; Favuzza, Robert (POL) <Robert.Favuzza@pol.state.ma.us>; Duggan, Joseph (POL) <joseph.duggan@pol.state.ma.us>; Small, Michelle (POL) <Michelle.E.Small@pol.state.ma.us>; Warmington, Scott (POL) <Scott.Warmington@pol.state.ma.us>; Range, Scott (POL) <scott.range@pol.state.ma.us>; Dowd, Philip (POL) <philip.dowd@pol.state.ma.us>; Lannon, John (POL) <John.Lannon@pol.state.ma.us>; Gawron, Stephen (POL) <stephen.gawron@pol.state.ma.us>; Lyver, Michael (POL) <michael.lyver@pol.state.ma.us>
Cc: Gilpin, Kerry (POL) <kerry.gilpin@pol.state.ma.us>; O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Wood, Curtis (EPS) <curtis.wood@mass.gov>; O'Riordan, Brian (POL) <Brian.ORiordan@pol.state.ma.us>; Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us>; Warren, Rosemary (POL) <Rosemary.Warren@pol.state.ma.us>; Merrick, Brian (EPS) <brian.merrick@mass.gov>; Lord, Spencer (EPS) <spencer.b.lord@mass.gov>
Subject: ALPR

All,

Attached please find a bill that will severely regulate and curtail access to, and storage of, ALPR data. As you are all aware, Automated License Plate Reader (LPR) data is one of the most beneficial technologies made available to law enforcement in the past ten years. We utilize this technology every day. That being said, we don't have a good way to capture all of the successful uses of the technology. I'm working with Spencer Lord and Brian Merrick at EOPSS to pull together some examples of the use of LPR data in everyday police work. These stories will be used to counter this bill which we know as practitioners will only further erode our ability to detect and solve crime.

I'm looking for all types of examples:

Homicide
Sexual Assault
Kidnapping
Terrorism
Threats
Amber Alert
Silver Alert
Robbery
Burglary
Security

Please include anything you can think of that will help our cause. I have attached a copy of our current policy which is based on the EOPSS model LPR policy. We currently retain the data for one year prior to expungement.

Please submit your responses in a brief narrative that outlines the case and the successful use of LPR technology.

Please try to have the responses to me by Thursday and include Rose Warren on the

email so we can gather the different responses into one folder for submission to EOPSS.

Thank you in advance for your efforts on this important matter.

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Investigative Services
Massachusetts State Police

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From: King, Michael (BRI)
To: BRI-DL-SPDU
Subject: Fwd: Assistance Needed (important)
Date: Wednesday, June 6, 2018 12:26:59 PM
Attachments: image001.png
ATT00001.htm
S2299.pdf
ATT00002.htm
TRF-11 Automatic License Plate Recognition New 7-22-2014.pdf
ATT00003.htm

If you know of any please send me an email.

Detective Lt Michael King

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Date: June 6, 2018 at 11:21:23 AM EDT
To: "Hunte, Alan (MID)" <Alan.Hunte@MassMail.State.MA.US>, "Culver, Ed (BER)" <Ed.Culver@MassMail.State.MA.US>, "Wilcox, Christopher (POL)" <christopher.wilcox@pol.state.ma.us>, "King, Michael (BRI)" <Michael.V.King@MassMail.State.MA.US>, "Buckley, Lisa (POL)" <Lisa.Buckley@pol.state.ma.us>, "Zipper, Paul (DFS)" <paul.zipper@mass.gov>, "Grassia, Michael (POL)" <michael.grassia@pol.state.ma.us>, "Cahill, Jeffrey (POL)" <Jeffrey.Cahill@pol.state.ma.us>, "Scaplen, Kevin (GOV)" <Kevin.Scaplen@MassMail.State.MA.US>, "O'Neil, Kevin P (POL)" <Kevin.ONeil@pol.state.ma.us>, "Mawn, Jack (CPI)" <Jack.Mawn@MassMail.State.MA.US>
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Division of Investigative Services
Massachusetts State Police

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Sent: Tuesday, June 5, 2018 5:29 PM
To: Mason, Christopher (POL) <Chris.Mason@pol.state.ma.us>; Favuzza, Robert (POL) <Robert.Favuzza@pol.state.ma.us>; Duggan, Joseph (POL) <joseph.duggan@pol.state.ma.us>; Small, Michelle (POL) <Michelle.E.Small@pol.state.ma.us>; Warmington, Scott (POL) <Scott.Warmington@pol.state.ma.us>; Range, Scott (POL) <scott.range@pol.state.ma.us>; Dowd, Philip (POL) <philip.dowd@pol.state.ma.us>; Lannon, John (POL) <John.Lannon@pol.state.ma.us>; Gawron, Stephen (POL) <stephen.gawron@pol.state.ma.us>; Lyver, Michael (POL) <michael.lyver@pol.state.ma.us>
Cc: Gilpin, Kerry (POL) <kerry.gilpin@pol.state.ma.us>; O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Wood, Curtis (EPS) <curtis.wood@mass.gov>; O'Riordan, Brian (POL) <Brian.ORiordan@pol.state.ma.us>; Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us>; Warren, Rosemary (POL) <Rosemary.Warren@pol.state.ma.us>; Merrick, Brian (EPS) <brian.merrick@mass.gov>; Lord, Spencer (EPS) <spencer.b.lord@mass.gov>
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From: christopher.wilcox@pol.state.ma.us
To: Pack, Noah (POL)
Subject: Fwd: Assistance Needed
Date: Wednesday, June 6, 2018 11:22:17 AM
Attachments: image001.png
ATT00001.htm
S2299.pdf
ATT00002.htm
TRF-11 Automatic License Plate Recognition New 7-22-2014.pdf
ATT00003.htm

Sent from my iPhone

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From: "Lyver, Michael (POL)" <michael.lyver@pol.state.ma.us>
Date: June 6, 2018 at 11:21:23 AM EDT
To: "Hunte, Alan (MID)" <Alan.Hunte@MassMail.State.MA.US>, "Culver, Ed (BER)" <Ed.Culver@MassMail.State.MA.US>, "Wilcox, Christopher (POL)" <christopher.wilcox@pol.state.ma.us>, "King, Michael (BRI)" <Michael.V.King@MassMail.State.MA.US>, "Buckley, Lisa (POL)" <Lisa.Buckley@pol.state.ma.us>, "Zipper, Paul (DFS)" <paul.zipper@mass.gov>, "Grassia, Michael (POL)" <michael.grassia@pol.state.ma.us>, "Cahill, Jeffrey (POL)" <Jeffrey.Cahill@pol.state.ma.us>, "Scaplen, Kevin (GOV)" <Kevin.Scaplen@MassMail.State.MA.US>, "O'Neil, Kevin P (POL)" <Kevin.ONeil@pol.state.ma.us>, "Mawn, Jack (CPI)" <Jack.Mawn@MassMail.State.MA.US>
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To: Mason, Christopher (POL) <Chris.Mason@pol.state.ma.us>; Favuzza, Robert (POL) <Robert.Favuzza@pol.state.ma.us>; Duggan, Joseph (POL) <joseph.duggan@pol.state.ma.us>; Small, Michelle (POL) <Michelle.E.Small@pol.state.ma.us>; Warmington, Scott (POL) <Scott.Warmington@pol.state.ma.us>; Range, Scott (POL) <scott.range@pol.state.ma.us>; Dowd, Philip (POL) <philip.dowd@pol.state.ma.us>; Lannon, John (POL) <John.Lannon@pol.state.ma.us>; Gawron, Stephen (POL) <stephen.gawron@pol.state.ma.us>; Lyver, Michael (POL) <michael.lyver@pol.state.ma.us>
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Burglary
Security

Please include anything you can think of that will help our cause. I have attached a copy of our current policy which is based on the EOPSS model LPR policy. We currently retain the data for one year prior to expungement.

Please submit your responses in a brief narrative that outlines the case and the successful use of LPR technology.

Please try to have the responses to me by Thursday and include Rose Warren on the email so we can gather the different responses into one folder for submission to EOPSS.

Thank you in advance for your efforts on this important matter.

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Investigative Services
Massachusetts State Police

From: Egnitz, Brian (POL)
To: Quinn, Dermot (POL)
Subject: Fwd: BOSS Software
Date: Wednesday, March 21, 2018 5:02:20 PM
Attachments: image001.png
ATT00001.htm
image004.png
ATT00002.htm
Boss Specifications 02162018.pdf
ATT00003.htm

If we consolidate things we should request managing the LPR for EOTSS and just own it like Coplink. See below we need to upgrade.

Begin forwarded message:

> **From:** John Tedona <jtedona@neology.net>
> **Date:** March 21, 2018 at 3:30:43 PM EDT
> **To:** "Egnitz, Brian (POL)" <brian.egnitz@massmail.state.ma.us>
> **Cc:** Peter Crary <pcrary@neology.net>, Michael Roth <mroth@neology.net>
> **Subject: BOSS Software**
>
> Brian, The update for BOSS to correct the memory leak issues and other bugs is released and is BOSS 3.5 I've attached the minimum server requirements for 3.5 for your review. The full web based re-write of BOSS is expected to be released in October.
>
> Some more info on the enhancement for BOSS 3.5. By May we should be able to provide you a free trial period of adding the ability to query Make, Model, Color to BOSS 3.5 I'll let you know what pricing looks like as soon as I receive the information. Here's a link to what it will look like in BOSS.
> https://www.dropbox.com/s/2976j51isxhy32t/MantisDemo.mp4?dl=0
>
> Let me know what you think.

From: kerry.gilpin@pol.state.ma.us
To: Losardo, Donna (POL)
Subject: Fwd: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19
Date: Saturday, December 22, 2018 3:23:25 PM
Attachments: Gilpin.pdf
ATT00001.htm

FYI

Sent from my iPhone

Begin forwarded message:

From: MARLENE WHEELER <LPPWHEEM@gw.njsp.org>
Date: December 20, 2018 at 13:53:58 EST
To: <kerry.gilpin@pol.state.ma.us>
Subject: Re: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19

Marlene Wheeler
Secretarial Assistant 3
Office of the ROIC
609-963-6900 Ext. 6793

>>> MARLENE WHEELER 12/20/2018 1:36 PM >>>

>>> MARLENE WHEELER 12/20/2018 1:34 PM >>>

Marlene Wheeler
Secretarial Assistant 3
Office of the ROIC
609-963-6900 Ext. 6793

>>> MARLENE WHEELER 12/20/2018 1:33 PM >>>

>>> MARLENE WHEELER 12/20/2018 1:32 PM >>>
On Monday, January 28, and Tuesday, January 29, 2019, the NJSP, NYPD, and NNJUASI, facilitated by the Rutgers University Center on Policing, will host a Regional Trafficking Summit. This two-day summit will gather 12 state police superintendents, 12 major city chiefs, and numerous federal agencies with responsibilities along the I-95 corridor between Richmond, VA, Washington, DC, and Boston, MA, to discuss the feasibility and productivity of linking and sharing ALPR data. Establishing this linkage across the northeast region of the United States would immeasurably increase our effectiveness in addressing issues of counter terrorism, drug trafficking, weapons trafficking, Amber and Silver Alerts,

plus other threats to the public safety of our respective states.

Please find the attached letter from Colonel Patrick Callahan for further information and details.

Marlene Wheeler
Secretarial Assistant 3
Office of the ROIC
609-963-6900 Ext. 6793

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From: Gilpin, Kerry (POL)
To: Kaneb, Michael (GOV)
Subject: Fwd: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19
Date: Saturday, December 22, 2018 11:48:58 AM
Attachments: Gilpin.pdf
ATT00001.htm

Hi Mike,

Please see below request. I believe that the MOU referred to by Colonel Callahan has been previously sent to EOPPS for approval. I personally believe that this collaborative effort would enhance our efforts in the areas of counter-terrorism, the opioid crisis, human trafficking and others. I would appreciate your insights into this matter.

Respectfully,

Kerry

Sent from my iPad

Begin forwarded message:

> **From:** MARLENE WHEELER <LPPWHEEM@gw.njsp.org>
> **Date:** December 20, 2018 at 1:53:58 PM EST
> **To:** <kerry.gilpin@pol.state.ma.us>
> **Subject: Re: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19**

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From: kerry.gilpin@pol.state.ma.us
To: Kaneb, Michael (GOV)
Subject: Fwd: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19
Date: Saturday, December 22, 2018 11:48:57 AM
Attachments: Gilpin.pdf
ATT00001.htm

Hi Mike,

Please see below request. I believe that the MOU referred to by Colonel Callahan has been previously sent to EOPPS for approval. I personally believe that this collaborative effort would enhance our efforts in the areas of counter-terrorism, the opioid crisis, human trafficking and others. I would appreciate your insights into this matter.

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> **Subject: Re: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19**

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From: Gilpin, Kerry (POL)
To: Losardo, Donna (POL)
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Date: Saturday, December 22, 2018 3:23:30 PM
Attachments: Gilpin.pdf
ATT00001.htm

FYI

Sent from my iPhone

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Date: December 20, 2018 at 13:53:58 EST
To: <kerry.gilpin@pol.state.ma.us>
Subject: Re: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19

Marlene Wheeler
Secretarial Assistant 3
Office of the ROIC
609-963-6900 Ext. 6793

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From: TASSO, ANTHONY
To: Quinn, Dermot (POL)
Subject: Fwd: MOU
Date: Tuesday, July 24, 2018 1:31:14 AM
Attachments: RDSP MOU Final Draft Signature Copy_April 13.docx

See attached MOU. Let me know when your team is ready to do the call. Enjoy your vacation.

Inspector Anthony Tasso
Commanding Officer
Strategic Technology Division

From: MEROLA, RYAN <ryan.merola@nypd.org>
Sent: Monday, July 23, 2018 5:25 PM
To: TASSO, ANTHONY
Subject: Re: MOU

Sure thing, boss. See attached.

Take care!

Ryan A. Merola
Administrative Project Manager
Information Technology Bureau
Personal Mobile: (917) 697-4628
E-mail: Ryan.Merola@nypd.org

From: TASSO, ANTHONY
Sent: Monday, July 23, 2018 4:01:22 PM
To: MEROLA, RYAN
Subject: MOU

Ryan,
Can you send me a copy of the regional DAS LPR sharing MOU? Thanks.

Inspector Anthony Tasso
Commanding Officer
Strategic Technology Division

From: Darryl Valinchus
To: Donovan, Jeremiah (BRI)
Subject: GeoTime Webinar
Date: Tuesday, August 28, 2018 10:14:41 AM
Attachments: GeoTime-CRT-Handout.pdf
GT-Overview-digital.pdf
GeoTime® Glimpse for Investigators.pdf

Jeremiah,

I see Mike Berndl who you meet at the RIOT conference introduced us via Email, pleased to meet you. My responsibilities with Uncharted Software is the East Coast an will be your point of contact. I would like to schedule a webinar for you and whomever else you think would be interested in GeoTime at your location. I would also like to offer you and anybody else who works with call detail records a 90 full use evaluation license of GeoTime and CRT, plus online training to get you up and running with your data. I have attached some information about GeoTime and CRT, you may have gotten a copy from Mike already, and look forward to hearing back from you.

Be Safe

Darryl

--
Darryl Valinchus
Law Enforcement Liaison, GeoTime®
M: 631-627-1041| T: 416 203 3003
www.geotime.com | GeoTime Video Training Series

| www.uncharted.software

From: Thibault, Amy (POL)
To: Dylan McCulley (dmcculley@ncric.ca.gov)
Subject: IACA
Date: Thursday, September 6, 2018 2:56:00 PM
Attachments: 2016 IACA Conference Program - 2.6 contacts redacted.pdf

From: O"Neil, Shawn (POL)
To: Boyle, Christopher (POL)
Subject: list
Date: Wednesday, August 1, 2018 6:55:22 PM
Attachments: CWC Capabilities.docx
CWC Pamphlet.pdf

Lt. Shawn P. O'Neil #1671

Massachusetts State Police
Division of Homeland Security and Preparedness
Fusion Center - Watch Center
470 Worcester Road
Framingham, MA 01702
Work#: (508) 820-2233
Fax#: (508) 988-7121

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From: Thibault, Amy (POL)
To: Stelmat, Jason (POL)
Subject: LPR and Facial Rec
Date: Wednesday, November 28, 2018 9:45:00 AM
Attachments: FINAL-Face Recognition Policy Development Template.pdf
LPR Policy Template FINAL 2-7-170.pdf

Attached are the templates from DHS.

To: Amy Thibault (amy.thibault@massmail.state.ma.us)
Date: Thursday, July 26, 2018 3:47:55 PM
Attachments: CWC Pamphlet.pub
CWC Capabilities Doc June 2018.docx
CFC Special Events Job Duties Doc June 2018.docx
CFC Special Events Overview.docx
CWC Pamphlet.docx
CCIP 1-pager.pdf

Major Scott Range
Massachusetts State Police
Deputy Division Commander
Division of Homeland Security and Preparedness
Work: 978-451-3757
Email: scott.range@massmail.state.ma.us

From: Robert McConnell
To: All ASCIA Members
Subject: New Jersey State Police Criminal Intelligence Manual, 2nd Ed.
Date: Wednesday, February 7, 2018 1:03:52 PM
Attachments: NJSP Investigations Branch Criminal Intellingence Manual.pdf

---

ASCIA Members,

The New Jersey State Police recently completely revised their Criminal Intelligence Branch manual to take into account current events and capabilities, including technology. Several of our members who have reviewed the manual have recommended that it be shared with the ASCIA membership. LTC Guidetti has provided me with a copy to share.

Request for additional information concerning this manual should be directed to:

LTC Ray Guidetti
Deputy Superintendent of Investigations
New Jersey State Police
Office - 609-584-5051; 5491
Cell - 609-[redacted]
Email - guidetti.raymond@gw.njsp.org

Bob

Robert McConnell
Executive Director
Association of State Criminal Investigative Agencies (ASCIA)
Cell: (561) 239-1345
Email: Executive.Director@ascia.org
www.ascia.org

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From: O"Neil, Shawn (POL)
To: Panacopoulos, Laurie (POL)
Subject: please read
Date: Friday, September 28, 2018 7:58:51 AM
Attachments: CWC Capabilities.docx
CWC Pamphlet.pdf

From: Carnes, Peter
To: King, Joseph (POL)
Subject: Policing in the 21st Century - IACP 2015.pptx
Date: Friday, October 26, 2018 3:55:14 PM
Attachments: Policing in the 21st Century - IACP 2015.pptx

From: Solet, David (EPS)
To: Halpin, Michael (POL)
Cc: Moran, Matthew (EPS); Koulouris, Agapi (CHS)
Subject: RE: ALPR Data Sharing
Date: Monday, November 19, 2018 2:10:33 PM
Attachments: ALPR Data Sharing MOU Template.pdf

Mike –

Does the attached document that you just sent over answer the questions I posed in the email below? I think we need to know the answers to these questions before we can make an informed decision about entering into an MOU like this one.

David Solet
Chief Legal Counsel
Executive Office of Public Safety and Security (EOPSS)
(617) 274-5522

From: Solet, David (EPS)
Sent: Monday, October 22, 2018 5:02 PM
To: Halpin, Michael (POL) <michael.halpin@pol.state.ma.us>
Cc: Moran, Matthew (EPS) <matthew.moran@mass.gov>
Subject: ALPR Data Sharing

Mike –

On the issue of inter-state sharing of ALPR data – it's easy for me to see how this could be a substantial public safety benefit for the Commonwealth, in light of the interstate trafficking of narcotics and illegal firearms, movement of fugitives, etc. between MA and NYC.

But within the MA consortium of contributing agencies, who is allowed to make the decision to share with a non-member agency, and under what constraints, if any? Put another way, if the Colonel can unilaterally decide that it is in the best interests of MSP to enter into a data-sharing agreement with NYPD, and then to commence sharing not only MSP-collected data, but data the consortium has received from other contributing cities and towns in MA, is there anything to prevent any of the other partner agencies from deciding to share MSP-collected data with PA State Police, or Harrisburg PD, or a federal agency? Is there any agreement or norm in place as to when requests from an outside agency will be run by a consortium-member when it won't?

David Solet
Chief Legal Counsel
Executive Office of Public Safety and Security

From:	Quinn, Dermot (POL)
To:	Halpin, Michael (POL); Farrell, Sean (POL)
Cc:	Egnitz, Brian (POL); Warren, Rosemary (POL); Sojka, Robert (POL); O"Brien, Barry (POL); Slater, James (CHS); Moran, Matthew (EPS); Griffin, Daniel (POL); Kelley, Dennis (POL); Weldon, Timothy (POL)
Subject:	RE: ALPR MOU Template
Date:	Monday, October 22, 2018 1:33:48 PM
Attachments:	image001.png

Hi Mike,

Just an FYI. At this morning's Command Staff meeting the Colonel was asking where we stand on the LPR sharing MOU with NYPD and NJSP. I know you have been reviewing the MOU from a legal perspective. Jim Slater has been reviewing from a technical perspective. If approved we will coordinate with NYPD Inspector Anthony Tasso, Commanding Officer, Strategic Technology Division and put him in touch with EOPSS.

Thanks

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Homeland Security & Preparedness
Massachusetts State Police

From: Quinn, Dermot (POL)
Sent: Tuesday, October 9, 2018 4:50 PM
To: Slater, James (CHS) <james.slater@mass.gov>; Moran, Matthew (EPS) <matthew.moran@mass.gov>; Griffin, Daniel (POL) <daniel.griffin@MassMail.State.MA.US>; Kelley, Dennis (POL) <dennis.kelley@pol.state.ma.us>; Weldon, Timothy (POL) <timothy.weldon@MassMail.State.MA.US>
Cc: Halpin, Michael (POL) <michael.halpin@pol.state.ma.us>; Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us>; Warren, Rosemary (POL) <Rosemary.Warren@pol.state.ma.us>; Sojka, Robert (POL) <robert.sojka@pol.state.ma.us>; Gilpin, Kerry (POL) <kerry.gilpin@pol.state.ma.us>; O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>
Subject: RE: ALPR MOU Template

Hi Jim,

I would think the best and most effective way to prevent or solve a crime would be to share all of the ALPR data. I think we are covered under Paragraph 5 Section C as stated below:

5. ALPR Data Sharing and Dissemination

a) Each Contributing Agency authorizes the release of its information as outlined in this Policy to any other criminal justice agency that may participate in the Central Repository in the future.

b) A Contributing Party that does not want certain information from its ALPR system to be shared is responsible for filtering out such information before entering it into the Central Repository.

c) The information contributed to the Central Repository is limited to ALPR data.

d) Central Repository ALPR data can be accessed, retrieved, or shared for official and legitimate law enforcement operations or public safety purposes only.

To your point, I agree we should advise contributing agencies that the data may be shared with other law enforcement agencies outside of Massachusetts. I don't think that will come as a surprise to them as we constantly run checks through the State Police Commonwealth Watch Center for non-Massachusetts police departments against our database, and for Massachusetts police departments against out of state LPR systems such as New York and New Jersey. This system would just make that ability much quicker and negate the need to place a call to any of the participating states.

Since the ALPR server for Massachusetts is operated by OTIS, it may make more sense for the MOU to be between EOPSS and NYC as opposed to MSP and NYC. Either way is fine from my perspective. I think Mike Halpin is taking a look from a legal perspective.

Thanks

Dermot

From: Slater, James (CHS)
Sent: Friday, October 5, 2018 8:35 PM
To: Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>; Moran, Matthew (EPS) <matthew.moran@mass.gov>; Griffin, Daniel (POL) <daniel.griffin@MassMail.State.MA.US>; Kelley, Dennis (POL) <dennis.kelley@pol.state.ma.us>; Weldon, Timothy (POL) <timothy.weldon@MassMail.State.MA.US>
Cc: Halpin, Michael (POL) <michael.halpin@pol.state.ma.us>; Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us>; Warren, Rosemary (POL) <Rosemary.Warren@pol.state.ma.us>; Sojka, Robert (POL) <robert.sojka@pol.state.ma.us>; O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>
Subject: RE: ALPR MOU Template

Hi, Lt. Col. Quinn!

I have a follow up question or two re this effort. Specifically, would we be sharing MSP ALPR data only, or is the thought
that all of the data in the central repository would be shared? If the latter is true, would we need to seek permission from the
other LE agencies which have contributed data?

I know that Section 5 of the Commonwealth's ALPR Policy allows the sharing of data with "any other criminal justice agency
that may participate in the Central Repository…", but in this case, we're talking about shipping the data out-of-state.

I just thought I would raise that as a potential issue.

Jim

From: Quinn, Dermot (POL)
Sent: Monday, October 01, 2018 6:13 PM
To: Moran, Matthew (EPS); Slater, James (CHS); Griffin, Daniel (POL); Kelley, Dennis (POL); Weldon, Timothy (POL)
Cc: Halpin, Michael (POL); Egnitz, Brian (POL); Warren, Rosemary (POL); Sojka, Robert (POL); O'Brien, Barry (POL)
Subject: FW: ALPR MOU Template

Matt and Jim,

Please see attached MOU. Massachusetts is interested in participating in NYPD's Regional Data Sharing Program (RDSP) as outlined in the attached MOU concerning Automated License Plate Reader data. The attached MOU is the agreement between NYPD and NJSP. NYPD agrees to expunge the Massachusetts data after one year which as you know is the current requirement in the Commonwealth. Would EOPSS OTIS be able to support this project as the central repository of ALPR data in the state?

Thanks

Dermot

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Homeland Security & Preparedness
Massachusetts State Police

From: Gilpin, Kerry (POL)
Sent: Saturday, September 29, 2018 11:04 AM
To: O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>
Subject: Fw: ALPR MOU Template

Do we know where this stands?

Thank you,

Kerry

Colonel Kerry A. Gilpin
Superintendent
Massachusetts State Police
470 Worcester Road
Framingham, MA 01702
508-820-2350

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From: PATRICK CALLAHAN <LPP5243@gw.njsp.org>
Sent: Tuesday, July 17, 2018 3:55 PM
To: talben@albenassociates.com; george.battle@ct.gov; james.canon@ct.gov; christopher.wagner@dos.nh.gov; kmorckel@gmail.com; bill.s.harwood@maine.gov; john.e.cote@maine.gov; william.pallozzi@maryland.gov; O'Brien, Barry (POL); Losardo, Donna (POL); Gilpin, Kerry (POL); Ryan, Kristin (POL); Konstantakos, Peter (POL); dburig@pa.gov; kevin.brosseau@rcmp-grc.gc.ca; marshall.craft@state.de.us; monroe.hudson@state.de.us; sean.moriarty@state.de.us; ridgway@theiacp.org; george.beach@troopers.ny.gov; stephen.smith@troopers.ny.gov; john.merrigan@vermont.gov; gary.settle@vsp.virginia.gov; kirk.marlowe@vsp.virginia.gov; matthew.hanley@vsp.virginia.gov
Cc: GSGREWAL@njoag.gov; Jennifer.Davenport@njoag.gov; Jared Maples; ETHEL.CORCORAN@nypd.org; RICHARD.SCHROEDER@nypd.org
Subject: ALPR MOU Template

As discussed last week at the North Atlantic Region S&P Conference, I have attached the template ALPR Data Sharing MOU as a reference in the hope of having all of the states in our region connected and sharing data with NYPD. Please review the attached and take note that where the MOU references "Partner Agency," that would be replaced with your respective State Police agency.

For specific questions and revisions associated with the execution of the MOU as it pertains to your particular State and the NYPD, please utilize the following two contacts from the NYPD:

Ethel H. Corcoran
Director, Counsel
NYPD Information Technology Bureau
ETHEL.CORCORAN@nypd.org

Richard Schroeder
Assistant Commissioner, Strategic Technology
Strategic Technology Division

RICHARD.SCHROEDER@nypd.org

Pat

Colonel Patrick J. Callahan
New Jersey State Police
609-882-2000, ext. 6501

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From: Quinn, Dermot (POL)
To: Slater, James (CHS); Moran, Matthew (EPS); Griffin, Daniel (POL); Kelley, Dennis (POL); Weldon, Timothy (POL)
Cc: Halpin, Michael (POL); Egnitz, Brian (POL); Warren, Rosemary (POL); Sojka, Robert (POL); Gilpin, Kerry (POL); O"Brien, Barry (POL)
Subject: RE: ALPR MOU Template
Date: Tuesday, October 9, 2018 4:49:44 PM
Attachments: image001.png

Hi Jim,

I would think the best and most effective way to prevent or solve a crime would be to share all of the ALPR data. I think we are covered under Paragraph 5 Section C as stated below:

5. ALPR Data Sharing and Dissemination

a) Each Contributing Agency authorizes the release of its information as outlined in this Policy to any other criminal justice agency that may participate in the Central Repository in the future.

b) A Contributing Party that does not want certain information from its ALPR system to be shared is responsible for filtering out such information before entering it into the Central Repository.

c) The information contributed to the Central Repository is limited to ALPR data.

d) Central Repository ALPR data can be accessed, retrieved, or shared for official and legitimate law enforcement operations or public safety purposes only.

To your point, I agree we should advise contributing agencies that the data may be shared with other law enforcement agencies outside of Massachusetts. I don't think that will come as a surprise to them as we constantly run checks through the State Police Commonwealth Watch Center for non-Massachusetts police departments against our database, and for Massachusetts police departments against out of state LPR systems such as New York and New Jersey. This system would just make that ability much quicker and negate the need to place a call to any of the participating states.

Since the ALPR server for Massachusetts is operated by OTIS, it may make more sense for the MOU to be between EOPSS and NYC as opposed to MSP and NYC. Either way is fine from my perspective. I think Mike Halpin is taking a look from a legal perspective.

Thanks

Dermot

From: Slater, James (CHS)
Sent: Friday, October 5, 2018 8:35 PM
To: Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>; Moran, Matthew (EPS) <matthew.moran@mass.gov>; Griffin, Daniel (POL) <daniel.griffin@MassMail.State.MA.US>; Kelley, Dennis (POL) <dennis.kelley@pol.state.ma.us>; Weldon, Timothy (POL) <timothy.weldon@MassMail.State.MA.US>
Cc: Halpin, Michael (POL) <michael.halpin@pol.state.ma.us>; Egnitz, Brian (POL)

<brian.egnitz@pol.state.ma.us>; Warren, Rosemary (POL) <Rosemary.Warren@pol.state.ma.us>; Sojka, Robert (POL) <robert.sojka@pol.state.ma.us>; O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>
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I know that Section 5 of the Commonwealth's ALPR Policy allows the sharing of data with "any other criminal justice agency
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I just thought I would raise that as a potential issue.

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Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Homeland Security & Preparedness
Massachusetts State Police

From: Gilpin, Kerry (POL)
Sent: Saturday, September 29, 2018 11:04 AM
To: O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>
Subject: Fw: ALPR MOU Template

Do we know where this stands?

Thank you,

Kerry

Colonel Kerry A. Gilpin
Superintendent
Massachusetts State Police
470 Worcester Road
Framingham, MA 01702
508-820-2350

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Sent: Tuesday, July 17, 2018 3:55 PM
To: talben@albenassociates.com; george.battle@ct.gov; james.canon@ct.gov; christopher.wagner@dos.nh.gov; kmorckel@gmail.com; bill.s.harwood@maine.gov; john.e.cote@maine.gov; william.pallozzi@maryland.gov; O'Brien, Barry (POL); Losardo, Donna (POL); Gilpin, Kerry (POL); Ryan, Kristin (POL); Konstantakos, Peter (POL); dburig@pa.gov; kevin.brosseau@rcmp-grc.gc.ca; marshall.craft@state.de.us; monroe.hudson@state.de.us; sean.moriarty@state.de.us; ridgway@theiacp.org; george.beach@troopers.ny.gov; stephen.smith@troopers.ny.gov; john.merrigan@vermont.gov; gary.settle@vsp.virginia.gov; kirk.marlowe@vsp.virginia.gov; matthew.hanley@vsp.virginia.gov
Cc: GSGREWAL@njoag.gov; Jennifer.Davenport@njoag.gov; Jared Maples; ETHEL.CORCORAN@nypd.org; RICHARD.SCHROEDER@nypd.org
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Subject: RE: ALPR MOU Template
Date: Tuesday, October 9, 2018 4:46:39 PM
Attachments: image001.png
image002.png

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Cc:	Halpin, Michael (POL); Egnitz, Brian (POL); Warren, Rosemary (POL); Sojka, Robert (POL); O"Brien, Barry (POL)
Subject:	RE: ALPR MOU Template
Date:	Friday, October 5, 2018 8:34:48 PM
Attachments:	image001.png

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Sent: Saturday, September 29, 2018 11:04 AM
To: O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>
Subject: Fw: ALPR MOU Template

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To: talben@albenassociates.com; george.battle@ct.gov; james.canon@ct.gov; christopher.wagner@dos.nh.gov; kmorckel@gmail.com; bill.s.harwood@maine.gov;

john.e.cote@maine.gov; william.pallozzi@maryland.gov; O'Brien, Barry (POL); Losardo, Donna (POL); Gilpin, Kerry (POL); Ryan, Kristin (POL); Konstantakos, Peter (POL); dburig@pa.gov; kevin.brosseau@rcmp-grc.gc.ca; marshall.craft@state.de.us; monroe.hudson@state.de.us; sean.moriarty@state.de.us; ridgway@theiacp.org; george.beach@troopers.ny.gov; stephen.smith@troopers.ny.gov; john.merrigan@vermont.gov; gary.settle@vsp.virginia.gov; kirk.marlowe@vsp.virginia.gov; matthew.hanley@vsp.virginia.gov
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From:	Quinn, Dermot (POL)
To:	Slater, James (CHS)
Subject:	RE: ALPR MOU Template
Date:	Wednesday, October 3, 2018 6:47:00 PM
Attachments:	image001.png ALPR DCJIS Policy - Final 20131008.pdf

HI Jim,

This is what I have.

Dermot

From: Slater, James (CHS)
Sent: Tuesday, October 2, 2018 9:59 AM
To: Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>
Subject: RE: ALPR MOU Template

Hi, Dermot!

Where can I get a copy of the Massachusetts policy on LRP data and usage?

Thanks.

Jim

From: Quinn, Dermot (POL)
Sent: Monday, October 01, 2018 6:13 PM
To: Moran, Matthew (EPS); Slater, James (CHS); Griffin, Daniel (POL); Kelley, Dennis (POL); Weldon, Timothy (POL)
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From: Stockwell, Matt (EPS)
To: Egnitz, Brian (POL)
Subject: RE: ALPR MOU Template
Date: Wednesday, October 3, 2018 3:54:21 PM
Attachments: image001.png

OK – Will Do … That exciting stuff Perhaps we can dust off the S3 designs if there is going to by TB's of data.

Matt

From: Egnitz, Brian (POL)
Sent: Wednesday, October 03, 2018 3:48 PM
To: Stockwell, Matt (EPS) <matt.stockwell@mass.gov>
Subject: RE: ALPR MOU Template

Please pass along to Tim too,

Tks

From: Stockwell, Matt (EPS)
Sent: Wednesday, October 3, 2018 3:47 PM
To: Egnitz, Brian (POL)
Subject: RE: ALPR MOU Template

Thanks for the intel!

Matt

From: Egnitz, Brian (POL)
Sent: Tuesday, October 02, 2018 9:18 AM
To: Stockwell, Matt (EPS) <matt.stockwell@mass.gov>
Subject: FW: ALPR MOU Template

FYI – this may be coming downhill.

-Brian

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Cc: GSGREWAL@njoag.gov; Jennifer.Davenport@njoag.gov; Jared Maples; ETHEL.CORCORAN@nypd.org; RICHARD.SCHROEDER@nypd.org
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As discussed last week at the North Atlantic Region S&P Conference, I have attached the template ALPR Data Sharing MOU as a reference in the hope of having all of the states in our region connected and sharing data with NYPD. Please review the attached and take note that where the MOU references "Partner Agency," that would be replaced with your respective State Police agency.

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ETHEL.CORCORAN@nypd.org

Richard Schroeder
Assistant Commissioner, Strategic Technology
Strategic Technology Division
RICHARD.SCHROEDER@nypd.org

Pat

Colonel Patrick J. Callahan
New Jersey State Police
609-882-2000, ext. 6501

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From: Egnitz, Brian (POL)
To: Stockwell, Matt (EPS)
Subject: RE: ALPR MOU Template
Date: Wednesday, October 3, 2018 3:48:00 PM
Attachments: image001.png

Please pass along to Tim too,

Tks

From: Stockwell, Matt (EPS)
Sent: Wednesday, October 3, 2018 3:47 PM
To: Egnitz, Brian (POL)
Subject: RE: ALPR MOU Template

Thanks for the intel!

Matt

From: Egnitz, Brian (POL)
Sent: Tuesday, October 02, 2018 9:18 AM
To: Stockwell, Matt (EPS) <matt.stockwell@mass.gov>
Subject: FW: ALPR MOU Template

FYI – this may be coming downhill.

-Brian

From: Quinn, Dermot (POL)
Sent: Monday, October 1, 2018 6:13 PM
To: Moran, Matthew (EPS); Slater, James (CHS); Griffin, Daniel (POL); Kelley, Dennis (POL); Weldon, Timothy (POL)
Cc: Halpin, Michael (POL); Egnitz, Brian (POL); Warren, Rosemary (POL); Sojka, Robert (POL); O'Brien, Barry (POL)
Subject: FW: ALPR MOU Template

Matt and Jim,

Please see attached MOU. Massachusetts is interested in participating in NYPD's Regional Data Sharing Program (RDSP) as outlined in the attached MOU concerning Automated License Plate Reader data. The attached MOU is the agreement between NYPD and NJSP. NYPD agrees to expunge the Massachusetts data after one year which as you know is the current requirement in the Commonwealth. Would EOPSS OTIS be able to support this project as the central repository of ALPR data in the state?

Thanks

Dermot

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Homeland Security & Preparedness
Massachusetts State Police

From: Gilpin, Kerry (POL)
Sent: Saturday, September 29, 2018 11:04 AM
To: O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>
Subject: Fw: ALPR MOU Template

Do we know where this stands?

Thank you,

Kerry

Colonel Kerry A. Gilpin
Superintendent
Massachusetts State Police
470 Worcester Road
Framingham, MA 01702
508-820-2350

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From: PATRICK CALLAHAN <LPP5243@gw.njsp.org>
Sent: Tuesday, July 17, 2018 3:55 PM
To: talben@albenassociates.com; george.battle@ct.gov; james.canon@ct.gov; christopher.wagner@dos.nh.gov; kmorckel@gmail.com; bill.s.harwood@maine.gov; john.e.cote@maine.gov; william.pallozzi@maryland.gov; O'Brien, Barry (POL); Losardo, Donna (POL); Gilpin, Kerry (POL); Ryan, Kristin (POL); Konstantakos, Peter (POL); dburig@pa.gov; kevin.brosseau@rcmp-grc.gc.ca; marshall.craft@state.de.us; monroe.hudson@state.de.us; sean.moriarty@state.de.us; ridgway@theiacp.org; george.beach@troopers.ny.gov; stephen.smith@troopers.ny.gov; john.merrigan@vermont.gov; gary.settle@vsp.virginia.gov; kirk.marlowe@vsp.virginia.gov; matthew.hanley@vsp.virginia.gov
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From: Stockwell, Matt (EPS)
To: Egnitz, Brian (POL)
Subject: RE: ALPR MOU Template
Date: Wednesday, October 3, 2018 3:46:44 PM
Attachments: image001.png

Thanks for the intel!

Matt

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Subject: FW: ALPR MOU Template

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Thanks

Dermot

Lieutenant Colonel Dermot J. Quinn #1765
Division Commander
Division of Homeland Security & Preparedness
Massachusetts State Police

From: Gilpin, Kerry (POL)
Sent: Saturday, September 29, 2018 11:04 AM
To: O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>
Subject: Fw: ALPR MOU Template

Do we know where this stands?

Thank you,

Kerry

Colonel Kerry A. Gilpin
Superintendent
Massachusetts State Police
470 Worcester Road
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508-820-2350

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john.e.cote@maine.gov; william.pallozzi@maryland.gov; O'Brien, Barry (POL); Losardo, Donna (POL); Gilpin, Kerry (POL); Ryan, Kristin (POL); Konstantakos, Peter (POL); dburig@pa.gov; kevin.brosseau@rcmp-grc.gc.ca; marshall.craft@state.de.us; monroe.hudson@state.de.us; sean.moriarty@state.de.us; ridgway@theiacp.org; george.beach@troopers.ny.gov; stephen.smith@troopers.ny.gov; john.merrigan@vermont.gov; gary.settle@vsp.virginia.gov; kirk.marlowe@vsp.virginia.gov; matthew.hanley@vsp.virginia.gov
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From: Quinn, Dermot (POL)
To: Slater, James (CHS)
Subject: RE: ALPR MOU Template
Date: Wednesday, October 3, 2018 9:50:04 AM
Attachments: image001.png

I'll get it over to you today

Sent from my Verizon 4G LTE smartphone

-------- Original message --------
From: "Slater, James (CHS)" <james.slater@mass.gov>
Date: 10/2/18 9:59 AM (GMT-05:00)
To: "Quinn, Dermot (POL)" <dermot.quinn@pol.state.ma.us>
Subject: RE: ALPR MOU Template

Hi, Dermot!

Where can I get a copy of the Massachusetts policy on LRP data and usage?

Thanks.

Jim

From: Quinn, Dermot (POL)
Sent: Monday, October 01, 2018 6:13 PM
To: Moran, Matthew (EPS); Slater, James (CHS); Griffin, Daniel (POL); Kelley, Dennis (POL); Weldon, Timothy (POL)
Cc: Halpin, Michael (POL); Egnitz, Brian (POL); Warren, Rosemary (POL); Sojka, Robert (POL); O'Brien, Barry (POL)
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Division Commander

Division of Homeland Security & Preparedness

Massachusetts State Police

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Subject: Fw: ALPR MOU Template

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Kerry

Colonel Kerry A. Gilpin

Superintendent

Massachusetts State Police

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Framingham, MA 01702

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From: Slater, James (CHS)
To: Quinn, Dermot (POL)
Subject: RE: ALPR MOU Template
Date: Tuesday, October 2, 2018 9:59:16 AM
Attachments: image001.png

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Thanks.

Jim

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Cc: Halpin, Michael (POL); Egnitz, Brian (POL); Warren, Rosemary (POL); Sojka, Robert (POL); O'Brien, Barry (POL)
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From: Gilpin, Kerry (POL)
Sent: Saturday, September 29, 2018 11:04 AM
To: O'Brien, Barry (POL) <barry.obrien@pol.state.ma.us>; Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>
Subject: Fw: ALPR MOU Template

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Thank you,

Kerry

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From: Slater, James (CHS)
To: Quinn, Dermot (POL)
Subject: Re: ALPR MOU Template
Date: Wednesday, October 3, 2018 7:11:51 PM
Attachments: image001.png

Thanks, Dermot!

Jim

Sent from my iPhone

On Oct 3, 2018, at 18:47, Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us> wrote:

> HI Jim,
>
> This is what I have.
>
> Dermot
>
> ---
>
> **From:** Slater, James (CHS)
> **Sent:** Tuesday, October 2, 2018 9:59 AM
> **To:** Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>
> **Subject:** RE: ALPR MOU Template
>
> Hi, Dermot!
>
> Where can I get a copy of the Massachusetts policy on LRP data and usage?
>
> Thanks.
>
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>
> ---
>
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<image001.png>

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<ALPR DCJIS Policy - Final 20131008.pdf>

To: Wood, Curtis (EOTSS)
Cc: Quinn, Dermot (POL); Mitchell, Timothy (EPS)
Subject: RE: Cape and Islands DA
Date: Thursday, June 28, 2018 12:53:18 PM
Attachments: RE I"m a pain...sorry.msg
I"m a pain...sorry.msg
TRF-11 Automatic License Plate Recognition Revised 6-14-2018.pdf

---

Secretary,

To clarify, Fusion does not manage access to the application/database. The MSP Policy designated the Division Commander of Field Services to manage the system for MSP. LT. Dan Griffin of Traffic Programs has been identified by the department to administer the MSP access. He has created all of our accounts and provides end-user training. We do have elevated access to the system and require those permissions to add cameras and maintain hotlists. On occasion, we will perform off-line database queries for complex cases (such as the homicide of Melisa Marcott). It's my understanding that Sean (when previously at OTIS), Tim and Shannon complete access requests, maintains infrastructure and issues external agency user accounts, like to Barnstable PD.

I have attached my correspondence with ADA Jen Bright, please find the original discovery request and her draft response with my comments. I commented "I believe the Executive Office of Public Safety and Security, Office of Technology and Information Services maintains the images and who has access, for the State Police Access it is managed by MSP Traffic Programs as according to policy." It appears they sent the request to the wrong Agency. Perhaps with all of the recent EOTSS/OTIS staff changes, they thought OTIS was no longer in existence and it was one new agency. To add to the confusion, the images in question were taken by MSP cameras, accessed by Barnstable PD and stored by EOPSS IT (OTIS).

-Brian

From: Wood, Curtis (EOTSS)
Sent: Thursday, June 28, 2018 12:26 PM
To: Egnitz, Brian (POL)
Cc: Quinn, Dermot (POL); Mitchell, Timothy (EPS)
Subject: Cape and Islands DA

Gentlemen,
This is not EOTTS – see below. Not sure what the confusion is here. Tim Mitchell and OTIS at the Public Safety Data Center/CJIS are not EOTSS.

Thanks

CW

From: Burwell, Michelle (EOTSS)
Sent: Thursday, June 28, 2018 11:33 AM

To: Vinck, Sean (EOTSS) <sean.vinck@mass.gov>; Wood, Curtis (EOTSS) <curtis.wood@mass.gov>
Subject: Re: Cape and Islands DA

I wanted to confirm you would be ok with me assisting her and collecting the information since it is the DA's office and normally I would reach out to Curt or Sean Hughes at EOPS but now they are both "in house."

If you are ok with it I will ping the appropriate staff at MITC.

Thanks,

M.

From: Vinck, Sean (EOTSS)
Sent: Thursday, June 28, 2018 11:29 AM
To: Burwell, Michelle (EOTSS); Wood, Curtis (EOTSS)
Subject: RE: Cape and Islands DA

Michelle,

What information or direction do you need to proceed?

Sean Vinck
Assistant Secretary
General Counsel
Chief Procurement Officer
Executive Office of Technology Services and Security
1 Ashburton Pl.
8th Floor
Boston, MA 02108
sean.vinck@mass.gov

From: Burwell, Michelle (EOTSS)
Sent: Thursday, June 28, 2018 11:14 AM
To: Wood, Curtis (EOTSS); Vinck, Sean (EOTSS)
Subject: Cape and Islands DA

Good morning,

Jen Bright, an assistant DA of the Cape and Islands office called me regarding assistance on a motion. Curt, you'll remember this is related to the bridge cameras on the Bourne and

Sagamore bridges. Jen needs to confirm in addition to MSP, EOTSS and EOPS have access to the images and as well as the names of individuals who can access the images. Brian Egnet (sp) at MSP advised Jen EOTSS and EOPS have access to the images because we and/or EOPS maintain the databases at MITC.

I wanted to check in with you both before gathering any information. Jen has a deadline to respond to the motion.

Thank you!

M.

From: Egnitz, Brian (POL)
To: Wood, Curtis (EOTSS)
Cc: Quinn, Dermot (POL); Mitchell, Timothy (EPS)
Subject: RE: Cape and Islands DA
Date: Thursday, June 28, 2018 12:53:57 PM
Attachments: RE I"m a pain...sorry.msg
I"m a pain...sorry.msg
TRF-11 Automatic License Plate Recognition Revised 6-14-2018.pdf

---

Secretary,

To clarify, Fusion does not manage access to the application/database. The MSP Policy designated the Division Commander of Field Services to manage the system for MSP. LT. Dan Griffin of Traffic Programs has been identified by the department to administer the MSP access. He has created all of our accounts and provides end-user training. We do have elevated access to the system and require those permissions to add cameras and maintain hotlists. On occasion, we will perform off-line database queries for complex cases (such as the homicide of Melisa Marcott). It's my understanding that Sean (when previously at OTIS), Tim and Shannon complete access requests, maintains infrastructure and issues external agency user accounts, like to Barnstable PD.

I have attached my correspondence with ADA Jen Bright, please find the original discovery request and her draft response with my comments. I commented "I believe the Executive Office of Public Safety and Security, Office of Technology and Information Services maintains the images and who has access, for the State Police Access it is managed by MSP Traffic Programs as according to policy." It appears they sent the request to the wrong Agency. Perhaps with all of the recent EOTSS/OTIS staff changes, they thought OTIS was no longer in existence and it was one new agency. To add to the confusion, the images in question were taken by MSP cameras, accessed by Barnstable PD and stored by EOPSS IT (OTIS).

-Brian

From: Wood, Curtis (EOTSS)
Sent: Thursday, June 28, 2018 12:26 PM
To: Egnitz, Brian (POL)
Cc: Quinn, Dermot (POL); Mitchell, Timothy (EPS)
Subject: Cape and Islands DA

Gentlemen,
This is not EOTTS – see below. Not sure what the confusion is here. Tim Mitchell and OTIS at the Public Safety Data Center/CJIS are not EOTSS.

Thanks

CW

From: Burwell, Michelle (EOTSS)

Sent: Thursday, June 28, 2018 11:33 AM
To: Vinck, Sean (EOTSS) <sean.vinck@mass.gov>; Wood, Curtis (EOTSS) <curtis.wood@mass.gov>
Subject: Re: Cape and Islands DA

I wanted to confirm you would be ok with me assisting her and collecting the information since it is the DA's office and normally I would reach out to Curt or Sean Hughes at EOPS but now they are both "in house."

If you are ok with it I will ping the appropriate staff at MITC.

Thanks,

M.

From: Vinck, Sean (EOTSS)
Sent: Thursday, June 28, 2018 11:29 AM
To: Burwell, Michelle (EOTSS); Wood, Curtis (EOTSS)
Subject: RE: Cape and Islands DA

Michelle,

What information or direction do you need to proceed?

Sean Vinck
Assistant Secretary
General Counsel
Chief Procurement Officer
Executive Office of Technology Services and Security
1 Ashburton Pl.
8th Floor
Boston, MA 02108
sean.vinck@mass.gov

From: Burwell, Michelle (EOTSS)
Sent: Thursday, June 28, 2018 11:14 AM
To: Wood, Curtis (EOTSS); Vinck, Sean (EOTSS)
Subject: Cape and Islands DA

Good morning,

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motion. Curt, you'll remember this is related to the bridge cameras on the Bourne and Sagamore bridges. Jen needs to confirm in addition to MSP, EOTSS and EOPS have access to the images and as well as the names of individuals who can access the images. Brian Egnet (sp) at MSP advised Jen EOTSS and EOPS have access to the images because we and/or EOPS maintain the databases at MITC.

I wanted to check in with you both before gathering any information. Jen has a deadline to respond to the motion.

Thank you!

M.

From:	Randy Hanson
To:	Fitzgerald, Thomas (POL)
Subject:	Re: Email
Date:	Wednesday, June 13, 2018 6:22:04 PM
Attachments:	Rollover Warning Specifications.docx C11882001_C Copy.pdf VWS Specification-June-2018.docx IRD-12.pdf VWS BUDGETARY QUOTATION.docx ROLLOVER WARNING BUDGETARY1.docx

Tom, here is the information requested. Please review and if you need anything else, let me know.

Best regards, rlh

From: "Fitzgerald, Thomas (POL)" <thomas.fitzgerald@state.ma.us>
Date: Wednesday, June 13, 2018 at 13:22
To: Randy Hanson <randy.hanson@irdinc.com>
Subject: Email

Hi Randy, my email is attached.

Tom Fitz

Cell 617 429 5890

From: MARLENE WHEELER
To: Gilpin, Kerry (POL)
Subject: Re: Invitation Letter for Regional Trafficking Summit 1/28 - 1/29/19
Date: Thursday, December 20, 2018 1:57:06 PM
Attachments: Gilpin.pdf

Marlene Wheeler
Secretarial Assistant 3
Office of the ROIC
609-963-6900 Ext. 6793

>>> MARLENE WHEELER 12/20/2018 1:36 PM >>>

>>> MARLENE WHEELER 12/20/2018 1:34 PM >>>

Marlene Wheeler
Secretarial Assistant 3
Office of the ROIC
609-963-6900 Ext. 6793

>>> MARLENE WHEELER 12/20/2018 1:33 PM >>>

>>> MARLENE WHEELER 12/20/2018 1:32 PM >>>

On Monday, January 28, and Tuesday, January 29, 2019, the NJSP, NYPD, and NNJUASI, facilitated by the Rutgers University Center on Policing, will host a Regional Trafficking Summit. This two-day summit will gather 12 state police superintendents, 12 major city chiefs, and numerous federal agencies with responsibilities along the I-95 corridor between Richmond, VA, Washington, DC, and Boston, MA, to discuss the feasibility and productivity of linking and sharing ALPR data. Establishing this linkage across the northeast region of the United States would immeasurably increase our effectiveness in addressing issues of counter terrorism, drug trafficking, weapons trafficking, Amber and Silver Alerts, plus other threats to the public safety of our respective states.

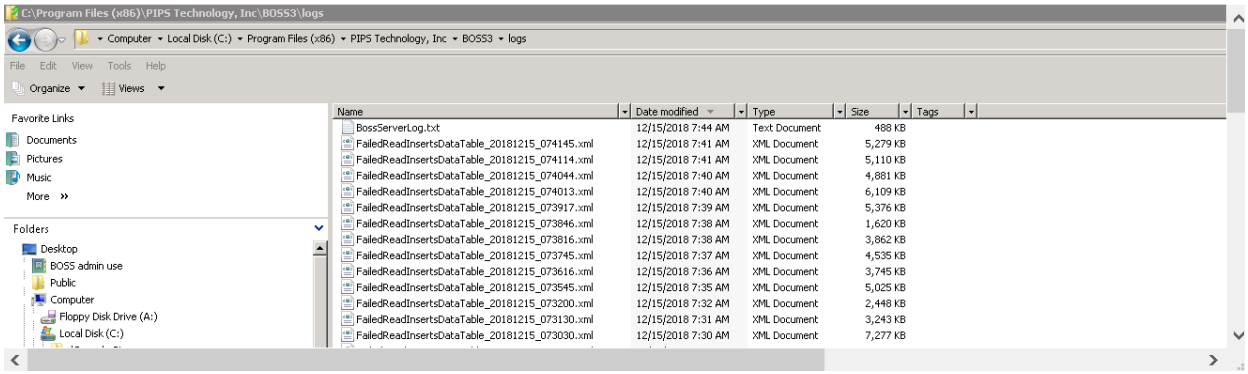
Please find the attached letter from Colonel Patrick Callahan for further information and details.

Marlene Wheeler
Secretarial Assistant 3
Office of the ROIC
609-963-6900 Ext. 6793

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To: Israel Padilla; jtedona@neology.net
Cc: Mitchell, Timothy (EPS); Stockwell, Matt (EPS); pcrary@neology.net; Michell Itallekzi Garcia Garcia; Michael Roth; José Antonio Padrón Galeana; Giovanni Navarrete; Quinn, Dermot (POL); Crouse, David (POL)
Subject: RE: Mass State Police - Boss Upgrade
Date: Saturday, December 15, 2018 7:48:21 AM
Attachments: image001.png

Thanks again guys for the assist. I've been monitoring the reads in the database and have noticed that they lag behind



From: Israel Padilla [mailto:ipadilla@neology.mx]
Sent: Friday, December 14, 2018 4:12 PM
To: jtedona@neology.net
Cc: Egnitz, Brian (POL); Mitchell, Timothy (EPS); Stockwell, Matt (EPS); pcrary@neology.net; Michell Itallekzi Garcia Garcia; Michael Roth; José Antonio Padrón Galeana; Giovanni Navarrete; Quinn, Dermot (POL); Crouse, David (POL)
Subject: Re: Mass State Police - Boss Upgrade

Hello John

Just to let you know that the reconfiguration of BOSS to point to the new SQL Server was done.

We will look forward to helping with the installation of BOSS on the new server.

Thank you, Brian and Timothy, for your time.

Best Regards

Israel Padilla Sánchez
Projects Engineering Manager
C +52 1 55 2107 8539 | O +52 55 4040 1452 | S ipadilla@neology.mx

Lago Zúrich 219, Piso 10 Oficina 1001, C.P. 11529, CDMX, México

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On Fri, Dec 14, 2018 at 1:31 PM John Tedona <jtedona@neology.net> wrote:

> Israel -Thanks for your assistance with this. It's important to get the SQL DB and application server connected so the ALPR system can go back inoperation.
>
> **John Tedona**
> **PIPS TECHNOLOGY** - A Neology Business
> Sales Manager
> 12760 Danielson Ct. Suite A
> Poway, CA 92064
> Phone: 201-841-6237
> Email: jtedona@neology.net
> PIPS Support: support@pipstechnology.com 833-747-7577, Option 1 for sales, Option 2 for Support
> **www.pipstechnology.com**
>
> **From:** Israel Padilla <ipadilla@neology.mx>
> **Sent:** Friday, December 14, 2018 2:06 PM
> **To:** Egnitz, Brian (POL) <brian.egnitz@state.ma.us>
> **Cc:** John Tedona <jtedona@neology.net>; Mitchell, Timothy (EPS) <timothy.mitchell@state.ma.us>; Stockwell, Matt (EPS) <matt.stockwell@state.ma.us>; Peter Crary <pcrary@neology.net>; Michell Itallekzi Garcia Garcia <colaborador6@neopartners.mx>; Michael Roth <mroth@neology.net>; José Antonio Padrón Galeana <apadron@neology.mx>; Giovanni Navarrete <gnavarrete@neology-rfid.com>; Quinn, Dermot (POL) <dermot.quinn@state.ma.us>; Crouse, David (POL) <david.crouse@state.ma.us>
> **Subject:** Re: Mass State Police - Boss Upgrade
>
> Yes
>
> Please send the teamviewer credentials and I or Michael will connect in some minutes.
>
> Israel Padilla Sánchez
>
> Projects Engineering Manager
>
> C +52 1 55 2107 8539 | O +52 55 4040 1452 | S ipadilla@neology.mx
>
> Lago Zúrich 219, Piso 10 Oficina 1001, C.P. 11529, CDMX, México
>
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On Fri, Dec 14, 2018, 12:56 PM Egnitz, Brian (POL) <brian.egnitz@state.ma.us> wrote:

Hi Israel,

The data is finished moving, can someone please assist in attaching the DB and pointing the app server?

Thanks, Brian

From: Israel Padilla [mailto:ipadilla@neology.mx]
Sent: Wednesday, December 12, 2018 2:34 PM
To: Egnitz, Brian (POL)
Cc: jtedona@neology.net; Mitchell, Timothy (EPS); Stockwell, Matt (EPS); pcrary@neology.net; Michell Itallekzi Garcia Garcia; Michael Roth; José Antonio Padrón Galeana; Giovanni Navarrete; Quinn, Dermot (POL); Crouse, David (POL)
Subject: Re: Mass State Police - Boss Upgrade

Ok. Thank you. I'll be available for any question.

Israel Padilla Sánchez

Projects Engineering Manager

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On Wed, Dec 12, 2018, 11:04 AM Egnitz, Brian (POL) <brian.egnitz@state.ma.us> wrote:

Thank you,

Just a quick update.

- The team is preparing the move and will kick off the copy paste in the AM. It will be monitored and expected to take a few days.

- We are also working on a SOW with John for maintaining the new DB and installing the application on the new server and upgrade.

Thanks, Brian

Thanks, Brian

On Dec 12, 2018, at 11:39 AM, Israel Padilla <ipadilla@neology.mx> wrote:

Ok

From the last note, is that a new SQL Server?

If so, use Dettach/Attach instead of taking offline/ online.

Best regards

Israel Padilla Sánchez

Projects Engineering Manager

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On Wed, Dec 12, 2018, 8:19 AM Egnitz, Brian (POL) <brian.egnitz@state.ma.us> wrote:

Thank you, we will advise once finished. FYI - the “new drive” is a new server with a different IP address.

On Dec 12, 2018, at 11:10 AM, Israel Padilla <ipadilla@neology.mx> wrote:

Hello

The main steps are:

1 Shut down BOSS
2 Restart SQL for closing connections (if possible)
3 Take offline the db
4 Copy the DB files to the new drive
5 Once copied, Change the location of the files on the DB properties or by SQL queries (ALTER TABLE)
6 Take online the DB
7 Start the BOSS service

It's not necessary to change the path of the files on BOSS controller, as the DB is already created, the script that has the paths configuration is not executed again.

If you have any question, please let us know

Israel Padilla Sánchez

Projects Engineering Manager

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On Wed, Dec 12, 2018, 7:44 AM Egnitz, Brian (POL) <brian.egnitz@state.ma.us wrote:

> Hi Peter,
>
> The ALPR instance is full and the database is down. We are going to shut the database and move the data to a new server with more space. What needs to be done after the move? I assume the app server needs to point at the new database, is there anything else? Any assistance would be greatly appreciated.
>
> Thanks, Brian
>
>
> > On Dec 11, 2018, at 8:36 PM, Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us> wrote:
> >
> > Hi Tim,
> >
> > The temp database filled up on ALPR sql instance today so I migrated it to the S: Drive where there is more space. The T: Drive (where the data is stored) has only 9 mbs available on the drive (but room in the DB for data). I don't think a backup and restore is going to work, this is just a massive database at 14 Terabytes. The purge script is still running and the last record is 8/31 and I don't believe it is going to free up enough space to allow the backup. The database also refuses to shrink. Can we get on a call to discuss moving the data at the file level? We rely heavily on this system and need this migrated to support the new LPR equipment we are bringing online. Any help would be greatly appreciated.
> >
> > Thanks, Brian
> >
> >
> > From: Mitchell, Timothy (EPS)
> > Sent: Wednesday, December 5, 2018 12:56 PM
> > To: Egnitz, Brian (POL); Ramsay, Christopher (EPS)
> > Cc: Stockwell, Matt (EPS)
> > Subject: RE: Incident INC0151985 has been assigned to EPS PSDC: 3M BOSS LPR not working
> >
> > Brian
> > We will try another copy of the database when the cleanup finishes. Hopefully there is enough free space for it to work properly.
> > Thanks
> >
> >
> >
> > Timothy Mitchell
> > Massachusetts Executive Office of Public Safety and Security
> > Office of Technology and Information Services
> > Enterprise and Field Services Support Division
> > Public Safety Data Center
> > 200 Arlington St., Suite 2200
> > Chelsea, MA 02150
> > (P) 617.660.4665
> > (F) 617.884.4601
> > (E) timothy.mitchell@state.ma.us
> > http://www.mass.gov/eops
> >
> >
> >
> > From: Egnitz, Brian (POL)
> > Sent: Friday, November 30, 2018 7:02 AM
> > To: Mitchell, Timothy (EPS)
> > Cc: Israel Padilla; pcrary@neology.net; jtedona@neology.net; Stockwell, Matt (EPS)
> > Subject: Re: Steps for Mass State Police BOSS Upgrade
> >
> > Hi Tim,
> >
> > Is this something your team can do, I don't have access to the new setup.
> >
> > -Brian
> >
> > On Nov 29, 2018, at 9:16 PM, Israel Padilla <ipadilla@neology.mx> wrote:
> > Hi Brian
> >
> > If you want we can take a look on the SQL server and the files of the boss db.
> >
> > After reviewing, we will be able to propose a plan for doing the migration of the data.
> >
> > Please share with us the teamviewer credentials of the server and we will connect.
> >
> > Best regards
> >
> > Israel Padilla Sánchez
> >
> > Projects Engineering Manager
> >
> > C +52 1 55 2107 8539 | O +52 55 4040 1452 | S ipadilla@neology.mx
> >
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>
>
> On Thu, Nov 29, 2018, 7:38 PM Egnitz, Brian (POL) <brian.egnitz@state.ma.us wrote:
> Hi Peter,
>
> The team is having trouble backing up the current DB. It keeps failing and they've asked if you guys could have a look. Can we do a table by table backup and skip the image table, then restore the images using a script or sql batch inserts? We could then run the two systems in Federation mode until it's all caught up.
>
> -Brian
>
> On Nov 7, 2018, at 4:47 PM, Peter Crary <pcrary@neology.net> wrote:
> Per our phone conversation earlier.
>
> 1. Brian to initiate backup.
> 2. Brian to setup SQL account on new box.
> 3. Brian to provide PIPS the current BOSS version number.
> 4. PIPS to install old version on BOSS on new server.
> 5. Brian to kick off DB restore on new server.
> 6. PIPS to upgrade BOSS to new version.
> 7. PIPS to migrate additional data.
>
>
> <image002.jpg>
> A <image004.png> Business Peter R. Crary
> Global R&D Director, ANPR/ALPR
> pcrary@pipstechnology.com
>
> Office: (858) 391-0260 x1153 ~ Mobile: (865) 865-386-3821
> Customer Support & Sales: (833) PIPS-LPR or (833) 747-7577
>
> -----Original Message-----
> From: Mitchell, Timothy (EPS)
> Sent: Thursday, November 29, 2018 3:01 PM
> To: Egnitz, Brian (POL)
> Cc: Stockwell, Matt (EPS)
> Subject: RE: Mass State Police - Boss Upgrade
>
> Brian
> Unfortunately the copy failed when we attempted it. Would it be possible to have the vendor purge some of the data and we can try it again?
> Thanks
> Tim
>
>
> Timothy Mitchell
> Massachusetts Executive Office of Public Safety and Security
> Office of Technology and Information Services
> Enterprise and Field Services Support Division
> Public Safety Data Center
> 200 Arlington St., Suite 2200
> Chelsea, MA 02150
> (P) 617.660.4665
> (F) 617.884.4601
> (E) timothy.mitchell@state.ma.us
> http://www.mass.gov/eops
>
>
> -----Original Message-----
> From: Egnitz, Brian (POL)
> Sent: Thursday, November 29, 2018 8:36 PM
> To: Mitchell, Timothy (EPS)
> Cc: Stockwell, Matt (EPS)
> Subject: Re: Mass State Police - Boss Upgrade
>
> We wouldn't want to purge anything unless it's outside of the retention period. Is the current purge not working?
>
> I remember seeing a lot of bloat in the table and it not having enough room to shrink. That could be causing the issue.
>
> I'll see if they can maybe move the data over in batches. Can you guys try a table restore and skip the image (or largest one)?
>
> -----Original Message-----
> From: Mitchell, Timothy (EPS)
> Sent: Wednesday, November 14, 2018 9:34 AM
> To: Egnitz, Brian (POL)
> Cc: Stockwell, Matt (EPS)
> Subject: RE: Mass State Police - Boss Upgrade
>
> Brian
> We are going to run a test and send run a backup and restore over to the new server to see how long the process takes. That could take a couple of days.
>
> Since the current production system will stay online during the backup/restore to the new server, there will be a delta of data that is added to the current database while the process is going on. We would need the vendor to migrate that data over through some other process. Is this something that you can discuss with them?
>
> As soon as the test is done we will let you know the timeframe.
>
> Thanks
> Tim
>
>
>
> Timothy Mitchell
> Massachusetts Executive Office of Public Safety and Security
> Office of Technology and Information Services
> Enterprise and Field Services Support Division
> Public Safety Data Center
> 200 Arlington St., Suite 2200
> Chelsea, MA 02150
> (P) 617.660.4665
> (F) 617.884.4601
> (E) timothy.mitchell@state.ma.us
> http://www.mass.gov/eops
>
> -----Original Message-----
> From: Mitchell, Timothy (EPS)
> Sent: Wednesday, November 07, 2018 11:50 AM

> To: Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us>
> Cc: Stockwell, Matt (EPS) <matt.stockwell@mass.gov>
> Subject: RE: Mass State Police - Boss Upgrade
>
> Brian
> We will gauge what needs to get done and get back to you.
> Thanks
>
>
>
>
> Timothy Mitchell
> Massachusetts Executive Office of Public Safety and Security Office of Technology and Information Services Enterprise and Field Services Support Division Public Safety Data Center
> 200 Arlington St., Suite 2200
> Chelsea, MA 02150
> (P) 617.660.4665
> (F) 617.884.4601
> (E) timothy.mitchell@state.ma.us
> http://www.mass.gov/eops
>
> -----Original Message-----
> From: Egnitz, Brian (POL)
> Sent: Monday, November 05, 2018 3:34 PM
> To: Mitchell, Timothy (EPS) <timothy.mitchell@mass.gov>
> Cc: Stockwell, Matt (EPS) <matt.stockwell@mass.gov>
> Subject: Re: Mass State Police - Boss Upgrade
>
> Hi Tim,
>
> After we talked last week I reached out Neology to check the status of the upgrade. They want us to do the database backup and restore to the new DB instance and create a sysadmin for the SQL. Can your team do this or can you please provide me the connection info and I'll take care of it. The neology team will install the software and perform the upgrade. Once we know the time to do the restore, we can schedule the IP swap.
>
> Thanks, Brian
>
>
>> On Oct 18, 2018, at 12:25 PM, Mitchell, Timothy (EPS) <timothy.mitchell@mass.gov> wrote:
>>
>> Peter
>> I have attached the VPN certificate and client download and
>> installation directions as well as your VPN enrollment info. Firewall
>> work has been completed so you should be able to get to the servers
>> once you are logged in to the VPN. Your username is pcrary Thanks Tim
>>
>>
>>
>> Timothy Mitchell
>> Massachusetts Executive Office of Public Safety and Security Office of
>> Technology and Information Services Enterprise and Field Services
>> Support Division Public Safety Data Center
>> 200 Arlington St., Suite 2200
>> Chelsea, MA 02150
>> (P) 617.660.4665
>> (F) 617.884.4601
>> (E) timothy.mitchell@state.ma.us<mailto:timothy.mitchell@state.ma.us>
>> http://www.mass.gov/eops
>>
>> From: Peter Crary [mailto:pcrary@neology.net]
>> Sent: Wednesday, October 10, 2018 8:28 PM
>> To: Mitchell, Timothy (EPS)
>> Subject: RE: Mass State Police - Boss Upgrade
>>
>> Tim,
>>
>> Let me know if you need anything else.
>>
>> -Peter Crary
>> Global R&D Director, ANPR/ALPR
>> (858) 391-0260 x1153 (d)
>> (865) 386-3821 (m)
>>
>> From: Mitchell, Timothy (EPS) <timothy.mitchell@state.ma.us>
>> Sent: Thursday, October 4, 2018 10:06 AM
>> To: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>; Peter Crary
>> <pcrary@neology.net>
>> Cc: Stockwell, Matt (EPS) <matt.stockwell@state.ma.us>; Michael Roth
>> <mroth@neology.net>; Israel Padilla <ipadilla@neology.mx>; John Tedona
>> <jtedona@neology.net>; José Antonio Padrón Galeana
>> <apadron@neology.mx>; Giovanni Navarrete
>> <gnavarrete@neology-rfid.com>; Quinn, Dermot (POL)
>> <dermot.quinn@state.ma.us>; Crouse, David (POL)
>> <david.crouse@state.ma.us>; Clarke, Shannon (EPS)
>> <shannon.clarke@state.ma.us>; Michell Itallekzi Garcia Garcia
>> <colaborador6@neopartners.mx>
>> Subject: RE: Mass State Police - Boss Upgrade
>>
>> CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
>>
>> Hi Brian
>> Yes, we can have a new VPN issued for Peter.
>>
>> Peter,
>> Please complete the attached VPN request form and email back to me.
>> Thanks
>> Tim
>>
>>
>>
>> Timothy Mitchell
>> Massachusetts Executive Office of Public Safety and Security Office of
>> Technology and Information Services Enterprise and Field Services
>> Support Division Public Safety Data Center
>> 200 Arlington St., Suite 2200
>> Chelsea, MA 02150
>> (P) 617.660.4665
>> (F) 617.884.4601

>> (E) timothy.mitchell@state.ma.us<mailto:timothy.mitchell@state.ma.us>
>> http://www.mass.gov/eops
>>
>> From: Egnitz, Brian (POL)
>> Sent: Tuesday, October 02, 2018 8:20 PM
>> To: Mitchell, Timothy (EPS)
>> Cc: Stockwell, Matt (EPS); Michael Roth; Israel Padilla;
>> pcrary@neology.net<mailto:pcrary@neology.net>; John Tedona
>> (jtedona@neology.net<mailto:jtedona@neology.net>); José Antonio Padrón
>> Galeana; Giovanni Navarrete; Quinn, Dermot (POL); Crouse, David (POL);
>> Clarke, Shannon (EPS); Michell Itallekzi Garcia Garcia
>> Subject: RE: Mass State Police - Boss Upgrade
>>
>> Hi Tim,
>>
>> Would it be possible to get Peter Crary a VPN? He will be assisting in the migration.
>>
>> Thanks, Brian
>>
>>
>> ———-
>>
>>
>> Hi Guys,
>>
>> I spoke with Peter Crary today from the Neology team and we kicked
>> around a few ideas to reduce downtime. Here is what we are thinking
>> at a high-level for the migration;
>>
>> Step 1. Do a complete database backup of the current BOSS to the new
>> environment and restore the database on the new SQL server (either
>> team can do this)
>>
>> Step 2. Next, install the new software on the new application server
>> and point to the newly restored DB. This will update the db schema
>> and bring the application online. (Neology)
>>
>> Step 3. Swap the IP from the app server to the new app server (EOPSS team). This will begin to capture all new reads.
>>
>> Step 4. Link SQL Databases and run custom script to move the reads
>> file missed during the initial restore (Neology)
>>
>> Action items:
>>
>>
>> * Peter will need a VPN
>> * Need firewalls open for backup / restore
>> * Need firewalls open for linked SQL
>> * Need to schedule data backup/restore with team
>>
>> Notes:
>>
>> Pages will be fine (mobile client) no expected issues
>> The Boss client will need to be updated (users will still probably need to enter the ip and port). This can get pulled down from the app server using a url and is a click once pkg. we will need to notify users and help desks in advance of the migration.
>>
>>
>> Please let me know your thoughts, I'm open to anything that can reduce the down time and impact to users.
>>
>> -Brian
>>
>>
>> From: Israel Padilla [mailto:ipadilla@neology.mx]
>> Sent: Tuesday, July 17, 2018 6:44 PM
>> To: Egnitz, Brian (POL)
>> Cc: Michael Roth; John Tedona
>> (jtedona@neology.net<mailto:jtedona@neology.net>); Stockwell, Matt
>> (EPS); pcrary@neology.net<mailto:pcrary@neology.net>; José Antonio
>> Padrón Galeana; Giovanni Navarrete; Mitchell, Timothy (EPS); Quinn,
>> Dermot (POL); Crouse, David (POL); Clarke, Shannon (EPS); Michell
>> Itallekzi Garcia Garcia
>> Subject: Re: Mass State Police - Boss Upgrade
>>
>> Hello Brian
>>
>> Yes, we will be available at any hour you can from 9am to 2pm and 3pm to 5pm CDT.
>>
>> Best regards
>>
>>
>> Israel Padilla Sánchez
>> Projects Engineering Manager
>> C +52 1 55 2107 8539 | O +52 55 4040 1452 | S
>> ipadilla@neology.mx<mailto:ipadilla@neology.mx>
>>
>> Lago Zúrich 219, Piso 10 Oficina
>> 1001<https://urldefense.proofpoint.com/v2/url?u=https-3A__maps.google.
>> com_-3Fq-3DLago-2BZ-25C3-25BArich-25C2-25A0-2B219-2C-25C2-25A0-2BPiso-
>> 2B10-2BOficina-2B1001-26entry-3Dgmail-26source-3Dg&d=DwMFaQ&c=lDF7oMaP
>> KXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=hNTkG2z4MCZ_SB-QH0EEKPBh4IX8nm64
>> tlxI8vzFMhI&m=u7vxwlUeOBrl6tF5ky9Wmfiil5OWPJ0v6SNOHwzzZ_M&s=G-hhFH1XBK
>> 46IL0b61bssTDyoLh8OhPtgM6TsgafmmQ&e=>, C.P. 11529, CDMX, México
>>
>>
>>
>> [Image removed by
>> sender.]<https://urldefense.proofpoint.com/v2/url?u=http-3A__neology.n
>> et_&d=DwMFaQ&c=lDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=hNTkG2z4M
>> CZ_SB-QH0EEKPBh4IX8nm64tlxI8vzFMhI&m=u7vxwlUeOBrl6tF5ky9Wmfiil5OWPJ0v6
>> SNOHwzzZ_M&s=MY_bvW0m9Q0sE3RdH5oxIri3ycD4ijZyPO1t8McP1GA&e=>
>>
>>
>>
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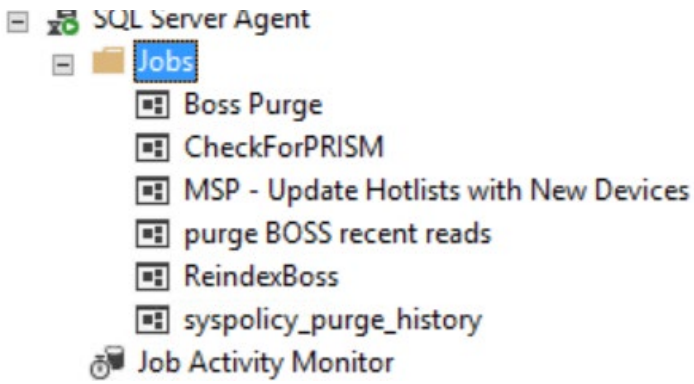
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>>
>> On Tue, Jul 17, 2018 at 4:55 PM, Egnitz, Brian (POL) <brian.egnitz@state.ma.us<mailto:brian.egnitz@state.ma.us>> wrote:
>> Hi Israel,
>>
>> Can your team jump on a quick call 8/1 in afternoon, if so I'll send out a meeting invite.
>>
>> Thanks, Brian
>>
>> From: Israel Padilla
>> [mailto:ipadilla@neology.mx<mailto:ipadilla@neology.mx>]
>> Sent: Sunday, May 27, 2018 11:04 PM
>> To: Egnitz, Brian (POL)
>> Cc: Michael Roth; pcrary@neology.net<mailto:pcrary@neology.net>; José
>> Antonio Padrón Galeana; Giovanni Navarrete; Mitchell, Timothy (EPS);
>> Quinn, Dermot (POL); Stockwell, Matt (EPS); Crouse, David (POL); John
>> Tedona (jtedona@neology.net<mailto:jtedona@neology.net>); Clarke,
>> Shannon (EPS)
>>
>> Subject: Re: Mass State Police - Boss Upgrade
>>
>> Hi Brian
>>
>> Thank you for letting us know. We will look forward for your email to start the upgrade.
>>
>> Have a nice start of week
>>
>> Best regards
>>
>> Israel Padilla Sánchez
>>
>> Projects Engineering Manager
>>
>> C +52 1 55 2107 8539 | O +52 55 4040 1452 | S
>> ipadilla@neology.mx<mailto:ipadilla@neology.mx>
>>
>> Lago
>> Zúrich<https://urldefense.proofpoint.com/v2/url?u=https-3A__maps.googl
>> e.com_-3Fq-3DLago-2BZ-25C3-25BArich-2B219-26entry-3Dgmail-26source-3Dg
>> &d=DwMFaQ&c=lDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=hNTkG2z4MCZ_
>> SB-QH0EEKPBh4IX8nm64tlxI8vzFMhI&m=u7vxwlUeOBrl6tF5ky9Wmfiil5OWPJ0v6SNO
>> HwzzZ_M&s=Bm1Ae787lhuty0flRvN0d8U26ZJUWBlN07tAeFtvICA&e=>
>> 219<https://urldefense.proofpoint.com/v2/url?u=https-3A__maps.google.c
>> om_-3Fq-3DLago-2BZ-25C3-25BArich-2B219-26entry-3Dgmail-26source-3Dg&d=
>> DwMFaQ&c=lDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=hNTkG2z4MCZ_SB-
>> QH0EEKPBh4IX8nm64tlxI8vzFMhI&m=u7vxwlUeOBrl6tF5ky9Wmfiil5OWPJ0v6SNOHwz
>> zZ_M&s=Bm1Ae787lhuty0flRvN0d8U26ZJUWBlN07tAeFtvICA&e=>, Piso 10
>> Oficina 1001, C.P. 11529, CDMX, México
>>
>>
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>>
>> El dom., 27 de may. de 2018 5:18 p. m., Egnitz, Brian (POL) <brian.egnitz@state.ma.us<mailto:brian.egnitz@state.ma.us>> escribió:
>> Hi Guys,
>>
>> Just wanted to provide a quick update for planing purposes. I spoke to Matt last week, the hardware is almost done, however the team finishing a few other projects due by the end of fiscal year and we hope to schedule a kickoff call June. We would anticipate the build and migration be done in late July.
>>
>> Both the fiscal year (June 30th) and the July4th celebrations are some of our busiest times of the year. Thanks for your patience and I look forward to the updates and new features.
>>
>> -Brian
>>
>> On May 17, 2018, at 2:44 PM, Stockwell, Matt (EPS) <matt.stockwell@mass.gov<mailto:matt.stockwell@mass.gov>> wrote:
>> Thanks Brian –
>>
>> I will get back to you with some dates.
>>
>> Matt
>>
>> From: Egnitz, Brian (POL)
>> Sent: Thursday, May 17, 2018 2:35 PM
>> To: Stockwell, Matt (EPS)
>> <matt.stockwell@mass.gov<mailto:matt.stockwell@mass.gov>>; Mitchell,
>> Timothy (EPS)
>> <timothy.mitchell@mass.gov<mailto:timothy.mitchell@mass.gov>>
>> Cc: Quinn, Dermot (POL)
>> <dermot.quinn@pol.state.ma.us<mailto:dermot.quinn@pol.state.ma.us>>;
>> Crouse, David (POL)
>> <david.crouse@pol.state.ma.us<mailto:david.crouse@pol.state.ma.us>>;
>> John Tedona (jtedona@neology.net<mailto:jtedona@neology.net>)
>> <jtedona@neology.net<mailto:jtedona@neology.net>>; Israel Padilla
>> <ipadilla@neology.mx<mailto:ipadilla@neology.mx>>; José Antonio Padrón
>> Galeana <apadron@neology.mx<mailto:apadron@neology.mx>>; Michael Roth
>> <mroth@neology.net<mailto:mroth@neology.net>>; Clarke, Shannon (EPS)
>> <shannon.clarke@mass.gov<mailto:shannon.clarke@mass.gov>>; Peter Crary
>> <pcrary@neology.net<mailto:pcrary@neology.net>>; Michael Roth
>> <mroth@neology.net<mailto:mroth@neology.net>>; John Tedona
>> <jtedona@neology.net<mailto:jtedona@neology.net>>; Giovanni Navarrete
>> <gnavarrete@neology-rfid.com<mailto:gnavarrete@neology-rfid.com>>
>> Subject: RE: Mass State Police - Boss Upgrade
>>
>> Hi Guys,

>>
>> Here is the upgrade documentation. Maybe we can jump on a call next week to review.
>>
>> -Brian
>>
>> From: Stockwell, Matt (EPS)
>> Sent: Wednesday, May 9, 2018 12:22 PM
>> To: Egnitz, Brian (POL); Mitchell, Timothy (EPS)
>> Cc: Quinn, Dermot (POL); Crouse, David (POL); John Tedona
>> (jtedona@neology.net<mailto:jtedona@neology.net>); Israel Padilla;
>> José Antonio Padrón Galeana; Michael Roth; Clarke, Shannon (EPS)
>> Subject: Re: Mass State Police - Boss Upgrade
>>
>> Hi Brian -
>>
>> Perfect timing as we should have the new Application Servers and Database Servers ready late next week.
>>
>> Doing the upgrade and the migration at the same time would save a lot of hastle.
>>
>> I will get back to you with some times for next week.
>>
>> Matt
>>
>>
>>
>> Sent from my Verizon, Samsung Galaxy smartphone
>>
>>
>> -------- Original message --------
>> From: "Egnitz, Brian (POL)"
>> <brian.egnitz@MassMail.State.MA.US<mailto:brian.egnitz@MassMail.State.
>> MA.US>>
>> Date: 5/9/18 12:04 PM (GMT-05:00)
>> To: "Mitchell, Timothy (EPS)"
>> <timothy.mitchell@mass.gov<mailto:timothy.mitchell@mass.gov>>,
>> "Stockwell, Matt (EPS)"
>> <matt.stockwell@mass.gov<mailto:matt.stockwell@mass.gov>>
>> Cc: "Quinn, Dermot (POL)"
>> <Dermot.Quinn@MassMail.State.MA.US<mailto:Dermot.Quinn@MassMail.State.
>> MA.US>>, "Crouse, David (POL)"
>> <david.crouse@MassMail.State.MA.US<mailto:david.crouse@MassMail.State.
>> MA.US>>, "John Tedona
>> (jtedona@neology.net<mailto:jtedona@neology.net>)"
>> <jtedona@neology.net<mailto:jtedona@neology.net>>, Israel Padilla
>> <ipadilla@neology.mx<mailto:ipadilla@neology.mx>>, José Antonio Padrón
>> Galeana <apadron@neology.mx<mailto:apadron@neology.mx>>, Michael Roth
>> <mroth@neology.net<mailto:mroth@neology.net>>, "Clarke, Shannon (EPS)"
>> <shannon.clarke@mass.gov<mailto:shannon.clarke@mass.gov>>
>> Subject: FW: Mass State Police - Boss Upgrade
>>
>> Hi Guys,
>>
>> Neology has a new version of their ALPR software and they would like to schedule an update. Would it be possible to get on a call to discuss? The current infrastructure is getting pretty old and running short on storage, maybe we could update and migrate at the same time. We are also bringing s.L. c. 4.sec. 7 cl.26 cameras and MassPort cameras in the near future and would like to discuss the Impact. Please let me know if your abailable.
>>
>> Thanks Brian
>>
>> Brian Egnitz
>> Commonwealth Fusion Center
>> Massachusetts State Police
>> Phone: 978-451-3710 (Maynard) 508-988-7216 (GHQ)
>> Email:
>> Brian.Egnitz@massmail.state.ma.us<mailto:Brian.Egnitz@massmail.state.m
>> a.us>
>> Monday - Friday, 8 to 4
>>
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>>
>>
>>
>> From: Michell Itallekzi Garcia Garcia
>> [mailto:colaborador6@neopartners.mx]
>> Sent: Monday, May 7, 2018 7:01 PM
>> To: Egnitz, Brian (POL)
>> Cc: Israel Padilla; José Antonio Padrón Galeana; Michael Roth
>> Subject: Mass State Police - Boss Upgrade
>>
>> Hi Brian Egnitz:
>>
>>
>> In order to do the upgrade of BOSS to the 3.5.0.4 version, we would request the following:
>>
>> - Have a recent backup of the database (preferably on an external
>> device)
>> - Have the latest security updates from Microsoft
>> - NET Framework 4.0 or newer is required (Already included on Windows
>> Server 2012 or Windows 10)
>> - Microsoft SQL Server 2012 is required
>> - We need to do a previous examination of the servers in order to see
>> the current configuration of BOSS. For the examination and
>> installation, we need a user with admin privileges for Windows and SQL
>> credentials of current user for BOSS database (preferable sa)
>>
>> Attached you will find the Upgrade Manual applicable to this version for more information.
>>
>> Also, below is a little more info:
>>
>> Boss Upgrade:
>> 1. Boss 3.5.x looks and feels the same as previous versions with exceptions to the additions and enhancements indicated in the release notes.
>> 2. Boss 3.5.x requires a minimum database version of MSSQL 2012 or newer.
>>   a. It's safe to upgrade SQL without effecting Boss3 Db.
>> 3. Boss application update is an uninstall and reinstall processes.
>>   a. Existing Boss licensing is not effected.
>> 4. Existing data can remain in-tacked, no need to rebuild Db.
>> 5. Boss clients will need to be re-installed via the Boss URL, auto upgrade to existing clients is not possible.
>>   a. Email distribution for new Boss client install should pre-planned to coincide with upgrade date.

>> 6. Upgrades from existing Boss Db typically take approx. 1hr, providing there are no existing Db issue or relocations occurring.
>>
>> As I mentioned, we would like to connect prior to the update, in order to take note of the current installation parameters and see if all the requirements are met. This examination would take around 1 hour. We use TeamViewer to do the remote connections. You can download and install a full version of team viewer without problem in order to receive support as we have a license, when installed, it will generate an ID and an random password for us to connect. Also, if you prefer to no install a full version, you can download and run the next tool on your server (this is a TeamViewer module just for quick support). When you run it, it will arise a support ticket on our dashboard, so we can connect with your permission.
>>
>> https://get.teamviewer.com/neoqs<https://urldefense.proofpoint.com/v2/
>> url?u=https-3A__get.teamviewer.com_neoqs&d=DwMFaQ&c=lDF7oMaPKXpkYvev9V
>> -fVahWL0QWnGCCAfCDz1Bns_w&r=hNTkG2z4MCZ_SB-QH0EEKPBh4IX8nm64tlxI8vzFMh
>> I&m=UC7SgR24qBRxBaldxDa2JxTvtLeDHWBvlIgoZXbvpUQ&s=YlitOMCykmejONMFe2a-
>> iYbbi8LpJG7-eOVlmVfplGw&e=>
>>
>>
>>
>> Please, tell us when we can work together and make the upgrade.
>>
>>
>> Regards!
>>
>>
>>
>> --
>> Michell Itallekzi García García
>> Software Engineering
>> C +52 1 55 29526562 | O +52 55 4040 1470 | S
>> colaborador6@neopartners.mx<mailto:colaborador6@neopartners.mx>
>>
>> Lago Zúrich 219, Piso 10 Oficina
>> 1001<https://urldefense.proofpoint.com/v2/url?u=https-3A__maps.google.
>> com_-3Fq-3DLago-2BZ-25C3-25BArich-25C2-25A0-2B219-2C-25C2-25A0-2BPiso-
>> 2B10-2BOficina-2B1001-26entry-3Dgmail-26source-3Dg&d=DwMFaQ&c=lDF7oMaP
>> KXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=hNTkG2z4MCZ_SB-QH0EEKPBh4IX8nm64
>> tlxI8vzFMhI&m=UC7SgR24qBRxBaldxDa2JxTvtLeDHWBvlIgoZXbvpUQ&s=MOunr6-GVU
>> 0U_bSeHO-Y3EBDbl0rrWn5Ps9cLQUjv0w&e=>, C.P. 11529, CDMX, México
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>> <image001.jpg><https://urldefense.proofpoint.com/v2/url?u=http-3A__neo
>> logy.net_&d=DwMFaQ&c=lDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=hNT
>> kG2z4MCZ_SB-QH0EEKPBh4IX8nm64tlxI8vzFMhI&m=UC7SgR24qBRxBaldxDa2JxTvtLe
>> DHWBvlIgoZXbvpUQ&s=OzXexfqzDqkCzL3eGSRvslDQZ9lH_wNQc-yOfbz5MM8&e=>
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>>
>> <EOPSS_PC_Cert_and_Client_InstallV3.2.docx>
>> <pcrary.txt>
>> <image001.jpg>

From: Egnitz, Brian (POL)
To: Israel Padilla; jtedona@neology.net
Cc: Mitchell, Timothy (EPS); Stockwell, Matt (EPS); pcrary@neology.net; Michell Itallekzi Garcia Garcia; Michael Roth; José Antonio Padrón Galeana; Giovanni Navarrete; Quinn, Dermot (POL); Crouse, David (POL)
Subject: RE: Mass State Police - Boss Upgrade
Date: Friday, December 14, 2018 4:26:03 PM
Attachments: image001.png

Thanks again for assisting. I've copied the agent jobs over and have confirmed they work. I only copied the ones that were using the BOSS account (not the vigilant ones). Please let me know if any are missing.



Thanks, Brian

From: Israel Padilla [mailto:ipadilla@neology.mx]
Sent: Friday, December 14, 2018 4:12 PM
To: jtedona@neology.net
Cc: Egnitz, Brian (POL); Mitchell, Timothy (EPS); Stockwell, Matt (EPS); pcrary@neology.net; Michell Itallekzi Garcia Garcia; Michael Roth; José Antonio Padrón Galeana; Giovanni Navarrete; Quinn, Dermot (POL); Crouse, David (POL)
Subject: Re: Mass State Police - Boss Upgrade

Hello John

Just to let you know that the reconfiguration of BOSS to point to the new SQL Server was done.

We will look forward to helping with the installation of BOSS on the new server.

Thank you, Brian and Timothy, for your time.

Best Regards

Israel Padilla Sánchez
Projects Engineering Manager
C +52 1 55 2107 8539 | O +52 55 4040 1452 | S ipadilla@neology.mx

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On Fri, Dec 14, 2018 at 1:31 PM John Tedona <jtedona@neology.net> wrote:

Israel -Thanks for your assistance with this. It's important to get the SQL DB and application server connected so the ALPR system can go back inoperation.

John Tedona
PIPS TECHNOLOGY - A Neology Business
Sales Manager
12760 Danielson Ct. Suite A
Poway, CA 92064
Phone: 201-841-6237
Email: jtedona@neology.net
PIPS Support: support@pipstechnology.com 833-747-7577, Option 1 for sales, Option 2 for Support
www.pipstechnology.com

From: Israel Padilla <ipadilla@neology.mx>
Sent: Friday, December 14, 2018 2:06 PM
To: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>
Cc: John Tedona <jtedona@neology.net>; Mitchell, Timothy (EPS) <timothy.mitchell@state.ma.us>; Stockwell, Matt (EPS) <matt.stockwell@state.ma.us>; Peter Crary <pcrary@neology.net>; Michell Itallekzi Garcia Garcia <colaborador6@neopartners.mx>; Michael Roth <mroth@neology.net>; José Antonio Padrón Galeana <apadron@neology.mx>; Giovanni Navarrete <gnavarrete@neology-rfid.com>; Quinn, Dermot (POL) <dermot.quinn@state.ma.us>; Crouse, David (POL) <david.crouse@state.ma.us>
Subject: Re: Mass State Police - Boss Upgrade

Yes

Please send the teamviewer credentials and I or Michael will connect in some minutes.

Israel Padilla Sánchez

Projects Engineering Manager

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On Fri, Dec 14, 2018, 12:56 PM Egnitz, Brian (POL) <brian.egnitz@state.ma.us wrote:

> Hi Israel,
>
> The data is finished moving, can someone please assist in attaching the DB and pointing the app server?
>
> Thanks, Brian
>
> **From:** Israel Padilla [mailto:ipadilla@neology.mx]

Sent: Wednesday, December 12, 2018 2:34 PM
To: Egnitz, Brian (POL)
Cc: jtedona@neology.net; Mitchell, Timothy (EPS); Stockwell, Matt (EPS); pcrary@neology.net; Michell Itallekzi Garcia Garcia; Michael Roth; José Antonio Padrón Galeana; Giovanni Navarrete; Quinn, Dermot (POL); Crouse, David (POL)
Subject: Re: Mass State Police - Boss Upgrade

Ok. Thank you. I'll be available for any question.

Israel Padilla Sánchez

Projects Engineering Manager

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On Wed, Dec 12, 2018, 11:04 AM Egnitz, Brian (POL) <brian.egnitz@state.ma.us wrote:

> Thank you,
>
> Just a quick update.
>
> - The team is preparing the move and will kick off the copy paste in the AM. It will be monitored and expected to take a few days.
>
> - We are also working on a SOW with John for maintaining the new DB and installing the application on the new server and upgrade.
>
> Thanks, Brian
>
> Thanks, Brian
>
> On Dec 12, 2018, at 11:39 AM, Israel Padilla <ipadilla@neology.mx> wrote:
>
> > Ok
> >
> > From the last note, is that a new SQL Server?
> >
> > If so, use Dettach/Attach instead of taking offline/ online.
> >
> > Best regards
> >
> > Israel Padilla Sánchez

Projects Engineering Manager

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On Wed, Dec 12, 2018, 8:19 AM Egnitz, Brian (POL) <brian.egnitz@state.ma.us wrote:

> Thank you, we will advise once finished. FYI - the “new drive” is a new server with a different IP address.
>
> On Dec 12, 2018, at 11:10 AM, Israel Padilla <ipadilla@neology.mx> wrote:
>
> > Hello
> >
> > The main steps are:
> >
> > 1 Shut down BOSS
> > 2 Restart SQL for closing connections (if possible)
> > 3 Take offline the db
> > 4 Copy the DB files to the new drive
> > 5 Once copied, Change the location of the files on the DB properties or by SQL queries (ALTER TABLE)
> > 6 Take online the DB
> > 7 Start the BOSS service
> >
> > It's not necessary to change the path of the files on BOSS controller, as the DB is already created, the script that has the paths configuration is not executed again.
> >
> > If you have any question, please let us know
> >
> > Israel Padilla Sánchez
> >
> > Projects Engineering Manager
> >
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> >
> > Lago Zúrich 219, Piso 10 Oficina 1001, C.P. 11529, CDMX, México
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On Wed, Dec 12, 2018, 7:44 AM Egnitz, Brian (POL) <brian.egnitz@state.ma.us wrote:

> Hi Peter,
>
> The ALPR instance is full and the database is down. We are going to shut the database and move the data to a new server with more space. What needs to be done after the move? I assume the app server needs to point at the new database, is there anything else? Any assistance would be greatly appreciated.
>
> Thanks, Brian
>
> > On Dec 11, 2018, at 8:36 PM, Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us> wrote:
> >
> > Hi Tim,
> >
> > The temp database filled up on ALPR sql instance today so I migrated it to the S: Drive where there is more space. The T: Drive (where the data is stored) has only 9 mbs available on the drive (but room in the DB for data). I don't think a backup and restore is going to work, this is just a massive database at 14 Terabytes. The purge script is still running and the last record is 8/31 and I don't believe it is going to free up enough space to allow the backup. The database also refuses to shrink. Can we get on a call to discuss moving the data at the file level? We rely heavily on this system and need this migrated to support the new LPR equipment we are bringing online. Any help would be greatly appreciated.
> >
> > Thanks, Brian
> >
> >
> > From: Mitchell, Timothy (EPS)
> > Sent: Wednesday, December 5, 2018 12:56 PM
> > To: Egnitz, Brian (POL); Ramsay, Christopher (EPS)
> > Cc: Stockwell, Matt (EPS)
> > Subject: RE: Incident INC0151985 has been assigned to EPS PSDC: 3M BOSS LPR not working
> >
> > Brian
> > We will try another copy of the database when the cleanup finishes. Hopefully there is enough free space for it to work properly.
> > Thanks

>
>
>
> Timothy Mitchell
> Massachusetts Executive Office of Public Safety and Security
> Office of Technology and Information Services
> Enterprise and Field Services Support Division
> Public Safety Data Center
> 200 Arlington St., Suite 2200
> Chelsea, MA 02150
> (P) 617.660.4665
> (F) 617.884.4601
> (E) timothy.mitchell@state.ma.us
> http://www.mass.gov/eops
>
>
>
> From: Egnitz, Brian (POL)
> Sent: Friday, November 30, 2018 7:02 AM
> To: Mitchell, Timothy (EPS)
> Cc: Israel Padilla; pcrary@neology.net; jtedona@neology.net; Stockwell, Matt (EPS)
> Subject: Re: Steps for Mass State Police BOSS Upgrade
>
> Hi Tim,
>
> Is this something your team can do, I don't have access to the new setup.
>
> -Brian
>
> On Nov 29, 2018, at 9:16 PM, Israel Padilla <ipadilla@neology.mx> wrote:
> Hi Brian
>
> If you want we can take a look on the SQL server and the files of the boss db.
>
> After reviewing, we will be able to propose a plan for doing the migration of the data.
>
> Please share with us the teamviewer credentials of the server and we will connect.
>
> Best regards
>
> Israel Padilla Sánchez
>
> Projects Engineering Manager
>
> C +52 1 55 2107 8539 | O +52 55 4040 1452 | S ipadilla@neology.mx
>
> Lago Zúrich 219, Piso 10 Oficina 1001, C.P. 11529, CDMX, México
>
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>
>
> On Thu, Nov 29, 2018, 7:38 PM Egnitz, Brian (POL) <brian.egnitz@state.ma.us wrote:
> Hi Peter,
>
> The team is having trouble backing up the current DB. It keeps failing and they've asked if you guys could have a look. Can we do a table by table backup and skip the image table, then restore the images using a script or sql batch inserts? We could then run the two systems in Federation mode until it's all caught up.
>
> -Brian
>
> On Nov 7, 2018, at 4:47 PM, Peter Crary <pcrary@neology.net> wrote:
> Per our phone conversation earlier.
>
> 1. Brian to initiate backup.
> 2. Brian to setup SQL account on new box.
> 3. Brian to provide PIPS the current BOSS version number.
> 4. PIPS to install old version on BOSS on new server.
> 5. Brian to kick off DB restore on new server.
> 6. PIPS to upgrade BOSS to new version.
> 7. PIPS to migrate additional data.
>
>
> <image002.jpg>
> A <image004.png> Business Peter R. Crary
> Global R&D Director, ANPR/ALPR
> pcrary@pipstechnology.com
>
> Office: (858) 391-0260 x1153 ~ Mobile: (865) 865-386-3821
> Customer Support & Sales: (833) PIPS-LPR or (833) 747-7577
>
> -----Original Message-----
> From: Mitchell, Timothy (EPS)
> Sent: Thursday, November 29, 2018 3:01 PM
> To: Egnitz, Brian (POL)
> Cc: Stockwell, Matt (EPS)
> Subject: RE: Mass State Police - Boss Upgrade
>
> Brian
> Unfortunately the copy failed when we attempted it. Would it be possible to have the vendor purge some of the data and we can try it again?
> Thanks
> Tim
>
>
> Timothy Mitchell
> Massachusetts Executive Office of Public Safety and Security
> Office of Technology and Information Services
> Enterprise and Field Services Support Division
> Public Safety Data Center

> 200 Arlington St., Suite 2200
> Chelsea, MA 02150
> (P) 617.660.4665
> (F) 617.884.4601
> (E) timothy.mitchell@state.ma.us
> http://www.mass.gov/eops
>
>
> -----Original Message-----
> From: Egnitz, Brian (POL)
> Sent: Thursday, November 29, 2018 8:36 PM
> To: Mitchell, Timothy (EPS)
> Cc: Stockwell, Matt (EPS)
> Subject: Re: Mass State Police - Boss Upgrade
>
> We wouldn't want to purge anything unless it's outside of the retention period. Is the current purge not working?
>
> I remember seeing a lot of bloat in the table and it not having enough room to shrink. That could be causing the issue.
>
> I'll see if they can maybe move the data over in batches. Can you guys try a table restore and skip the image (or largest one)?
>
> -----Original Message-----
> From: Mitchell, Timothy (EPS)
> Sent: Wednesday, November 14, 2018 9:34 AM
> To: Egnitz, Brian (POL)
> Cc: Stockwell, Matt (EPS)
> Subject: RE: Mass State Police - Boss Upgrade
>
> Brian
> We are going to run a test and send run a backup and restore over to the new server to see how long the process takes. That could take a couple of days.
>
> Since the current production system will stay online during the backup/restore to the new server, there will be a delta of data that is added to the current database while the process is going on. We would need the vendor to migrate that data over through some other process. Is this something that you can discuss with them?
>
> As soon as the test is done we will let you know the timeframe.
>
> Thanks
> Tim
>
>
>
> Timothy Mitchell
> Massachusetts Executive Office of Public Safety and Security
> Office of Technology and Information Services
> Enterprise and Field Services Support Division
> Public Safety Data Center
> 200 Arlington St., Suite 2200
> Chelsea, MA 02150
> (P) 617.660.4665
> (F) 617.884.4601
> (E) timothy.mitchell@state.ma.us
> http://www.mass.gov/eops
>
> -----Original Message-----
> From: Mitchell, Timothy (EPS)
> Sent: Wednesday, November 07, 2018 11:50 AM
> To: Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us>

> Cc: Stockwell, Matt (EPS) <matt.stockwell@mass.gov>
> Subject: RE: Mass State Police - Boss Upgrade
>
> Brian
> We will gauge what needs to get done and get back to you.
> Thanks
>
>
>
>
> Timothy Mitchell
> Massachusetts Executive Office of Public Safety and Security Office of Technology and Information Services Enterprise and Field Services Support Division Public Safety Data Center
> 200 Arlington St., Suite 2200
> Chelsea, MA 02150
> (P) 617.660.4665
> (F) 617.884.4601
> (E) timothy.mitchell@state.ma.us
> http://www.mass.gov/eops
>
> -----Original Message-----
> From: Egnitz, Brian (POL)
> Sent: Monday, November 05, 2018 3:34 PM
> To: Mitchell, Timothy (EPS) <timothy.mitchell@mass.gov>
> Cc: Stockwell, Matt (EPS) <matt.stockwell@mass.gov>
> Subject: Re: Mass State Police - Boss Upgrade
>
> Hi Tim,
>
> After we talked last week I reached out Neology to check the status of the upgrade. They want us to do the database backup and restore to the new DB instance and create a sysadmin for the SQL. Can your team do this or can you please provide me the connection info and I'll take care of it. The neology team will install the software and perform the upgrade. Once we know the time to do the restore, we can schedule the IP swap.
>
> Thanks, Brian
>
>
>> On Oct 18, 2018, at 12:25 PM, Mitchell, Timothy (EPS) <timothy.mitchell@mass.gov> wrote:
>>
>> Peter
>> I have attached the VPN certificate and client download and
>> installation directions as well as your VPN enrollment info. Firewall
>> work has been completed so you should be able to get to the servers
>> once you are logged in to the VPN. Your username is pcrary Thanks Tim
>>
>>
>>
>> Timothy Mitchell
>> Massachusetts Executive Office of Public Safety and Security Office of
>> Technology and Information Services Enterprise and Field Services
>> Support Division Public Safety Data Center
>> 200 Arlington St., Suite 2200
>> Chelsea, MA 02150
>> (P) 617.660.4665
>> (F) 617.884.4601
>> (E) timothy.mitchell@state.ma.us<mailto:timothy.mitchell@state.ma.us>
>> http://www.mass.gov/eops
>>
>> From: Peter Crary [mailto:pcrary@neology.net]

>> Sent: Wednesday, October 10, 2018 8:28 PM
>> To: Mitchell, Timothy (EPS)
>> Subject: RE: Mass State Police - Boss Upgrade
>>
>> Tim,
>>
>> Let me know if you need anything else.
>>
>> -Peter Crary
>> Global R&D Director, ANPR/ALPR
>> (858) 391-0260 x1153 (d)
>> ([redacted] (m)
>>
>> From: Mitchell, Timothy (EPS) <timothy.mitchell@state.ma.us>
>> Sent: Thursday, October 4, 2018 10:06 AM
>> To: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>; Peter Crary
>> <pcrary@neology.net>
>> Cc: Stockwell, Matt (EPS) <matt.stockwell@state.ma.us>; Michael Roth
>> <mroth@neology.net>; Israel Padilla <ipadilla@neology.mx>; John Tedona
>> <jtedona@neology.net>; José Antonio Padrón Galeana
>> <apadron@neology.mx>; Giovanni Navarrete
>> <gnavarrete@neology-rfid.com>; Quinn, Dermot (POL)
>> <dermot.quinn@state.ma.us>; Crouse, David (POL)
>> <david.crouse@state.ma.us>; Clarke, Shannon (EPS)
>> <shannon.clarke@state.ma.us>; Michell Itallekzi Garcia Garcia
>> <colaborador6@neopartners.mx>
>> Subject: RE: Mass State Police - Boss Upgrade
>>
>> CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
>>
>> Hi Brian
>> Yes, we can have a new VPN issued for Peter.
>>
>> Peter,
>> Please complete the attached VPN request form and email back to me.
>> Thanks
>> Tim
>>
>>
>>
>> Timothy Mitchell
>> Massachusetts Executive Office of Public Safety and Security Office of
>> Technology and Information Services Enterprise and Field Services
>> Support Division Public Safety Data Center
>> 200 Arlington St., Suite 2200
>> Chelsea, MA 02150
>> (P) 617.660.4665
>> (F) 617.884.4601
>> (E) timothy.mitchell@state.ma.us<mailto:timothy.mitchell@state.ma.us>
>> http://www.mass.gov/eops
>>
>> From: Egnitz, Brian (POL)
>> Sent: Tuesday, October 02, 2018 8:20 PM
>> To: Mitchell, Timothy (EPS)
>> Cc: Stockwell, Matt (EPS); Michael Roth; Israel Padilla;
>> pcrary@neology.net<mailto:pcrary@neology.net>; John Tedona
>> (jtedona@neology.net<mailto:jtedona@neology.net>); José Antonio Padrón
>> Galeana; Giovanni Navarrete; Quinn, Dermot (POL); Crouse, David (POL);
>> Clarke, Shannon (EPS); Michell Itallekzi Garcia Garcia
>> Subject: RE: Mass State Police - Boss Upgrade
>>

>> Hi Tim,
>>
>> Would it be possible to get Peter Crary a VPN? He will be assisting in the migration.
>>
>> Thanks, Brian
>>
>>
>> _____-
>>
>>
>> Hi Guys,
>>
>> I spoke with Peter Crary today from the Neology team and we kicked
>> around a few ideas to reduce downtime. Here is what we are thinking
>> at a high-level for the migration;
>>
>> Step 1. Do a complete database backup of the current BOSS to the new
>> environment and restore the database on the new SQL server (either
>> team can do this)
>>
>> Step 2. Next, install the new software on the new application server
>> and point to the newly restored DB. This will update the db schema
>> and bring the application online. (Neology)
>>
>> Step 3. Swap the IP from the app server to the new app server (EOPSS team). This will begin to capture all new reads.
>>
>> Step 4. Link SQL Databases and run custom script to move the reads
>> file missed during the initial restore (Neology)
>>
>> Action items:
>>
>>
>> * Peter will need a VPN
>> * Need firewalls open for backup / restore
>> * Need firewalls open for linked SQL
>> * Need to schedule data backup/restore with team
>>
>> Notes:
>>
>> Pages will be fine (mobile client) no expected issues
>> The Boss client will need to be updated (users will still probably need to enter the ip and port). This can get pulled down from the app server using a url and is a click once pkg. we will need to notify users and help desks in advance of the migration.
>>
>>
>> Please let me know your thoughts, I'm open to anything that can reduce the down time and impact to users.
>>
>> -Brian
>>
>>
>> From: Israel Padilla [mailto:ipadilla@neology.mx]
>> Sent: Tuesday, July 17, 2018 6:44 PM
>> To: Egnitz, Brian (POL)
>> Cc: Michael Roth; John Tedona
>> (jtedona@neology.net<mailto:jtedona@neology.net>); Stockwell, Matt
>> (EPS); pcrary@neology.net<mailto:pcrary@neology.net>; José Antonio
>> Padrón Galeana; Giovanni Navarrete; Mitchell, Timothy (EPS); Quinn,
>> Dermot (POL); Crouse, David (POL); Clarke, Shannon (EPS); Michell
>> Itallekzi Garcia Garcia

>> Subject: Re: Mass State Police - Boss Upgrade
>>
>> Hello Brian
>>
>> Yes, we will be available at any hour you can from 9am to 2pm and 3pm to 5pm CDT.
>>
>> Best regards
>>
>>
>> Israel Padilla Sánchez
>> Projects Engineering Manager
>> C +52 1 55 2107 8539 | O +52 55 4040 1452 | S
>> ipadilla@neology.mx<mailto:ipadilla@neology.mx>
>>
>> Lago Zúrich 219, Piso 10 Oficina
>> 1001<https://urldefense.proofpoint.com/v2/url?u=https-3A__maps.google.
>> com_-3Fq-3DLago-2BZ-25C3-25BArich-25C2-25A0-2B219-2C-25C2-25A0-2BPiso-
>> 2B10-2BOficina-2B1001-26entry-3Dgmail-26source-3Dg&d=DwMFaQ&c=lDF7oMaP
>> KXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=hNTkG2z4MCZ_SB-QH0EEKPBh4IX8nm64
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>> 46IL0b61bssTDyoLh8OhPtgM6TsgafmmQ&e=>, C.P. 11529, CDMX, México
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>> sender.]<https://urldefense.proofpoint.com/v2/url?u=http-3A__neology.n
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>>
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>>
>> On Tue, Jul 17, 2018 at 4:55 PM, Egnitz, Brian (POL)
<brian.egnitz@state.ma.us<mailto:brian.egnitz@state.ma.us>> wrote:
>> Hi Israel,
>>
>> Can your team jump on a quick call 8/1 in afternoon, if so I'll send out a
meeting invite.
>>
>> Thanks, Brian
>>
>> From: Israel Padilla
>> [mailto:ipadilla@neology.mx<mailto:ipadilla@neology.mx>]
>> Sent: Sunday, May 27, 2018 11:04 PM
>> To: Egnitz, Brian (POL)
>> Cc: Michael Roth; pcrary@neology.net<mailto:pcrary@neology.net>; José
>> Antonio Padrón Galeana; Giovanni Navarrete; Mitchell, Timothy (EPS);
>> Quinn, Dermot (POL); Stockwell, Matt (EPS); Crouse, David (POL); John
>> Tedona (jtedona@neology.net<mailto:jtedona@neology.net>); Clarke,
>> Shannon (EPS)
>>
>> Subject: Re: Mass State Police - Boss Upgrade
>>
>> Hi Brian
>>
>> Thank you for letting us know. We will look forward for your email to start the
upgrade.
>>
>> Have a nice start of week
>>
>> Best regards
>>
>> Israel Padilla Sánchez
>>
>> Projects Engineering Manager
>>
>> C +52 1 55 2107 8539 | O +52 55 4040 1452 | S
>> ipadilla@neology.mx<mailto:ipadilla@neology.mx>
>>
>> Lago
>> Zúrich<https://urldefense.proofpoint.com/v2/url?u=https-3A__maps.googl
>> e.com_-3Fq-3DLago-2BZ-25C3-25BArich-2B219-26entry-3Dgmail-26source-
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>> &d=DwMFaQ&c=lDF7oMaPKXpkYvev9V-
fVahWL0QWnGCCAfCDz1Bns_w&r=hNTkG2z4MCZ_
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>> zZ_M&s=Bm1Ae787lhuty0flRvN0d8U26ZJUWBlN07tAeFtvICA&e=>, Piso
10
>> Oficina 1001, C.P. 11529, CDMX, México
>>
>>
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>>
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>>
>> El dom., 27 de may. de 2018 5:18 p. m., Egnitz, Brian (POL) <brian.egnitz@state.ma.us<mailto:brian.egnitz@state.ma.us>> escribió:
>> Hi Guys,
>>
>> Just wanted to provide a quick update for planing purposes. I spoke to Matt last week, the hardware is almost done, however the team finishing a few other projects due by the end of fiscal year and we hope to schedule a kickoff call June. We would anticipate the build and migration be done in late July.
>>
>> Both the fiscal year (June 30th) and the July4th celebrations are some of our busiest times of the year. Thanks for your patience and I look forward to the updates and new features.
>>
>> -Brian
>>
>> On May 17, 2018, at 2:44 PM, Stockwell, Matt (EPS) <matt.stockwell@mass.gov<mailto:matt.stockwell@mass.gov>> wrote:
>> Thanks Brian –
>>
>> I will get back to you with some dates.
>>
>> Matt
>>
>> From: Egnitz, Brian (POL)
>> Sent: Thursday, May 17, 2018 2:35 PM
>> To: Stockwell, Matt (EPS)
>> <matt.stockwell@mass.gov<mailto:matt.stockwell@mass.gov>>; Mitchell, Timothy (EPS)
>> <timothy.mitchell@mass.gov<mailto:timothy.mitchell@mass.gov>>
>> Cc: Quinn, Dermot (POL)
>> <dermot.quinn@pol.state.ma.us<mailto:dermot.quinn@pol.state.ma.us>>; Crouse, David (POL)
>> <david.crouse@pol.state.ma.us<mailto:david.crouse@pol.state.ma.us>>; John Tedona (jtedona@neology.net<mailto:jtedona@neology.net>)
>> <jtedona@neology.net<mailto:jtedona@neology.net>>; Israel Padilla
>> <ipadilla@neology.mx<mailto:ipadilla@neology.mx>>; José Antonio Padrón Galeana <apadron@neology.mx<mailto:apadron@neology.mx>>; Michael Roth
>> <mroth@neology.net<mailto:mroth@neology.net>>; Clarke, Shannon (EPS)
>> <shannon.clarke@mass.gov<mailto:shannon.clarke@mass.gov>>; Peter Crary
>> <pcrary@neology.net<mailto:pcrary@neology.net>>; Michael Roth
>> <mroth@neology.net<mailto:mroth@neology.net>>; John Tedona
>> <jtedona@neology.net<mailto:jtedona@neology.net>>; Giovanni Navarrete
>> <gnavarrete@neology-rfid.com<mailto:gnavarrete@neology-rfid.com>>
>> Subject: RE: Mass State Police - Boss Upgrade

>>
>> Hi Guys,
>>
>> Here is the upgrade documentation. Maybe we can jump on a call next week to review.
>>
>> -Brian
>>
>> From: Stockwell, Matt (EPS)
>> Sent: Wednesday, May 9, 2018 12:22 PM
>> To: Egnitz, Brian (POL); Mitchell, Timothy (EPS)
>> Cc: Quinn, Dermot (POL); Crouse, David (POL); John Tedona
>> (jtedona@neology.net<mailto:jtedona@neology.net>); Israel Padilla;
>> José Antonio Padrón Galeana; Michael Roth; Clarke, Shannon (EPS)
>> Subject: Re: Mass State Police - Boss Upgrade
>>
>> Hi Brian -
>>
>> Perfect timing as we should have the new Application Servers and Database Servers ready late next week.
>>
>> Doing the upgrade and the migration at the same time would save a lot of hastle.
>>
>> I will get back to you with some times for next week.
>>
>> Matt
>>
>>
>>
>> Sent from my Verizon, Samsung Galaxy smartphone
>>
>>
>> -------- Original message --------
>> From: "Egnitz, Brian (POL)"
>> <brian.egnitz@MassMail.State.MA.US<mailto:brian.egnitz@MassMail.State.
>> MA.US>>
>> Date: 5/9/18 12:04 PM (GMT-05:00)
>> To: "Mitchell, Timothy (EPS)"
>> <timothy.mitchell@mass.gov<mailto:timothy.mitchell@mass.gov>>,
>> "Stockwell, Matt (EPS)"
>> <matt.stockwell@mass.gov<mailto:matt.stockwell@mass.gov>>
>> Cc: "Quinn, Dermot (POL)"
>>
<Dermot.Quinn@MassMail.State.MA.US<mailto:Dermot.Quinn@MassMail.State.
>> MA.US>>, "Crouse, David (POL)"
>>
<david.crouse@MassMail.State.MA.US<mailto:david.crouse@MassMail.State.
>> MA.US>>, "John Tedona
>> (jtedona@neology.net<mailto:jtedona@neology.net>)"
>> <jtedona@neology.net<mailto:jtedona@neology.net>>, Israel Padilla
>> <ipadilla@neology.mx<mailto:ipadilla@neology.mx>>, José Antonio Padrón
>> Galeana <apadron@neology.mx<mailto:apadron@neology.mx>>, Michael Roth
>> <mroth@neology.net<mailto:mroth@neology.net>>, "Clarke, Shannon (EPS)"
>> <shannon.clarke@mass.gov<mailto:shannon.clarke@mass.gov>>
>> Subject: FW: Mass State Police - Boss Upgrade
>>
>> Hi Guys,
>>
>> Neology has a new version of their ALPR software and they would like to schedule an update. Would it be possible to get on a call to discuss? The current infrastructure is getting pretty old and running short on storage, maybe we could

update and migrate at the same time. We are also bringing [redacted] cameras and MassPort cameras in the near future and would like to discuss the Impact. Please let me know if your abailable.
>>
>> Thanks Brian
>>
>> Brian Egnitz
>> Commonwealth Fusion Center
>> Massachusetts State Police
>> Phone: 978-451-3710 (Maynard) 508-988-7216 (GHQ)
>> Email:
>> Brian.Egnitz@massmail.state.ma.us<mailto:Brian.Egnitz@massmail.state.m
>> a.us>
>> Monday - Friday, 8 to 4
>>
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>>
>>
>>
>> From: Michell Itallekzi Garcia Garcia
>> [mailto:colaborador6@neopartners.mx]
>> Sent: Monday, May 7, 2018 7:01 PM
>> To: Egnitz, Brian (POL)
>> Cc: Israel Padilla; José Antonio Padrón Galeana; Michael Roth
>> Subject: Mass State Police - Boss Upgrade
>>
>> Hi Brian Egnitz:
>>
>>
>> In order to do the upgrade of BOSS to the 3.5.0.4 version, we would request the following:
>>
>> - Have a recent backup of the database (preferably on an external
>> device)
>> - Have the latest security updates from Microsoft
>> - NET Framework 4.0 or newer is required (Already included on Windows
>> Server 2012 or Windows 10)
>> - Microsoft SQL Server 2012 is required
>> - We need to do a previous examination of the servers in order to see
>> the current configuration of BOSS. For the examination and
>> installation, we need a user with admin privileges for Windows and SQL
>> credentials of current user for BOSS database (preferable sa)
>>
>> Attached you will find the Upgrade Manual applicable to this version for more information.
>>
>> Also, below is a little more info:
>>
>> Boss Upgrade:
>> 1. Boss 3.5.x looks and feels the same as previous versions with exceptions to the additions and enhancements indicated in the release notes.
>> 2. Boss 3.5.x requires a minimum database version of MSSQL 2012 or newer.
>> a. It's safe to upgrade SQL without effecting Boss3 Db.
>> 3. Boss application update is an uninstall and reinstall processes.
>> a. Existing Boss licensing is not effected.
>> 4. Existing data can remain in-tacked, no need to rebuild Db.
>> 5. Boss clients will need to be re-installed via the Boss URL, auto upgrade to existing clients is not possible.
>> a. Email distribution for new Boss client install should pre-planned to coincide with upgrade date.

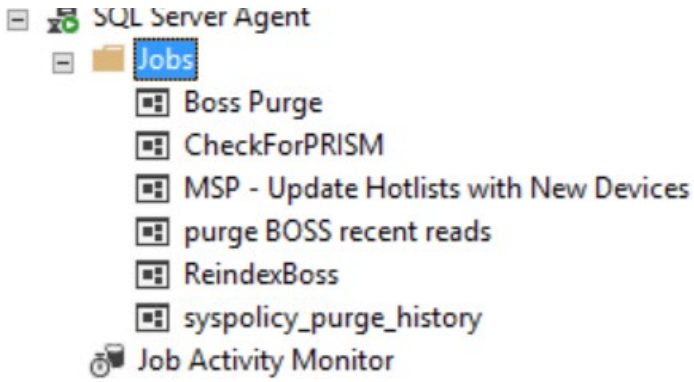
>> 6. Upgrades from existing Boss Db typically take approx. 1hr, providing there are no existing Db issue or relocations occurring.
>>
>> As I mentioned, we would like to connect prior to the update, in order to take note of the current installation parameters and see if all the requirements are met. This examination would take around 1 hour. We use TeamViewer to do the remote connections. You can download and install a full version of team viewer without problem in order to receive support as we have a license, when installed, it will generate an ID and an random password for us to connect. Also, if you prefer to no install a full version, you can download and run the next tool on your server (this is a TeamViewer module just for quick support). When you run it, it will arise a support ticket on our dashboard, so we can connect with your permission.
>>
>> https://get.teamviewer.com/neoqs<https://urldefense.proofpoint.com/v2/
>> url?u=https-
3A__get.teamviewer.com_neoqs&d=DwMFaQ&c=lDF7oMaPKXpkYvev9V
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>> iYbbi8LpJG7-eOVlmVfplGw&e=>
>>
>>
>>
>> Please, tell us when we can work together and make the upgrade.
>>
>>
>> Regards!
>>
>>
>>
>> --
>> Michell Itallekzi García García
>> Software Engineering
>> C +52 1 55 29526562 | O +52 55 4040 1470 | S
>> colaborador6@neopartners.mx<mailto:colaborador6@neopartners.mx>
>>
>> Lago Zúrich 219, Piso 10 Oficina
>> 1001<https://urldefense.proofpoint.com/v2/url?u=https-3A__maps.google.
>> com_-3Fq-3DLago-2BZ-25C3-25BArich-25C2-25A0-2B219-2C-25C2-25A0-
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yOfbz5MM8&e=>
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>>
>> <EOPSS_PC_Cert_and_Client_InstallV3.2.docx>
>> <pcrary.txt>
>> <image001.jpg>

To: Israel Padilla; jtedona@neology.net
Cc: Mitchell, Timothy (EPS); Stockwell, Matt (EPS); pcrary@neology.net; Michell Itallekzi Garcia Garcia; Michael Roth; José Antonio Padrón Galeana; Giovanni Navarrete; Quinn, Dermot (POL); Crouse, David (POL)
Subject: RE: Mass State Police - Boss Upgrade
Date: Friday, December 14, 2018 4:10:47 PM
Attachments: image001.png

Thanks again for assisting. I've copied the agent jobs over and have confirmed they work. I only copied the ones that were using the BOSS account (not the vigilant ones). Please let me know if any are missing.

Thanks, Brian



From: Israel Padilla [mailto:ipadilla@neology.mx]
Sent: Friday, December 14, 2018 4:12 PM
To: jtedona@neology.net
Cc: Egnitz, Brian (POL); Mitchell, Timothy (EPS); Stockwell, Matt (EPS); pcrary@neology.net; Michell Itallekzi Garcia Garcia; Michael Roth; José Antonio Padrón Galeana; Giovanni Navarrete; Quinn, Dermot (POL); Crouse, David (POL)
Subject: Re: Mass State Police - Boss Upgrade

Hello John

Just to let you know that the reconfiguration of BOSS to point to the new SQL Server was done.

We will look forward to helping with the installation of BOSS on the new server.

Thank you, Brian and Timothy, for your time.

Best Regards

Israel Padilla Sánchez
Projects Engineering Manager
C +52 1 55 2107 8539 | O +52 55 4040 1452 | S ipadilla@neology.mx

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On Fri, Dec 14, 2018 at 1:31 PM John Tedona <jtedona@neology.net> wrote:

> Israel -Thanks for your assistance with this. It's important to get the SQL DB and application server connected so the ALPR system can go back inoperation.

John Tedona
PIPS TECHNOLOGY - A Neology Business
Sales Manager
12760 Danielson Ct. Suite A
Poway, CA 92064
Phone: 201-841-6237
Email: jtedona@neology.net
PIPS Support: support@pipstechnology.com 833-747-7577, Option 1 for sales, Option 2 for Support
www.pipstechnology.com

From: Israel Padilla <ipadilla@neology.mx>
Sent: Friday, December 14, 2018 2:06 PM
To: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>
Cc: John Tedona <jtedona@neology.net>; Mitchell, Timothy (EPS) <timothy.mitchell@state.ma.us>; Stockwell, Matt (EPS) <matt.stockwell@state.ma.us>; Peter Crary <pcrary@neology.net>; Michell Itallekzi Garcia Garcia <colaborador6@neopartners.mx>; Michael Roth <mroth@neology.net>; José Antonio Padrón Galeana <apadron@neology.mx>; Giovanni Navarrete <gnavarrete@neology-rfid.com>; Quinn, Dermot (POL) <dermot.quinn@state.ma.us>; Crouse, David (POL) <david.crouse@state.ma.us>
Subject: Re: Mass State Police - Boss Upgrade

Yes

Please send the teamviewer credentials and I or Michael will connect in some minutes.

Israel Padilla Sánchez

Projects Engineering Manager

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On Fri, Dec 14, 2018, 12:56 PM Egnitz, Brian (POL) <brian.egnitz@state.ma.us wrote:

> Hi Israel,
>
> The data is finished moving, can someone please assist in attaching the DB and pointing the app server?
>
> Thanks, Brian
>
> **From:** Israel Padilla [mailto:ipadilla@neology.mx]
> **Sent:** Wednesday, December 12, 2018 2:34 PM
> **To:** Egnitz, Brian (POL)
> **Cc:** jtedona@neology.net; Mitchell, Timothy (EPS); Stockwell, Matt (EPS); pcrary@neology.net; Michell Itallekzi Garcia Garcia; Michael Roth; José Antonio Padrón Galeana; Giovanni Navarrete; Quinn, Dermot (POL); Crouse, David (POL)
> **Subject:** Re: Mass State Police - Boss Upgrade

Ok. Thank you. I'll be available for any question.

Israel Padilla Sánchez

Projects Engineering Manager

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On Wed, Dec 12, 2018, 11:04 AM Egnitz, Brian (POL) <brian.egnitz@state.ma.us wrote:

> Thank you,
>
> Just a quick update.
>
> - The team is preparing the move and will kick off the copy paste in the AM. It will be monitored and expected to take a few days.
>
> - We are also working on a SOW with John for maintaining the new DB and installing the application on the new server and upgrade.
>
> Thanks, Brian
>
> Thanks, Brian
>
> On Dec 12, 2018, at 11:39 AM, Israel Padilla <ipadilla@neology.mx> wrote:
>
> > Ok
> >
> > From the last note, is that a new SQL Server?
> >
> > If so, use Dettach/Attach instead of taking offline/ online.
> >
> > Best regards
> >
> > Israel Padilla Sánchez
> >
> > Projects Engineering Manager
> >
> > C +52 1 55 2107 8539 | O +52 55 4040 1452 | S ipadilla@neology.mx

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On Wed, Dec 12, 2018, 8:19 AM Egnitz, Brian (POL) <brian.egnitz@state.ma.us wrote:

> Thank you, we will advise once finished. FYI - the “new drive” is a new server with a different IP address.
>
> On Dec 12, 2018, at 11:10 AM, Israel Padilla <ipadilla@neology.mx> wrote:
>
> > Hello
> >
> > The main steps are:
> >
> > 1 Shut down BOSS
> > 2 Restart SQL for closing connections (if possible)
> > 3 Take offline the db
> > 4 Copy the DB files to the new drive
> > 5 Once copied, Change the location of the files on the DB properties or by SQL queries (ALTER TABLE)
> > 6 Take online the DB
> > 7 Start the BOSS service
> >
> > It's not necessary to change the path of the files on BOSS controller, as the DB is already created, the script that has the paths configuration is not executed again.
> >
> > If you have any question, please let us know
> >
> > Israel Padilla Sánchez
> >
> > Projects Engineering Manager
> >
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> >
> > Lago Zúrich 219, Piso 10 Oficina 1001, C.P. 11529, CDMX, México
> >
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On Wed, Dec 12, 2018, 7:44 AM Egnitz, Brian (POL) <brian.egnitz@state.ma.us wrote:

> Hi Peter,
>
> The ALPR instance is full and the database is down. We are going to shut the database and move the data to a new server with more space. What needs to be done after the move? I assume the app server needs to point at the new database, is there anything else? Any assistance would be greatly appreciated.
>
> Thanks, Brian
>
> > On Dec 11, 2018, at 8:36 PM, Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us> wrote:
> >
> > Hi Tim,
> >
> > The temp database filled up on ALPR sql instance today so I migrated it to the S: Drive where there is more space. The T: Drive (where the data is stored) has only 9 mbs available on the drive (but room in the DB for data). I don't think a backup and restore is going to work, this is just a massive database at 14 Terabytes. The purge script is still running and the last record is 8/31 and I don't believe it is going to free up enough space to allow the backup. The database also refuses to shrink. Can we get on a call to discuss moving the data at the file level? We rely heavily on this system and need this migrated to support the new LPR equipment we are bringing online. Any help would be greatly appreciated.
> >
> > Thanks, Brian
> >
> >
> > From: Mitchell, Timothy (EPS)
> > Sent: Wednesday, December 5, 2018 12:56 PM
> > To: Egnitz, Brian (POL); Ramsay, Christopher (EPS)
> > Cc: Stockwell, Matt (EPS)
> > Subject: RE: Incident INC0151985 has been assigned to EPS PSDC: 3M BOSS LPR not working
> >
> > Brian
> > We will try another copy of the database when the cleanup finishes. Hopefully there is enough free space for it to work properly.
> > Thanks
> >
> >
> >
> > Timothy Mitchell

> Massachusetts Executive Office of Public Safety and Security
> Office of Technology and Information Services
> Enterprise and Field Services Support Division
> Public Safety Data Center
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> (E) timothy.mitchell@state.ma.us
> http://www.mass.gov/eops
>
>
>
> From: Egnitz, Brian (POL)
> Sent: Friday, November 30, 2018 7:02 AM
> To: Mitchell, Timothy (EPS)
> Cc: Israel Padilla; pcrary@neology.net; jtedona@neology.net; Stockwell, Matt (EPS)
> Subject: Re: Steps for Mass State Police BOSS Upgrade
>
> Hi Tim,
>
> Is this something your team can do, I don't have access to the new setup.
>
> -Brian
>
> On Nov 29, 2018, at 9:16 PM, Israel Padilla <ipadilla@neology.mx> wrote:
> Hi Brian
>
> If you want we can take a look on the SQL server and the files of the boss db.
>
> After reviewing, we will be able to propose a plan for doing the migration of the data.
>
> Please share with us the teamviewer credentials of the server and we will connect.
>
> Best regards
>
> Israel Padilla Sánchez
>
> Projects Engineering Manager
>
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>
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>
>
>
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>
>
> On Thu, Nov 29, 2018, 7:38 PM Egnitz, Brian (POL) <brian.egnitz@state.ma.us wrote:
> Hi Peter,
>
> The team is having trouble backing up the current DB. It keeps failing and they've asked if you guys could have a look. Can we do a table by table backup and skip the image table, then restore the images using a script or sql batch inserts? We could then run the two systems in Federation mode until it's all caught up.
>
> -Brian
>
> On Nov 7, 2018, at 4:47 PM, Peter Crary <pcrary@neology.net> wrote:
> Per our phone conversation earlier.
>
> 1. Brian to initiate backup.
> 2. Brian to setup SQL account on new box.
> 3. Brian to provide PIPS the current BOSS version number.
> 4. PIPS to install old version on BOSS on new server.
> 5. Brian to kick off DB restore on new server.
> 6. PIPS to upgrade BOSS to new version.
> 7. PIPS to migrate additional data.
>
>
> <image002.jpg>
> A <image004.png> Business Peter R. Crary
> Global R&D Director, ANPR/ALPR
> pcrary@pipstechnology.com
>
> Office: (858) 391-0260 x1153 ~ Mobile: (865) 865-386-3821
> Customer Support & Sales: (833) PIPS-LPR or (833) 747-7577
>
> -----Original Message-----
> From: Mitchell, Timothy (EPS)
> Sent: Thursday, November 29, 2018 3:01 PM
> To: Egnitz, Brian (POL)
> Cc: Stockwell, Matt (EPS)
> Subject: RE: Mass State Police - Boss Upgrade
>
> Brian
> Unfortunately the copy failed when we attempted it. Would it be possible to have the vendor purge some of the data and we can try it again?
> Thanks
> Tim
>
>
> Timothy Mitchell
> Massachusetts Executive Office of Public Safety and Security
> Office of Technology and Information Services
> Enterprise and Field Services Support Division
> Public Safety Data Center
> 200 Arlington St., Suite 2200
> Chelsea, MA 02150
> (P) 617.660.4665
> (F) 617.884.4601

> (E) timothy.mitchell@state.ma.us
> http://www.mass.gov/eops
>
>
> -----Original Message-----
> From: Egnitz, Brian (POL)
> Sent: Thursday, November 29, 2018 8:36 PM
> To: Mitchell, Timothy (EPS)
> Cc: Stockwell, Matt (EPS)
> Subject: Re: Mass State Police - Boss Upgrade
>
> We wouldn't want to purge anything unless it's outside of the retention period. Is the current purge not working?
>
> I remember seeing a lot of bloat in the table and it not having enough room to shrink. That could be causing the issue.
>
> I'll see if they can maybe move the data over in batches. Can you guys try a table restore and skip the image (or largest one)?
>
> -----Original Message-----
> From: Mitchell, Timothy (EPS)
> Sent: Wednesday, November 14, 2018 9:34 AM
> To: Egnitz, Brian (POL)
> Cc: Stockwell, Matt (EPS)
> Subject: RE: Mass State Police - Boss Upgrade
>
> Brian
> We are going to run a test and send run a backup and restore over to the new server to see how long the process takes. That could take a couple of days.
>
> Since the current production system will stay online during the backup/restore to the new server, there will be a delta of data that is added to the current database while the process is going on. We would need the vendor to migrate that data over through some other process. Is this something that you can discuss with them?
>
> As soon as the test is done we will let you know the timeframe.
>
> Thanks
> Tim
>
>
>
> Timothy Mitchell
> Massachusetts Executive Office of Public Safety and Security
> Office of Technology and Information Services
> Enterprise and Field Services Support Division
> Public Safety Data Center
> 200 Arlington St., Suite 2200
> Chelsea, MA 02150
> (P) 617.660.4665
> (F) 617.884.4601
> (E) timothy.mitchell@state.ma.us
> http://www.mass.gov/eops
>
> -----Original Message-----
> From: Mitchell, Timothy (EPS)
> Sent: Wednesday, November 07, 2018 11:50 AM
> To: Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us>
> Cc: Stockwell, Matt (EPS) <matt.stockwell@mass.gov>
> Subject: RE: Mass State Police - Boss Upgrade
>
> Brian

> We will gauge what needs to get done and get back to you.
> Thanks
>
>
>
>
> Timothy Mitchell
> Massachusetts Executive Office of Public Safety and Security Office of Technology and Information Services Enterprise and Field Services Support Division Public Safety Data Center
> 200 Arlington St., Suite 2200
> Chelsea, MA 02150
> (P) 617.660.4665
> (F) 617.884.4601
> (E) timothy.mitchell@state.ma.us
> http://www.mass.gov/eops
>
> -----Original Message-----
> From: Egnitz, Brian (POL)
> Sent: Monday, November 05, 2018 3:34 PM
> To: Mitchell, Timothy (EPS) <timothy.mitchell@mass.gov>
> Cc: Stockwell, Matt (EPS) <matt.stockwell@mass.gov>
> Subject: Re: Mass State Police - Boss Upgrade
>
> Hi Tim,
>
> After we talked last week I reached out Neology to check the status of the upgrade. They want us to do the database backup and restore to the new DB instance and create a sysadmin for the SQL. Can your team do this or can you please provide me the connection info and I'll take care of it. The neology team will install the software and perform the upgrade. Once we know the time to do the restore, we can schedule the IP swap.
>
> Thanks, Brian
>
>
>> On Oct 18, 2018, at 12:25 PM, Mitchell, Timothy (EPS) <timothy.mitchell@mass.gov> wrote:
>>
>> Peter
>> I have attached the VPN certificate and client download and
>> installation directions as well as your VPN enrollment info. Firewall
>> work has been completed so you should be able to get to the servers
>> once you are logged in to the VPN. Your username is pcrary Thanks Tim
>>
>>
>>
>> Timothy Mitchell
>> Massachusetts Executive Office of Public Safety and Security Office of
>> Technology and Information Services Enterprise and Field Services
>> Support Division Public Safety Data Center
>> 200 Arlington St., Suite 2200
>> Chelsea, MA 02150
>> (P) 617.660.4665
>> (F) 617.884.4601
>> (E) timothy.mitchell@state.ma.us<mailto:timothy.mitchell@state.ma.us>
>> http://www.mass.gov/eops
>>
>> From: Peter Crary [mailto:pcrary@neology.net]
>> Sent: Wednesday, October 10, 2018 8:28 PM
>> To: Mitchell, Timothy (EPS)
>> Subject: RE: Mass State Police - Boss Upgrade
>>

>> Tim,
>>
>> Let me know if you need anything else.
>>
>> -Peter Crary
>> Global R&D Director, ANPR/ALPR
>> (858) 391-0260 x1153 (d)
>> (865) 386-3821 (m)
>>
>> From: Mitchell, Timothy (EPS) <timothy.mitchell@state.ma.us>
>> Sent: Thursday, October 4, 2018 10:06 AM
>> To: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>; Peter Crary
>> <pcrary@neology.net>
>> Cc: Stockwell, Matt (EPS) <matt.stockwell@state.ma.us>; Michael Roth
>> <mroth@neology.net>; Israel Padilla <ipadilla@neology.mx>; John Tedona
>> <jtedona@neology.net>; José Antonio Padrón Galeana
>> <apadron@neology.mx>; Giovanni Navarrete
>> <gnavarrete@neology-rfid.com>; Quinn, Dermot (POL)
>> <dermot.quinn@state.ma.us>; Crouse, David (POL)
>> <david.crouse@state.ma.us>; Clarke, Shannon (EPS)
>> <shannon.clarke@state.ma.us>; Michell Itallekzi Garcia Garcia
>> <colaborador6@neopartners.mx>
>> Subject: RE: Mass State Police - Boss Upgrade
>>
>> CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
>>
>> Hi Brian
>> Yes, we can have a new VPN issued for Peter.
>>
>> Peter,
>> Please complete the attached VPN request form and email back to me.
>> Thanks
>> Tim
>>
>>
>>
>> Timothy Mitchell
>> Massachusetts Executive Office of Public Safety and Security Office of
>> Technology and Information Services Enterprise and Field Services
>> Support Division Public Safety Data Center
>> 200 Arlington St., Suite 2200
>> Chelsea, MA 02150
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>> (F) 617.884.4601
>> (E) timothy.mitchell@state.ma.us<mailto:timothy.mitchell@state.ma.us>
>> http://www.mass.gov/eops
>>
>> From: Egnitz, Brian (POL)
>> Sent: Tuesday, October 02, 2018 8:20 PM
>> To: Mitchell, Timothy (EPS)
>> Cc: Stockwell, Matt (EPS); Michael Roth; Israel Padilla;
>> pcrary@neology.net<mailto:pcrary@neology.net>; John Tedona
>> (jtedona@neology.net<mailto:jtedona@neology.net>); José Antonio Padrón
>> Galeana; Giovanni Navarrete; Quinn, Dermot (POL); Crouse, David (POL);
>> Clarke, Shannon (EPS); Michell Itallekzi Garcia Garcia
>> Subject: RE: Mass State Police - Boss Upgrade
>>
>> Hi Tim,
>>
>> Would it be possible to get Peter Crary a VPN? He will be assisting in the migration.

>>
>> Thanks, Brian
>>
>>
>> ———-
>>
>>
>> Hi Guys,
>>
>> I spoke with Peter Crary today from the Neology team and we kicked
>> around a few ideas to reduce downtime. Here is what we are thinking
>> at a high-level for the migration;
>>
>> Step 1. Do a complete database backup of the current BOSS to the new
>> environment and restore the database on the new SQL server (either
>> team can do this)
>>
>> Step 2. Next, install the new software on the new application server
>> and point to the newly restored DB. This will update the db schema
>> and bring the application online. (Neology)
>>
>> Step 3. Swap the IP from the app server to the new app server (EOPSS team).
This will begin to capture all new reads.
>>
>> Step 4. Link SQL Databases and run custom script to move the reads
>> file missed during the initial restore (Neology)
>>
>> Action items:
>>
>>
>> * Peter will need a VPN
>> * Need firewalls open for backup / restore
>> * Need firewalls open for linked SQL
>> * Need to schedule data backup/restore with team
>>
>> Notes:
>>
>> Pages will be fine (mobile client) no expected issues
>> The Boss client will need to be updated (users will still probably need to enter
the ip and port). This can get pulled down from the app server using a url and is a
click once pkg. we will need to notify users and help desks in advance of the
migration.
>>
>>
>> Please let me know your thoughts, I'm open to anything that can reduce the
down time and impact to users.
>>
>> -Brian
>>
>>
>> From: Israel Padilla [mailto:ipadilla@neology.mx]
>> Sent: Tuesday, July 17, 2018 6:44 PM
>> To: Egnitz, Brian (POL)
>> Cc: Michael Roth; John Tedona
>> (jtedona@neology.net<mailto:jtedona@neology.net>); Stockwell, Matt
>> (EPS); pcrary@neology.net<mailto:pcrary@neology.net>; José Antonio
>> Padrón Galeana; Giovanni Navarrete; Mitchell, Timothy (EPS); Quinn,
>> Dermot (POL); Crouse, David (POL); Clarke, Shannon (EPS); Michell
>> Itallekzi Garcia Garcia
>> Subject: Re: Mass State Police - Boss Upgrade
>>
>> Hello Brian
>>

>> Yes, we will be available at any hour you can from 9am to 2pm and 3pm to 5pm CDT.
>>
>> Best regards
>>
>>
>> Israel Padilla Sánchez
>> Projects Engineering Manager
>> C +52 1 55 2107 8539 | O +52 55 4040 1452 | S
>> ipadilla@neology.mx<mailto:ipadilla@neology.mx>
>>
>> Lago Zúrich 219, Piso 10 Oficina
>> 1001<https://urldefense.proofpoint.com/v2/url?u=https-3A__maps.google.
>> com_-3Fq-3DLago-2BZ-25C3-25BArich-25C2-25A0-2B219-2C-25C2-25A0-2BPiso-
>> 2B10-2BOficina-2B1001-26entry-3Dgmail-26source-3Dg&d=DwMFaQ&c=lDF7oMaP
>> KXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=hNTkG2z4MCZ_SB-QH0EEKPBh4IX8nm64
>>
tlxI8vzFMhI&m=u7vxwlUeOBrl6tF5ky9Wmfiil5OWPJ0v6SNOHwzzZ_M&s=G-hhFH1XBK
>> 46IL0b61bssTDyoLh8OhPtgM6TsgafmmQ&e=>, C.P. 11529, CDMX, México
>>
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>>
>> [Image removed by
>> sender.]<https://urldefense.proofpoint.com/v2/url?u=http-3A__neology.n
>> et_&d=DwMFaQ&c=lDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=hNTkG2z4M
>> CZ_SB-QH0EEKPBh4IX8nm64tlxI8vzFMhI&m=u7vxwlUeOBrl6tF5ky9Wmfiil5OWPJ0v6
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>>
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>>
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>>
>> On Tue, Jul 17, 2018 at 4:55 PM, Egnitz, Brian (POL) <brian.egnitz@state.ma.us<mailto:brian.egnitz@state.ma.us>> wrote:
>> Hi Israel,

>>
>> Can your team jump on a quick call 8/1 in afternoon, if so I'll send out a meeting invite.
>>
>> Thanks, Brian
>>
>> From: Israel Padilla
>> [mailto:ipadilla@neology.mx<mailto:ipadilla@neology.mx>]
>> Sent: Sunday, May 27, 2018 11:04 PM
>> To: Egnitz, Brian (POL)
>> Cc: Michael Roth; pcrary@neology.net<mailto:pcrary@neology.net>; José
>> Antonio Padrón Galeana; Giovanni Navarrete; Mitchell, Timothy (EPS);
>> Quinn, Dermot (POL); Stockwell, Matt (EPS); Crouse, David (POL); John
>> Tedona (jtedona@neology.net<mailto:jtedona@neology.net>); Clarke,
>> Shannon (EPS)
>>
>> Subject: Re: Mass State Police - Boss Upgrade
>>
>> Hi Brian
>>
>> Thank you for letting us know. We will look forward for your email to start the upgrade.
>>
>> Have a nice start of week
>>
>> Best regards
>>
>> Israel Padilla Sánchez
>>
>> Projects Engineering Manager
>>
>> C +52 1 55 2107 8539 | O +52 55 4040 1452 | S
>> ipadilla@neology.mx<mailto:ipadilla@neology.mx>
>>
>> Lago
>> Zúrich<https://urldefense.proofpoint.com/v2/url?u=https-3A__maps.googl
>> e.com_-3Fq-3DLago-2BZ-25C3-25BArich-2B219-26entry-3Dgmail-26source-3Dg
>> &d=DwMFaQ&c=lDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=hNTkG2z4MCZ_
>> SB-QH0EEKPBh4IX8nm64tlxI8vzFMhI&m=u7vxwlUeOBrl6tF5ky9Wmfiil5OWPJ0v6SNO
>> HwzzZ_M&s=Bm1Ae787lhuty0flRvN0d8U26ZJUWBlN07tAeFtvICA&e=>
>> 219<https://urldefense.proofpoint.com/v2/url?u=https-3A__maps.google.c
>> om_-3Fq-3DLago-2BZ-25C3-25BArich-2B219-26entry-3Dgmail-26source-3Dg&d=
>> DwMFaQ&c=lDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=hNTkG2z4MCZ_SB-
>> QH0EEKPBh4IX8nm64tlxI8vzFMhI&m=u7vxwlUeOBrl6tF5ky9Wmfiil5OWPJ0v6SNOHwz
>> zZ_M&s=Bm1Ae787lhuty0flRvN0d8U26ZJUWBlN07tAeFtvICA&e=>, Piso 10
>> Oficina 1001, C.P. 11529, CDMX, México
>>
>>
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responsable por cualquier error u omisión en el contenido de este mensaje, ni los daños causados, que surgen como consecuencia del envío de correos electrónicos.
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>>
>> El dom., 27 de may. de 2018 5:18 p. m., Egnitz, Brian (POL) <brian.egnitz@state.ma.us<mailto:brian.egnitz@state.ma.us>> escribió:
>> Hi Guys,
>>
>> Just wanted to provide a quick update for planing purposes. I spoke to Matt last week, the hardware is almost done, however the team finishing a few other projects due by the end of fiscal year and we hope to schedule a kickoff call June. We would anticipate the build and migration be done in late July.
>>
>> Both the fiscal year (June 30th) and the July4th celebrations are some of our busiest times of the year. Thanks for your patience and I look forward to the updates and new features.
>>
>> -Brian
>>
>> On May 17, 2018, at 2:44 PM, Stockwell, Matt (EPS) <matt.stockwell@mass.gov<mailto:matt.stockwell@mass.gov>> wrote:
>> Thanks Brian –
>>
>> I will get back to you with some dates.
>>
>> Matt
>>
>> From: Egnitz, Brian (POL)
>> Sent: Thursday, May 17, 2018 2:35 PM
>> To: Stockwell, Matt (EPS)
>> <matt.stockwell@mass.gov<mailto:matt.stockwell@mass.gov>>; Mitchell, Timothy (EPS)
>> <timothy.mitchell@mass.gov<mailto:timothy.mitchell@mass.gov>>
>> Cc: Quinn, Dermot (POL)
>> <dermot.quinn@pol.state.ma.us<mailto:dermot.quinn@pol.state.ma.us>>; Crouse, David (POL)
>> <david.crouse@pol.state.ma.us<mailto:david.crouse@pol.state.ma.us>>; John Tedona (jtedona@neology.net<mailto:jtedona@neology.net>)
>> <jtedona@neology.net<mailto:jtedona@neology.net>>; Israel Padilla
>> <ipadilla@neology.mx<mailto:ipadilla@neology.mx>>; José Antonio Padrón Galeana <apadron@neology.mx<mailto:apadron@neology.mx>>; Michael Roth
>> <mroth@neology.net<mailto:mroth@neology.net>>; Clarke, Shannon (EPS)
>> <shannon.clarke@mass.gov<mailto:shannon.clarke@mass.gov>>; Peter Crary
>> <pcrary@neology.net<mailto:pcrary@neology.net>>; Michael Roth
>> <mroth@neology.net<mailto:mroth@neology.net>>; John Tedona
>> <jtedona@neology.net<mailto:jtedona@neology.net>>; Giovanni Navarrete
>> <gnavarrete@neology-rfid.com<mailto:gnavarrete@neology-rfid.com>>
>> Subject: RE: Mass State Police - Boss Upgrade
>>
>> Hi Guys,
>>
>> Here is the upgrade documentation. Maybe we can jump on a call next week to

review.
>>
>> -Brian
>>
>> From: Stockwell, Matt (EPS)
>> Sent: Wednesday, May 9, 2018 12:22 PM
>> To: Egnitz, Brian (POL); Mitchell, Timothy (EPS)
>> Cc: Quinn, Dermot (POL); Crouse, David (POL); John Tedona
>> (jtedona@neology.net<mailto:jtedona@neology.net>); Israel Padilla;
>> José Antonio Padrón Galeana; Michael Roth; Clarke, Shannon (EPS)
>> Subject: Re: Mass State Police - Boss Upgrade
>>
>> Hi Brian -
>>
>> Perfect timing as we should have the new Application Servers and Database
Servers ready late next week.
>>
>> Doing the upgrade and the migration at the same time would save a lot of
hastle.
>>
>> I will get back to you with some times for next week.
>>
>> Matt
>>
>>
>>
>> Sent from my Verizon, Samsung Galaxy smartphone
>>
>>
>> -------- Original message --------
>> From: "Egnitz, Brian (POL)"
>> <brian.egnitz@MassMail.State.MA.US<mailto:brian.egnitz@MassMail.State.
>> MA.US>>
>> Date: 5/9/18 12:04 PM (GMT-05:00)
>> To: "Mitchell, Timothy (EPS)"
>> <timothy.mitchell@mass.gov<mailto:timothy.mitchell@mass.gov>>,
>> "Stockwell, Matt (EPS)"
>> <matt.stockwell@mass.gov<mailto:matt.stockwell@mass.gov>>
>> Cc: "Quinn, Dermot (POL)"
>>
<Dermot.Quinn@MassMail.State.MA.US<mailto:Dermot.Quinn@MassMail.State.
>> MA.US>>, "Crouse, David (POL)"
>>
<david.crouse@MassMail.State.MA.US<mailto:david.crouse@MassMail.State.
>> MA.US>>, "John Tedona
>> (jtedona@neology.net<mailto:jtedona@neology.net>)"
>> <jtedona@neology.net<mailto:jtedona@neology.net>>, Israel Padilla
>> <ipadilla@neology.mx<mailto:ipadilla@neology.mx>>, José Antonio Padrón
>> Galeana <apadron@neology.mx<mailto:apadron@neology.mx>>, Michael
Roth
>> <mroth@neology.net<mailto:mroth@neology.net>>, "Clarke, Shannon (EPS)"
>> <shannon.clarke@mass.gov<mailto:shannon.clarke@mass.gov>>
>> Subject: FW: Mass State Police - Boss Upgrade
>>
>> Hi Guys,
>>
>> Neology has a new version of their ALPR software and they would like to
schedule an update. Would it be possible to get on a call to discuss? The current
infrastructure is getting pretty old and running short on storage, maybe we could
update and migrate at the same time. We are also bringing [redacted] G.L. c. 4,sec. 7,cl.26 (n)(security); G
cameras and MassPort cameras in the near future and would like to discuss the
Impact. Please let me know if your abailable.
>>

>> Thanks Brian
>>
>> Brian Egnitz
>> Commonwealth Fusion Center
>> Massachusetts State Police
>> Phone: 978-451-3710 (Maynard) 508-988-7216 (GHQ)
>> Email:
>> Brian.Egnitz@massmail.state.ma.us<mailto:Brian.Egnitz@massmail.state.m
>> a.us>
>> Monday - Friday, 8 to 4
>>
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>>
>>
>>
>> From: Michell Itallekzi Garcia Garcia
>> [mailto:colaborador6@neopartners.mx]
>> Sent: Monday, May 7, 2018 7:01 PM
>> To: Egnitz, Brian (POL)
>> Cc: Israel Padilla; José Antonio Padrón Galeana; Michael Roth
>> Subject: Mass State Police - Boss Upgrade
>>
>> Hi Brian Egnitz:
>>
>>
>> In order to do the upgrade of BOSS to the 3.5.0.4 version, we would request the following:
>>
>> - Have a recent backup of the database (preferably on an external
>> device)
>> - Have the latest security updates from Microsoft
>> - NET Framework 4.0 or newer is required (Already included on Windows
>> Server 2012 or Windows 10)
>> - Microsoft SQL Server 2012 is required
>> - We need to do a previous examination of the servers in order to see
>> the current configuration of BOSS. For the examination and
>> installation, we need a user with admin privileges for Windows and SQL
>> credentials of current user for BOSS database (preferable sa)
>>
>> Attached you will find the Upgrade Manual applicable to this version for more information.
>>
>> Also, below is a little more info:
>>
>> Boss Upgrade:
>> 1. Boss 3.5.x looks and feels the same as previous versions with exceptions to the additions and enhancements indicated in the release notes.
>> 2. Boss 3.5.x requires a minimum database version of MSSQL 2012 or newer.
>> a. It's safe to upgrade SQL without effecting Boss3 Db.
>> 3. Boss application update is an uninstall and reinstall processes.
>> a. Existing Boss licensing is not effected.
>> 4. Existing data can remain in-tacked, no need to rebuild Db.
>> 5. Boss clients will need to be re-installed via the Boss URL, auto upgrade to existing clients is not possible.
>> a. Email distribution for new Boss client install should pre-planned to coincide with upgrade date.
>> 6. Upgrades from existing Boss Db typically take approx. 1hr, providing there are no existing Db issue or relocations occurring.
>>
>> As I mentioned, we would like to connect prior to the update, in order to take

note of the current installation parameters and see if all the requirements are met. This examination would take around 1 hour. We use TeamViewer to do the remote connections. You can download and install a full version of team viewer without problem in order to receive support as we have a license, when installed, it will generate an ID and an random password for us to connect. Also, if you prefer to no install a full version, you can download and run the next tool on your server (this is a TeamViewer module just for quick support). When you run it, it will arise a support ticket on our dashboard, so we can connect with your permission.
>>
>> https://get.teamviewer.com/neoqs<https://urldefense.proofpoint.com/v2/
>> url?u=https-
3A__get.teamviewer.com_neoqs&d=DwMFaQ&c=lDF7oMaPKXpkYvev9V
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>>
I&m=UC7SgR24qBRxBaldxDa2JxTvtLeDHWBvlIgoZXbvpUQ&s=YlitOMCykmejONMFe2a-
>> iYbbi8LpJG7-eOVlmVfplGw&e=>
>>
>>
>>
>> Please, tell us when we can work together and make the upgrade.
>>
>>
>> Regards!
>>
>>
>>
>> --
>> Michell Itallekzi García García
>> Software Engineering
>> C +52 1 55 29526562 | O +52 55 4040 1470 | S
>> colaborador6@neopartners.mx<mailto:colaborador6@neopartners.mx>
>>
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>> 1001<https://urldefense.proofpoint.com/v2/url?u=https-3A__maps.google.
>> com_-3Fq-3DLago-2BZ-25C3-25BArich-25C2-25A0-2B219-2C-25C2-25A0-
2BPiso-
>> 2B10-2BOficina-2B1001-26entry-3Dgmail-26source-
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GVU
>> 0U_bSeHO-Y3EBDbl0rrWn5Ps9cLQUjv0w&e=>, C.P. 11529, CDMX,
México
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>> <image001.jpg><https://urldefense.proofpoint.com/v2/url?u=http-3A__neo
>> logy.net_&d=DwMFaQ&c=lDF7oMaPKXpkYvev9V-
fVahWL0QWnGCCAfCDz1Bns_w&r=hNT
>> kG2z4MCZ_SB-
QH0EEKPBh4IX8nm64tlxI8vzFMhI&m=UC7SgR24qBRxBaldxDa2JxTvtLe
>> DHWBvlIgoZXbvpUQ&s=OzXexfqzDqkCzL3eGSRvslDQZ9lH_wNQc-
yOfbz5MM8&e=>
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>>
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>>
>> <EOPSS_PC_Cert_and_Client_InstallV3.2.docx>
>> <pcrary.txt>
>> <image001.jpg>

From:	Mitchell, Timothy (EPS)
To:	Peter Crary
Cc:	Egnitz, Brian (POL)
Subject:	RE: Mass State Police - Boss Upgrade
Date:	Thursday, October 18, 2018 12:25:34 PM
Attachments:	EOPSS_PC_Cert_and_Client_InstallV3.2.docx pcrary.txt

Peter
I have attached the VPN certificate and client download and installation directions as well as your VPN enrollment info. Firewall work has been completed so you should be able to get to the servers once you are logged in to the VPN. Your username is pcrary
Thanks
Tim

Timothy Mitchell
Massachusetts Executive Office of Public Safety and Security
Office of Technology and Information Services
Enterprise and Field Services Support Division
Public Safety Data Center
200 Arlington St., Suite 2200
Chelsea, MA 02150
(P) 617.660.4665
(F) 617.884.4601
(E) timothy.mitchell@state.ma.us
http://www.mass.gov/eops

From: Peter Crary [mailto:pcrary@neology.net]
Sent: Wednesday, October 10, 2018 8:28 PM
To: Mitchell, Timothy (EPS)
Subject: RE: Mass State Police - Boss Upgrade

Tim,

Let me know if you need anything else.

-Peter Crary
Global R&D Director, ANPR/ALPR
(858) 391-0260 x1153 (d)
(865) 386-3821 (m)

From: Mitchell, Timothy (EPS) <timothy.mitchell@state.ma.us>
Sent: Thursday, October 4, 2018 10:06 AM
To: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>; Peter Crary <pcrary@neology.net>
Cc: Stockwell, Matt (EPS) <matt.stockwell@state.ma.us>; Michael Roth <mroth@neology.net>; Israel Padilla <ipadilla@neology.mx>; John Tedona <jtedona@neology.net>; José Antonio Padrón Galeana

<apadron@neology.mx>; Giovanni Navarrete <gnavarrete@neology-rfid.com>; Quinn, Dermot (POL) <dermot.quinn@state.ma.us>; Crouse, David (POL) <david.crouse@state.ma.us>; Clarke, Shannon (EPS) <shannon.clarke@state.ma.us>; Michell Itallekzi Garcia Garcia <colaborador6@neopartners.mx>
Subject: RE: Mass State Police - Boss Upgrade

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brian
Yes, we can have a new VPN issued for Peter.

Peter,
Please complete the attached VPN request form and email back to me.
Thanks
Tim

Timothy Mitchell
Massachusetts Executive Office of Public Safety and Security
Office of Technology and Information Services
Enterprise and Field Services Support Division
Public Safety Data Center
200 Arlington St., Suite 2200
Chelsea, MA 02150
(P) 617.660.4665
(F) 617.884.4601
(E) timothy.mitchell@state.ma.us
http://www.mass.gov/eops

From: Egnitz, Brian (POL)
Sent: Tuesday, October 02, 2018 8:20 PM
To: Mitchell, Timothy (EPS)
Cc: Stockwell, Matt (EPS); Michael Roth; Israel Padilla; pcrary@neology.net; John Tedona (jtedona@neology.net); José Antonio Padrón Galeana; Giovanni Navarrete; Quinn, Dermot (POL); Crouse, David (POL); Clarke, Shannon (EPS); Michell Itallekzi Garcia Garcia
Subject: RE: Mass State Police - Boss Upgrade

Hi Tim,

Would it be possible to get Peter Crary a VPN? He will be assisting in the migration.

Thanks, Brian

———-

Hi Guys,

I spoke with Peter Crary today from the Neology team and we kicked around a few ideas to reduce downtime. Here is what we are thinking at a high-level for the migration;

Step 1. Do a complete database backup of the current BOSS to the new environment and restore the database on the new SQL server (either team can do this)

Step 2. Next, install the new software on the new application server and point to the newly restored DB. This will update the db schema and bring the application online. (Neology)

Step 3. Swap the IP from the app server to the new app server (EOPSS team). This will begin to capture all new reads.

Step 4. Link SQL Databases and run custom script to move the reads file missed during the initial restore (Neology)

Action items:

- Peter will need a VPN
- Need firewalls open for backup / restore
- Need firewalls open for linked SQL
- Need to schedule data backup/restore with team

Notes:

Pages will be fine (mobile client) no expected issues
The Boss client will need to be updated (users will still probably need to enter the ip and port). This can get pulled down from the app server using a url and is a click once pkg. we will need to notify users and help desks in advance of the migration.

Please let me know your thoughts, I'm open to anything that can reduce the down time and impact to users.

-Brian

From: Israel Padilla [mailto:ipadilla@neology.mx]
Sent: Tuesday, July 17, 2018 6:44 PM
To: Egnitz, Brian (POL)
Cc: Michael Roth; John Tedona (jtedona@neology.net); Stockwell, Matt (EPS); pcrary@neology.net; José Antonio Padrón Galeana; Giovanni Navarrete; Mitchell, Timothy (EPS); Quinn, Dermot (POL); Crouse, David (POL); Clarke, Shannon (EPS); Michell Itallekzi Garcia Garcia
Subject: Re: Mass State Police - Boss Upgrade

Hello Brian

Yes, we will be available at any hour you can from 9am to 2pm and 3pm to 5pm CDT.

Best regards

Israel Padilla Sánchez
Projects Engineering Manager
C +52 1 55 2107 8539 | O +52 55 4040 1452 | S ipadilla@neology.mx

Lago Zúrich 219, Piso 10 Oficina 1001, C.P. 11529, CDMX, México

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On Tue, Jul 17, 2018 at 4:55 PM, Egnitz, Brian (POL) <brian.egnitz@state.ma.us> wrote:

Hi Israel,

Can your team jump on a quick call 8/1 in afternoon, if so I'll send out a meeting invite.

Thanks, Brian

From: Israel Padilla [mailto:ipadilla@neology.mx]
Sent: Sunday, May 27, 2018 11:04 PM
To: Egnitz, Brian (POL)
Cc: Michael Roth; pcrary@neology.net; José Antonio Padrón Galeana; Giovanni Navarrete; Mitchell, Timothy (EPS); Quinn, Dermot (POL); Stockwell, Matt (EPS); Crouse, David (POL); John Tedona (jtedona@neology.net); Clarke, Shannon (EPS)

Subject: Re: Mass State Police - Boss Upgrade

Hi Brian

Thank you for letting us know. We will look forward for your email to start the upgrade.

Have a nice start of week

Best regards

Israel Padilla Sánchez

Projects Engineering Manager

C +52 1 55 2107 8539 | O +52 55 4040 1452 | S ipadilla@neology.mx

Lago Zúrich 219, Piso 10 Oficina 1001, C.P. 11529, CDMX, México

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El dom., 27 de may. de 2018 5:18 p. m., Egnitz, Brian (POL) <brian.egnitz@state.ma.us> escribió:

> Hi Guys,
>
> Just wanted to provide a quick update for planing purposes. I spoke to Matt last week, the hardware is almost done, however the team finishing a few other projects due by the end of fiscal year and we hope to schedule a kickoff call June. We would anticipate the build and migration be done in late July.
>
> Both the fiscal year (June 30th) and the July4th celebrations are some of our busiest times of the year. Thanks for your patience and I look forward to the updates and new features.
>
> -Brian
>
> On May 17, 2018, at 2:44 PM, Stockwell, Matt (EPS) <matt.stockwell@mass.gov> wrote:
>
> > Thanks Brian –
> >
> > I will get back to you with some dates.
> >
> > Matt

From: Egnitz, Brian (POL)
Sent: Thursday, May 17, 2018 2:35 PM
To: Stockwell, Matt (EPS) <matt.stockwell@mass.gov>; Mitchell, Timothy (EPS) <timothy.mitchell@mass.gov>
Cc: Quinn, Dermot (POL) <dermot.quinn@pol.state.ma.us>; Crouse, David (POL) <david.crouse@pol.state.ma.us>; John Tedona (jtedona@neology.net) <jtedona@neology.net>; Israel Padilla <ipadilla@neology.mx>; José Antonio Padrón Galeana <apadron@neology.mx>; Michael Roth <mroth@neology.net>; Clarke, Shannon (EPS) <shannon.clarke@mass.gov>; Peter Crary <pcrary@neology.net>; Michael Roth <mroth@neology.net>; John Tedona <jtedona@neology.net>; Giovanni Navarrete <gnavarrete@neology-rfid.com>
Subject: RE: Mass State Police - Boss Upgrade

Hi Guys,

Here is the upgrade documentation. Maybe we can jump on a call next week to review.

-Brian

From: Stockwell, Matt (EPS)
Sent: Wednesday, May 9, 2018 12:22 PM
To: Egnitz, Brian (POL); Mitchell, Timothy (EPS)
Cc: Quinn, Dermot (POL); Crouse, David (POL); John Tedona (jtedona@neology.net); Israel Padilla; José Antonio Padrón Galeana; Michael Roth; Clarke, Shannon (EPS)
Subject: Re: Mass State Police - Boss Upgrade

Hi Brian -

Perfect timing as we should have the new Application Servers and Database Servers ready late next week.

Doing the upgrade and the migration at the same time would save a lot of hastle.

I will get back to you with some times for next week.

Matt

Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------
From: "Egnitz, Brian (POL)" <brian.egnitz@MassMail.State.MA.US>
Date: 5/9/18 12:04 PM (GMT-05:00)
To: "Mitchell, Timothy (EPS)" <timothy.mitchell@mass.gov>, "Stockwell, Matt (EPS)" <matt.stockwell@mass.gov>

Cc: "Quinn, Dermot (POL)" <Dermot.Quinn@MassMail.State.MA.US>, "Crouse, David (POL)" <david.crouse@MassMail.State.MA.US>, "John Tedona (jtedona@neology.net)" <jtedona@neology.net>, Israel Padilla <ipadilla@neology.mx>, José Antonio Padrón Galeana <apadron@neology.mx>, Michael Roth <mroth@neology.net>, "Clarke, Shannon (EPS)" <shannon.clarke@mass.gov>
Subject: FW: Mass State Police - Boss Upgrade

Hi Guys,

Neology has a new version of their ALPR software and they would like to schedule an update. Would it be possible to get on a call to discuss? The current infrastructure is getting pretty old and running short on storage, maybe we could update and migrate at the same time. We are also bringing [redacted] cameras and MassPort cameras in the near future and would like to discuss the Impact. Please let me know if your abailable.

Thanks Brian

Brian Egnitz
Commonwealth Fusion Center
Massachusetts State Police
Phone: 978-451-3710 (Maynard) 508-988-7216 (GHQ)
Email: Brian.Egnitz@massmail.state.ma.us
Monday - Friday, 8 to 4

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From: Michell Itallekzi Garcia Garcia [mailto:colaborador6@neopartners.mx]
Sent: Monday, May 7, 2018 7:01 PM
To: Egnitz, Brian (POL)
Cc: Israel Padilla; José Antonio Padrón Galeana; Michael Roth
Subject: Mass State Police - Boss Upgrade

Hi Brian Egnitz:

In order to do the upgrade of BOSS to the 3.5.0.4 version, we would request the following:

- Have a recent backup of the database (preferably on an external device)
- Have the latest security updates from Microsoft
- NET Framework 4.0 or newer is required (Already included on Windows Server 2012 or Windows 10)
- Microsoft SQL Server 2012 is required
- We need to do a previous examination of the servers in order to see the current configuration of BOSS. For the examination and installation, we need a user with admin privileges for Windows and SQL credentials of current user for BOSS database (preferable

sa)

Attached you will find the Upgrade Manual applicable to this version for more information.

Also, below is a little more info:

Boss Upgrade:
1. Boss 3.5.x looks and feels the same as previous versions with exceptions to the additions and enhancements indicated in the release notes.
2. Boss 3.5.x requires a minimum database version of MSSQL 2012 or newer.
    a. It's safe to upgrade SQL without effecting Boss3 Db.
3. Boss application update is an uninstall and reinstall processes.
    a. Existing Boss licensing is not effected.
4. Existing data can remain in-tacked, no need to rebuild Db.
5. Boss clients will need to be re-installed via the Boss URL, auto upgrade to existing clients is not possible.
    a. Email distribution for new Boss client install should pre-planned to coincide with upgrade date.
6. Upgrades from existing Boss Db typically take approx. 1hr, providing there are no existing Db issue or relocations occurring.

As I mentioned, we would like to connect prior to the update, in order to take note of the current installation parameters and see if all the requirements are met. This examination would take around 1 hour. We use TeamViewer to do the remote connections. You can download and install a full version of team viewer without problem in order to receive support as we have a license, when installed, it will generate an ID and an random password for us to connect. Also, if you prefer to no install a full version, you can download and run the next tool on your server (this is a TeamViewer module just for quick support). When you run it, it will arise a support ticket on our dashboard, so we can connect with your permission.

https://get.teamviewer.com/neoqs

Please, tell us when we can work together and make the upgrade.

Regards!

--
Michell Itallekzi García García
Software Engineering
C +52 1 55 29526562 | O +52 55 4040 1470 | S colaborador6@neopartners.mx

Lago Zúrich 219, Piso 10 Oficina 1001, C.P. 11529, CDMX, México

<image001.jpg>

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From:	Egnitz, Brian (POL)
To:	Stockwell, Matt (EPS); Mitchell, Timothy (EPS)
Cc:	Quinn, Dermot (POL); Crouse, David (POL); John Tedona (jtedona@neology.net); Israel Padilla; José Antonio Padrón Galeana; Michael Roth; Clarke, Shannon (EPS); Peter Crary; Michael Roth; John Tedona; Giovanni Navarrete
Subject:	RE: Mass State Police - Boss Upgrade
Date:	Thursday, May 17, 2018 2:35:13 PM
Attachments:	PIPS ALPR Data Storage Calc.xlsx BOSS3 3.5.0.0 Upgrade Guide.pdf Boss Specifications 02162018.pdf BOSS 3.5.0.1 Release Notes External.pdf

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Here is the upgrade documentation. Maybe we can jump on a call next week to review.

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Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------
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Date: 5/9/18 12:04 PM (GMT-05:00)
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Cc: "Quinn, Dermot (POL)" <Dermot.Quinn@MassMail.State.MA.US>, "Crouse, David (POL)" <david.crouse@MassMail.State.MA.US>, "John Tedona (jtedona@neology.net)" <jtedona@neology.net>, Israel Padilla <ipadilla@neology.mx>, José Antonio Padrón Galeana <apadron@neology.mx>, Michael Roth <mroth@neology.net>, "Clarke, Shannon (EPS)" <shannon.clarke@mass.gov>
Subject: FW: Mass State Police - Boss Upgrade

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Thanks Brian

Brian Egnitz
Commonwealth Fusion Center
Massachusetts State Police
Phone: 978-451-3710 (Maynard) 508-988-7216 (GHQ)
Email: Brian.Egnitz@massmail.state.ma.us
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From: Michell Itallekzi Garcia Garcia [mailto:colaborador6@neopartners.mx]
Sent: Monday, May 7, 2018 7:01 PM
To: Egnitz, Brian (POL)
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Subject: Mass State Police - Boss Upgrade

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https://get.teamviewer.com/neogs

Please, tell us when we can work together and make the upgrade.

Regards!

--
Michell Itallekzi García García
Software Engineering
C +52 1 55 29526562 | O +52 55 4040 1470 | S colaborador6@neopartners.mx

Lago Zúrich 219, Piso 10 Oficina 1001, C.P. 11529, CDMX, México

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From: Israel Padilla
To: Egnitz, Brian (POL)
Subject: Re: Mass State Police - Boss Upgrade
Date: Monday, December 17, 2018 1:21:05 PM
Attachments: image001.png

Hello Brian

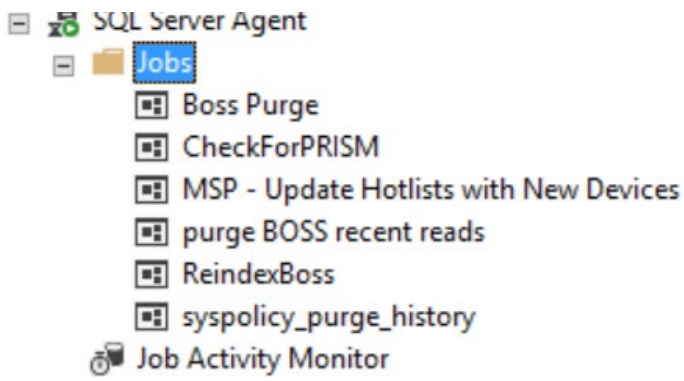
I think the jobs copied are the necessary.

Thank you.

Israel Padilla Sánchez
Projects Engineering Manager
C +52 1 55 2107 8539 | O +52 55 4040 1452 | S ipadilla@neology.mx
Lago Zúrich 219, Piso 10 Oficina 1001, C.P. 11529, CDMX, México

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On Fri, Dec 14, 2018 at 3:26 PM Egnitz, Brian (POL) <brian.egnitz@state.ma.us> wrote:

> Thanks again for assisting. I've copied the agent jobs over and have confirmed they work. I only copied the ones that were using the BOSS account (not the vigilant ones). Please let me know if any are missing.
>
> 
>
>
> Thanks, Brian
>
> **From:** Israel Padilla [mailto:ipadilla@neology.mx]
> **Sent:** Friday, December 14, 2018 4:12 PM
> **To:** jtedona@neology.net
> **Cc:** Egnitz, Brian (POL); Mitchell, Timothy (EPS); Stockwell, Matt (EPS); pcrary@neology.net; Michell Itallekzi Garcia Garcia; Michael Roth; José Antonio Padrón Galeana; Giovanni Navarrete; Quinn, Dermot (POL); Crouse, David (POL)
> **Subject:** Re: Mass State Police - Boss Upgrade
>
> Hello John

Just to let you know that the reconfiguration of BOSS to point to the new SQL Server was done.

We will look forward to helping with the installation of BOSS on the new server.

Thank you, Brian and Timothy, for your time.

Best Regards

Israel Padilla Sánchez

Projects Engineering Manager

C +52 1 55 2107 8539 | O +52 55 4040 1452 | S ipadilla@neology.mx

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On Fri, Dec 14, 2018 at 1:31 PM John Tedona <jtedona@neology.net> wrote:

> Israel -Thanks for your assistance with this. It's important to get the SQL DB and application server connected so the ALPR system can go back inoperation.
>
> **John Tedona**
>
> **PIPS TECHNOLOGY** - A Neology Business
>
> Sales Manager
>
> 12760 Danielson Ct. Suite A
>
> Poway, CA 92064
>
> Phone: 201-841-6237
>
> Email: jtedona@neology.net
>
> PIPS Support: support@pipstechnology.com 833-747-7577, Option 1 for sales, Option 2 for Support
>
> **www.pipstechnology.com**

From: Israel Padilla <ipadilla@neology.mx>
Sent: Friday, December 14, 2018 2:06 PM
To: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>
Cc: John Tedona <jtedona@neology.net>; Mitchell, Timothy (EPS) <timothy.mitchell@state.ma.us>; Stockwell, Matt (EPS) <matt.stockwell@state.ma.us>; Peter Crary <pcrary@neology.net>; Michell Itallekzi Garcia Garcia <colaborador6@neopartners.mx>; Michael Roth <mroth@neology.net>; José Antonio Padrón Galeana <apadron@neology.mx>; Giovanni Navarrete <gnavarrete@neology-rfid.com>; Quinn, Dermot (POL) <dermot.quinn@state.ma.us>; Crouse, David (POL) <david.crouse@state.ma.us>
Subject: Re: Mass State Police - Boss Upgrade

Yes

Please send the teamviewer credentials and I or Michael will connect in some minutes.

Israel Padilla Sánchez

Projects Engineering Manager

C +52 1 55 2107 8539 | O +52 55 4040 1452 | S ipadilla@neology.mx

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On Fri, Dec 14, 2018, 12:56 PM Egnitz, Brian (POL) <brian.egnitz@state.ma.us wrote:

> Hi Israel,
>
> The data is finished moving, can someone please assist in attaching the DB and pointing the app server?
>
> Thanks, Brian
>
> **From:** Israel Padilla [mailto:ipadilla@neology.mx]

Sent: Wednesday, December 12, 2018 2:34 PM
To: Egnitz, Brian (POL)
Cc: jtedona@neology.net; Mitchell, Timothy (EPS); Stockwell, Matt (EPS); pcrary@neology.net; Michell Itallekzi Garcia Garcia; Michael Roth; José Antonio Padrón Galeana; Giovanni Navarrete; Quinn, Dermot (POL); Crouse, David (POL)
Subject: Re: Mass State Police - Boss Upgrade

Ok. Thank you. I'll be available for any question.

Israel Padilla Sánchez

Projects Engineering Manager

C +52 1 55 2107 8539 | O +52 55 4040 1452 | S ipadilla@neology.mx

Lago Zúrich 219, Piso 10 Oficina 1001, C.P. 11529, CDMX, México

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On Wed, Dec 12, 2018, 11:04 AM Egnitz, Brian (POL) <brian.egnitz@state.ma.us wrote:

> Thank you,
>
> Just a quick update.
>
> - The team is preparing the move and will kick off the copy paste in the AM. It will be monitored and expected to take a few days.
>
> - We are also working on a SOW with John for maintaining the new DB and installing the application on the new server and upgrade.
>
> Thanks, Brian
>
> Thanks, Brian

On Dec 12, 2018, at 11:39 AM, Israel Padilla <ipadilla@neology.mx> wrote:

Ok

From the last note, is that a new SQL Server?

If so, use Dettach/Attach instead of taking offline/ online.

Best regards

Israel Padilla Sánchez

Projects Engineering Manager

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On Wed, Dec 12, 2018, 8:19 AM Egnitz, Brian (POL) <brian.egnitz@state.ma.us wrote:

> Thank you, we will advise once finished. FYI - the “new drive” is a new server with a different IP address.
>
> On Dec 12, 2018, at 11:10 AM, Israel Padilla <ipadilla@neology.mx> wrote:
>
> Hello
>
> The main steps are:

1 Shut down BOSS

2 Restart SQL for closing connections (if possible)

3 Take offline the db

4 Copy the DB files to the new drive

5 Once copied, Change the location of the files on the DB properties or by SQL queries (ALTER TABLE)

6 Take online the DB

7 Start the BOSS service

It's not necessary to change the path of the files on BOSS controller, as the DB is already created, the script that has the paths configuration is not executed again.

If you have any question, please let us know

Israel Padilla Sánchez

Projects Engineering Manager

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On Wed, Dec 12, 2018, 7:44 AM Egnitz, Brian (POL) <brian.egnitz@state.ma.us wrote:

> Hi Peter,
>
> The ALPR instance is full and the database is down. We are going to shut the

database and move the data to a new server with more space. What needs to be done after the move? I assume the app server needs to point at the new database, is there anything else? Any assistance would be greatly appreciated.

Thanks, Brian

> On Dec 11, 2018, at 8:36 PM, Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us> wrote:
>
> Hi Tim,
>
> The temp database filled up on ALPR sql instance today so I migrated it to the S: Drive where there is more space. The T: Drive (where the data is stored) has only 9 mbs available on the drive (but room in the DB for data). I don't think a backup and restore is going to work, this is just a massive database at 14 Terabytes. The purge script is still running and the last record is 8/31 and I don't believe it is going to free up enough space to allow the backup. The database also refuses to shrink. Can we get on a call to discuss moving the data at the file level? We rely heavily on this system and need this migrated to support the new LPR equipment we are bringing online. Any help would be greatly appreciated.
>
> Thanks, Brian
>
>
> From: Mitchell, Timothy (EPS)
> Sent: Wednesday, December 5, 2018 12:56 PM
> To: Egnitz, Brian (POL); Ramsay, Christopher (EPS)
> Cc: Stockwell, Matt (EPS)
> Subject: RE: Incident INC0151985 has been assigned to EPS PSDC: 3M BOSS LPR not working
>
> Brian
> We will try another copy of the database when the cleanup finishes. Hopefully there is enough free space for it to work properly.
> Thanks
>
>
>
> Timothy Mitchell
> Massachusetts Executive Office of Public Safety and Security
> Office of Technology and Information Services
> Enterprise and Field Services Support Division
> Public Safety Data Center
> 200 Arlington St., Suite 2200
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> (E) timothy.mitchell@state.ma.us
> http://www.mass.gov/eops
>
>
>
> From: Egnitz, Brian (POL)
> Sent: Friday, November 30, 2018 7:02 AM
> To: Mitchell, Timothy (EPS)
> Cc: Israel Padilla; pcrary@neology.net; jtedona@neology.net; Stockwell, Matt (EPS)
> Subject: Re: Steps for Mass State Police BOSS Upgrade
>
> Hi Tim,
>
> Is this something your team can do, I don't have access to the new setup.

>
> -Brian
>
> On Nov 29, 2018, at 9:16 PM, Israel Padilla <ipadilla@neology.mx> wrote:
> Hi Brian
>
> If you want we can take a look on the SQL server and the files of the boss db.
>
> After reviewing, we will be able to propose a plan for doing the migration of the data.
>
> Please share with us the teamviewer credentials of the server and we will connect.
>
> Best regards
>
> Israel Padilla Sánchez
>
> Projects Engineering Manager
>
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>
>
> On Thu, Nov 29, 2018, 7:38 PM Egnitz, Brian (POL) <brian.egnitz@state.ma.us wrote:
> Hi Peter,
>
> The team is having trouble backing up the current DB. It keeps failing and they've asked if you guys could have a look. Can we do a table by table backup and skip the image table, then restore the images using a script or sql batch inserts? We could then run the two systems in Federation mode until it's all caught up.
>
> -Brian
>
> On Nov 7, 2018, at 4:47 PM, Peter Crary <pcrary@neology.net> wrote:
> Per our phone conversation earlier.
>
> 1. Brian to initiate backup.

> 2. Brian to setup SQL account on new box.
> 3. Brian to provide PIPS the current BOSS version number.
> 4. PIPS to install old version on BOSS on new server.
> 5. Brian to kick off DB restore on new server.
> 6. PIPS to upgrade BOSS to new version.
> 7. PIPS to migrate additional data.
>
>
> <image002.jpg>
> A <image004.png> Business Peter R. Crary
> Global R&D Director, ANPR/ALPR
> pcrary@pipstechnology.com
>
> Office: (858) 391-0260 x1153 ~ Mobile: (865) [redacted]
> Customer Support & Sales: (833) PIPS-LPR or (833) 747-7577
>
> -----Original Message-----
> From: Mitchell, Timothy (EPS)
> Sent: Thursday, November 29, 2018 3:01 PM
> To: Egnitz, Brian (POL)
> Cc: Stockwell, Matt (EPS)
> Subject: RE: Mass State Police - Boss Upgrade
>
> Brian
> Unfortunately the copy failed when we attempted it. Would it be possible to have the vendor purge some of the data and we can try it again?
> Thanks
> Tim
>
>
> Timothy Mitchell
> Massachusetts Executive Office of Public Safety and Security
> Office of Technology and Information Services
> Enterprise and Field Services Support Division
> Public Safety Data Center
> 200 Arlington St., Suite 2200
> Chelsea, MA 02150
> (P) 617.660.4665
> (F) 617.884.4601
> (E) timothy.mitchell@state.ma.us
> http://www.mass.gov/eops
>
>
> -----Original Message-----
> From: Egnitz, Brian (POL)
> Sent: Thursday, November 29, 2018 8:36 PM
> To: Mitchell, Timothy (EPS)
> Cc: Stockwell, Matt (EPS)
> Subject: Re: Mass State Police - Boss Upgrade
>
> We wouldn't want to purge anything unless it's outside of the retention period. Is the current purge not working?
>
> I remember seeing a lot of bloat in the table and it not having enough room to shrink. That could be causing the issue.
>
> I'll see if they can maybe move the data over in batches. Can you guys try a table restore and skip the image (or largest one)?
>
> -----Original Message-----
> From: Mitchell, Timothy (EPS)
> Sent: Wednesday, November 14, 2018 9:34 AM
> To: Egnitz, Brian (POL)
> Cc: Stockwell, Matt (EPS)

> Subject: RE: Mass State Police - Boss Upgrade
>
> Brian
> We are going to run a test and send run a backup and restore over to the new server to see how long the process takes. That could take a couple of days.
>
> Since the current production system will stay online during the backup/restore to the new server, there will be a delta of data that is added to the current database while the process is going on. We would need the vendor to migrate that data over through some other process. Is this something that you can discuss with them?
>
> As soon as the test is done we will let you know the timeframe.
>
> Thanks
> Tim
>
>
>
> Timothy Mitchell
> Massachusetts Executive Office of Public Safety and Security
> Office of Technology and Information Services
> Enterprise and Field Services Support Division
> Public Safety Data Center
> 200 Arlington St., Suite 2200
> Chelsea, MA 02150
> (P) 617.660.4665
> (F) 617.884.4601
> (E) timothy.mitchell@state.ma.us
> http://www.mass.gov/eops
>
> -----Original Message-----
> From: Mitchell, Timothy (EPS)
> Sent: Wednesday, November 07, 2018 11:50 AM
> To: Egnitz, Brian (POL) <brian.egnitz@pol.state.ma.us>
> Cc: Stockwell, Matt (EPS) <matt.stockwell@mass.gov>
> Subject: RE: Mass State Police - Boss Upgrade
>
> Brian
> We will gauge what needs to get done and get back to you.
> Thanks
>
>
>
>
> Timothy Mitchell
> Massachusetts Executive Office of Public Safety and Security Office of Technology and Information Services Enterprise and Field Services Support Division Public Safety Data Center
> 200 Arlington St., Suite 2200
> Chelsea, MA 02150
> (P) 617.660.4665
> (F) 617.884.4601
> (E) timothy.mitchell@state.ma.us
> http://www.mass.gov/eops
>
> -----Original Message-----
> From: Egnitz, Brian (POL)
> Sent: Monday, November 05, 2018 3:34 PM
> To: Mitchell, Timothy (EPS) <timothy.mitchell@mass.gov>
> Cc: Stockwell, Matt (EPS) <matt.stockwell@mass.gov>
> Subject: Re: Mass State Police - Boss Upgrade
>
> Hi Tim,
>

> After we talked last week I reached out Neology to check the status of the upgrade. They want us to do the database backup and restore to the new DB instance and create a sysadmin for the SQL. Can your team do this or can you please provide me the connection info and I'll take care of it. The neology team will install the software and perform the upgrade. Once we know the time to do the restore, we can schedule the IP swap.
>
> Thanks, Brian
>
>
>> On Oct 18, 2018, at 12:25 PM, Mitchell, Timothy (EPS) <timothy.mitchell@mass.gov> wrote:
>>
>> Peter
>> I have attached the VPN certificate and client download and
>> installation directions as well as your VPN enrollment info. Firewall
>> work has been completed so you should be able to get to the servers
>> once you are logged in to the VPN. Your username is pcrary Thanks Tim
>>
>>
>>
>> Timothy Mitchell
>> Massachusetts Executive Office of Public Safety and Security Office of
>> Technology and Information Services Enterprise and Field Services
>> Support Division Public Safety Data Center
>> 200 Arlington St., Suite 2200
>> Chelsea, MA 02150
>> (P) 617.660.4665
>> (F) 617.884.4601
>> (E) timothy.mitchell@state.ma.us<mailto:timothy.mitchell@state.ma.us>
>> http://www.mass.gov/eops
>>
>> From: Peter Crary [mailto:pcrary@neology.net]
>> Sent: Wednesday, October 10, 2018 8:28 PM
>> To: Mitchell, Timothy (EPS)
>> Subject: RE: Mass State Police - Boss Upgrade
>>
>> Tim,
>>
>> Let me know if you need anything else.
>>
>> -Peter Crary
>> Global R&D Director, ANPR/ALPR
>> (858) 391-0260 x1153 (d)
>> (865) 386-3821 (m)
>>
>> From: Mitchell, Timothy (EPS) <timothy.mitchell@state.ma.us>
>> Sent: Thursday, October 4, 2018 10:06 AM
>> To: Egnitz, Brian (POL) <brian.egnitz@state.ma.us>; Peter Crary
>> <pcrary@neology.net>
>> Cc: Stockwell, Matt (EPS) <matt.stockwell@state.ma.us>; Michael Roth
>> <mroth@neology.net>; Israel Padilla <ipadilla@neology.mx>; John Tedona
>> <jtedona@neology.net>; José Antonio Padrón Galeana
>> <apadron@neology.mx>; Giovanni Navarrete
>> <gnavarrete@neology-rfid.com>; Quinn, Dermot (POL)
>> <dermot.quinn@state.ma.us>; Crouse, David (POL)
>> <david.crouse@state.ma.us>; Clarke, Shannon (EPS)
>> <shannon.clarke@state.ma.us>; Michell Itallekzi Garcia Garcia
>> <colaborador6@neopartners.mx>
>> Subject: RE: Mass State Police - Boss Upgrade
>>
>> CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

>>
>> Hi Brian
>> Yes, we can have a new VPN issued for Peter.
>>
>> Peter,
>> Please complete the attached VPN request form and email back to me.
>> Thanks
>> Tim
>>
>>
>>
>> Timothy Mitchell
>> Massachusetts Executive Office of Public Safety and Security Office of
>> Technology and Information Services Enterprise and Field Services
>> Support Division Public Safety Data Center
>> 200 Arlington St., Suite 2200
>> Chelsea, MA 02150
>> (P) 617.660.4665
>> (F) 617.884.4601
>> (E) timothy.mitchell@state.ma.us<mailto:timothy.mitchell@state.ma.us>
>> http://www.mass.gov/eops
>>
>> From: Egnitz, Brian (POL)
>> Sent: Tuesday, October 02, 2018 8:20 PM
>> To: Mitchell, Timothy (EPS)
>> Cc: Stockwell, Matt (EPS); Michael Roth; Israel Padilla;
>> pcrary@neology.net<mailto:pcrary@neology.net>; John Tedona
>> (jtedona@neology.net<mailto:jtedona@neology.net>); José Antonio Padrón
>> Galeana; Giovanni Navarrete; Quinn, Dermot (POL); Crouse, David (POL);
>> Clarke, Shannon (EPS); Michell Itallekzi Garcia Garcia
>> Subject: RE: Mass State Police - Boss Upgrade
>>
>> Hi Tim,
>>
>> Would it be possible to get Peter Crary a VPN? He will be assisting in the
migration.
>>
>> Thanks, Brian
>>
>>
>> ———-
>>
>>
>> Hi Guys,
>>
>> I spoke with Peter Crary today from the Neology team and we kicked
>> around a few ideas to reduce downtime. Here is what we are thinking
>> at a high-level for the migration;
>>
>> Step 1. Do a complete database backup of the current BOSS to the new
>> environment and restore the database on the new SQL server (either
>> team can do this)
>>
>> Step 2. Next, install the new software on the new application server
>> and point to the newly restored DB. This will update the db schema
>> and bring the application online. (Neology)
>>
>> Step 3. Swap the IP from the app server to the new app server (EOPSS team).
This will begin to capture all new reads.
>>
>> Step 4. Link SQL Databases and run custom script to move the reads
>> file missed during the initial restore (Neology)
>>
>> Action items:

>>
>>
>> * Peter will need a VPN
>> * Need firewalls open for backup / restore
>> * Need firewalls open for linked SQL
>> * Need to schedule data backup/restore with team
>>
>> Notes:
>>
>> Pages will be fine (mobile client) no expected issues
>> The Boss client will need to be updated (users will still probably need to enter the ip and port). This can get pulled down from the app server using a url and is a click once pkg. we will need to notify users and help desks in advance of the migration.
>>
>>
>> Please let me know your thoughts, I'm open to anything that can reduce the down time and impact to users.
>>
>> -Brian
>>
>>
>> From: Israel Padilla [mailto:ipadilla@neology.mx]
>> Sent: Tuesday, July 17, 2018 6:44 PM
>> To: Egnitz, Brian (POL)
>> Cc: Michael Roth; John Tedona
>> (jtedona@neology.net<mailto:jtedona@neology.net>); Stockwell, Matt
>> (EPS); pcrary@neology.net<mailto:pcrary@neology.net>; José Antonio
>> Padrón Galeana; Giovanni Navarrete; Mitchell, Timothy (EPS); Quinn,
>> Dermot (POL); Crouse, David (POL); Clarke, Shannon (EPS); Michell
>> Itallekzi Garcia Garcia
>> Subject: Re: Mass State Police - Boss Upgrade
>>
>> Hello Brian
>>
>> Yes, we will be available at any hour you can from 9am to 2pm and 3pm to 5pm CDT.
>>
>> Best regards
>>
>>
>> Israel Padilla Sánchez
>> Projects Engineering Manager
>> C +52 1 55 2107 8539 | O +52 55 4040 1452 | S
>> ipadilla@neology.mx<mailto:ipadilla@neology.mx>
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>> 1001<https://urldefense.proofpoint.com/v2/url?u=https-3A__maps.google.
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>> 2B10-2BOficina-2B1001-26entry-3Dgmail-26source-3Dg&d=DwMFaQ&c=lDF7oMaP
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>>
>> On Tue, Jul 17, 2018 at 4:55 PM, Egnitz, Brian (POL) <brian.egnitz@state.ma.us<mailto:brian.egnitz@state.ma.us>> wrote:
>> Hi Israel,
>>
>> Can your team jump on a quick call 8/1 in afternoon, if so I'll send out a meeting invite.
>>
>> Thanks, Brian
>>
>> From: Israel Padilla
>> [mailto:ipadilla@neology.mx<mailto:ipadilla@neology.mx>]
>> Sent: Sunday, May 27, 2018 11:04 PM
>> To: Egnitz, Brian (POL)
>> Cc: Michael Roth; pcrary@neology.net<mailto:pcrary@neology.net>; José
>> Antonio Padrón Galeana; Giovanni Navarrete; Mitchell, Timothy (EPS);
>> Quinn, Dermot (POL); Stockwell, Matt (EPS); Crouse, David (POL); John
>> Tedona (jtedona@neology.net<mailto:jtedona@neology.net>); Clarke,
>> Shannon (EPS)
>>
>> Subject: Re: Mass State Police - Boss Upgrade
>>
>> Hi Brian
>>
>> Thank you for letting us know. We will look forward for your email to start the upgrade.
>>
>> Have a nice start of week
>>
>> Best regards
>>
>> Israel Padilla Sánchez
>>
>> Projects Engineering Manager

>>
>> C +52 1 55 2107 8539 | O +52 55 4040 1452 | S
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3Dg
>> &d=DwMFaQ&c=lDF7oMaPKXpkYvev9V-
fVahWL0QWnGCCAfCDz1Bns_w&r=hNTkG2z4MCZ_
>> SB-
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10
>> Oficina 1001, C.P. 11529, CDMX, México
>>
>>
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>>
>> El dom., 27 de may. de 2018 5:18 p. m., Egnitz, Brian (POL)
<brian.egnitz@state.ma.us<mailto:brian.egnitz@state.ma.us>> escribió:
>> Hi Guys,
>>
>> Just wanted to provide a quick update for planing purposes. I spoke to Matt last week, the hardware is almost done, however the team finishing a few other projects due by the end of fiscal year and we hope to schedule a kickoff call June. We would anticipate the build and migration be done in late July.
>>
>> Both the fiscal year (June 30th) and the July4th celebrations are some of our busiest times of the year. Thanks for your patience and I look forward to the updates and new features.
>>
>> -Brian
>>
>> On May 17, 2018, at 2:44 PM, Stockwell, Matt (EPS)
<matt.stockwell@mass.gov<mailto:matt.stockwell@mass.gov>> wrote:

>> Thanks Brian –
>>
>> I will get back to you with some dates.
>>
>> Matt
>>
>> From: Egnitz, Brian (POL)
>> Sent: Thursday, May 17, 2018 2:35 PM
>> To: Stockwell, Matt (EPS)
>> <matt.stockwell@mass.gov<mailto:matt.stockwell@mass.gov>>; Mitchell,
>> Timothy (EPS)
>> <timothy.mitchell@mass.gov<mailto:timothy.mitchell@mass.gov>>
>> Cc: Quinn, Dermot (POL)
>> <dermot.quinn@pol.state.ma.us<mailto:dermot.quinn@pol.state.ma.us>>;
>> Crouse, David (POL)
>> <david.crouse@pol.state.ma.us<mailto:david.crouse@pol.state.ma.us>>;
>> John Tedona (jtedona@neology.net<mailto:jtedona@neology.net>)
>> <jtedona@neology.net<mailto:jtedona@neology.net>>; Israel Padilla
>> <ipadilla@neology.mx<mailto:ipadilla@neology.mx>>; José Antonio Padrón
>> Galeana <apadron@neology.mx<mailto:apadron@neology.mx>>; Michael
Roth
>> <mroth@neology.net<mailto:mroth@neology.net>>; Clarke, Shannon (EPS)
>> <shannon.clarke@mass.gov<mailto:shannon.clarke@mass.gov>>; Peter Crary
>> <pcrary@neology.net<mailto:pcrary@neology.net>>; Michael Roth
>> <mroth@neology.net<mailto:mroth@neology.net>>; John Tedona
>> <jtedona@neology.net<mailto:jtedona@neology.net>>; Giovanni Navarrete
>> <gnavarrete@neology-rfid.com<mailto:gnavarrete@neology-rfid.com>>
>> Subject: RE: Mass State Police - Boss Upgrade
>>
>> Hi Guys,
>>
>> Here is the upgrade documentation. Maybe we can jump on a call next week to
review.
>>
>> -Brian
>>
>> From: Stockwell, Matt (EPS)
>> Sent: Wednesday, May 9, 2018 12:22 PM
>> To: Egnitz, Brian (POL); Mitchell, Timothy (EPS)
>> Cc: Quinn, Dermot (POL); Crouse, David (POL); John Tedona
>> (jtedona@neology.net<mailto:jtedona@neology.net>); Israel Padilla;
>> José Antonio Padrón Galeana; Michael Roth; Clarke, Shannon (EPS)
>> Subject: Re: Mass State Police - Boss Upgrade
>>
>> Hi Brian -
>>
>> Perfect timing as we should have the new Application Servers and Database
Servers ready late next week.
>>
>> Doing the upgrade and the migration at the same time would save a lot of
hastle.
>>
>> I will get back to you with some times for next week.
>>
>> Matt
>>
>>
>>
>> Sent from my Verizon, Samsung Galaxy smartphone
>>
>>
>> -------- Original message --------
>> From: "Egnitz, Brian (POL)"
>> <brian.egnitz@MassMail.State.MA.US<mailto:brian.egnitz@MassMail.State.

>> MA.US>>
>> Date: 5/9/18 12:04 PM (GMT-05:00)
>> To: "Mitchell, Timothy (EPS)"
>> <timothy.mitchell@mass.gov<mailto:timothy.mitchell@mass.gov>>,
>> "Stockwell, Matt (EPS)"
>> <matt.stockwell@mass.gov<mailto:matt.stockwell@mass.gov>>
>> Cc: "Quinn, Dermot (POL)"
>>
<Dermot.Quinn@MassMail.State.MA.US<mailto:Dermot.Quinn@MassMail.State.
>> MA.US>>, "Crouse, David (POL)"
>>
<david.crouse@MassMail.State.MA.US<mailto:david.crouse@MassMail.State.
>> MA.US>>, "John Tedona
>> (jtedona@neology.net<mailto:jtedona@neology.net>)"
>> <jtedona@neology.net<mailto:jtedona@neology.net>>, Israel Padilla
>> <ipadilla@neology.mx<mailto:ipadilla@neology.mx>>, José Antonio Padrón
>> Galeana <apadron@neology.mx<mailto:apadron@neology.mx>>, Michael
Roth
>> <mroth@neology.net<mailto:mroth@neology.net>>, "Clarke, Shannon (EPS)"
>> <shannon.clarke@mass.gov<mailto:shannon.clarke@mass.gov>>
>> Subject: FW: Mass State Police - Boss Upgrade
>>
>> Hi Guys,
>>
>> Neology has a new version of their ALPR software and they would like to
schedule an update. Would it be possible to get on a call to discuss? The current
infrastructure is getting pretty old and running short on storage, maybe we could
update and migrate at the same time. We are also bringing [redacted]
cameras and MassPort cameras in the near future and would like to discuss the
Impact. Please let me know if your abailable.
>>
>> Thanks Brian
>>
>> Brian Egnitz
>> Commonwealth Fusion Center
>> Massachusetts State Police
>> Phone: 978-451-3710 (Maynard) 508-988-7216 (GHQ)
>> Email:
>> Brian.Egnitz@massmail.state.ma.us<mailto:Brian.Egnitz@massmail.state.m
>> a.us>
>> Monday - Friday, 8 to 4
>>
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any attachment is privileged and confidential law enforcement information. If you
have received this email in error, please call 978-451-3700 immediately. Thank
you.
>>
>>
>>
>> From: Michell Itallekzi Garcia Garcia
>> [mailto:colaborador6@neopartners.mx]
>> Sent: Monday, May 7, 2018 7:01 PM
>> To: Egnitz, Brian (POL)
>> Cc: Israel Padilla; José Antonio Padrón Galeana; Michael Roth
>> Subject: Mass State Police - Boss Upgrade
>>
>> Hi Brian Egnitz:
>>
>>
>> In order to do the upgrade of BOSS to the 3.5.0.4 version, we would request the
following:
>>
>> - Have a recent backup of the database (preferably on an external
>> device)

>> - Have the latest security updates from Microsoft
>> - NET Framework 4.0 or newer is required (Already included on Windows
>> Server 2012 or Windows 10)
>> - Microsoft SQL Server 2012 is required
>> - We need to do a previous examination of the servers in order to see
>> the current configuration of BOSS. For the examination and
>> installation, we need a user with admin privileges for Windows and SQL
>> credentials of current user for BOSS database (preferable sa)
>>
>> Attached you will find the Upgrade Manual applicable to this version for more
information.
>>
>> Also, below is a little more info:
>>
>> Boss Upgrade:
>> 1. Boss 3.5.x looks and feels the same as previous versions with exceptions to
the additions and enhancements indicated in the release notes.
>> 2. Boss 3.5.x requires a minimum database version of MSSQL 2012 or newer.
>> a. It's safe to upgrade SQL without effecting Boss3 Db.
>> 3. Boss application update is an uninstall and reinstall processes.
>> a. Existing Boss licensing is not effected.
>> 4. Existing data can remain in-tacked, no need to rebuild Db.
>> 5. Boss clients will need to be re-installed via the Boss URL, auto upgrade to
existing clients is not possible.
>> a. Email distribution for new Boss client install should pre-planned to coincide
with upgrade date.
>> 6. Upgrades from existing Boss Db typically take approx. 1hr, providing there
are no existing Db issue or relocations occurring.
>>
>> As I mentioned, we would like to connect prior to the update, in order to take
note of the current installation parameters and see if all the requirements are met.
This examination would take around 1 hour. We use TeamViewer to do the remote
connections. You can download and install a full version of team viewer without
problem in order to receive support as we have a license, when installed, it will
generate an ID and an random password for us to connect. Also, if you prefer to no
install a full version, you can download and run the next tool on your server (this is
a TeamViewer module just for quick support). When you run it, it will arise a
support ticket on our dashboard, so we can connect with your permission.
>>
>> https://get.teamviewer.com/neoqs<https://urldefense.proofpoint.com/v2/
>> url?u=https-
3A__get.teamviewer.com_neoqs&d=DwMFaQ&c=lDF7oMaPKXpkYvev9V
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>>
I&m=UC7SgR24qBRxBaldxDa2JxTvtLeDHWBvlIgoZXbvpUQ&s=YlitOMCykmejONMFe2a-
>> iYbbi8LpJG7-eOVlmVfplGw&e=>
>>
>>
>>
>> Please, tell us when we can work together and make the upgrade.
>>
>>
>> Regards!
>>
>>
>>
>> --
>> Michell Itallekzi García García
>> Software Engineering
>> C +52 1 55 29526562 | O +52 55 4040 1470 | S
>> colaborador6@neopartners.mx<mailto:colaborador6@neopartners.mx>
>>
>> Lago Zúrich 219, Piso 10 Oficina

>> 1001<https://urldefense.proofpoint.com/v2/url?u=https-3A__maps.google.
>> com_-3Fq-3DLago-2BZ-25C3-25BArich-25C2-25A0-2B219-2C-25C2-25A0-2BPiso-
>> 2B10-2BOficina-2B1001-26entry-3Dgmail-26source-3Dg&d=DwMFaQ&c=lDF7oMaP
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>>
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>>
>> <EOPSS_PC_Cert_and_Client_InstallV3.2.docx>
>> <pcrary.txt>
>> <image001.jpg>

From: Wilczynski, Kristin (POL)
To: Rich Moro
Cc: Michael Khatchadurian; Bob Connors; ERIK JOHNSON
Subject: RE: Raytheon CFC Visit Follow Up - Possible ABI Collaboration
Date: Saturday, March 24, 2018 3:22:00 PM
Attachments: image001.png

Good Afternoon Sir,

Thank you for reaching out. Since our last correspondence, Major Mason has been promoted to LT Colonel and no longer is in the Fusion Center due to his promotion. I have shared your email and request below to our new Major, Scott Range, as well as my direct supervisor, the Intelligence Services Manager, Amy Thibault. Major Range works closely with Assistant Undersecretary Olsen and will review your email and we will get back to you as soon as possible. Right now our main focus is preparation for the Boston Marathon, so your deadline of April 19th might be tough. As a side note, Justin Newton is currently on a leave of absence, and I'm not sure when he will be returning, but hopefully sometime in April.

I hope all is well and we will be in touch soon.

Thank You,
Kristin

Kristin L. Wilczynski, Intelligence Analyst, MPA
Massachusetts State Police
Division of Homeland Security and Preparedness
Commonwealth Fusion Center (CFC)
124 Acton Street, Maynard, MA 01754
Direct: (978) 451-3718
24/7 Watch Center: (978) 451-3700
Fax: (978) 451-3767
email: ***kristin.wilczynski@massmail.state.ma.us***

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From: Rich Moro <Richard_Moro@raytheon.com>
Sent: Friday, March 23, 2018 6:32 PM
To: Wilczynski, Kristin (POL) <kristin.wilczynski@MassMail.State.MA.US>; Michael Khatchadurian <Michael.A.Khatchadurian@raytheon.com>; Bob Connors <Robert_Connors@raytheon.com>; ERIK JOHNSON <Erik.D.Johnson@raytheon.com>
Cc: Newton, Justin (POL) <justin.newton@MassMail.State.MA.US>; Olson, Hans (EPS) <Hans.Olson@MassMail.State.MA.US>

Subject: RE: Raytheon CFC Visit Follow Up - Possible ABI Collaboration

Hello Kristin,

Following up on meeting this past fall. Two items of note:

1. Raytheon was recently invited by our DHS Customer, DNDO, to propose development of our Activity Based Intelligence capability. I believe we discussed this concept in our September meeting (see white paper that I will forward separately via our encrypted email service). Additionally DNDO requested that we identify databases we could access without their assistance.

   Databases were part of our discussions and I wanted to follow up with you and Major Manson about access to the State controlled databases or collaboration some kind of representative synthetic data set. For clarity and in reference to Major Manson's previous direction (below) we are not requesting access to CFC's SOP's.

2. We are currently working with Assistant U/S Olson and DNDO to coordinate the deployment of the Raytheon/PSI RAIN prototype system on the Mass Pike as part of Phase V of DNDO's Advanced Technology Demonstration program. The equipment is ready and I am hopeful that we get an agreement in place to deploy the system this spring.

We believe that these two capabilities are synergistic and when fully developed will provide Law Enforcement and Intelligence Analysts' powerful tools to assist you in your extremely challenge mission. We would like to discuss if and how we might collaborate.

Our proposal is due 19 April so I hope we can schedule an initial call next week but am available at your and the State's convenience.

Best Regards

Rich

Richard Moro Jr.
Sr. Program Manager
Advanced Technology Programs Office
Raytheon IDS

Tel: 978.858.4260
Cell: [redacted]
richard_moro@raytheon.com

From: Wilczynski, Kristin (POL) [mailto:kristin.wilczynski@MassMail.State.MA.US]
Sent: Tuesday, September 05, 2017 5:02 PM

To: Rich Moro <Richard_Moro@raytheon.com>; Michael Khatchadurian <Michael.A.Khatchadurian@raytheon.com>; Bob Connors <Robert_Connors@raytheon.com>; ERIK JOHNSON <Erik.D.Johnson@raytheon.com>; John Bergeron <John_M_Bergeron@raytheon.com>
Cc: Newton, Justin (POL) <justin.newton@state.ma.us>; Olson, Hans (EPS) <hans.olson@state.ma.us>
Subject: re: Raytheon CFC Visit Follow Up

Sirs,

Thank you for your visit to Maynard last week. As promised, I did consult with my upper management about what type of information about the CFC that we would be able to release to your group. Per Major Mason, I am allowed to share with you the list of systems we utilize, but unfortunately, not our SOPs. Feel free to reach out if you have any questions.

CFC Data Sources:

- *ACISS*
- *Carfax*
- *CJIS Web*
  - *Inmate Web*
  - *Parole Web*
- *CLEAR*
- *COPLINK*
- *Corporate Records*
- *CrimeNtel*
- *E-Guardian*
- *Facial Recognition*
- *RMV*
- *Coplink*
- *Federal Databases*
- *FINCEN*
- *ISO Claims*
- *MIDnet (Massachusetts Inmate Data Network)*
- *LPR Data*
- *RISS Net*
- *Warren Group*

Thank You,
Kristin

Kristin L. Wilczynski, Intelligence Analyst, MPA
Massachusetts State Police
Commonwealth Fusion Center (CFC)
Criminal Information Section (CIS)
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From: Rich Moro <Richard_Moro@raytheon.com>
Sent: Thursday, August 31, 2017 5:05:35 PM
To: Wilczynski, Kristin (POL); justin.newton@state.mas.us; Olson, Hans (EPS)
Cc: Michael Khatchadurian; Bob Connors; ERIK JOHNSON; John Bergeron; Rich Moro
Subject: Raytheon CFC Visit Follow Up

Kristin, Justin and Hans,

Thank you very much for hosting our visit to the CFC yesterday. My team and I greatly appreciate the time you spent with us and we found the discussion very informative. I look forward to continuing the discussion.

Follow up actions that I had included, both pending approvals to release to us:

- Please forward the chart deck from yesterday or the list of systems and databases that you use.

- Please forward documented workflows / standard operating procedures. We will take as much as you are willing to share but are particularly interested in:
    - "Basic everyday" SAR entry and adjudication workflow as well as those associated with scenarios similar to a distributed sensor system like as RAIN such as ALPR or video from traffic / other cameras.
    - Like you we are takings an approach to integrate with standard Law Enforcement workflows in order to develop a sustainable capability.

- Per your suggestion we will reach out to Lt. Devlin to coordinate a visit to MEMA. He attended our RAIN demo last fall and might be worthwhile to fill him in on our visit yesterday.

Thanks again for you time and hard work to protect the Commonwealth.

Regards

Rich

Richard Moro Jr.
Sr. Program Manager
Advanced Technology Programs Office
Raytheon IDS

R6s Expert Training 10 – 15 Sept

Tel: 978.858.4260
Cell: [redacted]
richard_moro@raytheon.com

From: Rich Moro
To: Wilczynski, Kristin (POL); Michael Khatchadurian; Bob Connors; ERIK JOHNSON
Cc: Newton, Justin (POL); Olson, Hans (EPS)
Subject: RE: Raytheon CFC Visit Follow Up - Possible ABI Collaboration
Date: Saturday, March 24, 2018 1:13:36 PM
Attachments: image001.png

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- *CrimeNtel*
- *E-Guardian*
- *Facial Recognition*
- *RMV*
- *Coplink*
- *Federal Databases*
- *FINCEN*
- *ISO Claims*
- *MIDnet (Massachusetts Inmate Data Network)*
- *LPR Data*
- *RISS Net*
- *Warren Group*

Thank You,
Kristin

Kristin L. Wilczynski, Intelligence Analyst, MPA
Massachusetts State Police
Commonwealth Fusion Center (CFC)
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124 Acton Street, Maynard, MA 01754
Direct: (978) 451-3718

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Fax: (978) 451-3707
email: ***kristin.wilczynski@massmail.state.ma.us***

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- Please forward documented workflows / standard operating procedures. We will take as much as you are willing to share but are particularly interested in:
    - "Basic everyday" SAR entry and adjudication workflow as well as those associated with scenarios similar to a distributed sensor system like as RAIN such as ALPR or video from traffic / other cameras.
    - Like you we are takings an approach to integrate with standard Law Enforcement workflows in order to develop a sustainable capability.

- Per your suggestion we will reach out to Lt. Devlin to coordinate a visit to MEMA. He attended our RAIN demo last fall and might be worthwhile to fill him in on our visit yesterday.

Thanks again for you time and hard work to protect the Commonwealth.

Regards

Rich

Richard Moro Jr.
Sr. Program Manager
Advanced Technology Programs Office
Raytheon IDS

R6s Expert Training 10 – 15 Sept

Tel: 978.858.4260
Cell: [redacted]
richard_moro@raytheon.com

From: Rich Moro
To: Wilczynski, Kristin (POL)
Cc: Michael Khatchadurian; Bob Connors; ERIK JOHNSON
Subject: RE: Raytheon CFC Visit Follow Up - Possible ABI Collaboration
Date: Monday, March 26, 2018 8:48:59 AM
Attachments: image001.png

Hi Kristin,

Thank you for the quick reply. I look forward to meeting and hopefully collaborating with Major Range, Ms Thibault, yourself and the rest of the CFC team.

I understand the time constraints with preparation for the Marathon. We are still at the proposal stage so I am hopeful that we can minimize the effort on your part to. We do not have to have all the answers by the 19th. Perhaps a short telecon to discuss:

- Verify interest and support
- Which data sets the State controls (vs a Federal agency) and might be possible to provide access to
- What the process to get permissions & access to databases is / might look like
- Perhaps a letter indicating intent to work with us to understand the access & permissions issues / process and develop a representational data set might be possible / sufficient.

I look forward to hearing back from you and your team.

Regards

Rich

From: Wilczynski, Kristin (POL) [mailto:kristin.wilczynski@state.ma.us]
Sent: Saturday, March 24, 2018 3:23 PM
To: Rich Moro <Richard_Moro@raytheon.com>
Cc: Michael Khatchadurian <Michael.A.Khatchadurian@raytheon.com>; Bob Connors <Robert_Connors@raytheon.com>; ERIK JOHNSON <Erik.D.Johnson@raytheon.com>
Subject: [External] RE: Raytheon CFC Visit Follow Up - Possible ABI Collaboration

Good Afternoon Sir,

Thank you for reaching out. Since our last correspondence, Major Mason has been promoted to LT Colonel and no longer is in the Fusion Center due to his promotion. I have shared your email and request below to our new Major, Scott Range, as well as my direct supervisor, the Intelligence Services Manager, Amy Thibault. Major Range works closely with Assistant Undersecretary Olsen and will review your email and we will get back to you as soon as possible. Right now our main focus is preparation for the Boston Marathon, so your deadline of April 19th might be tough. As a side note, Justin Newton is currently on a leave of absence, and I'm not sure when he will be returning, but hopefully sometime in April.

I hope all is well and we will be in touch soon.

Thank You,
Kristin

Kristin L. Wilczynski, Intelligence Analyst, MPA
Massachusetts State Police
Division of Homeland Security and Preparedness
Commonwealth Fusion Center (CFC)
124 Acton Street, Maynard, MA 01754
Direct: (978) 451-3718
24/7 Watch Center: (978) 451-3700
Fax: (978) 451-3767
email: ***kristin.wilczynski@massmail.state.ma.us***

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From: Rich Moro <Richard_Moro@raytheon.com>
Sent: Friday, March 23, 2018 6:32 PM
To: Wilczynski, Kristin (POL) <kristin.wilczynski@MassMail.State.MA.US>; Michael Khatchadurian <Michael.A.Khatchadurian@raytheon.com>; Bob Connors <Robert_Connors@raytheon.com>; ERIK JOHNSON <Erik.D.Johnson@raytheon.com>
Cc: Newton, Justin (POL) <justin.newton@MassMail.State.MA.US>; Olson, Hans (EPS) <Hans.Olson@MassMail.State.MA.US>
Subject: RE: Raytheon CFC Visit Follow Up - Possible ABI Collaboration

Hello Kristin,

Following up on meeting this past fall. Two items of note:

1. Raytheon was recently invited by our DHS Customer, DNDO, to propose development of our Activity Based Intelligence capability. I believe we discussed this concept in our September meeting (see white paper that I will forward separately via our encrypted email service). Additionally DNDO requested that we identify databases we could access without their assistance.

   Databases were part of our discussions and I wanted to follow up with you and Major Manson about access to the State controlled databases or collaboration some kind of representative synthetic data set. For clarity and in reference to Major Manson's previous direction (below) we are not requesting access to CFC's SOP's.

2. We are currently working with Assistant U/S Olson and DNDO to coordinate the deployment of the Raytheon/PSI RAIN prototype system on the Mass Pike as part of Phase V of DNDO's Advanced Technology Demonstration program. The equipment is ready and I am hopeful that we get an agreement in place to deploy the system this spring.

We believe that these two capabilities are synergistic and when fully developed will provide Law Enforcement and Intelligence Analysts' powerful tools to assist you in your extremely challenge mission. We would like to discuss if and how we might collaborate.

Our proposal is due 19 April so I hope we can schedule an initial call next week but am available at your and the State's convenience.

Best Regards

Rich

Richard Moro Jr.
Sr. Program Manager
Advanced Technology Programs Office
Raytheon IDS

Tel: 978.858.4260
Cell: [redacted]
richard_moro@raytheon.com

From: Wilczynski, Kristin (POL) [mailto:kristin.wilczynski@MassMail.State.MA.US]
Sent: Tuesday, September 05, 2017 5:02 PM
To: Rich Moro <Richard_Moro@raytheon.com>; Michael Khatchadurian <Michael.A.Khatchadurian@raytheon.com>; Bob Connors <Robert_Connors@raytheon.com>; ERIK JOHNSON <Erik.D.Johnson@raytheon.com>; John Bergeron <John_M_Bergeron@raytheon.com>
Cc: Newton, Justin (POL) <justin.newton@state.ma.us>; Olson, Hans (EPS) <hans.olson@state.ma.us>
Subject: re: Raytheon CFC Visit Follow Up

Sirs,

Thank you for your visit to Maynard last week. As promised, I did consult with my upper management about what type of information about the CFC that we would be able to release to your group. Per Major Mason, I am allowed to share with you the list of systems we utilize, but unfortunately, not our SOPs. Feel free to reach out if you have any questions.

CFC Data Sources:

- *ACISS*
- *Carfax*

- *CJIS Web*
  - *Inmate Web*
  - *Parole Web*
- *CLEAR*
- *COPLINK*
- *Corporate Records*
- *CrimeNtel*
- *E-Guardian*
- *Facial Recognition*
- *RMV*
- *Coplink*
- *Federal Databases*
- *FINCEN*
- *ISO Claims*
- *MIDnet (Massachusetts Inmate Data Network)*
- *LPR Data*
- *RISS Net*
- *Warren Group*

Thank You,
Kristin

Kristin L. Wilczynski, Intelligence Analyst, MPA
Massachusetts State Police
Commonwealth Fusion Center (CFC)
Criminal Information Section (CIS)
124 Acton Street, Maynard, MA 01754
Direct: (978) 451-3718
24/7 Watch Center: (978) 451-3700
Fax: (978) 451-3707
email: ***kristin.wilczynski@massmail.state.ma.us***

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From: Rich Moro <Richard_Moro@raytheon.com>
Sent: Thursday, August 31, 2017 5:05:35 PM
To: Wilczynski, Kristin (POL); justin.newton@state.mas.us; Olson, Hans (EPS)
Cc: Michael Khatchadurian; Bob Connors; ERIK JOHNSON; John Bergeron; Rich Moro
Subject: Raytheon CFC Visit Follow Up

Kristin, Justin and Hans,

Thank you very much for hosting our visit to the CFC yesterday. My team and I greatly appreciate the time you spent with us and we found the discussion very informative. I look forward to continuing the discussion.

Follow up actions that I had included, both pending approvals to release to us:

- Please forward the chart deck from yesterday or the list of systems and databases that you use.

- Please forward documented workflows / standard operating procedures. We will take as much as you are willing to share but are particularly interested in:
    - "Basic everyday" SAR entry and adjudication workflow as well as those associated with scenarios similar to a distributed sensor system like as RAIN such as ALPR or video from traffic / other cameras.
    - Like you we are takings an approach to integrate with standard Law Enforcement workflows in order to develop a sustainable capability.

- Per your suggestion we will reach out to Lt. Devlin to coordinate a visit to MEMA. He attended our RAIN demo last fall and might be worthwhile to fill him in on our visit yesterday.

Thanks again for you time and hard work to protect the Commonwealth.

Regards

Rich

Richard Moro Jr.
Sr. Program Manager
Advanced Technology Programs Office
Raytheon IDS

R6s Expert Training 10 – 15 Sept

Tel: 978.858.4260
Cell: [redacted]
richard_moro@raytheon.com

From: O"Neil, Shawn (POL)
To: Panacopoulos, Laurie (POL)
Subject: RE: SP Academy Project
Date: Wednesday, September 26, 2018 11:46:46 AM
Attachments: CWC Capabilities.docx
CWC Pamphlet.pdf

From: Panacopoulos, Laurie (POL)
Sent: Monday, September 24, 2018 2:14 PM
To: O'Neil, Shawn (POL) <Shawn.ONeil@pol.state.ma.us>
Subject: FW: SP Academy Project

Hi Shawn

Any luck with this information. I am trying to get it back to the academy by the end of the week.

Thanks
Laurie

From: Panacopoulos, Laurie (POL)
Sent: Tuesday, September 18, 2018 10:38 AM
To: O'Neil, Shawn (POL)
Subject: SP Academy Project

Hi Shawn,
Amy instructed me to reach out to you regarding assistance with her SP Academy Project. Attached is the outline she is using. Her email below states: *Please ask Lt O'Neil for descriptions of the items under 4A numbers 1-10*. I have copied and pasted the items below that she requires assistance with.
Thank you!
Laurie

Bulletin 4 - Situational Awareness, Bulletins, Special Event Support
A. Situational Awareness Capabilities

1. HSIN Connect Situational Awareness Room

2. MSP/BPD/MBTA/MassDOT Federated Camera Systems, Barco Video Wall, Security Desk, Avigilon Control Center, FLIR - Camera coverage to include major interstate roadways, MBTA properties and many larger communities. This will allow real time monitoring of traffic incidents to provide assistance with traffic management.

3. MSP Airwing Downlink + AeryonLive Drone
4. Asset Tracking: SilverEye/CompassTrac
5. Local/Regional/National Media Monitoring

6. Open Source Monitoring/OSINT and Real Time Event Monitoring (Facebook, Facebook Live, Twitter, Tweetdeck, Periscope)

7. Public Gatherings - Daily Situational Awareness Bulletin

8. Video Teleconference Technology - Broadcast real-time information/intelligence to stakeholders (ex: Governor's Situational Awareness Room, MSP Crime Lab, etc)

9. ShotSpotter Respond

10. Web Streaming Gateway - is a tool allowing access to all CWC information via a mobile platform utilizing a provided link and password.

11. Bulletins- 1. Bulletin Creation: BOLO's, wanted suspects, Silver Alerts and other investigative bulletins can be created to assist you with investigations.

From: Thibault, Amy (POL)
Sent: Friday, September 14, 2018 5:24 PM
To: Panacopoulos, Laurie (POL)
Subject: Academy

Can you please coordinate a page for bulletin 4, 5 and 6.
You should have the info you need for 6.
Please ask Lt O'Neil for descriptions of the items under 4A numbers 1-10. Part B is fine the way it is for Bulletin 4. Just copy all of it to a new document.
For bulletin 5, Kristin and Kurt should be able to assist.

Once you complete one of them, please send to Tpr Paquette.

Thank you!

See you soon.

Amy

From: Enrique Cramer
To: Fitzgerald, Thomas (POL)
Cc: Comeau, Melissa (POL)
Subject: RE: SRIS Trailer support and maintenance
Date: Friday, May 18, 2018 12:25:11 PM
Attachments: Q2018715_MA_SP_IIS_Support_Maintenance_Services_(SMS)_Plan_May_18_2018.pdf

---

Hi Fitzi,

Made changes to section 5.
Let me know if this works.

Thanks!
Enrique

-----Original Message-----
From: Fitzgerald, Thomas (POL) <thomas.fitzgerald@state.ma.us>
Sent: Friday, May 18, 2018 8:53 AM
To: Enrique Cramer <ecramer@intelligentimagingsystems.com>
Cc: Comeau, Melissa (POL) <melissa.comeau@state.ma.us>
Subject: Fw: SRIS Trailer support and maintenance

Can you adjust the dates and the fees to fit the Federal grant authorization dates we have ?

Lieutenant Thomas Fitzgerald
Mass. State Police CVES
Concord, MA 01742

From: Comeau, Melissa (POL)
Sent: Friday, May 18, 2018 11:29
To: Fitzgerald, Thomas (POL)
Cc: Taylor, Rita (POL)
Subject: SRIS Trailer support and maintenance

Lt. Fitzgerald,

Attached is the quote from IIS for support and maintenance of the SRIS trailer. The proposal includes three years of service but our current grant awards end on 9/30/19 so we can't commit to the full three years. I suggest that we ask IIS for an agreement that runs from 7/1/18 to 9/30/19 and fund it with FFY17 MCSAP and FFY18 MCSAP.

This cost is not included in these MCSAP Basic budget(s) so I think a request should be sent to Rich Bates to obtain his approval to fund this with these grants. When we prepare the FFY19 and FFY20 grant applications we should make sure to include these costs.

Here is a breakdown of how the costs would be allocated:

SRIS trailer w/ALPR hardware & software

Support & Maintenance

Period

Amount

Funding Source

YEAR 1: 7/1/18 - 6/30/19

$25,000.00

7/1/18 - 9/30/18

$6,250.00

FFY17 MCSAP

10/1/18 - 6/30/19

$18,750.00

FFY18 MCSAP

YEAR 2: 7/1/19 - 6/30/20

$22,500.00

7/1/19 - 9/30/19

$5,625.00

FFY18 MCSAP

10/1/19 - 6/30/20

$16,875.00

FFY19 MCSAP - request in grant app

YEAR 3: 7/1/20 - 6/30/21

$22,500.00

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< FFY17 MCSAP

$24,375.00

< FFY18 MCSAP

$22,500.00

< FFY19 MCSAP

$16,875.00

< FFY20 MCSAP

Let us know how you want to proceed.

Thanks.

Melissa Comeau

Fiscal Officer V: Receivables Manager

Massachusetts State Police

470 Worcester Road

Framingham, MA 01702

508-820-2137

Melissa.comeau@massmail.state.ma.us<mailto:Melissa.comeau@massmail.state.ma.us>

From: Enrique Cramer
To: Fitzgerald, Thomas (POL)
Subject: RE: SRIS Trailer support and maintenance
Date: Friday, May 18, 2018 12:54:00 PM
Attachments: Q2018715_MA_SP_IIS_Support_Maintenance_Services_(SMS)_Plan_1_Year_May_18_2018.pdf

---

Ten4
Let's make it easy...attached is proposal for 1 year.

We will deal with year 2 and year 3 when funding for full SMS terms become available.

-----Original Message-----
From: Fitzgerald, Thomas (POL) <thomas.fitzgerald@state.ma.us>
Sent: Friday, May 18, 2018 9:38 AM
To: Enrique Cramer <ecramer@intelligentimagingsystems.com>
Subject: Re: SRIS Trailer support and maintenance

We cannot commit past 9-30-2019. We must have a federal authorization in place at the time we execute an agreement . Or put another way our most current MCSAP expenditure end date is 9-30-2019 -- that is the limit of any agreement we can sign.

Lieutenant Thomas Fitzgerald
Mass. State Police CVES
Concord, MA 01742

I

From: Enrique Cramer <ecramer@intelligentimagingsystems.com>
Sent: Friday, May 18, 2018 12:22:00 PM
To: Fitzgerald, Thomas (POL)
Cc: Comeau, Melissa (POL)
Subject: RE: SRIS Trailer support and maintenance

Hi Fitzi,

Made changes to section 5.
Let me know if this works.

Thanks!
Enrique

-----Original Message-----
From: Fitzgerald, Thomas (POL) <thomas.fitzgerald@state.ma.us>
Sent: Friday, May 18, 2018 8:53 AM
To: Enrique Cramer <ecramer@intelligentimagingsystems.com>
Cc: Comeau, Melissa (POL) <melissa.comeau@state.ma.us>
Subject: Fw: SRIS Trailer support and maintenance

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Concord, MA 01742

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Let us know how you want to proceed.

Thanks.

Melissa Comeau

Fiscal Officer V: Receivables Manager

Massachusetts State Police

470 Worcester Road

Framingham, MA 01702

508-820-2137

Melissa.comeau@massmail.state.ma.us<mailto:Melissa.comeau@massmail.state.ma.us>

From: Ettelman, Ben
To: Quinn, Dermot (POL); Warren, Rosemary (POL)
Subject: Research Study re. Automated License Plate Readers
Date: Wednesday, April 25, 2018 5:06:57 PM
Attachments: Recruitment Letter - Massachusetts State Police.docx
ALPR Case Study Interview Questions.docx

Hello Ms. Warren and Lieutenant Colonel Quinn,

Thank you very much for returning my call Ms. Warren. Below is the email that we are sending as part of our recruitment process for the study on LPR use for traffic safety that we are conducting for USDOT and NHTSA. Please also find attached the recruitment letter we send by mail (attaching here to expedite the process). We are interested in conducting case studies with agencies that use LPR for traffic safety (namely for identifying vehicles associated with individuals with suspended, revoked or restricted licenses). The case studies consist of interviewing one administrator, one manager and two users of LPRs for traffic safety. I have also attached the interview questions that we are interested in asking so you can see the type of information we are interested in gathering (primarily questions aimed to understand the effectiveness of using LPRs to increase traffic safety).

Please feel free to review the attached and let me know if you have any questions. I can be reached via email or phone:

Office: 512-407-1166
Cell: 207-[redacted]

Otherwise, I will reach out in the week of May 7th, as I know you folks have your hands full until then.

I sincerely appreciate your time and look forward to speaking with you further,

Ben Ettelman
Assistant Research Scientist
Planning and Engagement Program
Texas A&M Transportation Institute

505 E Huntland Dr, Suite 455
Austin, TX 78752
Tel 512.407.1166 | Fax 512.467.8971
b-ettelman@tti.tamu.edu | tti.tamu.edu/group/pep

TTI | Saving Lives, Time & Resources

Dear Lieutenant Colonel Quinn,

This is a follow-up email to a postal letter informing you of the opportunity to participate in a very important research study on law enforcement's use of automated license plate readers (ALPR) for traffic safety purposes (such as detecting drivers with suspended, revoked, or restricted licenses).

The Texas Transportation Institute (TTI), a Texas state agency that is part of the Texas A&M University System, is conducting this study on behalf of the Volpe National Transportation Systems Center, U.S. Department of Transportation for the National Highway Traffic Safety Administration and the Governors Highway Safety Association. As noted in the letter, it is one of several studies being conducted under the National Cooperative Research and Evaluation Program, a program established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Public Law 112-141) to research and evaluate state highway safety countermeasures.

As part of this study, our research team would like to conduct case studies with law enforcement agencies that use ALPR technology to improve traffic safety. We'll be speaking with law enforcement agencies across the country. The case studies will gather information about the following topics, via interviews with heads of agency, patrol officers, and other agency staff:

- the extent of your agency's ALPR use that is directed toward traffic safety objectives,
- any existing data on the effectiveness of ALPR in detecting drivers are unlicensed or have suspended/revoked licenses,
- information on the purchase, deployment, training, and maintenance costs of your agency's ALPR units/system,
- any challenges your agency has encountered regarding ALPR use for traffic safety purposes, such as citizen/community complaints or concerns, and
- any existing written policies or procedures for ALPR data capture, analysis, storage/retention, and sharing.

In addition, we'll send a brief list of additional information that we are hoping your agency will be able to share (e.g., written policies or procedures related to ALPRs, cost information).

Your agency's participation in the study will provide us with useful information on the use of ALPR technology for traffic enforcement activities to improve highway safety. Participation in the case studies will be confidential; neither your agency nor any individuals participating on behalf of your agency will be identified in any study report or publication. Study findings will facilitate other law enforcement agencies' use of ALPR technology for traffic safety purposes.

I will follow up with a brief telephone call to discuss the study further.

Cordially,

Ben Ettelman
Assistant Research Scientist
Planning and Engagement Program
Texas A&M Transportation Institute

505 E Huntland Dr, Suite 455
Austin, TX 78752
Tel 512.407.1166 | Fax 512.467.8971
b-ettelman@tti.tamu.edu | tti.tamu.edu/group/pep

TTI | Saving Lives, Time & Resources

From: Enrique Cramer
To: Fitzgerald, Thomas (POL)
Subject: SMS Proposal for Smart Roadside Trailer
Date: Monday, April 16, 2018 6:35:22 PM
Attachments: Q2018715_MA_SP_IIS_Support_Maintenance_Services_(SMS)_Plan_Apr_16_2018.pdf

---

Hi Fitzi,

Find attached proposal for Smart Roadside trailer support & maintenance services (SMS).
I'm in the office all this week if you want to go over it.

Great seeing you in Portland!
Enrique

From: International Association of Law Enforcement Intelligence Analysts
To: Thibault, Amy (POL)
Subject: The IALEIA IntelScope Fall 2018 edition is here!
Date: Wednesday, October 3, 2018 1:49:14 PM
Attachments: ml_credit.png
IntelScope Fall 2018.pdf

Dear Amy,

Please find the latest edition of the IntelScope for your review! Members can also access this and previous versions of the newsletter in the Member's Only File Archive (note: you must be logged in to view this member's only archive).

This edition's topics include: annual award winners, messages from both President Dorn and VP Massop, mentoring program highlights, chapter news and more!

Special thank you to the contributing authors, graphic design/layout editor Matt Fegley, and each of the supporting agencies, academic members, and corporate partners!

We're always looking for new content for the next edition and we want to hear from you, our members! Have a recent intelligence or analytical success story you want to share? Want to highlight your chapter's trainings or initiatives? Learned a new analytical technique or process that might be beneficial to other members? Email communications@ialeia.org for consideration.

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MemberLeap

From: International Association of Law Enforcement Intelligence Analysts
To: Huchowski, kerra (POL)
Subject: The IALEIA IntelScope Fall 2018 edition is here!
Date: Wednesday, October 3, 2018 3:03:42 PM
Attachments: ml_credit.png
IntelScope Fall 2018.pdf

Dear Kerra,

Please find the latest edition of the IntelScope for your review! Members can also access this and previous versions of the newsletter in the Member's Only File Archive (note: you must be logged in to view this member's only archive).

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International Association of Law Enforcement Intelligence Analysts | PO Box 13857 | Richmond, VA 23225

MemberLeap

From: O"Neil, Shawn (POL)
To: Hanlon, James (POL)
Cc: Thibault, Amy (POL)
Subject: Watch Center
Date: Wednesday, June 27, 2018 7:46:48 AM
Attachments: CWC Capabilities.docx
CWC Pamphlet.pdf

Lt. Shawn P. O'Neil #1671

Massachusetts State Police
Division of Homeland Security and Preparedness
Fusion Center - Watch Center
470 Worcester Road
Framingham, MA 01702
Work#: (508) 820-2233
Fax#: (508) 988-7121

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International Association of CRIME ANALYSTS

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International Association of CRIME ANALYSTS

A Message from IACA President Noah Fritz

Dear 2016 IACA Conference Attendees,

On behalf of the IACA Executive Board, it is my pleasure to welcome you to the 2016 IACA Conference! Whether you have traveled across town or across continents, we are glad you made the trip to beautiful Louisville, Kentucky. With nearly 400 attendees, 22 exhibitors, and 64 sessions over 6 tracks, this year's conference promises to be the premiere training opportunity for all crime analysts!

Everything that you will experience this week would not be possible were it not for the hard work of our dedicated 2016 conference committee. Please take a moment this week to thank Allison, Mary and the rest of the committee on a job well done. They have gone the distance for you to deliver the best training conference possible!

Many people look forward to conference week, and for a variety of reasons. Some of us can't wait for new training, while others look forward to seeing old friends. Conference week is a fantastic reminder of just how connected our community really is, and how gracious our colleagues are with their time and talents. If this is your first conference, it can be overwhelming. I encourage you to resist the natural urge to keep to yourself. Step outside your comfort zone and challenge yourself to make those introductions. I can assure you that you will be glad you did!

This is our week – a week for all analysts to build new relationships, to absorb new ideas and to be inspired. Whether this is your first conference or your 20th, I encourage you to get the most out of this experience. Meet new people. Learn new material. Develop your skills. Share your knowledge and experiences. Expand your network. Consider new techniques. Be inspired. Be inspirational. Make it count! Let's enjoy our week together and have a wonderful conference!



Noah J. Fritz
IACA President

International Association of CRIME ANALYSTS

IACA Executive Board

President



Dr. Noah Fritz is the Strategic Planning, Analysis and Research Center (SPARC) Supervisor at the Tempe Police Department and the past Crime Analysis Manager at the San Diego County Sheriff's Department. Noah returned to the "field" of crime analysis after spending five years as an Assistant Professor in the Criminal Justice & Criminology Department at Metropolitan State University of Denver. His primary area of research is Crime Mapping, Crime Analysis and Geographic Information Systems. He was the previous Director and Founder of the Crime Mapping and Analysis Program (CMAP)—a U.S. Department of Justice sponsored training and technical assistance program; and served as the Deputy Director of NLECTC; and a previous two term President of the IACA (2000-2006).

Most notable accomplishments include a Doctorate in Justice and Social Inquiry from Arizona State University, a Master's from same and undergraduate degrees in Sociology and Criminal Justice from Illinois State University. He has authored articles in the Sociological Quarterly, the Encyclopedia of Criminology and Deviant Behavior, is a co-author of Exploring Crime Analysis (2004); and appeared nationally on ABC's Weekend News Edition featuring crime mapping and has been featured on public radio in Australia where he provided consulting services to the Victoria Police Department. Noah enjoys camping, hiking and golf; and spending time outdoors with his family and friends.

Email: president@iaca.net

Vice President of Administration



Jim Mallard began his law enforcement career at the Gainesville, Florida Police Department in 2002, first as an intern in the Information Technology Unit and later as a Tactical Crime Analyst. In 2006, Jim received his certification as a Law Enforcement Analyst through the State of Florida. In 2007, Jim became the Crime Analysis Supervisor at the Arlington Texas Police Department where he managed a team of seven analysts. In 2012, Jim returned to Florida to begin a crime analysis program at the Winter Park Police Department.

Jim received his Bachelor's degree in Anthropology from the University of Florida and his Master's in Criminology from the University of Texas at Arlington.

Jim has been a member of the IACA since 2003. He has served as the Technology Director since 2004 and was also a curriculum developer and instructor for the IACA and the National Institute of Justice. In 2008, Jim was the recipient of the Innovations in Crime Analysis award for his work automating CompStat. Most recently, he was awarded the Distinguished Service Award and Outstanding Unit Citation in 2014. Jim has presented on various Crime Analysis topics in Central America, South America, Europe and Asia.

In his spare time, Jim is an avid photographer. He also has a Hungarian Vizsla named Maya, who he loves to photograph!

Email: vp-adminstration@iaca.net

Vice President of Membership



Christopher W. Bruce was elected Vice President of Membership in 2015 after previously serving as President (2007-2012) and Vice President of Administration (2000-2006). He was a crime analyst for 17 years in Massachusetts, first for the Cambridge Police Department (1994-2001) and then for the Danvers Police Department (2001-2011). He was also President of the Massachusetts Association of Crime Analysts from 2000 to 2004.

For the last 5 years, Christopher has served a variety of government and non-profit programs meant to develop crime analysis in police agencies across the United States. He is the contracted Analytical Director for the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) program of the U.S. Departments of Transportation and Justice. He serves as a subject matter expert for the BJA Smart Policing Initiative, the BJA National Training and Technical Assistance Center, and the OJP Diagnostic Center. He is also a project manager on a BJA grant to provide training in crime analysis to police executives.

Christopher serves on the adjunct faculty of Tiffin University and Western Oregon University and frequently teaches classes through the IACA. In his spare time, he enjoys traveling, classic films, and jazz.

Email: vp-membership@iaca.net

Secretary



Brandi Christon is a crime analyst with Fort Collins Police Services. Before returning home to Colorado in 2013, she held a grant-funded position with the Arlington (TX) Police Department's Crime Analysis Unit for two years. Prior to that, she worked for the El Paso County (CO) Sheriff's Office beginning in 2004, first as the crime prevention coordinator and later as the crime analyst. Her earlier positions in law enforcement included working in a county jail and an internal affairs office for two Idaho agencies.

Brandi earned her Bachelor's degree in Sociology/Criminology from Colorado State University-Pueblo in 2007 and she became a Certified Law Enforcement Analyst (CLEA) in 2014. In her free time, she enjoys hiking, camping and photography, or anything else that gives her an excuse to head to the mountains.

Email: secretary@iaca.net

Treasurer



Eric Drifmeyer has been a police officer with the Barnstable Police Department since 1994 and has been assigned to the Research and Analysis Unit since 2009. Prior to becoming a police officer he served in the United States Army where he specialized as a military policeman and completed tours in Germany, Ft. Huachauca AZ, and Southwest Asia.

During his time with the Barnstable Police Department, Officer Drifmeyer has been a member of the Cape Cod Regional S.W.A.T. team, a member of the Barnstable Police Mountain Bike Team and spent time as a Field Training Officer. Officer Drifmeyer has received several awards to include Massachusetts State Senate Citations for efforts to combat Drunk Driving, Meritorious Service Awards, and a Barnstable Police Life Saving Award.

Eric obtained a Bachelor's Degree in Criminal Justice from Western New England University and has been a member of the Massachusetts Association of Crime Analysts since 2009 where he served as Treasurer and Vice President of Administration.

Email: treasurer@iaca.net

International Association of CRIME ANALYSTS

General Conference Information

Registration Desk

The Registration Desk will be located in the Pre-function area Sunday through Thursday. The desk will be open and staffed during the following times:

Sunday	6:00 PM – 8:00 PM
Monday	7:00 AM – 5:00 PM (closed during Opening Ceremonies and for lunch from 10:00 AM – 1:00 PM)
Tuesday	7:00 AM – 5:00 PM (closed from 12:00 PM – 1:00 PM for lunch)
Wednesday	7:30 AM – 5:00 PM (closed from 12 PM – 2 PM for Sponsored Luncheon)
Thursday	8:00 AM – 5:00 PM (closed from 12:15 PM – 4:30 PM for Business Meeting and lunch)
Friday	(Closed)

Attendee Services

- **A floor plan** of the conference training rooms and exhibitor locations is included at the end of this program. **A map of downtown Louisville** is included as well.
- **Lost & Found** articles may be reported to and claimed from the registration table. After the conference, all unclaimed articles will be turned over to hotel security or sold on Craigslist! ☺
- **Name badges are required** for admission to all conference sessions, meal functions, and the exhibit hall. Conference badges and bags are available for pickup to registrants at the registration table. Lost your name badge? Go to the registration desk to obtain a replacement.
- **A charging station** for cellphones, iPads, laptops, and other devices will be located at the IACA Store during its business hours. Please bring your USB cable and/or power cable to use the charging station.
- Attendees need to bring their own laptops - none will be provided for the computer lab sessions.
- For attendees who will be self-parking overnight at the Marriott, there is a reduced rate of $16/day; their regular rates apply to all others not parking overnight.

- **Meeting Etiquette:** Sensitive to the concerns of our members, the IACA affirms the right of all individuals to function in an environment free of offensive behavior.
    - No talking during presentations and please refrain from having loud conversations directly outside of a meeting room.
    - Turn off or mute cellphones, watches and other devices during conference functions.
    - Use perfume or cologne sparingly, as others around you may be allergic.

Exhibitor Stamp Cards and Grand Prize

Upon check-in at the conference, you will receive a card displaying the logos of this year's exhibitors. As you visit each exhibitor booth and meet representatives from these companies, you'll receive a stamp on your card. Once your exhibitor stamp card is full, drop it in the designated box at the registration desk. A random drawing will take place and the winner will be announced at the IACA Business Meeting on Thursday, September 22nd in the Marriott Ballroom – Salons V & VI. The winner will receive a 32GB Amazon Fire HD 10. You must turn in your completed stamp card with your name and phone number on it before the start of the Business Meeting to qualify for the drawing. You do not need to be present to win. Good Luck!

Conference Scholarship Winners

This year, the IACA awarded full scholarships to two members who have never attended an annual training conference, and who needed fiscal assistance in order to attend for the first time. One scholarship was specifically designated for an IACA member from outside the United States. The Awards and Recognition Committee received a total of 19 entries, each including a detailed letter explaining the need to attend the conference.

The Awards and Recognition Committee is proud to recognize the following members as the recipients of this year's conference scholarships:

Megan Johnston, Lansing (MI) Police Department

Josee Arbour, Ontario Provincial Police

The winners received a waived conference fee, round-trip airfare, a four-night stay at the Marriott Downtown Louisville, and a $150 stipend. If you see either of the winners, please introduce yourself and give them a warm IACA welcome!

Conference Planning Committee

Many thanks to this year's Conference Committee for their hard work to make this event a success!

- Allison Mayer (Co-Chair), East Orange (NJ) Police Department
- Mary Bertuccelli (Co-Chair & Vendors), Scottsdale (AZ) Police Department
- Sally Rawlings (Speakers), Broomfield (CO) Police Department
- Tony Berger (Speakers), South Sound 911 (WA)
- Albert Mesa (Registrar) Henderson (NV) Police Department
- Jeanne Chisholm (Nights Out/Advertising) San Francisco (CA) Police Department
- Jessica LeBlanc (Hotel Coordinator) Fairfax County (VA) Police Department
- Jennifer Corum (Nights Out/Local Outreach) Louisville (KY) Metro Police Department
- Special thanks to Joel Hunt (NIJ) for his efforts in organizing the National Institute of Justice tracks

Hospitality Room and Networking Opportunities

Hospitality Room

The Hospitality Suite will be open on Monday, Tuesday, and Wednesday, from 8 PM - midnight. Alcoholic and non-alcoholic drinks will be served, as well as light snacks. Beverages and snacks are provided and served by **Business Watch International**. Please stop by the room and thank Business Watch International for their sponsorship. Enjoy responsibly!

Conference attendees and guests are welcome!

Welcome Reception

This is an IACA sponsored event and is FREE to all attendees. Please join us for the kick off to our conference on the **Belle of Louisville Steamboat** as we cruise on the Ohio River on Monday, September 19th from 6:30 PM – 10:30 PM.

International Reception

This is a sponsored event and is FREE to all attendees. This reception will be held at the **Marriott in Ballroom VI** on Tuesday, September 20th from 6:00 PM – 7:30 PM.

Trivia Night

This is FREE to all attendees. Please join us on Wednesday, September 21st for Trivia in the **Marriott Ballroom IX & X** from 8:00 PM - midnight! This is a great way to test your knowledge of useless facts.

Twilight Thursday – Thoroughbred Horse Racing at Churchill Downs*

Join us for a night of horse racing at the legendary Churchill Downs. The bus, sponsored by **LeadsOnline**, will leave the Louisville Marriott Hotel promptly at 4:15 PM. Races begin at 5:00 PM and the last race is at 8:30 PM. Cost is $8.00. We will have a limited number of reserved box seats. There is a food court located on the 2nd floor & $1.00 beers are available from 5:00 PM – 8:00 PM. This is going to be so much fun!

***NOTE: Tickets to this event were pre-sold. Please stop by the registration desk if you would like to be on the waiting list, or if you would like to sell your ticket(s).**

International Association of CRIME ANALYSTS

2016 IACA/NIJ Annual Training Conference Keynote Speakers

Marilyn Van Derbur



Marilyn Van Derbur was crowned Miss America while she was a student at the University of Colorado. She received a Bachelor of Arts degree, with Phi Beta Kappa honors. Van Derbur chose motivational speaking as her career and was later named "Outstanding Woman Speaker in America" after 30,000 questionnaires were sent to business and civic meeting planners asking whom they considered to be the outstanding speaker. For 16 years, she was the only woman guest lecturer for General Motors. Marilyn has received numerous awards and acknowledgments for her work, including being the first woman to be given the highest speaking award possible by the National Speakers Association and induction into the Colorado Women's Hall of Fame. With a desire to motivate teenagers as well as executives, Marilyn also became United Air Lines "Youth Speaker" and addressed 50 youth conferences each year.

During the course of her exceptional motivational speaking career Van Derbur has produced 24 films, two of which won national and international awards. One was shown on prime-time PBS and eight others have been shown in hundreds of classrooms. Marilyn is requested nationwide as a prominent convention keynote and motivational speaker, now speaking on the topic of sexual abuse prevention and recovery.

As a childhood incest survivor, she has devoted much of her adult life to raising national awareness and understanding of sexual abuse and its long-term effects. In 1989 her family funded an adult incest survivor program in Denver, and in 1993 she co-founded two national not-for-profit organizations dedicated to public education and strengthening laws protecting victims of sexual abuse.

For her tireless work in the area of childhood sexual trauma awareness Marilyn has received many awards and much recognition including, the "Exceptional Achievement in Public Service from the Secretary of Health and Human Services, Washington D.C.". Since her story of incest became public, Marilyn has spoken in over 500 cities and answered tens of thousands of letters and emails from survivors looking to her for support.

Lt. Chuck Cohen



Chuck Cohen's formal education includes a Master of Business Administration from Indiana Wesleyan University and an undergraduate degree from Indiana University with a double major in Criminal Justice and Psychology. Chuck is also a Certified Fraud Examiner.

He is a Lieutenant serving the Indiana State Police, where he has been employed since 1994. He is currently the Commander of the Cybercrime and Investigative Technologies Section. In this capacity, Lt. Cohen is responsible for the cybercrime, electronic surveillance, technical services, and internet crimes against children units along with overseeing the department's overt and covert criminal intelligence function. Chuck is the Indiana Internet Crimes Against Children (ICAC) Task Force Commander.

Chuck speaks internationally on topics including the implications of online social networks in criminal investigations and criminal intelligence gathering, cyber-crime, online fraud, money laundering, corruption investigations, and the investigation of skilled criminal offenders. He is an Adjunct Instructor at Indiana University Bloomington, where he teaches Foundations of Criminal Investigation.

Chuck testified to the 114th Congress in 2016 as a subject matter expert on encryption. Chuck was a member of the Office of the Director of National Intelligence Summer Hard Problem Program in 2008, 2009, and 2010. The 2008 study topic was "3D Cyber Space Spillover: Where Virtual Worlds Get Real." The 2009 topic was "Mixed Reality: When Virtual Plus Real Equals One." And, in 2010, the topic was "Online Social Media." He sits on the IACP Cyber Crime & Digital Evidence Committee and serves as an Association of State Criminal Investigative Agencies Cyber Crime Committee Subject Matter Expert.

He is a published author, including peer reviewed material and a cover article for Police Chief Magazine. Chuck was featured on the cover of the National White Collar Crime Center's Informant magazine and a feature guest on the syndicated radio program "The Badge" on SiriusXM. He was a subject matter expert for a Fox nationally syndicated show regarding criminal activity in online dating sites and for the Canadian Broadcasting Corporation's national news regarding criminal activity in Virtual Worlds.

International Association of CRIME ANALYSTS

Dr. Harvey Goldstein



Dr. Harvey Goldstein brings his expertise in human behavior to the strategic facilitation of difficult situations and difficult people. His executive coaching experiences crosses a wide spectrum of professionals including elite athletes, CEOs, nationally prominent politicians and corporate executive teams.

As a licensed clinical psychologist, he began his professional career studying the effects of stress on adult learning and adult development. This work led to the development of a competency-based negotiation training model. His consultation and training has been successfully applied in numerous high-risk situations such as hostage negotiations, labor management disputes and complex international financial transactions.

As a leader in the police psychology realm Dr. Goldstein founded the Law Enforcement Behavioral Science Association, and the Police Psychology Section of the American Psychological Association. Among his pioneering efforts were attention to the effects of shift work on police personnel and the establishment of a mandatory policy for traumatic incident debriefing, the first in the nation. Dr. Goldstein had served as an expert witness in high profile trials and before Congress on behavioral aspects of crisis management.

Dr. Goldstein has most recently focused on work with senior level executives, assisting them in leadership competencies for high performing teams. As Director of The Halen Group Inc. (a behavioral science and organizational development consulting firm), he has consulting and training relationships with Fortune 500 companies such as UBS, American Express, Citicorp, Time Warner, Florida Power and Light and IBM.

These activities include strategic planning, executive team development and management programs emphasizing emotional and behavioral intelligence. Dr. Goldstein is an internationally recognized speaker for conventions and sales meetings. Past assignments have included motivational seminars for the world champion New York Yankees, The M2 Executive Magazine Forum and The Public Risk Management Association.

He maintains ongoing training and consulting relationships with the Drug Enforcement Administration, Secret Service, FBI, the State Department and the New York City Transit Authority.

Dr. Goldstein has appeared as an expert on numerous network and local television and radio programs discussing behavioral science in the workplace. These include “60 Minutes”, CBS Evening News, PBS and National Public Radio, ABC’s “Nightline” and most recently an HBO production for Court TV. He has held adjunct teaching and lecture assignments at New York University, Johns Hopkins, Columbia University, the University of Denver and the University of Maryland and presently at the University of Virginia.

Dr. Derek Paulsen



Derek J. Paulsen, PhD is the first Commissioner of Planning, Preservation and Development for the city of Lexington where he oversees the divisions of Planning, Engineering, Building Inspection, Code Enforcement, Historic Preservation, Purchase of Development Rights and the Office of Affordable Housing. Prior to becoming Commissioner, Paulsen spent the previous decade at Eastern Kentucky University as a Full Professor of Criminal Justice and the Director of the Center for Crime and the Built Environment (CABE).

In addition to his work for the City of Lexington, Dr. Paulsen continues to teach 3-4 graduate classes a year and is active in research on secure design, crime prevention issues and neighborhoods and crime. Paulsen is the author of numerous articles and 3 books, including the recently published Crime and Planning: Building Socially Sustainable Communities jointly published by the American Planning Association and CRC Press. A frequent presenter at both academic and professional conferences, Paulsen has been an invited speaker at over 50 conferences on 4 continents.

Presentation Abstracts

Monday, September 19th

Cybercrime and Espionage Tactics

Room Location: Bluegrass 1 & 2 **Time:** 1:30 PM - 3:00 PM
Track: Breakout Session

Speaker: Matthew Woodward - Tulane University Police Department

It seems almost weekly that the media is broadcasting stories of cyber attacks, hacks, or crimes within the United States. Cyberspace has a massive appeal to adversaries for criminals. The risk of being caught is low, the payoff of success is great, and the tactics are faster and cheaper than other methods of espionage. Clearly cybercrime pays, but how well?

Further, some nation states and corporations consider economic espionage a tool to achieving wealth and have developed pervasive cyber operations, often called advanced persistent threats. Both China and Russia can be grouped into this category as they belligerently collect U.S. information. This presentation is designed to be a intermediate awareness course that will address the main tactics and counters used by cyber criminals and highlight some theoretical techniques and future threats.

Don't be Scared, It's Just Statistics!

Room Location: Marriott Ballroom - Salon I & II **Time:** 1:30 PM - 3:00 PM
Track: Computer Lab

Speaker: Josie Villa - Shawnee Police Department

You don't have to be a mathematician or a crime statistician to be an effective analyst; however, you do need to know how to select the appropriate statistic and properly interpret that statistic. Whether predicting a tactical crime series, preparing a monthly COMPSTAT report, or evaluating resource deployment, statistics is a consistent theme that we can't ignore - no matter how hard we try!

This presentation will explain how to operationalize key statistical concepts such as standard deviation, z-scores, correlation, regression analysis, and more. Reports that analysts produce on a regular basis will be shown, along with why certain statistics were used for each report and project. Descriptions of each statistic, along with when and how to use them, will also be explained. This presentation is geared toward both newer analysts, along with those who want to ‘up their game’ with some new tools and statistical analysis.

Real Time Crime Center

Room Location: Marriott Ballroom - Salon III & IV **Time:** 1:30 PM - 3:00 PM
Track: Breakout Session

Speaker: Michael Jackson - Houston Police Department

Real Time Crime Centers (RTCC) are centralized technology centers designed to give officers in the field and detectives instant information while processing active police investigations. The officers and analyst working at the RTCC generally have access to law enforcement databases and open source information that investigating officers may not have direct access to while in the field. This information can include, but not limited to, suspect biography, criminal histories, crime patterns, asset information, and crime scene information.

Social Network Analysis using IBM i2 Analyst's Notebook

Room Location: Marriott Ballroom - Salon VII & VIII **Time:** 1:30 PM - 3:00 PM
Track: Breakout Session

Speaker: Rachel Carson - Inspired Acts

Most analysts feel comfortable representing and visualising relationships between individuals in an association or link chart, but what do these charts really mean? Who are the controllers of information in a criminal network? Who has the greatest influence? How can operational commanders use these charts to decide what action to take to gain further intelligence or dismantle a criminal network? Social Network Analysis (SNA) uses a group of metrics to analyze relationships (links) between entities (in this case, people). The growth in the use of social media to coordinate and commit criminal activity, and the sheer scale of online social networks significantly increases the need for analytical tools and techniques which will enable analysts to interpret and communicate the relationships between people within their charts. The SNA feature in IBM i2 Analyst's Notebook is designed for that precise purpose, to allow intelligence analysts to quickly understand group structures, identify key entities within a network and understand communication flows to inform operational decision makers. This session covers the core SNA functionality in IBM i2 Analyst's Notebook and provides an interactive means of understanding the various outputs and how to use and interpret them. Involves audience participation!

Lumen by Numerica - Link Analysis and Social Network Analysis with Lumen

Room Location: Rose **Time:** 1:30 PM - 3:00 PM
Track: Exhibitor-Led Session

Speaker: Nick Coult

Linking people with incidents, vehicles, phone numbers, and other people can be a powerful method for analyzing criminal activity. As a flexible data analytics platform, backed by a scalable, high-performance graph database engine, Lumen has the capability to automatically query across multiple data sources and aggregate the information into a single link chart view. In this class I will walk through some use cases for utilizing the link analysis features of Lumen to show how you can accomplish your objectives, including the following:

- Finding likely associates of a person of interest
- Determining the influential actors in a social network
- Finding possible associations between two people

Using Data from Smart Devices and IoT and the Challenges and Risks in Privacy, Security, and Law

Room Location: Marriott Ballroom - Salon IX & X **Time:** 1:30 PM - 3:00 PM
Track: NIJ Session

Speakers: Christopher Adamczyk - Mesa Police Department; Dr. Timothy Hart - Griffith University; Dr. Michael Losavio - University of Louisville

Christopher Adamczyk: Social media heat maps, check-ins, and meta-data show us the world at the speed of life. Knowing how to acquire, analyze, and derive criminal information from these tools takes crime analysis to the next level. Learn how geolocated data combined with other known elements of social media aids crime analysts in seeing trends, identifying suspects, and preventing future incidents.

Dr. Timothy Hart: Given the extent to which mobile technologies have become integrated into our daily lives, the rich information that can be produced from paper-and-pencil Space-Time Budgets (STBs; Wikström & Butterworth, 2006), and the ecologically valid data that can be obtained from Ecological Momentary Assessments (EMAs; Shiffman et al., 2008), the current study investigated whether electronic Space-Time Budgets (eSTBs), administered as a series of EMAs, yielded accurate and reliable information about person-place interactions. Findings suggest that both researchers and practitioners could use eSTBs delivered on mobile devices to collect detailed information about victimization-risk exposure, from individuals engaged with their everyday activity spaces.

Dr. Michael Losavio: IoT and GIS are key for a "Smart City," a data-driven urban environment that leverages ICT to enable modelling and visualization within "an intelligent community framework." The growth in analytic power and inference depends on data generated in Smart Cities. It presages unprecedented potential for the modelling, profiling and prediction of human behavior, including the deviant and criminal. The richness of this spatio-temporal data modelling and statistical inference challenges social and legal bounds of privacy and personal security. We examine current and future challenges in the context of technology and U.S. law.

Investigative Uses for License Plate Reader Data

Room Location: Bluegrass 1 & 2 **Time:** 3:30 PM - 5:00 PM
Track: Breakout Session

Speaker: Alex Schneider - Arlington Police Department

Automatic License Plate Readers (ALPR or LPR) have become an invaluable tool for law enforcement in recent years. Many agencies use LPR for real time responses, such as recovering stolen vehicles and easily locating vehicles on agency "hot lists". However, stored LPR data can also be used to facilitate in the identification and apprehension of suspects. We will discuss several novel investigative uses for LPR including: partial plate identification, observing the criminal's pattern of behavior, accessing photographs of the actual suspect vehicle, finding new residences, and finding rare makes/models in specific neighborhoods. At the Arlington Police Department, stored LPR data has assisted with a variety of cases, ranging from major homicide to serial burglary. This presentation will discuss the uses and data mining techniques, along with illustrative case studies, that will make LPR an essential part of your investigative process.

REACT - Real-time Electronic Area Canvassing Tool

Room Location: Marriott Ballroom - Salon I & II **Time:** 3:30 PM - 5:00 PM
Track: Computer Lab

Speakers: Candace Hammond - Chandler Police Department; Chris Delaney, CLEA – ESRI

When an area canvassing map is needed to search for a missing child, evacuate a high risk area, or for notifications of public safety issues, expediency of visual status updates is a tremendous benefit to both the incident commander and the field officers. This need has historically been met at a basic level with printed aerial maps distributed to the incident scene; however, it can easily take over an hour to create and print the maps and then additional time to distribute to the scene. Now, imagine that the call comes in to your crime analysis unit for an aerial map to search for a missing child and you can quickly create the map, send an email or text to the incident commander with a link to a parcel map that they can distribute electronically to the incident personnel, all in less than 15 minutes. The field officers use their smart device to click on a parcel to indicate if contact was attempted or made and in real time the incident commander knows the exact status of the incident search to deploy further resources if necessary and to accurately update stakeholders. Does it sound too good to be true? What if you could provide this innovative service tool to your agency with no additional costs because it uses existing technology? This presentation will show you how it can be done.

How to Prepare Effective and Useful Law Enforcement Presentations

Room Location: Marriott Ballroom - Salon III & IV **Time:** 3:30 PM - 5:00 PM

Track: Breakout Session

Speaker: Annie Thompson - Fairfax County Police Department

Many sworn law enforcement personnel and analysts are responsible for preparing presentations in their profession. It is important to reiterate some of the basic concepts to preparing an effective and useful presentation. This presentation will address some of the more common mistakes made in presentation preparation. PowerPoint has been considered the “premier” presentation software in almost every professional realm. There are others that are just as effective; however, regardless of the presentation software or application, the standards for a good presentation will never change. The purpose of this session is to help the audience enhance presentation preparation skills or continue to improve learned skills. If the user is a novice, hopefully this session will explain the importance of using PowerPoint or any other presentation software properly. Even more experienced users can benefit from some refresher points. It will also help the audience readily identify the many pitfalls that can cripple a good presentation. Many of these pitfalls are unknown to the users. Your presentation should help get your point across and not confuse the audience or hinder your effectiveness in delivering your information.

The primary objectives will focus on:

- Understanding the importance of an effective presentation
- Identifying PowerPoint sins or pitfalls and provide informational tips
- Discussing the importance of formatting, color, fonts, backgrounds, animation, transition
- Explaining uses of a law enforcement presentation

Analysis and Homicide Investigations - The Ryan Lane Homicide

Room Location: Marriott Ballroom - Salon VII & VIII **Time:** 3:30 PM - 5:00 PM
Track: Breakout Session

Speaker: Trish Pace and Christina Witt - Calgary Police Service

In today's world, criminal investigations are becoming increasingly complex and are comprised of more information than ever before. Analysts now work hand in hand with investigators, from the initial call through the conclusion of the court process.

This case study will cover the investigation into the disappearance of Ryan Lane in 2013, following his first court-directed visitation with his daughter in two years. We will cover the initial call through the successful conviction of the three suspects. Multiple investigative and analytical techniques were utilized throughout this file; including production order analysis, a large-scale search, complex undercover scenarios, wire taps, related “stims" and search warrants executed on multiple locations. We will also cover how the Analyst was utilized by the Crown Prosecutor to present key evidence in the trial with two days of testimony and cross examination by three Defense Attorneys.

Media Sonar - Using Social Media for Investigations and Intel

Room Location: Rose **Time:** 3:30 PM - 5:00 PM
Track: Exhibitor-Led Session

Speaker: Chris Adamczyk - Mesa Police Department

The role of Social Media in today's investigative process has changed. In the early stages, people would post text and images of exactly what they were doing, and the location would be part of the metadata. In today's world, this is not always necessarily the case. Does that mean social media no longer plays a part in investigations? Actually, the truth is quite the opposite – social media can be more important than ever in today's policing world.

Uses of Social Media is evolving rapidly, as is the content that people are sending. As such, the right tools are needed to keep up with where today's threats and criminals are already entrenched. This presentation will highlight processes and best practices with an eye towards helping today's analysts be more efficient and effective with their online investigations.

Risk Terrain Modeling in Action - Case Studies of Crime Prevention and Risk Reduction

Room Location: Marriott Ballroom - Salon IX & X **Time:** 3:30 PM - 5:00 PM
Track: NIJ Session

Speakers: Jeremy D. Barnum - Rutgers Center on Public Security; Capt. James Nolette - Fayetteville (NC) Police Department; Kimberly Richards - Fayetteville (NC) Police Department; Dr. Dyann Daley – Cooks Children's Medical Center; Lt. James Sarkos - Atlantic City Police Department

Jeremy D. Barnum: This presentation provides a broad overview of Risk Terrain Modeling (RTM). It begins with a brief introduction to the key conceptual underpinnings of RTM as a spatial analysis tool for public safety. Next, it will describe the basic procedures involved in RTM, including data collection, model parameterization, and analysis. Finally, it will discuss the results of a Risk Terrain Model and how such information can be translated into actionable intelligence to inform practical and sustainable solutions to ongoing problems, primarily within the context of existing research.

James Nolette: In 2012, the Fayetteville Police Department (FPD) and the Rutgers Center on Public Security partnered to deploy Risk Terrain Modeling (RTM) to reduce violent crime. Five target areas were identified as being responsible for a substantial share of Fayetteville's violent crime problem. Risk factors specific to each area were identified and risk-reduction interventions were developed to alter the conditions of each area. Interventions were coupled with traditional enforcement and community outreach. Analyses determined that violent crime declined in all target areas and citywide. Crime reductions were achieved via data-driven smart policing approaches that were sustainable in the long-term.

Dr. Dyann Daley: Child maltreatment prevention has been elusive, partly due to difficulty in identifying vulnerable children before they are harmed. This study employed Risk Terrain Modeling (RTM) to forecast future child maltreatment. The model is superior to commonly used hotspot predictions because: 1) high risk areas for future child maltreatment are identified with unprecedented precision; 2) it aids the prioritization of risk-mitigating efforts by informing about the relative importance of significant risk factors; and 3) it is more robust against potential biases. The present study discusses the power of RTM to aid efforts to improve the safety and well-being of vulnerable children.

James Sarkos: The Atlantic City Police Department (ACPD) and Rutgers Center on Public Security partnered in late 2015 to utilize Risk Terrain Modeling (RTM) to more strategically deploy resources for long-term crime prevention. This presentation specifically focuses on the ACPD's use of the "ACTION" model, a framework for risk-based interventions that stands for assessment, connections, tasks, interventions, outcomes, and notifications. The purpose is to harness the information produced by RTM to better understand risky locations, coordinate tasks, develop and implement targeted interventions, evaluate procedures and outcomes, and communicate with stakeholders. The ACTION model structured the risk-based policing process deployed by the ACPD.

Tuesday, September 20th

Hometown Security - The Analysts Role in Homeland Security and Community Policing

Room Location: Bluegrass 1 & 2 **Time:** 1:30 PM - 3:00 PM
Track: Breakout Session

Speaker: Glen Mills - Burlington Police Department

Most large enforcement agencies have full time teams of personnel dedicated to homeland security duties, but what about smaller agencies or agencies that can't afford their own dedicated units? What about community policing? Can an agency effectively engage the community and form community partnerships while simultaneously protecting the homeland against today's threats?

This presentation will discuss a simple plan to implement a program that will enhance your agencies homeland security efforts, intelligence sharing capabilities, emergency preparedness and most importantly, your community policing efforts.

This program will be especially helpful for the public safety analyst with limited time and resources, and will show how one can play a vital role in enhancing community relations while building lasting partnerships that will reduce crime, enhance community safety and build community resilience against all hazards.

Queries and Functions in Microsoft Access

Room Location: Marriott Ballroom - Salon I & II **Time:** 1:30 PM - 3:00 PM
Track: Computer Lab

Speaker: Jason Elder - Vanderbilt University

This lab will introduce how to create various types of queries in Microsoft Access. It will also introduce how to write many functions in these queries. These functions are similar to writing formulas in Microsoft Excel and are very useful in transforming data for better understanding. The instructor will be teaching the lab using Microsoft Access 2010, but students can use versions 2007 or 2013. Students wishing to participate in the hand-on portion of the lab are required to bring their own laptops and have Microsoft Access 2007 or 2013 installed prior to the start of the session. The lab data will contain all queries, so students will not spend much time typing.

Using Trello for Project Management

Room Location: Marriott Ballroom - Salon III & IV **Time:** 1:30 PM - 3:00 PM
Track: Breakout Session

Speaker: Kyle Stoker - Raytown Police Department; Angela Backer-Hines - Eagan Police Department

Need help getting things done? Have you ever wished you were more organized? Then Trello is for you! Trello is an awesome, completely free, project management app that you can use alone or with a group to wrangle your task list into shape. It's intuitive and easy to use and anyone can get started in just a few minutes. The concept behind Trello is the kanban board, which at its simplest is just a cork board on your office wall. Units of work are represented by sticky notes or index cards, sorted into columns. As you work on or complete tasks, you can move the cards between lists and then archive them once they are done. Trello takes those cards and super charges them by adding comments, attachments, and color coded labels, while a powerful search function keeps everything at your fingertips. Apps for every platform keep your project board accessible wherever you are. It has all the flexibility of cards on a cork board, without the clutter and drawbacks of physical paper. Trello's collaboration features allow everyone in the group to be on the same page and access shared resources. Cards can be assigned to specific members and the commenting system allows you to keep the conversation specific to an individual card. In this presentation, members of the IACA's Training Committee will demonstrate live how they use Trello to plan for dozens of classes and manage hundreds of students every year.

Predictive Analytics from the Ground Up - Implementing and Operationalizing Intelligence-Led Policing in the Fight Against Violent Crime

Room Location: Marriott Ballroom - Salon VII & VIII **Time:** 1:30 PM - 3:00 PM
Track: Breakout Session

Speakers: Antonio Sajor - Stockton Police Department; Ruth Padilla - Lexis Nexis

This presentation will detail how the Stockton Police Department went from having no predictive capacity, into being one of the most progressive and innovative agencies in this critical area. Attendees to this session will learn how to implement predictive policing in their respective agencies, as well as how to operationalize forecasts and predictions and how to evaluate and adjust predictive models. Perhaps most importantly, attendees will learn first-hand how critical command level buy-in can be in the process and how best to obtain it to ensure a successful implementation of Predictive Policing.

Business Watch International - Intelligence from Secondhand Businesses

Room Location: Rose **Time:** 1:30 PM - 3:00 PM
Track: Exhibitor-Led Session

Speaker: Jack Gee

There is a location in your jurisdiction that of the people that frequent it:

- 60% have an arrest history for narcotics
- 30% have an arrest history for sex offenses
- 90% have a criminal record

This is the average for customers of your local pawnshops and secondhand dealer. It is not just about property crime. Intelligence for many types of crimes and offenses can be derived from the information given by these shops. An investigator only needs to know what to look for.

This class will provide the investigator a working knowledge on methods to identify criminal activity by targeting the, “red flags”, found in the data provided by these businesses. This class will show what to watch for and how to utilize the information once it is found.

In addition the class will express the advantage of a partnership between law enforcement and the businesses. A working relationship between the police and the industry has proven effective in past cases from Organized Retail Crime, hunting down fugitives, and aiding in a nationwide manhunt for a serial killer.

Open Source Strategic Forecasting Workshop

Room Location: Marriott Ballroom - Salon IX & X **Time:** 1:30 PM - 3:00 PM
Track: NIJ Session

Speaker: Dr. Isaac T. Van Patten - Roanoke Police Department

Forecasting is at the heart of most strategic analyses. There many different approaches to predicting future crime events; some are very accurate and some not so much. Participants will learn to make sophisticated, accurate strategic crime forecasts using common office software. Using Microsoft Excel, Microsoft Access, CrimeStat IV, and the statistical software R, participants will learn how to prepare "one-step ahead" crime forecasts. Two different methods will be demonstrated; one using the CrimeStat IV platform and the other using the R platform as a standalone for building forecast models. Participants should bring their own laptop and sample data will be provided.

Required for this workshop: Data files and installers for R & RStudio can be found at:
https://www.dropbox.com/sh/aant7r2w2bogr4w/AADPgkqsO8rYnmqbvJwykjVua?dl=0
Also, to install the most up-to-date versions of R go here: http://cran.r-project.org/
To install the most up-to-date version of RStudio go here: http://www.rstudio.com

Understanding Non-Traditional Gangs On a Local Level

Room Location: Bluegrass 1 & 2 **Time:** 3:30 PM - 5:00 PM
Track: Breakout Session

Speaker: Alex Schneider - Arlington Police Department

Traditional gangs such as the Crips and Bloods are familiar to most in law enforcement. Increasingly non-traditional gangs are developing across the country, in both large and small towns, which have a more fluid structure and hierarchy. Modern law enforcement must adapt to this new gang model to be effective. This presentation will focus on understanding these non-traditional gangs and their inter-relationships. We will examine the differences between traditional gangs and non-traditional gangs, and discuss the implications for law enforcement personnel and their training. Using real examples from Arlington, Texas, we will discuss the importance of understanding gangs at a local level.

Crystal Reports – Overcoming Data Challenges from Law Enforcement Records Management Systems

Room Location: Marriott Ballroom - Salon I & II **Time:** 3:30 PM - 5:00 PM
Track: Computer Lab

Speaker: Michelle Chitolie - Port St. Lucie Police Department

As an analyst making data connections from record management systems (RMS) utilizing Crystal Reports can be challenging due to various reasons. It can be lack of knowledge of the searchable fields within the RMS, insufficient training, and/or inefficient data entry into the system. Regardless of the reason, we all recognize data will never be perfect. So, how do we deal with the situation? This course will demonstrate ways to capture imperfect data, find trends/patterns within the data, and different ways to find that “needle in the haystack” that may provide support to a Criminal Investigation using Crystal Reports. This presentation is directed towards all support staff of law enforcement agencies that have the need to retrieve data quickly, analyze trends/patterns, and/or assist in criminal investigations.

Free Resources for the Crime Analyst

Room Location: Marriott Ballroom - Salon III & IV **Time:** 3:30 PM - 5:00 PM
Track: Breakout Session

Speaker: Glen Mills - Burlington Police Department

No matter the size of your agency we have all wanted to do something as investigators, officers or analysts that we just couldn't find the resources to do. Usually, these limitations are due to financial restrictions as there is not one public safety agency with an unlimited budget.

This presentation will focus on ways to stretch your limited (or non-existent) budget through the use of free tools and resources found on the internet. You and your agency can spend less time and energy on developing technological resources and focus more on increasing communication with the public, operating more efficiently and providing the highest level of training to your personnel.

The variety of free resources available is staggering and this will be a fast paced demonstration of several cost-saving tools available to you and your agency.

In-Progress Tactical Analysis - Prepare Yourselves

Room Location: Marriott Ballroom - Salon VII & VIII **Time:** 3:30 PM - 5:00 PM
Track: Breakout Session

Speaker: Annie Mitchell - Los Angeles County Sheriff's Department

It could happen to anyone, anywhere at anytime. Sadly, we live in an era of unspeakable acts of violence that could affect the lives of numerous innocent victims. What role can or should an analyst playing during such an event? Analysts have the ability to provide vital information to field and investigative personnel during a number of in-progress scenarios. This presentation, through case studies and interviews with analysts that were put in such a position, will provide insight that will help analysts prepare themselves for a critical incident within their agencies.

Geotime by Uncharted: Cellphone Data - Formatting, Analysis, Mapping, and Presentation

Room Location: Rose **Time:** 3:30 PM - 5:00 PM
Track: Exhibitor-Led Session

Speaker: Adeel Khamisa

Cellphone data plays an increasingly relevant role as evidence in many of the cases analysts support. This presentation is designed to provide an overview of more up-to-date methods of handling cellphone records, beyond Microsoft Excel. It will address common mistakes analysts make in requesting, formatting and presenting cellphone data from call detail records (CDRs) and mobile forensic extractions. The presentation will also focus on easily identifying a suspect's pattern of life and how to present that in court. All attendees will have the opportunity for a follow-up online hands-on training session for practical application.

Repeat and Near Repeat Analysis

Room Location: Marriott Ballroom - Salon IX & X **Time:** 3:30 PM - 5:00 PM
Track: NIJ Session

Speakers: Dr. Travis Taniguchi - RTI International; Philip Glasner - SynerGIS Informationssysteme GmbH; Lorie Velarde - Irvine Police Department; Dr. Yan Zhang - Sam Houston State University

Dr. Travis Taniguchi: For over a decade research has shown that once a burglary occurs on a street, the homes on that street and on nearby streets are at a much higher risk of burglary over the next one to two weeks. We developed an open source utility to identify the areas at high risk of being burglarized and randomly assigned them to treatment and control conditions. Residents in the treatment areas were quickly notified that they were at an increased risk for a burglary and provided with burglary prevention techniques that could be used to reduce the risk of further burglaries. The effects of the intervention on crime, citizen perceptions, and agency volunteers will be discussed.

Philip Glasner: Recently, first attempts have been made to predict future crime locations in Austria using well-known techniques already applied in the US and the UK. A just concluded research project proved that the concept of near repeats offers a great value in forecasting residential burglaries in Vienna, Austria. A software application notifies law enforcement agencies whenever the analysis of a recent burglary event reveals to be likely a near repeat of a previous event. Several triggers are used to detect various patterns and thus the possible existence of serial offenders, allowing law enforcement agencies to deploy resources more effectively.

Lorie Velarde: The Irvine Police Department developed a daily forecast map for residential burglaries. This project is a variation of Philip Glasner's work on crime predictive analysis and adds structural and temporal information to the daily forecast map. The process is completely automated from map creation to distribution. The typical daily forecast covers about 6% of the city and forecasts about 66% of new burglaries. This presentation breaks down the process so it can be replicated at other agencies. Map examples are shared as well as feedback from patrol officers on its use in the field.

Dr. Yan Zhang: We use ballistics hit reports data (NIBIN hits) from the Houston Police Department between 2000 and 2012, to examine the spatial and temporal patterns of repeat criminal gun use in Houston. We find a moderate, positive association between the distance a firearm traveled (from one crime to the next) and the time that elapsed between crimes involving the same gun. The magnitude of the relationship varied by offense types. Overall, more than 40 percent of the firearms traveled in relatively short distances (either within the same or to the adjacent neighborhood).

Wednesday, September 21st

Evaluating Crime Analysis Units – A Case Study

Room Location: Bluegrass 1 & 2 **Time:** 8:30 AM - 10:00 AM
Track: Breakout Session

Speaker: Jessica Herbert - Office of Justice Programs Diagnostic Center

The U.S. Department of Justice, Office of Justice Programs Diagnostic Center is a technical assistance resource for state, local and tribal policymakers seeking to implement data-driven strategies to make decision about justice programming and improve public safety in their communities. This presentation is a case study of the Fayetteville (NC) Police Department's recent efforts to grow data-driven processes and solutions to support their public safety objectives. After combining intelligence and crime analysis units in an effort to streamline analytical processes and enhance analytical output for their community, leaders requested the Diagnostic Center's assistance in evaluating their processes and identifying promising practices in enhance their analytical output.

Developing A Custom Calls-For-Service Dashboard

Room Location: Marriott Ballroom - Salon I & II **Time:** 8:30 AM - 10:00 AM
Track: Computer Lab

Speaker: Manny San Pedro - IACA & IALEIA

This workshop will introduce the analyst to Excel Slicers to create a visualization of Calls-for-Service data in a Dashboard environment. Analysts will perform some data manipulation through functions. Analysts will also learn how to connect to a remote data-source and will develop a custom calls for service dashboard in Microsoft Excel at the completion of the workshop.

Combatting Drug-related Crime

Room Location: Marriott Ballroom - Salon III & IV **Time:** 8:30 AM - 10:00 AM
Track: Breakout Session

Speaker: Friedrich Steiner - Austrian Federal Police

Combatting acquisitive crime is not very popular in many police agencies because most is petty crime and the officers have to fight against major crime types. The annual damage is more than high and a successful fight against these offenders also increases the acceptance of the police. I will show you a simple way to extract RMS data from certain cases and put them straight into an "analyst working file"

(database), searchable and not against the privacy policy. This presentation inclcudes case studies regarding how the database was successfully used by my officers.

Not Yo Mama's COMPSTAT

Room Location: Marriott Ballroom - Salon VII & VIII **Time:** 8:30 AM - 10:00 AM
Track: Breakout Session

Speaker: Wendy Ethridge - Denver Police Department

Are you and your agency tired of the same old COMPSTAT process? Are you being tasked with helping to stand up a COMPSTAT process from scratch? If so, this is the presentation for you. See how the Denver Police Department (DPD) has used advanced analytics to create a cutting edge accountability model and how you can utilize the lessons learned to do the same thing in your agency.

The DPD uses data and analytics to drive decisions and hold staff accountable in all areas of department operations. This approach puts analytics in the hands of all levels to help make better, more informed decisions. Weekly Command Operation Review and Evaluation meetings, known as "CORE", are modeled after the COMPSTAT process of utilizing statistics to analyze police work. CORE also adds in a second component, a robust analytical platform that provides an avenue to have meaningful conversations about accountability, productivity and innovative policing in the City of Denver. This presentation will show how any agency can implement an effective accountability model, similar to CORE, which engages key stakeholders within the agency to formulate strategic, data driven responses to current and emerging crime problems. What sets the CORE process apart from others is the integration and use of advanced data analytics before, during and after meetings to create response plans as well as measure their effectiveness and outcomes.

Blue-Light - Analyst's Notebook Premium Importing and Analysis in the Cloud

Room Location: Rose **Time:** 8:30 AM - 10:00 AM
Track: Exhibitor-Led Session

Speakers: Ed Boggess; Bryan Pardoe

The IBM i2 Analyst's Notebook Premium software allows an analyst to rapidly turn vast, disparate data sets into actionable intelligence that will identify, predict, prevent and disrupt criminal, terrorist and fraudulent activities. It combines data storage, analysis tools, visualization and dissemination capabilities. It features a flexible data model and a comprehensive range of visual analysis tools which are designed to help users discover key individuals, connections, relationships, events, patterns and trends that may otherwise have been missed. Analysts who use this software are able to:

- Significantly reduce time to discover and deliver high-value intelligence
- Quickly identify patterns in data that would otherwise be missed
- Achieve data transparency both within and across investigations

- Communicate results in an easy-to-understand and compelling way

Blue Light LLC is an IBM Strategic Partner and will be hosting this session utilizing the IBM i2 Analyst's Notebook Premium software hosted in the cloud. The goal of this training will be to improve an analyst's overall ability to effectively collect, collate, interrogate, filter, and disseminate information into actionable intelligence and disrupt criminal, terrorist and fraudulent activities. Key subjects covered during this session will be:

- Importing data into i2 Analyst's Notebook Premium
- Identify key people events, connections and patterns using innovative features like social network analysis, "list most connected" and "find connected networks"
- Store structured and unstructured data in an analysis-ready format within a single location
- Accelerate information discovery using available, locally stored data by employing exact and fuzzy searching techniques simultaneously across structured and unstructured data
- Unlock the value of information and intelligence in existing charts by searching individual chart items while stored directly in an analysis repository

All analysis will be conducted in the New i2 Analyst's Notebook Interface (Version 9.0.3) which will highlight new analytical features and functions released in that latest version.

Using Predictive Analytics in Denver - Evaluating the Data and Software (Workshop)

Room Location: Marriott Ballroom - Salon IX & X **Time:** 8:30 AM - 10:00 AM
Track: NIJ Session

Speaker: Shellie Solomon - Justice & Security Strategies, Inc.

Predictive policing is based on the premise that crime can be accurately forecasted for small enough geographic areas and on reasonable enough time frames to enable police agencies to adequately deploy officers to potential problem areas. Through the NIJ funded study and in collaboration with the Denver (CO) Police Department, researchers from Justice & Security Strategies, Inc. examine the process of predictive policing and its components, specifically the role of reliable and useful data; and predictive analytics and algorithms. For this presentation, JSS will discuss tools and processes to evaluate departments' data and to assess predictive analytics software.

Implementing Social Media Intelligence

Room Location: Bluegrass 1 & 2 **Time:** 10:15 AM - 11:45 AM
Track: Breakout Session

Speaker: Sabih Khan - Skokie Police Department

The presentation is a case study of how a police department created its first intelligence unit, the tools it acquired to help officers set up the social media monitoring program, methods and good practices on creating accounts, techniques for monitoring social media platforms, and gathering intelligence using social media platforms such as Facebook, Instagram, Snapchat, Twitter, etc. The presentation will provide examples of incidents/cases that were solved through the use of social media, prevent gang retaliation, and monitor criminal activity.

The presentation will also cover good practices, policies that a police department should create, and privacy issues that arise in social media. Audience members will walk away from the presentation having a set of tools they know are available to help them with Social Media Intelligence. In summary, an analyst will have better understanding of how a police department can start leveraging social media.

Automating Your Products Using Your Desktop PC

Room Location: Marriott Ballroom - Salon I & II **Time:** 10:15 AM - 11:45 AM
Track: Computer Lab

Speaker: Lorie Velarde - Irvine Police Department

Analysts are often tasked with creating the same reports, maps, or products daily, weekly, and monthly. What many analysts don't realize is that many of these processes can be automated, and you don't need to purchase new software or learn complicated scripting. This presentation shows analysts how to create workflows that minimize analyst interaction, create macros and batch files, automate the process of creating a PDF, create scripts that email products to end users, and schedule tasks. Sample reports and products are included.

In Context - Understanding Police Killings of Unarmed Civilians

Room Location: Marriott Ballroom - Salon III & IV **Time:** 10:15 AM - 11:45 AM
Track: Breakout Session

Speaker: Nick Selby - Midlothian PD

There are challenges and problems with police killings, but they are more nuanced than the current public perception and media narrative. To change things, we first must engage in data-driven dialogue to understand them. This session will explore a study of the metrics and findings of incidents where police killed unarmed citizens, and discuss the low-hanging fruit suggested by our year-long research project.

Creating Effective Bulletin and Map Masterpieces from Scratch

Room Location: Marriott Ballroom - Salon VII & VIII **Time:** 10:15 AM - 11:45 AM
Track: Breakout Session

Speaker: Mike Winslow - Scottsdale PD

A well constructed bulletin/map provides officers/investigators with a comprehensive review of data without having to read through a stack of reports. This session is meant to serve as an introduction to bulletin creation and crime maps. Are you looking to make your products stand out above the rest? Do you want people to see your name and know that the attached products are always worth looking at? This session will provide students with the tools necessary to answer yes to both of these questions!

LexisNexis Risk Solutions - Clash of the Titans: Combining Two of the Most Successful Policing Initiatives

Room Location: Rose **Time:** 10:15 AM - 11:45 AM
Track: Exhibitor-Led Session

Speakers: Tom Sizer; Josh Levin

Predictive Policing has clearly taken hold throughout the US as one of the most effective policing techniques to help reduce the number of crimes that occur in a given jurisdiction. Offender based programs have helped law enforcmeent focus on who is responsible for the crimes that are being committed. While these two methodologies align with the two main purposes of law enforcement, preventing crime and solving crime, they are traditionally viewed as two separate policing philosophies. Why?

This session will demonstrate that not only do these two philosophies work extremely well together, but that when combined properly their sum is far greater than the parts.

Improving the Forecasting of Crime with Probability Risk Surfaces

Room Location: Marriott Ballroom - Salon IX & X **Time:** 10:15 AM - 11:45 AM
Track: NIJ Session

Speaker: Dr. Michael Leitner - Louisiana State University

This presentation details current probability risk surface models, including the Risk Terrain Model (RTM) developed by Caplan and Kennedy, that have several limitations that include the collection of all potential risk factors, the selection and weighting of final risk factors having a statistically significant relationship with crime, and the identification of forecasted areas in the computed risk surface that the police should direct their resources to. This presentation addresses such limitations and suggests

innovative and alternative approaches that increase the models' predictability and, ultimately the efficient commitment and distribution of law enforcement resources.

Analysts without Borders - Analyzing Cross-Jurisdictional Criminality

Room Location: Bluegrass 1 & 2 **Time:** 2:15 PM - 3:45 PM
Track: Breakout Session

Speaker: Ruth Padilla - Sacramento Police Department

Investigations involving several jurisdictions is challenging. Criminals have expanded the boundaries in which they operate thanks to the internet, social media and eCommerce sites. Each jurisdiction has different resources available, whether it is the number of analysts, types of software, or connections to other law enforcement agencies. In this session, we will discuss the challenges, and the rewards associated with information sharing, and the benefits of a crime analyst dedicated to analyzing crime beyond the borders of local law enforcement agencies. Case Studies will be utilized to illustrate these elements. An emphasis will be placed on the importance of establishing communication throughout the entire region. The presenter will offer some best practices for cross jurisdictional analytical collaboration.

Crime Mapping - Web-based GIS for Law Enforcement

Room Location: Marriott Ballroom - Salon I & II **Time:** 2:15 PM - 3:45 PM
Track: Computer Lab

Speaker: Stacy Belledin – ESRI

Are you an analyst that has used ArcMap in your office and wondered how you could upload your maps for you customers? Are you a new analyst or law enforcement professional that would like mapping capabilities? This course will focus on how you can either start with or extend your GIS capabilities using ArcGIS Online. ArcGIS Online will allow you to perform analysis, share maps and information within your organization and the public, and allow you to empower non-GIS users with tools for mapping and analysis, supporting the entire agency. For this class, just bring a laptop with internet access, no special software is needed.

You Create Great Analytical Products But Does Your Department Use Them? Tips for You To Enhance Your Department's Use of Crime Analysis

Room Location: Marriott Ballroom - Salon III & IV **Time:** 2:15 PM - 3:45 PM
Track: Breakout Session

Speaker: Jamie Roush - CRH Analysis Consulting

It's a familiar story; crime analysts often produce sound analytical products for their organizations only to find the actual use by the department is varied and inconsistent. Due to their direct supervision or placement within the organization, analysts often find themselves wanting to make effective change but unable to do so. By sharing concrete examples, this presentation will provide tips to enhancing the use of crime analysis in any department.

Analyst Case Study - Thou Shalt Not Steal/DyNoMite Bandit Bank Robbery Series

Track: **Breakout Session**

Room Location: Marriott Ballroom - Salon VII & VIII **Time:** 2:15 PM - 3:45 PM
Track: Breakout Session

Speaker: Mike Winslow - Scottsdale PD

Over the course of 4 years, a highly skilled bank robber operated throughout the greater Phoenix Valley. This serial offender had a particular set of skills, skills that made him quite successful at taking banks down. His initial, unique appearance had Local and Federal agencies dub him as the "Thou Shalt Not Steal Bandit"; however, an unexpected shift in MO caused investigators to wonder if his name should be changed to the "DyNoMite Bandit" or if another bank robber was attempting to stake his claim on the Valley. The entire series will be reviewed with each hit examined, along with reviewing each analytical product produced. This class will provide a fascinating case study, insight to working in partnership with the FBI, and offer various tips and tricks for working future robbery series.

Business Watch International - Using Modern Technology in Regulated Business and On-line Investigations

Room Location: Rose **Time:** 2:15 PM - 3:45 PM
Track: Exhibitor-Led Session

Speaker: Jack Gee

Modern investigations entail much more than it did 20 or even 10 years ago. With the growth of on-line merchant sites like Craigslist and Back Page, plus social media sites like Facebook; online investigation is a must for every type of case. If you are not doing profile or property checks on line then you are

missing important intelligence that may make your case. These types of investigations can be time consuming. However, there is technology out there that can make examination of online data simple and quick. Much of the tools available to the investigator does much of the work in the background while they concentrate on other aspects of the case..

Examples of investigations into pawnshops, Craigslist, eBay, and Facebook will be examined using state of the art technology. Training will include methods to use this technology to not only be reactive but proactive in a wide variety of investigations.

Research Practitioner Partnerships

Room Location: Marriott Ballroom - Salon IX & X **Time:** 2:15 PM - 3:45 PM
Track: NIJ Session

Speakers: Alex Wagner - Fisher College; Dr. Jerry Ratcliffe - Temple University; Dr. Travis Taniguchi - RTI International; R. Renee Richardson - Richmond Police Department

Alex Wagner: Research and practitioner partnerships can provide benefits to both domains while simultaneously helping to improve criminal justice overall. This presentation will highlight an example of such a partnership in which the participation of both realms is necessary to improve the use of crime statistics. This includes successful steps as well as struggles of building and maintaining these partnerships through every phase of the research project. Findings from a random sample from the National Incident Based Reporting System of 480 incidents of aggravated assault, simple assault, sexual assault and intimidation in Massachusetts from 2011 to 2013 will be presented.

Dr. Travis Taniguchi and Dr. Jerry Ratcliffe: Research-practitioner partnerships have numerous benefits. Researchers benefit from applying research and analytic methods in a real world environment and can help evaluate and guide public policy based on the best available scientific evidence. Law enforcement agencies can take advantage of advanced statistical and methodological capabilities that would otherwise be unavailable.

Yet these partnerships are not without their challenges. Law enforcement agencies may not immediately see the value in partnering with researchers especially when those research products may portray the agency in a negative light. Researchers may not want to deal with the tumultuous and often tentative relationships that can develop between researchers and practitioners. Researchers may make unreasonable demands for operational changes in a department while practitioners may have implausible timelines for conducting research, analysis, and provisioning findings.

Panelists will discuss their experiences working in evidence-based research-practitioner partnerships. They will highlight the benefits and challenges of these relationships. Examples of challenging yet successful collaborations will be given.

R. Renee Richardson: You're law enforcement, they're researchers/practitioners: Can we partner? Are there benefits to partnering? How do we partner? What needs to be put into place to establish the

partnership? Are just some of the questions that arise, but the outcome of such a partnership can glean support, strategies, knowledge, sharing and a partnership that continues to grow. The Richmond Police Department has such partnerships with VCU and GMU. I'll discuss how we established and maintain such partnerships to support the Department and the Crime Analysis Unit.

How to investigate Classifieds, E-commerce, and Social Media

Room Location: Bluegrass 1 & 2 **Time:** 4:00 PM - 5:30 PM
Track: Breakout Session

Speaker: Allen Atamer - LTAS Technologies Inc.

The course provides hands-on tips and instruction on investigating websites, such as Craigslist, eBay, Facebook, Twitter, and Instagram. Techniques such as evidence collection, image analysis, metadata analysis, and link analysis are covered. The course also covers common techniques on how individuals can circumvent investigative searches to perpetrate fraud and how to address them using various free and paid tools.

Basic Excel Analytics for Dummies

Room Location: Marriott Ballroom - Salon I & II **Time:** 4:00 PM - 5:30 PM
Track: Computer Lab

Speaker: Katharine Haydar - Jonesboro Police Department

New analysts are welcome. This basic introductory course will cover Microsoft Excel software as it pertains to analytics. Many aspects of Excel will be viewed, such as: basic sorting and filtering, pivot tables to summarize data, conditional formatting to show patterns at a glance, charts (bar, line, pie, scatter, surface) and their best uses, common functions (average, standard deviation, vlookup, text [known as the format function in access], sum), text-to-columns, remove duplicates, and data analysis (correlation, descriptive statistics, histogram, regression).

Cops on Dots - Lessons Learned While Testing Police Analytics

Room Location: Marriott Ballroom - Salon III & IV **Time:** 4:00 PM - 5:30 PM
Track: Breakout Session

Speaker: Barry Fosberg & Paige Burley - Houston Police Department

Law enforcement agencies are searching for and being offered software products under the category of Police Analytics or Predictive Policing solutions. These packages come with convincing demonstrations. Only occasionally is it possible for an agency to directly test vendor claims. Over a period of months the HPD Crime Analysis Unit conducted such a test. This presentation will speak to the specific questions we intended to answer and the lessons learned. Difficulties can arise from a failure to understand how words are defined and what accommodations either party should allow in making changes once testing has begun.

Prior to the problem of testing a specific product is the problem of creating a rationalized process for initial vendor selection. Getting objective information from vendors can be difficult. It is hard to properly test and assess vendors competitively against one another or against their unique product claims. As seen from the list serve, assessments can depend on reports by existing product users. While helpful, agency size, unique needs, and analyst specific duties can alter agency success with the same product.

An "apples to apples" comparison of vendors needs to be created. Customer agencies need a data warehouse to inform their search.

Sometimes hard to remember, agencies need to continually ask themselves about better utilization of existing products already on board their computers or available to them at minimal or no cost.

Clarence “Hurricane” Weaver - A Case Profile in Serial Burglary

Room Location: Marriott Ballroom - Salon VII & VIII **Time:** 4:00 PM - 5:30 PM
Track: Breakout Session

Speaker: Robert LeBlanc - Fairfax County Police Department

In 2006, an offender identified as Clarence Weaver was implicated in several commercial burglaries through a coordinated investigation within Fairfax County, Virginia. Weaver was subsequently taken into custody and eventually engaged in a cooperative agreement with investigators resulting in the closure of more than 50 commercial burglaries as well as intelligence on the craft of commercial burglary from his perspective as a recidivist offender. During the de-brief process, Weaver participated in a candid video recorded ride-along and interview detailing his exploits and strategies as a career offender. This presentation will provide the investigative and analytical context of his criminal exploits as well as afford participants the opportunity to hear directly from Weaver through video excerpts of his recorded de-briefing. Come learn first-hand about Weaver’s decades of criminal conduct, the rationale behind his decisions and how he studied the police to minimize the risk of being caught.

Esri - Get Started with Predictive Policing with Esri's Crime Analysis Toolbox

Room Location: Rose **Time:** 4:00 PM - 5:30 PM
Track: Exhibitor-Led Session

Speakers: John Beck; Chris Delaney - ESRI

Is your agency considering implementing predictive policing, but has a limited budget? Esri's new free-to-download "Crime Analysis Toolbox" helps agencies get started with two tools to support crime prediction using Repeat and Near Repeat Victimization Analysis. This well-known analysis method is derived from research findings that demonstrate locations targeted for crime face a disproportionately high risk to be re-victimized, as do locations within a given area nearby. This method is now available in the ArcGIS Platform for the first time. This presentation will introduce and demonstrate the inaugural tools of the crime analysis toolbox:

- Repeat and Near Repeat Classification Tool
- Prediction Zones Tool

The Repeat and Near Repeat Classification tool allows users to examine whether the patterns of repeat victimization and near repeat victimization are present, and measures the extent of these patterns. If there is a strong presence of repeats and near repeats, the Prediction Zones tool can be used to generate predictions of crime based on the patterning principles of repeats and near repeats. We will demonstrate these tools, illustrate how their outputs can be shared to officers using Web GIS, and discuss operational and investigative implications of the tool outputs

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Moving Beyond Police Administrative Data

Room Location: Marriott Ballroom - Salon IX & X **Time:** 4:00 PM - 5:30 PM
Track: NIJ Session

Speakers: Jennifer Hernandez-Meier - The Medical College of Wisconsin; Dr. Brian Lawton - John Jay College of Criminal Justice; Dr. Christopher R. Hermann - John Jay College of Criminal Justice

Jennifer Hernandez-Meier: The Cardiff Model enhances law enforcement, health care and public health relationships to reduce interpersonal violence. Surveillance data collected in emergency departments (EDs) is combined with police data for enhanced violence surveillance and prevention development and implementation. We collected data in an ED, and combined it with police and paramedic data to begin translating the technical data aspects of this model to the United States. Spatial patterns, hotspot mapping and overlap analyses suggest that this enhanced surveillance model may be beneficial for further detection of violence and the development and implementation of violence prevention approaches in this community.

Dr. Brian Lawton: The current study examines this relationship using data on liquor license locations, calls for service and arrest data collected by the City of Baltimore. Calls for service and arrest data were

geocoded to street segments within the City of Baltimore and longitudinal and spatial analyses conducted to examine trends in the presence of liquor licenses and several types of calls for police service. In particular, the relationship between public nuisance or incivility calls for service are examined in regards to their proximity to different types of liquor licenses in the city.

Dr. Christopher R. Herrmann: The NYPD's crime statistics indicate that 20% of shootings in New York City occur in public housing. While the number of shootings in New York City has decreased almost 25% in the last five years, shootings in and around public housing have not benefited from these significant crime reductions. With a population of over 400,000 residents, New York City Public Housing developments comprises 4.7% of New York City's diverse residential population. This study analyzes public housing development populations, spatial configurations, and micro-level shooting hot spots to determine the differences in space-time-shooting relationships in and around New York City Public Housing.

Thursday, September 22nd

The Analytical Sleuth: Sure-Fire Methods to Uncover Information, Organize your Data and Crack the Case

Room Location: Filly Thoroughbred **Time:** 9:00 AM - 10:30 AM
Track: Breakout Session

Speaker: Jennifer Godown - Fairfax County Police Department

How many times, as a new analyst, has a detective come to you with a suspect's name and said "I can't find ANYTHING on this person, can you give it a try?" As a new analyst, your first response is always "of course, I'll take care of it right away!"; however, you are then stuck with a list of names (partial at best) and little to no idea where to start or how much information to include.

This presentation will give the new analyst the best places to start, where to dig for information, as well as what to include and where to find the best sources of information. At the end of the class, analysts will have the tools necessary to compile a clear and concise history of the suspect that will inevitably have detectives asking for your assistance time and time again.

Finding the Needle in the Haystack!- Working Through Tower Dumps

Room Location: Marriott Ballroom - Salon I & II **Time:** 9:00 AM - 10:30 AM
Track: Computer Lab

Speaker: Jennifer LaMoure - Ventura County Sheriff's Office

This session will go over processing tower dumps using Microsoft Excel. Tower Dumps can be overwhelming and time consuming, with the analyst looking for a "needle in the haystack". Analysts and investigators will leave the class with the knowledge and tips and tricks to process tower dumps and be successful at doing them.

Predictive Policing for Smaller Agencies

Room Location: Marriott Ballroom - Salon III & IV **Time:** 9:00 AM - 10:30 AM
Track: Breakout Session

Speaker: Brittney Hunt - Castle Rock Police Department

"Predictive Policing" is not only a huge catch phrase in law enforcement today, but it is also a methodology that gets results. The same process for predicting gang related violent crime problems can be applied to combat bicycle thefts or juvenile vandalism issues. While on a smaller scale, the methodology, data and analytics are the same. Learn how to take advanced predictive policing

methodologies and apply them to any crime type in any size agency. Learn how and why you should use different statistical methods and when they are appropriate. You will also learn the difference between forecasting and predicting and why it is important to know the difference. Finally, see and learn how these predictive policing strategies were applied at the Castle Rock Police Department to give officers, investigators and command staff the ability to plan for and respond to crime patterns, series and trends effectively.

Open Source Forecasting

Room Location: Marriott Ballroom - Salon VII & VIII **Time:** 9:00 AM - 10:30 AM
Track: Breakout Session

Speaker: Dr. Isaac Van Patten – Roanoke Police Department

Forecasting is at the heart of most strategic analyses. It is the crystal ball. There are many different approaches to predicting future crime events; some very accurate and some not so much. This presentation is intended to make sophisticated, accurate strategic forecasting available to even the smallest agencies with the tightest budgets. It will provide instruction on two different methods of making accurate predictions using only software commonly available such as Microsoft Office and the open source software CrimeStat IV (available at nij.gov/topics/technology/maps/pages/crimestat.aspx). Additionally, exact, step-by-step instruction in how to do forecasting with the open source statistical and graphics language R will take the participant from data collation to final product.

Many analysts use some form of the linear model (regression) to make forecast from time series data. While better than some, this method ignores both the seasonal nature of crime and the tendency for time series data to be autocorrelated (non-independent). Linear models are better than no model at all, and to paraphrase G.E.P. Cox, "all models are wrong; the practical question is how wrong do they have to be to not be useful." However, linear models introduce inherent errors into the forecast model, most notably serial autocorrelation and a lack of seasonality. They are great for identifying a global trend but can err considerably in a one-step ahead forecast.

Using the Holt-Winters (HW) exponential smoothing algorithm, this method of forecasting takes into consideration the current underlying level of crime, the current trend in crime (up or down), and the seasonal index for the time period to be forecast. By simultaneously accounting for these three factors, the HW algorithm does a better job of strategic forecasting. The result is a much more accurate, seasonally adjusted forecast that can project with reasonable accuracy out to twelve months ahead and is strongest in the one month ahead forecast.

Using a combination of Microsoft Excel, Microsoft Access, and CrimeStat IV, the participant will be walked through the process, step-by-step, of extracting the incident-level data from a records management system, collating that data, joining the data with geographic coordinates, and loading it into CrimeStat IV. Using the Time Series Forecasting tool from the Spatial Modeling II tab, the

participant will learn how to select the appropriate options and generate the forecast. Specific attention will be paid to the use of the Trigg Tracking Signal for counterfactual operational management.

Then, using statistical programming and graphics language R, participants will learn how to prepare "one-step ahead" forecasts for Part 1 crimes (and other crimes or events of interest). Participants who want to practice "line" are encouraged to bring their own laptops with the current version of R installed. Sample data will be provided for practice and "sandbox play" with the various methods.

The presentation will conclude with discussion of the best practice for presenting these forecasts to command staff.

Motorola Solutions - Inter-Jurisdictional Data Sharing

Room Location: Rose **Time:** 9:00 AM - 10:30 AM
Track: Exhibitor-Led Session

Speaker: Daniel Seals

Inter-Jurisdictional Data Sharing, or IJDS, is the ability for two or more agencies to view and analyze the neighboring agency's crime data alongside its own data. Agencies are limited by the availability and analysis of data within a single agency or department and often lack for the "big picture" of crime in the overall area. The result is a failure to pick up on larger crime trends and issues that go beyond the department's boundaries and a higher chance that criminals exploit these limitations.

IJDS can overcome the limitations within agency boundaries with its unique capabilities.

By using IJDS, multiple agencies can share their data on a single platform, regardless of their underlying RMS or CAD systems, and see the big picture of crime trends, track specific crimes more effectively, compare results, and ultimately reduce crime.

Predictive Modeling of Crime - Introduction Predictive Modeling, Results of Experiment, and Description of the Free Software

Room Location: Marriott Ballroom - Salon IX & X **Time:** 9:00 AM - 10:30 AM
Track: NIJ Session

Speakers: Dr. Jerry Ratcliffe - Temple University; Amber Perenzin Askey- Temple University; Jeremy Heffner - Azavea

Dr. Jerry Ratcliffe: The three presentations in this session report on a major NIJ-funded project to not only predict future crime risk potential based on grounded theoretical approaches to understanding localized spatial crime patterns, but also develop a free software program to enable local police departments to capitalize on this knowledge. This first presentation lays out the framework to the

project and explains the long and short term theoretical approaches to crime prediction. It then describes the analytical approach to answer the key question – what is more important to crime prediction: long-term crime patterns or short-term crime spikes?

Amber Perenzin-Askey: This presentation documents the results of our analysis examining the relative importance of the long and short term theoretical approaches to crime prediction. We sought to answer the key question – what is more important to crime prediction: long-term crime patterns or short-term crime spikes? A model combining community structural characteristics, crime counts from the previous year, and an estimate of near repeat activity generated the best results overall. Mixed effects logit models suggest that long-term (year-on-year) crime and demographic changes are more influential in this model than near repeats.

Jeremy Heffner: This presentation explains how PROVE - a free software program designed to help police departments predict crime - integrates community structural characteristics, crime counts from the previous year, and an estimate of near repeat activity. The program is specifically designed to only require access to the internet (to download census data) and crime data. The program is accompanied with a manual and a series of explanatory videos to make predictive policing easy and free.

DDACTS with a Twist - Using a Proven Program to Focus on Narcotics Activity

Room Location: Filly Thoroughbred **Time:** 10:45 AM - 12:15 PM
Track: Breakout Session

Speaker: Katie Hoffman - Rochester NH Police Department

The DDACTS program has been popular and successful for a wide variety of departments and agencies; however, one common struggle for agencies introducing the program is getting officers of all levels to buy into a new patrol philosophy. Without line level officers truly buying into the philosophy, no deployment analysis or strategy could be successful.

After launching the program in 2012, Rochester Police Department struggled with this very issue. To build enthusiasm and compliance, the department has since used intelligence-based analysis and analytical products to create a more dynamic, officer-responsive program. Due to the increasing effects of the opioid epidemic in New England, many officers are very passionate about combating drug crime. Since the interest already existed, the Rochester Police Department took the basic principles of DDACTS and applied it specifically to combat drug crime. This focus completely changed the response from officers to the deployment strategy and the program has since been incredibly successful.

Attendees will see examples of products and results from the Rochester DDACTS program and learn how this approach can be adjusted to benefit their agency and reduce crime.

Crime Mapping - Building Useful Information Products using Web GIS

Room Location: Marriott Ballroom - Salon I & II **Time:** 10:45 AM - 12:15 PM
Track: Computer Lab

Speaker: Stacy Belledin - ESRI

Do you want to use GIS to drive organizational change towards a safer, smarter community? This is the first step. This session will start by illustrating how the ArcGIS platform and foundational apps can be applied to support key missions within your organization. Using tools such as Collector, Operations Dashboard, Web AppBuilder, and Web App Templates, the hands-on class will demonstrate how GIS professionals can support crime reduction initiatives, event planning, open data and transparency initiatives, and predictive policing. For this class, bring a laptop with internet access, no special software is needed.

Crime and Intel Analysts Role in Identifying At Risk Individuals

Room Location: Marriott Ballroom - Salon III & IV **Time:** 10:45 AM - 12:15 PM
Track: Breakout Session

Speaker: Casey Hatchett - Brookline Police Department

In recent years, we have watched as significant crimes such as school shootings, ambush attacks on law enforcement, exploitation of youth, cases of intrafamilial homicide and standoffs with barricaded subjects unfold in communities across the nation. In almost all of these cases, the suspect had prior interactions with law enforcement or was known to social service entities as needing assistance. As these individuals fall through the cracks, they end up being a threat to society requiring a law enforcement response.

This presentation will discuss the role of a crime and/or intel analyst in identifying at-risk individuals in their community in an effort to prevent criminal activity, reduce victimization, identify people who pose potential threats to public safety and ensure proper services are being provided to “frequent flyers” who are taxing law enforcement resources when social service support is a more appropriate response.

As analysts, we have the greatest access to data collected on the various types of interactions that officers are having with these individuals which is being housed in disparate tables in our records management systems - from service calls to medical transports to crime reports to field interviews. Learn how analysts can best collect this data, set up threshold reporting as an early warning system and disseminate this information both within their Department and to appropriate service providers. Also learn how, as an analyst, you fit into the larger picture of supporting community service efforts within your department and how to engage with community crisis intervention teams to gather and share intelligence on people in needs of services.

Advanced Analytics Utilizing Regional Information Sharing Capabilities

Room Location: Marriott Ballroom - Salon VII & VIII **Time:** 10:45 AM - 12:15 PM
Track: Breakout Session

Speakers: Anna Berger and Catherine A. Miller - Montgomery County, MD Police Department

Anna Berger and Catherine Miller of the Montgomery County, MD Police Department will provide a presentation on advanced analytics utilizing regional information sharing capabilities. This course is for those who are or want to be familiar with law enforcement information sharing in order to locate suspects, missing person, vehicles, and to solve crimes, determine crime trends, and prevent terrorism.

The Law Enforcement Information Exchange Program is sponsored by the Naval Criminal Investigative Service and being used by local, state, and federal crime analysts and investigators in Connecticut, Rhode Island, New Hampshire, Maine, Maryland, District of Columbia, Virginia, North Carolina, South Carolina, Georgia, Florida, Illinois, Texas, New Mexico, Arizona, Colorado, Southern California, Washington, Idaho, Oregon, Alaska, and Hawaii as well as by federal agents and analysts around the country. Most of the 15 LInX Regions are also connected to the FBI National Data Exchange System (N-DEx).

The presentation will include:

- A brief overview and update on the LInX Regions – locations, who has access, types of data in LInX, and connectivity with the FBI N-DEx and DHS ICEPIC systems.
- Use of advanced tools in LInX and NDEx such as watch lists, identity searches, person summary reports, identifying and locating possible known associates, advanced free text searches, and advanced tattoo searches.
- A deeper dive into advanced analytics with detailed examples of exporting LInX query results and combining with other outside data sources.
- The future of LInX including additional external interface connections, future enhancements, and partnerships.

Hunchlab by Azavea - A Deep Dive into using Forecasting in Law Enforcement

Room Location: Rose **Time:** 10:45 AM - 12:15 PM
Track: Exhibitor-Led Session

Speaker: Jeremy Heffner - Azavea

Over the last few years, Predictive Policing has become more common in police departments around the world. With the rising interest in crime forecasting tools, important questions concerning ethics, privacy and fairness have been raised. At Azavea, we aim for transparency and fairness in all of our products and services, and we have built HunchLab with the same underlying beliefs. We think that data and

algorithms can help law enforcement improve public safety while becoming more effective and transparent.

This three-part presentation will dive into the use of forecasting within law enforcement. First, the HunchLab team will provide an update on new features and functionality within the solution. Second, novel ideas for how to align the use of crime forecasting with recommendations from the President's Task Force on 21st Century Policing will be presented including ideas of how to collaborate with external organizations to provide non-police responses to crime risk. Finally, a technical discussion will discuss how to evaluate the accuracy and fairness of algorithmic predictions in the context of equity in policing.

Inter-Police Agency Mapping, Analysis, and Intelligence

Room Location: Marriott Ballroom - Salon IX & X **Time:** 10:45 AM - 12:15 PM
Track: NIJ Session

Speakers: R. Renee Richardson - Richmond Police Department; Kelli Daves - Medford Police Department

R. Renee Richardson: "Crime Sweep" is made up of Local/State/Federal Partners in Law Enforcement (13+ Agencies) that focus their resources in the city based on the trends/patterns in violent crime. Another partnership, "Firearm & Fugitive Initiative (FFI), is a seasonal (12 week) operation that partners with Virginia State Police and VCU Police. Although different, both initiatives use various data sources that are visually displayed using GIS Mapping of Hot Spots, Thematic Maps, Line Segment Maps and intelligence to determine the deployment of resources based on what each agency can bring to the table.

Kelli Daves: Kelli Daves, a Crime Analyst with the Medford Police Department, has supported federal agent's investigations in Southern Oregon for over 10 years. Local analysts have access to information not accessible to the federal agents or their analysts. In an area the size of Southern Oregon our federal partners do not have any analytical support in their local office. Kelli has supported T-3 wires, multiple drug investigations and child exploitation investigations in cooperation with federal partners. This presentation will be a case review of several of the above mentioned cases.

Friday, September 23rd

The Role of the Crime Analyst in the Smarter Cities Movement

Room Location: Filly Thoroughbred **Time:** 9:00 AM - 10:30 AM
Track: Keynote Session

Speaker: Derek Paulsen – Commissioner of Planning, Preservation and Development; City of Lexington KY

The continuous advancement of wireless networks and computer processors has led to the rise of the Internet of Things (IOT) and the increased ability to monitor data on almost anything in real time. When applied to Cities, IOT has directly led to the rise of the Smarter Cities movement, a movement focused on improving productivity and quality of life through data. Cities across the world are increasingly monitoring a myriad of things from traffic, traffic signals, parking, electric and water lines and even bill payments to improve the function and quality of life within a City. While the Smarter Cities movement promises an increased ability to measure and monitor the infrastructure and information within cities it also has the potential to lead to an increased data overload. Up to this point the focus of the Smarter Cities movement has been on the monitoring and collecting of data with much less focus on analyzing the data and using it for problem solving across government. This presentation will explore the Smarter Cities movement tracing its evolution and discussing its potential benefits and pitfalls with a major focus on how crime analysts can play an important role in its effective growth. Specifically, the talk will discuss how crime analysts are perfectly situated within government to benefit from the increased collection of data and lead cities in a new way of problem solving across government lines.

International Association of CRIME ANALYSTS

Presenter Profiles – International Association of Crime Analysts

Allen Atamer



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Allen graduated from MIT with a Masters Degree in Aeronautics/Astronautics, and has spent the past 16 years working on software engineering, artificial intelligence, and text mining. In his industry experience, he developed a patented approach to intelligent automated troubleshooting questions that is used in diagnostics and repair of commercial aircraft. He has worked on all aspects of software development, business analysis, and many self-starter skills. He even captained a team of astronaut wanna-bes in the NASA-sponsored Space Elevator Games for 2 years! Allen founded LTAS Technologies in 2011 to make an impact on how the Internet is regulated and kept safe for everyone. The Harmari Tools that are developed by LTAS are used by hundreds of customers in government, insurance, retail loss prevention, professional licensing boards, and law enforcement. He lives in Toronto, Ontario, Canada with his wife and 3 daughters.

Angela Backer-Hines, CLEA



Crime Analyst/Computer Forensic Examiner - Eagan Police Department

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Angela Backer-Hines is a Certified Law Enforcement Analyst through the International Association of Crime Analysts (IACA) and currently works as the Crime Analyst and Computer Forensic Examiner for the Eagan Police Department. Angela has a Bachelor's Degree in Criminal Justice and Forensic Science from Hamline University and a Master's Degree in Criminal Behavior from Tiffin University. She is also a Certified Crime and Intelligence Analyst through the California Department of Justice. Angela has been working as an analyst since 2004 and has worked at multiple levels of law enforcement; city, county and state. She has been the treasurer of the Minnesota Association of Criminal Intelligence Analysts

(MACIA) for the past seven years and the training class coordinator for the IACA for the past four years. Angela was also recently appointed to be the Intelligence and Cyber Crimes Division Director for the Twin Cities Organized Retail Crime Association (TCORCA).

Stacy Belledin



Educational Specialist - Public Safety - ESRI

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With over 16 years experience in the law enforcement field, Stacy is currently an Educational Specialist with Esri, creating instructional content for the public safety field. Prior to working with Esri, she was a crime analyst for both the Lakewood (CO) Police Department and the Jacksonville (FL) Sheriff's Office. Stacy has been an active member in the International Association of Crime Analysts for many years, serving as an instructor and conference/symposium chair, as well as other various committees. She previously was an adjunct professor at Tiffin University, and has taught GIS and crime analysis courses since 2005. Stacy earned her bachelor's degree in criminal justice from Indiana University and her master's degree in criminology at Florida State University.

Anna Berger



NCR-LInX Regional Trainer - Montgomery County, MD Police Department

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Anna Berger has been a LInX user since 2007 and became the Regional NCR-LInX Trainer in March 2013. She handles all aspects of the LInX training including developing lesson plans, creating WebEx training, and assisting in creating online training modules for the LInX Program. In addition to training Anna assists with reviewing agency data quality and makes recommendations for improvements. Prior to joining LInX, Anna spent nearly 13 years with the Montgomery County (MD) Police Department, where 10+ of those years were spent as a Crime Analyst and Analyst Supervisor. Anna holds a Bachelor's Degree in Criminal Justice from the University of Delaware.

Edwin A. Boggess

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Ed Boggess is currently the Director of Training at Blue light LLC. He has been with Blue Light for four years and has served in several positions including Trainer, Program Manager and Deputy Director of Training. Prior to joining Blue Light, Ed served 25 years in the United States Army. He originally enlisted as a Combat Engineer in 1985 and retired in 2010 as Master Sergeant in Special Forces. During his service he deployed to multiple countries including combat tours in Iraq, Afghanistan and the Republic of the Philippines, Demining Operations in Lebanon and Egypt and Disaster Relief Operation in Thailand, Sri Lanka and Indonesia.

Ed has been a long time user of i2 Analyst's Notebook dating back to 2001 using it to map out relationships on a small Island in the Philippines while searching for a US couple kidnapped by Abu Sayyef Militants to Military Operations in Iraq and Afghanistan. After retiring from the Army, he has trained over 500 users from military, retail, law enforcement, financial crimes, intelligence and other related industries.

Paige Burley



Criminal Intelligence Analyst - Houston Police Department

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Paige Burley is currently a Criminal Intelligence Analyst at Houston Police Department and has also worked at Harris County Sheriff's Office's Real Time Crime Center. After receiving a Bachelor's in Criminology and International Studies from University of New Mexico, she went on to complete a Master's in International Security from University of Warwick (Coventry, England). Paige has sent time aboard throughout Europe & Russia through her studies.

Rachel Carson

Director - Inspired Acts

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Rachel Carson is a practitioner and trainer in all aspects of intelligence analysis and statistics, with proven success in influencing operational policing and security as well as the strategic direction of police and government organisations in safety and security through the benefits of data-based decisions. After graduating from University of Bath, England with an honours degree in statistics, Rachel's career initially developed in the aviation, transportation and insurance industries. In 2003, Rachel became Principal Analyst for the British Transport Police, and after four years became head of the Intelligence and Analysis Team at Transport for London (TfL). Rachel left TfL in May 2014 and is currently Director of her own analysis, consulting and training company, Inspired Acts. As a trainer and consultant Rachel is now working with a number of law enforcement and security agencies to help develop their analytical processes and capabilities. Rachel is also the International Development Coordinator for the International Activities Committee.

Michelle Chitolie

Senior Crime and Intelligence Analyst - Port St. Lucie Police Department

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Michelle Chitolie is a Senior Crime and Intelligence Analyst for the Port St. Lucie Police Department in Florida. She has been an analyst for 15 years where she began her career in 2001 at the Broward County Sheriff's Office and in 2005 became employed for the Port St. Lucie Police Department. As a Certified Law Enforcement Analyst through the Florida Department of Law Enforcement, she also holds a Geographic Profiling Certification received through the National Law Enforcement and Corrections Technology Center (NLECTC) and a Crime Intelligence Analysis Certification received through Anacapa Sciences. She holds a Bachelor of Arts degree in Criminal Justice and a Master of Science degree in Computer Information Systems. Her "Crime Analysis Profile" is featured in Dr. Boba-Santos' book, Crime

Analysis with Crime Mapping 3rd Edition and she has also co-authored an article entitled "Systematic Responses to Crime Pattern Analysis" highlighted in the Police Foundation's Crime Mapping News in 2009. Her current position entails tactical, strategic and intelligence analysis.

Chris Delaney, CLEA

Industry Framework & Standards: Law Enforcement/National Security - ESRI

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Chris Delaney joined Esri in 2013 after a 13 year career as a Law Enforcement Analyst. At Esri, he helps to drive adoption of Esri technology by illustrating how the ArcGIS platform empowers key workflows within the Law Enforcement and National Security industries. His early career was spent as an intelligence analyst, working in the Special Investigations Section at the Rochester, NY Police Department. At RPD, he developed the department's gang database, gang criteria, and conducted spatial and intelligence analysis of gang and violent crime problems. This work included a successful implementation of the gang violence reduction program "Ceasefire" with criminologists John Klofas, Ph.D., of RIT and David Kennedy of John Jay College. From 2006-2009, he ran the Crime Analysis Unit of the Rochester Police Department and was the managing analyst for the Monroe Crime Analysis Center in Monroe County, NY. Most recently, Chris was the Director of Business Intelligence for the Rochester Police Department, where he oversaw GIS, strategic analysis, business intelligence, data management, and technology integration efforts for the Department. In addition to being a Certified Law Enforcement Analyst by the International Association of Crime Analysts, Mr. Delaney holds a B.S. in Criminal Justice and an M.S. in Public Policy from Rochester Institute of Technology, where he is an Adjunct Lecturer in the Department of Criminal Justice.

Jason Elder, CLEA

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Jason Elder is a Business Intelligence Analyst for Vanderbilt University where he analyzes hospital data for the purpose of reporting on data warehouse dashboards. He was a crime analyst at the Cincinnati PD from 2008-2011 where he analyzed crime at the city-wide level with an emphasis on information management. From 2001 to 2008, he worked for the Washington/Baltimore High Intensity Drug Trafficking Area (HIDTA) office as an intelligence analyst. He performed financial, telephone, and link analyses for the Baltimore PD, FBI, DEA, and ATF HIDTA initiatives. He received his Bachelors of Art in Criminal Justice from Edinboro University of Pennsylvania in 1999 and his Masters in Science in Criminal Justice from the University of Cincinnati in 2001. He taught for the International Association of Law Enforcement Intelligence Analysts (IALEIA) in the Foundation of Intelligence Analysis Training (FIAT) program from 2005-2011. In 2010, Jason earned membership as a "Certified Law Enforcement Analyst" from the International Association of Crime Analysts (IACA). In 2011, he became the chairmen of IACA's Standards, Methods, and Technology committee.

Wendy Ethridge

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Wendy Ethridge is a Senior Statistical Researcher in the Data Analysis Unit of the Denver Police Department (DPD), where she has been serving for one year. Prior to coming to DPD, Wendy served as a Criminal Intelligence Analyst with the Colorado Springs Police Department for 9 years, where she specialized in analyzing gangs and sex crimes. Wendy received her bachelor's degree in Sociology/Criminology from Colorado State University.

International Association of CRIME ANALYSTS

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Mr. Fosberg has served over 10 years as a Criminal Intelligence Analyst in the Crime Analysis and Command Center Division of the Houston PD. He is a graduate of the U.S. Naval Academy and holds separate Master's Degrees in Public Administration and Education from the University of New Orleans He has been published in the Crime Mapping & Analysis News and is a previous presenter with the IACA.

Jennifer Godown



Crime Analyst II - Fairfax County Police Department

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Jennifer Godown has been a Crime Analyst with the Fairfax County Police Department for the past 7 years where she has gained an advanced knowledge of crime analysis. Jennifer is currently assigned to the Major Crimes Division within Fairfax County where she supports Auto Theft, Financial Crimes, Child Exploitation and Homicide detectives. Prior to this assignment, she served as a patrol analyst at two district stations within the County. In 2015 and 2012, Godown received awards for her contributions to cases that oc Prior to joining the Fairfax County PD, Godown spent four years at the National Center for Missing and Exploited Children where she aided in the recovery of hundreds of missing juveniles from around the country. Godown has presented at the National Institute of Justice's 11th Crime Mapping Research Conference in Miami, FL in November 2011, the International Crime Analysis Annual Conference in Henderson, NV in September of 2012 as well as Bellevue, WA in September of 2014 and at the California Crime & Intelligence Association Training Conference in 2015. Jennifer is the President of the Virginia Crime Analysis Network, a Certified DCJS Instructor, a graduate of Clarion University of PA, and a member of the International Association of Crime Analysts.

Candace Hammond



Crime Analysis Supervisor - Chandler Police Department

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Candace Hammond is the Crime Analysis Supervisor for the Chandler Police Department in Arizona. She oversees the Crime Analysis and Research Unit responsible for administrative, strategic and tactical crime analysis projects; the department's bi-weekly crime suppression meeting coordination and presentation; and Uniform Crime Reporting. She has worked in the Planning and Research division for over fourteen years, the last two of which have been focused on increasing analytic capacity, building relationships through customer service, and enhancing proactive and predictive analytics.

Candace works extensively with the Police Technology and City Information Technology divisions for implementation and maintenance of crime analysis software packages as well as data quality issues. She is a Certified Law Enforcement Planner through the International Association of Law Enforcement Planners (IALEP) and has dual membership with the International Association of Crime Analysts and Arizona Association of Crime Analysts.

She holds a Master of Administration degree, With Distinction, and Bachelor of Arts in Liberal Studies-Sociology degree, both from Northern Arizona University. She received a Certificate in Crime and Intelligence Analysis, Highest Honors, from Chandler Gilbert Community College.

Casey Hatchett



Police Officer/Crime Analyst - Brookline Police Department

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Casey Hatchett has been a Brookline (MA) Police Officer since 1998 and is currently assigned to the Crime Analysis Unit. Prior to this assignment, Casey worked on the Critical Incident Task Force, in the Community Service Division and in the Patrol Division. Casey currently serves as Vice President of the

Massachusetts Association of Crime Analysts.

In addition to her assignment as crime analyst, Casey is certified as Crisis Intervention Team member, a certified instructor and sits on the Brookline Emergency Management Team which coordinates domestic preparedness for the Town and co-coordinates the Brookline Community Emergency Response Team (CERT) Program. In her capacity as CERT co-coordinator, she oversees the training and supervision of 225 community volunteers who activate during local and regional emergencies. Casey regularly presents to local audiences, law enforcement professionals, and Boston area colleges on emergency preparedness and situational awareness.

Casey is also an adjunct professor at Fisher College where she teaches courses on Crime Analysis, Criminal Law, Victimology, Criminal Justice and Criminal Investigations. Casey has a Bachelor of Arts in Political Science from Boston University and a Master of Science in Criminal Justice Administration from Western New England College. Prior to joining the Brookline Police Department, she worked at the Massachusetts Executive Office of Public Safety as a policy analyst and speechwriter.

Katharine Haydar



Crime Analyst - Jonesboro Police Department

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Katie Haydar has been a Crime Analyst with the Jonesboro Police Department since June 2015 and is a member of the International Association of Crime Analysts. Katie has a Bachelor of Science in International Business with concentration in Supply Chain Management from the University of Arkansas. She has minors in Spanish and Economics. Shortly after leaving college, she worked for 3 years in the private sector, conducting analysis and managing logistical operations for a Fortune 500 company.

Katie has always been fascinated by Sociology as well as Analytics. Becoming a Crime Analyst has allowed her to explore both fields at the same time.

The Jonesboro Police Department has had a Crime Analytics program for the better part of 4 years. When Katie arrived in 2015, many of the reports that were being released had faulty/inaccurate data. Very soon after she started, Katie realized that she would have to become the local data expert and start all reports from scratch.

International Association of CRIME ANALYSTS

Jessica Herbert



Diagnostic Specialist (Contractor) - Office of Justice Programs Diagnostic Center

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Jessica Herbert is a Diagnostic Specialist for the Office of Justice Programs Diagnostic Center. Ms. Herbert is an experienced criminal justice professional with over 18 years of experience in law enforcement, academia and private industry. As a law enforcement officer, she developed, established and implemented intelligence-led operations for multiple agency task forces addressing violent crimes and criminal organizations in Northern Virginia. Throughout her tenure as an officer, and continuing in the private sector, Ms. Herbert has educated criminal justice professionals through in-person and online training sessions on topics of analytical operations, intelligence-led processes, critical thinking and investigative techniques. She has been a key leader in developing innovative approaches and building effective teams for intelligence and cyber operations across law enforcement, energy, financial and manufacturing corporations. Ms. Herbert holds double Bachelor degrees of Administration of Justice and Sociology from George Mason University and a Master of Arts in Global Security Studies from Johns Hopkins University. She is currently working on her doctorate degree with Arizona State University.

Katie Hoffman



Crime Analyst - Rochester NH Police Department

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Katie Louise Hoffman has been working as a Crime Analyst at Rochester Police Department since March 2014. She has a B.A. in English and an M.S. in Criminal Justice from Texas State University, where she focused her studies on crime analysis and environmental criminology.

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Brittney Hunt

Crime Analyst - Castle Rock Police Department

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Brittney Hunt is a graduate of the University of Northern Colorado where she received a Bachelor's degree in Psychology and a Master's degree in Sociology. She is currently a Crime Analyst with LexisNexis and provides various analytical services for the Castle Rock Police Department, including tactical analysis for deployments, statistical analysis for COMPSTAT and pattern analysis for prediction and forecasting. Prior to LexisNexis, Brittney worked for BAIR Analytics as a Crime Analyst Technician and Customer Relationship Coordinator where she provided ATACRAIDS training to both sworn and civilian personnel at multiple agencies. Brittney is also a member of the Colorado and International Crime Analysis Associations.

Michael Jackson

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Michael Jackson is a criminal intelligence analyst who has been working with the Houston Police Department for five years. Before becoming an analyst, he was a police officer for seven years. Jackson has worked on a variety of cases that include homicides, fraud, robberies, sexual assaults, and fraud. He has experience working on task force within the agency as well as working with federal and local law enforcement agencies across the United States.

Sabih Khan



Crime Analysis Officer - Skokie Police Department

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Officer Khan has been a police officer for 8 years working his way from patrol, to the gang/narcotics unit, and now to his current role under the Special Operations division as an Intelligence & Crime Analysis Officer. He was selected to spearhead the first Intelligence Unit at the Skokie Police Department, which is located on the north end of the Chicago city limits. In his current role, he is tasked with managing all incoming and outgoing intelligence including executing the first social media intelligence program. Additionally, he manages the department's crime data, where he is responsible for developing the department's new data driven policing strategy.

Officer Khan is currently pursuing his master's degree in Predictive Analytics and Data Mining at DePaul University and holds a bachelor degree from University of Illinois at Chicago. Alongside, he is also the acting vice president of the Illinois Association of Crime Analyst and holds a position on the board of the Predictive Analytics Group from DePaul University.

Jennifer LaMoure



Senior Crime and Intelligence Analyst - Ventura County Sheriff's Office

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Jennifer is a certified Crime & Intelligence Analyst through the California Department of Justice and Pierce College. She has worked for the Ventura County Sheriff's Office since April of 2008 and is currently a Senior Crime and Intelligence Analyst with the Ventura County Sheriff's Office. During her time with the Sheriff's Office, she has researched and published an article on inmate programming and gender specialized training within the jail. Jennifer is the current Vice President of Membership for the Southern California Crime and Intelligence Analysts Association (2015-current). She earned a BS in Criminal Justice from California Lutheran University and a MAS in Criminology, Law & Society from the University of California, Irvine.

International Association of CRIME ANALYSTS

Robert LeBlanc



Master Police Officer - Fairfax County Police Department

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Master Police Officer (MPO) LeBlanc joined the Fairfax County Police Department in 1995. During his 21 years with the agency, he has served in patrol, on the Selective Enforcement Team, as an operative in the Civil Disturbance Unit Intelligence Section, as a sworn Special Federal Officer conducting prescription narcotics investigations, as a detective in the Criminal Investigations Section and as an instructor at the Fairfax County Criminal Justice Academy. MPO LeBlanc has helped to coordinate the Capital Area Drug Diversion Investigators group for many years and has investigated a wide array of crimes to include theft, fraud, burglary, drug diversion, robbery, abduction, and sexual battery, realizing successful prosecutions in both state and federal courts. MPO LeBlanc is regarded as an expert in criminal investigations, a DCJS-certified instructor and is the recipient of several departmental commendation awards, to include the Sons of the American Revolution's Law Enforcement Commendation Medal in 2015.

Catherine Miller



NCR-LInX Program Manager - Montgomery County, MD Police Department

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Catherine Miller has over 28 years working with public safety agencies in the National Capital Region (NCR) and is well respected for her broad knowledge and expertise of the many diverse law enforcement applications, crime analysis, and technology tools. She has been with the Law Enforcement Information Exchange Program (LInX) since early 2007. In her role as Program Manager, she has led and oversees a significant growth in this high profile data sharing system used by thousands of law enforcement professionals. NCR-LInX currently includes agencies sharing data in the Baltimore and National Capital Regions. She works closely with the program sponsor, Naval Criminal Investigative Service (NCIS), 14 LInX Regions, the DoD LInX Region (D-DEx), and has worked to get these connected to the FBI's National Data Exchange Program (N-DEx). Catherine holds a Bachelor's degree in Mathematics and Computer Science and a Master's Degree in Technology Management.

Glen Mills, CLEA



Lieutenant - Burlington Police Department

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Glen Mills is a lieutenant with the Burlington Massachusetts Police Department. He began his career as a part-time police officer in 1992 and became a full-time officer in 1996. He was promoted to sergeant in 2001 and lieutenant in 2007.

Glen is the departments Criminal intelligence Liaison Officer, Officer in Charge of the Crime Analysis Unit and OIC of the ATV Unit. He is the department's Criminal Justice Information System (CJIS) Representative and he teaches RAD (Rape Aggression Defense), Radkids (Resisting Aggression Defensively) and RAD for Seniors Self-Defense Programs to the community. Glen manages his departments Social Media, Citizens Police Academy, Workplace Safety and Crime Prevention Efforts. He is the current president of the Massachusetts Association of Crime Analysts and an IACA Certified Law Enforcement Analyst.

Annie Mitchell



Supervising Crime Analyst - Los Angeles County Sheriff's Department

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Annie Mitchell entered the Los Angeles County Sheriff's Department (LASD) in 1975 and has been in crime analysis for 29 years. She currently is a supervisor and training coordinator for 76 analysts employed within the LASD's Criminal Intelligence Bureau. Annie is a past and current president of the Southern California Crime and Intelligence Analysts Association and the recipient of the 2013 California Crime and Intelligence Analysts Association's "Analyst of the Year." She also is the first crime analyst to obtain her advanced instructor certification through California Peace Officer's Standards and Training (POST), provides instruction on crime analysis to detectives, supervisors and managers, designed, developed and instructs in a 40 hour California POST certified Crime and Intelligence Analyst course. Annie has provided in-progress tactical analysis for several critical incidents and large events within Los Angeles County. She continues to train and mentor the LASD crime analysts regarding the analyst's role during critical events.

Trish Pace



Homicide Analyst - Calgary Police Service

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Trish Pace has been with the Calgary Police Service as an analyst for 18 years. Her career started as a District Analyst in 1998, spending four years in the newly established District 7. Trish was then seconded to a Provinical agency, Criminal Intellingence Service of Alberta where she wrote the initial proposal for a joint forces Provincial organization with a mandate to assess and target organized crime in Alberta. Trish returned to Calgary in 2003 and was seconded to the Major Crimes Section as a pilot project to assess the effectiveness of utilizing an embedded analyst in an investigative area. Trish initially providing support to Homicide, Robbery, Sex Crimes, Domestic Conflict and Child Abuse. The project proved a success, with each area now having a dedicated analyst. Pace is now supporting Homicide, Missing Persons and Cold Case and has worked on over 100 homicide investigations.

Pace has developed an expertise in the area of cell phone analysis, using the methodology to further investigations and lifestyle suspects. Pace has lectured to fellow analysts and Crown Prosecutors in relation to cell analysis and production orders across the Province. Pace was also the first CPS analyst to testify in court regarding cell analysis and to date has provided evidence in 10 Homicide trials.

Pace was also featured in the reality show, Murder She Solved in an episode regarding a Calgary Homicide investigation as well as the Internet video, Anatomy of an Investigation.

Ruth Padilla



Regional Crime Analyst - Sacramento Police Department

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Ruth is a graduate of Saint Mary's College of California with a Bachelor in Politics and a Cal DOJ Certificate in Crime and Intelligence Analysis from Sacramento State University. While working at Elk Grove Police Department, she volunteered for one year in the Crime Analysis Unit. While there, she assisted with mapping crime patterns, and writing bulletins for catalytic converter thefts. She is now a Crime Analyst with LexisNexis where she provides a wide range of analytical services to the Sacramento

Police Department and Regional Crime Analysis Program, including crime series identification and prediction, pattern analysis and forecasting, and other tactical and investigative products. Ruth is also a member of the IACA.

Jamie Roush

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Jamie L. Roush is Co-Founder and Chief Executive Officer in CRH Analysis Consulting, a provider for the Bureau of Justice Assistance's Crime Analysis portfolio, and consultant on numerous aspects of crime and intelligence analysis, including integration of social media with law enforcement data for operational decision-making. Jamie previously had a plus ten year career with the Jacksonville (FL) Sheriff's Office starting as an analyst and commencing as the Crime Analysis Unit Manager, commanding a unit of twenty public safety/crime analysts and supervisors. She is a frequent speaker at law enforcement conferences on crime analysis and social media and an expert writer for the LexisNexis Public Safety Briefing Room on a myriad of law enforcement topics. Jamie is a member of the George Mason University Evidence-Based Policing Hall of Fame for her commitment to using research and data analysis to improve police operations while in Jacksonville. She is an associate member of the International Association of Chiefs of Police (IACP) and member of the International Association of Crime Analysts (IACA). Jamie holds a Master of Science in Social Science and a Bachelor of Arts in Geography from The Florida State University. Follow Jamie on Twitter: @jlroush.

Antonio Sajor



Captain - Division Commander - Stockton Police Department

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Captain Antonio Sajor, Jr is an 18 year veteran of the Stockton Police Department. His law enforcement background is in directed patrolling techniques, Community Policing strategies, and narcotics investigations. Antonio is currently the Technical Services Division Commander responsible for managing the crime analysis unit, tele-communications unit, evidence investigation unit, property room, and the records section. Currently, Captain Sajor provides analytical program guidance for the operationalization of the department's violent crime forecasting model. Captain Sajor has a Bachelor of Science Degree in Criminology from California State University, Fresno and a Masters Degree in Security Studies from the Naval Postgraduate School's Center for Homeland Defense and Security.

Manny San Pedro



Retired Detective Constable – Toronto Police Service - IACA & IALEIA

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Manny San Pedro was a former Detective Constable with the Toronto Police Service. He recently retired after 26 years of service with his final assignment in the Sex Crimes Unit as a Criminal Investigative Analyst. He has been assigned to various Investigative and Analysis Units with five of the last ten years as an instructor and practitioner of crime and investigative analysis. At present, he is a Consultant providing services for several Municipal Police Agencies across Ontario, and is a Co-Creator and Creative Consultant in the Television and Entertainment Industry, as well as the current Vice-President of the South West Ontario Chapter of IALEIA.

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Alex Schneider, CLEA



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K. Alex Schneider has over 8 years of crime analysis experience, specifically in police department gang units. She has extensive experience developing gang member databases and providing intelligence for law enforcement. Her background and training in anthropology, sociology, and criminology provides a unique perspective on gang associations. She currently works with the Arlington Texas Police Department as their Robbery/Gang Crime and Intelligence Analyst. Prior to her move to Texas, she worked as a gang analyst in Rochester, New York. In 2013, she received her certificate as an Expert Level Gang Specialist from the National Gang Crime Research Center. And in 2014 she became a Certified Law Enforcement Analyst. She has a recent article "Using Geographic Analysis to Direct DDACTS Operations in Rochester" in Geography and Public Safety (June 2010). She has presented several times at the National Gang Crime Research Center and also the annual IACA conference.

Nick Selby



CEO / Detective - StreetCred/Midlothian Police Department

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Nick Selby was sworn as a police officer in 2010, and currently serves as a detective at a police agency in the Dallas-Fort Worth area. His focus is on crimes that leverage the Internet, such as fraud, organized retail crime, identity theft and child exploitation. For ten years he was an information security analyst and consultant for ten years, and has worked in physical security and intelligence consulting in various roles since 1993. He is lead researcher on the StreetCred Police Killings In Context data project; author of the forthcoming book, "In Context: Understanding Police Killings" (2016); co-author of Blackhatonomics: An Inside Look at the Economics of Cybercrime (Syngress, 2012), and technical editor of Investigating Internet Crimes (Syngress, 2013).

In 2005 he established the information security practice at industry analyst firm The 451 Group, where he consulted more than 1000 cyber-security and technology vendors, and a range of Fortune 1000 and

US- and foreign-government clients. In 2007 he was appointed 451's vice president of Research Operations. Since 2008 he has focused on law enforcement intelligence, consulting large law enforcement agencies including the NYPD, NY County District Attorney's Office, and other large local and state law enforcement organizations, while managing a boutique consultancy that provided cyber-incident response services to Fortune 250 companies.

Nick has consulted hundreds of venture-backed startups on understanding their competitive landscape, on product development and feature enhancements, user interface and security.

Specialties: Law enforcement technology, intelligence, intelligence operations, joint operations, data leakage, data loss, log management, vulnerability assessment, change and configuration management, security, anti-fraud, anti-money-laundering.

Friedrich Steiner



Head of crime analysis section - Austrian Federal Police

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Friedrich "Sam" Steiner has been a sworn police officer since 1980, starting on the streets of Vienna as a cop and from 1983 to 1986 as an undercover drug agent. Sam then became a detective from 1986 and has served on different drug units in Austria. In 2005, Sam was entrusted with founding the first local crime analysis unit in Graz/Styria. That unit now has become one of the most successful units in Austria where the police department serves a population of approximately 1.2 million people. Sam continues to support the investigation units in arrests, surveillances and interrogations. When Sam is off duty he teaches about 40 Judo-Kids and classes for self-defense.

Kyle Stoker



Crime Analyst - Raytown Police Department

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Kyle J. Stoker has been the crime analyst for the Raytown, Missouri Police Department since 2010. Prior to establishing the first crime analysis unit at Raytown, Kyle worked in the records unit of the New Century Jail for the Johnson County, KS Sheriff's Office, as a police officer for the Olathe, KS Police Department for three years, and interned at the Shawnee, KS Police Department under their full time crime analyst for two years. In addition to his primary function as crime analyst, Kyle also serves the Raytown Police Department as a member of the Crisis Negotiation Team, Peer Support Team, and Public Information Unit. Kyle holds a bachelor's degree in justice studies from Pittsburg State University. He serves as the Training Director for the International Association of Crime Analysts (IACA) and is a Past President of the Mid-America Regional Crime Analysis Network (MARCAN). Kyle has presented to law enforcement audiences on behalf of MARCAN and IACA and has guest lectured to criminal justice students at Johnson County Community College and Park University. Kyle has received several awards of note including the Raytown Police Department's Civilian of the Year award in 2014 and the IACA's Board Award for meritorious service in 2013.

Annie Thompson



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Annie has 36 years of criminal justice/law enforcement experience. She's the current Crime Analysis Program Manager with Fairfax County PD. Previously she was the Crime Analysis/GIS Supervisor with Tallahassee, FL PD for 26 years and 9 years as a Criminal Intelligence Analyst with Florida Department of Law Enforcement. She's a member of the Alpha Phis Sigma Criminal Justice Honor Society, International

Criminal Justice Honor Society, and Delta Mu Delta Business Honor Society. Annie is a certified Florida Law Enforcement Analyst, certified Criminal Justice Instructor for 25 years; member of IACA: Sub-Committee Chair-Training Curriculum Review and Crime Analyst Mentor-Crime Analyst Mentoring committee; member of Virginia Crime Analyst Network; also member of Delta Sigma Theta Sorority, NOBLE, IACP, National Association of Women in Law Enforcement, Mid-Atlantic Association of Women in Law Enforcement, and National Association of Blacks in Criminal Justice; and former member of Florida Crime & Intelligence Analyst Association; founding member and Vice President of Rejoice Singers Police Choir; volunteer mentor that worked with youth in church and Leon County Schools. Honor/Awards: Women's History Month honoree, Tallahassee Democrat 25 Women You Need to Know, State of Florida Women's Service Award, TCC Black History Calendar Honoree, Tiffin University Excellence in Graduate Studies for Criminal Justice, Capital Outlook Newspaper Person of the Week; and sings National Anthem at various community functions and conferences. She's currently a candidate for her PhD working on her dissertation: "Assessing the 21st Century Analyst: What They Know, What They Do, and How Well They Do It."

Isaac Van Patten

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Isaac Van Patten is currently a Professor in the Department of Criminal Justice at Radford University. For the last nineteen years he has also been the behavioral science advisor for the Virginia State Police's Violent Crimes Unit. In this capacity he serves as a criminal investigative analyst for serial and other violent crime across the Commonwealth. For the past two years the Roanoke Police Department has contracted with Radford University for the services of Dr. Van Patten as an embedded criminologist. In that capacity he is responsible for the operational direction of the crime analysis unit.

Prior to joining the faculty at Radford University, Dr. Van Patten was a research psychologist for the Veterans Administration and a staff psychologist in a medical residency program. Dr. Van Patten is a graduate of the FBI's National Crisis (Hostage) Negotiations Course at Quantico, and serves as behavioral science support for hostage negotiations in southwest Virginia. He is a member or the Virginia Crime Analysts Network, International Association of Crime Analysts, and the International Criminal Investigative Analysts Fellowship. He is currently involved in on-going research projects on behavioral linkage analysis in serial crimes, deception detection, eye-witness identification and cognitive interviewing, and the development of accurate crime forecast models.

Lorie Velarde

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Lorie Velarde is a GIS Analyst with the Irvine Police Department in Irvine, California and an instructor in the spatial analysis of crime. During her 30-year law enforcement career, she has designed and implemented a department-wide geographic information system (GIS), instructed over 30 law enforcement courses, and published in the area of geographic profiling. She holds a Master of Science degree in Criminology, a Bachelor of Arts degree in Social Ecology, a California State Multiple Subject Teaching Credential, and California Department of Justice Certification in Crime and Intelligence Analysis. Lorie has received several awards for her work, including the prestigious International

Association of Chiefs of Police/ChoicePoint Award for Criminal Investigative Excellence and 2011 Southern California Crime and Intelligence Analyst Association's Crime Analyst of the Year.

Josie Villa

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Josie L. Villa is currently a Pattern Analyst with LexisNexis Risk Solutions and has been embedded at the Shawnee (KS) Police Department since 2013. In this position she is the sole analyst for Shawnee PD, providing them with a range of analytical products and skills, one of which is her work on DDACTS (Data-Driven Approaches to Crime and Traffic Safety). She earned her Master of Science Degree in Criminal Justice and Criminology at the University of Missouri – Kansas City and her Bachelor of Arts Degree in Mathematics at Benedictine College. By pairing math and theory, Josie is able to provide a unique view through her role as an analyst.

Mike Winslow

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Mike Winslow is a Police Analyst II for the Scottsdale (Arizona) Police Department. He brings over 9 years of experience including tactical, criminal, and strategic analysis from his work in Scottsdale, as well as the Phoenix Police Department. Mike's practical knowledge and application of his analytical skills have positioned him as a "go-to" resource for a variety of analytical issues. Formally educated in analysis, and a certified AZ POST Trainer, Mike quickly was recognized as a leader in his department (Chief's Award of Excellence, Scottsdale Police Department) rising to recognition as a state and regional leader as the former President of the Arizona Association of Crime Analysts (AACA). In addition, Mike holds a Level One Certification in CrossFit and currently works as a strength and conditioning coach at CrossFit North Scottsdale. He has instructed training classes for Bair Analytics, AACA, IACA, and the East Valley Gang and Criminal Information Fusion Center. Mike holds a Bachelor of Science degree in Criminal Justice and Criminology from Arizona State University. He was awarded AACA Member of the Year in 2013 and has also been awarded 1st place in the IACA's Analytical Product Contest in 2010, 2011, and 2015.

Christina Witt

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Detective Christina Witt is an investigator with the Calgary Police Service, Major Crimes Section. During Det. Witt's 17 years of policing she has worked patrol, undercover drugs and has spent the last 9 years as a detective in the Major Crimes Section, first in Child Abuse and currently in the Homicide Unit. Detective Witt has a Master's degree in Forensic and Legal Psychology and is currently a PhD candidate researching best practices for homicide investigations.

Matthew Woodward

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Matthew is an award-winning intelligence analyst with an established background in homeland security and emergency management. He graduated from Tulane University with a masters in Homeland Security and earned his bachelors in Applied Sociology with a concentration in Forensic Science from NC State University.

Currently, he works within the Tulane University Police Department and mangers cyber and HUMINT operations with his intelligence firm, Darkwood. He holds numerous certifications and won first place in the IACA analytical product contest for intelligence reports.

International Association of CRIME ANALYSTS

Presenter Profiles – National Institute of Justice

Christopher Adamczyk



Intelligence Officer - Mesa Police Department

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Chris Adamczyk is a 16-year veteran of the Mesa Police Department with over 1,000 hours of experience analyzing social media data. His team developed the first-of-its-kind approach to gathering and analyzing social media data at special events, crime scenes, and during natural disasters. His methods combine the best elements of crime analysis and social media data to create usable, timely products for crime prevention, special investigation, and intelligence operations. Chris is a part-time nation-wide instructor and international speaker on the topic of social media analysis and investigations.

Dr. Michael Bachmann



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Michael Bachmann, Ph.D., is an Associate Professor of Criminal Justice at Texas Christian University (TCU). He has extensive practice in conducting advanced multivariate statistical analyses and in using Geographical Information Systems for geospatial mapping, risk terrain models, and crime foreseeability analyses. He teaches future crime analysts in geospatial mapping applications and analysis techniques at TCU. Dr. Bachmann's research spans all facets of the intersection of technology and the law, ranging from predictive modeling techniques to the facilitation of crime investigations through geospatial mapping applications and the study of cybercrimes and hacker subcultures. He is the author of several book chapters and articles on cybercrimes such as Internet piracy, fraud, espionage, malicious code releases, and the use of Internet technology by human trafficking and terrorist organizations. His work has been translated and published for international audiences in four languages. Outside of TCU, Dr. Bachmann serves as a USAID consultant to help combat the rampant crime of extortion in developing countries by advising on issues pertaining to cybercrimes and cyber-investigations, cyber-forensics, and

electronic search and seizure procedures as well as cellphone interception, surveillance, and tracking techniques. He supports efforts by the Cook Children's Health Foundation's Center for Prevention of Child Maltreatment as a consultant for geospatial and statistical analyses.

Jeremy D. Barnum

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(810) 434-7623



Jeremy Barnum is a doctoral student in the School of Criminal Justice at Rutgers University – Newark. He received a B.A. from Michigan State University and a M.A. from Rutgers University, where he studied Criminal Justice and Geographic Information Science (GIS). He currently serves as a Project Manager for the Rutgers Center on Public Security. His research interests include GIS, Spatial Analysis, Policing, and Crime Prevention.

Dr. Dyann Daley

Pediatric Anesthesiologist - Cook Children's Medical Center

801 Seventh Ave.
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Dyann.Daley@cookchildrens.org



Dyann Daley, MD, has been a pediatric anesthesiologist at Cook Children's Medical Center for ten years. After witnessing the suffering and death of abused children in the operating room, Dr. Daley co-founded the Center for the Prevention of Child Maltreatment in 2014 and is the executive director. Her innovative approach to prevention is evident in a number of projects. To find very young children at high risk for maltreatment before they are harmed, a crime prediction tool called Risk Terrain Modeling was employed to identify locations where risk is highest for children. To insure traumatized children have a safe place to go, the Center partnered with Buxton Co., a consumer analytics company, to optimize recruitment of foster and adoptive families. Dr. Daley is heading up several initiatives including a city-wide collaborative infant suffocation prevention campaign, a free online training for first responders on early detection of child maltreatment, a longitudinal study to track improvements in child wellbeing across risk cluster areas identified by risk terrain modeling, and a survivor resiliency social media campaign called Survivors Like Me.

International Association of CRIME ANALYSTS

Kelli Daves

Analyst - Medford Area Drug & Gang Enforcement (MADGE)

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(541) 774-2228



Kelli Daves has been a Crime Analyst with the Medford Police Department for the past 9 years, currently assigned to the Medford Area Drug & Gang Enforcement team. She began her career at the Medford Police Department in 1997. Kelli has a Bachelor of Science in Business Administration from Southern Oregon University.

Philip Glasner

Technical Sales & Consulting - SynerGIS Informationssysteme GmbH

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(+43) 1 878 06-75



Philip Glasner is a doctoral student at the University of Salzburg, Austria. The topic of his doctoral thesis is "Predictive Crime Mapping" using Geographic Information Systems (GIS). In addition, he is the Account Manager for Public Safety at SynerGIS Informationssysteme GmbH. SynerGIS is the Austrian distributor for Esri technology. He has been collaborating on a research project funded through the Austrian Research Promotion Agency. The aim of the project that was entitled "CriPA" - short for "Criminal Predictive Analysis" - has been the evaluation of existing methods and the development of a software application to forecast where and when future crimes are about to happen.

Dr. Timothy Hart

Senior Lecturer - Griffith University

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+610477761721



Timothy C. Hart is currently a Senior Lecturer in Griffith University's School of Criminology and Criminal Justice. He received his Ph.D. in criminology from the University of South Florida in 2006 and focuses his research interests on the areas of survey methodologies, applied statistics, geographic information systems (GIS), and victimization. Prior to joining the faculty at Griffith University, Dr. Hart worked as a statistician for the Bureau of Justice Statistics, a program analyst for the Drug Enforcement Administration, and a research analyst for the Hillsborough County (Florida) Sheriff's Office. In addition, he is the former Statistical Analysis Center (SAC) director for the state of Nevada. Dr. Hart is the coauthor of Space, Time, and Crime and The Mismeasure of Crime. Results of his research also appear in leading academic journals, including the Journal of Quantitative Criminology, Journal of Research in Crime and Delinquency, British Journal of Criminology, and Criminal Justice and Behavior.

Jeremy Heffner

Senior Data Scientist - Azavea

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Jeremy Heffner is the Senior Data Scientist at Azavea, a geospatial software development firm based in Philadelphia. At Azavea, he leads the firm's HunchLab crime forecasting product and external research collaborations. Related projects include: designing the statistical methodology used by Rutgers University's Risk Terrain Modeling Diagnostics Utility, collaborating with Temple University on an NIJ-funded open-source predictive policing project for both long-term and short-term crime forecasting, and implementing a RCT tool for burglary near repeat areas with The Police Foundation. His recent work includes a focus on the application of machine learning and Bayesian statistics to provide tactical recommendations to police officers. Jeremy studied mathematics and computer science at the Shreyer Honors College at Pennsylvania State University.

Jennifer Hernandez-Meier

Research Scientist - The Medical College of Wisconsin

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Jennifer Hernandez-Meier is a Research Scientist in the Injury Research Center at the Medical College of Wisconsin, as well as a Doctoral Candidate in Social Work at the University of Wisconsin-Milwaukee (UWM). She is also Principal Investigator on a National Institute of Justice grant that integrates epidemiological and geographic data from emergency departments, law enforcement, emergency medical services and public health to inform violence prevention strategies within the Cardiff Model. She is Co-Investigator on the firearm policy research project and provides evaluation support for a suicide prevention project. Ms. Hernandez-Meier received her Master of Social Work from UWM and Bachelor of Science in Psychology and Certificate in Criminal Justice from the University of Wisconsin-Madison. Her dissertation work examines the epidemiology and prevention of polysubstance use among college students.

Dr. Christopher R. Herrmann

Assistant Professor - John Jay College of Criminal Justice

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(212) 393-6417



Christopher Herrmann is an Assistant Professor in the Law and Police Science Department at CUNY John Jay College of Criminal Justice (NYC). He earned his Ph.D. at the CUNY Graduate Center in New York City – specializing in crime analysis and crime mapping. Dr. Herrmann is a former Crime Analyst Supervisor with the New York City Police Department where he worked on crime prevention and control strategies, officer and resource allocation, and research of longitudinal crime trends throughout New York City. His current research interests include the study of crime at micro-levels using GIS and incorporating public health approaches to crime problems. Many of his projects focus on the spatiotemporal relationships between businesses, neighborhood socioeconomic factors, and crime. Dr. Herrmann is currently

working on geospatial modeling of gun violence in and around New York City, as well as the complex relationships between public housing and violent crime, and the violent crime trends within NYC's public transit system.

Dr. Brian Lawton

Assistant Professor - John Jay College of Criminal Justice

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(212) 393-6841



Brian Lawton is an Assistant Professor in the Department of Criminal Justice at John Jay College of Criminal Justice. His research interests include spatial patterns of crime, public health and their intersection. His work has included spatial examinations of police use of force; stop, question and frisk, as well as his recent work examining spatial distributions of drug use, fear of crime and health problems in Baltimore City, Maryland. His work has been published in such journals as Research in Crime and Delinquency, Quantitative Criminology and Justice Quarterly. He serves as a senior research fellow at the Center for Evidence Based Crime Policy at George Mason University.

Dr. Michael Leitner

Full Professor of Geography - Louisiana State University

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(225) 578-2963



Michael Leitner is a Full Professor in the Department of Geography and Anthropology at Louisiana State University in Baton Rouge, USA. He received his B.A. (1987) and M.A. (1990) degrees in geography and cartography from the University of Vienna, Austria and a second M.A. (1993) and Ph.D. (1997) degrees in Geographic Information Systems (GIS) and computer cartography from the Department of Geography at the State University of New York at Buffalo, USA.

His main research interests are in geospatial visual analytics, geospatial privacy, and the research and application of Geographic Information Science and Technology (GISc & T) to public safety, public health, disaster management, and forensic analysis. His research is highly interdisciplinary and overlaps

primarily with forensic anthropology, sociology, criminology and criminal justice, statistics, public safety, disaster science, public health, and psychology. Leitner is an Adjunct Professor in the LSU Department of Experimental Statistics and a member of the Internal Advisory Committee of the Crime and Policy Evaluation Research (CAPER) group in the LSU's Department of Sociology. He is an Adjunct Professor in the Department of Geoinformatics - Z_GIS at the University of Salzburg, Austria and was a guest professor at the University of Vienna, Austria in 2008 and at the Carinthia University of Applied Sciences in Villach, Austria in 2009. In 2008 he was appointed editor of the Cartography and Geographic Information Science (CaGIS) journal published by Taylor and Francis and reappointed in 2011. In 2009 Leitner sat on two NIJ Review Panels on Geospatial Technology.

In 2013, Leitner published an edited book on Crime Modeling and Mapping Using Geospatial Technology (with Springer) and in 2015 a co-edited journal volume with a similar topic in CaGIS. He has published three additional co-authored books, four additional co-edited journal volumes, 50+ peer-reviewed articles and book chapters, and 19 refereed conference proceedings.

Dr. Michael Losavio

Assistant Professor - University of Louisville

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Michael Losavio is an assistant professor in the Department of Criminal Justice and an instructor in the Department of Computer Engineering and Computer Science at the University of Louisville. He lectured on computer law and Crime at Perm State University, Russian Federation under a Fulbright grant in 2013. His research interests include issues of law, society and information assurance and the social sciences as they relate to computer engineering and digital forensics.

His publications include "Cyber Black Box/Event Data Recorder: Legal and Ethical Perspectives and Challenges with Digital Forensics," Journal of Digital Forensics, Security and Law (2016), "Cyber security challenges in Smart Cities: Safety, security and privacy," Journal of Advanced Research (2014), "Social media and prosecution." in Social Networking As A Criminal Enterprise (2014), "Legal Issues For Research And Practice In Computational Forensics," in Handbook of Research on Computational Forensics, Digital Crime and Investigation (2010) and the book Information Crisis (2012)

Mr. Losavio holds a B.S. in Mathematics and a J.D. from Louisiana State University.

James Nolette

Captian - Fayetteville (NC) Police Department

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Captain James Nolette has been with the Fayetteville Police Department (FPD) in various positions and levels of responsibility for the past 16 years. Currently, Captain Nolette is assigned as the Executive Officer to Chief Harold Medlock. As part of his responsibility he is the commanding officer for the FPD Crime Information Center (CIC), a real time crime center with six full time crime analysis and two sworn personnel. The CIC is also the central repository for a closed circuit camera system that houses approximately 100 cameras city wide. Captain Nolette was one of the initial 10 recipients of the Law Enforcement Advancing Data and Science (LEADS) scholarship through the National Institute of Justice (NIJ). He is a current member of the International Association of Chiefs of Police's (IACP) Research Advisory Council (RAC). Captain Nolette was a presenter at the 2015 IACP Conference in Chicago, IL, for the work the FPD he has done to bridge the communication gap in the City of Fayetteville in partnership with the Department of Justice Office of Justice Programs Diagnostic Center. Captain Nolette has published twice in law enforcement magazines, most recently in the National Institute of Justice Journal Issue No. 276, Using Research to Move Policing Forward. Captain Nolette is currently working with the Department of Justice and Community Oriented Policing Services (COPS) as the FPD's Command Staff liaison associated with the FPD Collaborative Reform. He is also responsible for leading the FPD's efforts in establishing a robust Open Data Portal associated with the 21st Century Policing recommendation to create a greater level of transparency through the Police Data Initiative. His efforts, along with those of his staff, resulted in an invitation from the White House to discuss the FPD's success and the continued movement forward in the field of the Police Data Initiative.

Amber Perenzin-Askey

Graduate Researcher - Temple University

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Amber Perenzin-Askey is an ABD graduate researcher in the Department of Criminal Justice at Temple

University. She holds a B.S. in Psychology from Northeastern University and an M.S. in Criminal Justice with a certificate in Crime Analysis from the University of Central Florida. Throughout her studies, she has worked as an intern at the Boston Regional Intelligence Center, the Orlando Police Department Crime Analysis Unit, and the Bureau of Alcohol, Tobacco, Firearms, and Explosives. Amber's broad research interests center on the spatial dynamics of crime and understanding why crime happens where it does. She is currently working on her dissertation which compares different methods used by researchers and practitioners to identify where gangs are located.

Dr. Jerry Ratcliffe



Professor - Temple University

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Jerry Ratcliffe is a professor in the Department of Criminal Justice at Temple University, Philadelphia, USA, where he also directs the Center for Security and Crime Science. He is a former police officer with London's Metropolitan Police (UK), has a Ph.D. from the University of Nottingham, and is a Fellow of both the Royal Geographical Society and the Academy of Experimental Criminology. He was the lead researcher on the Philadelphia Foot Patrol Experiment and has published over 70 research articles and five books, including 'Strategic Thinking in Criminal Intelligence', 'Policing Illegal Drug Markets' and 'GIS and Crime Mapping'. He conducts research, teaching and advisory work on the effectiveness of policing strategies, intelligence-led policing, and crime science. He is a research advisor to the Criminal Investigative Division of the FBI. The second edition of his book 'Intelligence-Led Policing' was published in April 2016. More details at jratcliffe.net.

Kimberly Richards

Crime Analyst - Fayetteville (NC) Police Department

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Krichards@ci.fay.nc.us

Kimberly Richards has been a Crime Analyst at the Fayetteville Police Department in North Carolina for the past six years. She received her B.S. in Criminology and Criminal Justice and her M.S. in Criminal Justice, with concentration in Homeland Security from Chaminade University, Honolulu, HI. She is a Certified Crime and Intelligence Analyst (C.C.I.A.) through California State University and the California Department of Justice. She is a Certified Field Liaison Officer (FLO), with the North Carolina Fusion Center (ISSAC). Before accepting her position at the Fayetteville Police Department she worked for the

Hawaii Attorney General's Office H.O.P.E program (Hawaii's Opportunity Probation with Enforcement). H.O.P.E is a community supervision strategy for substance-abusing probationers. During her time at the Fayetteville Police Department she has established the foundation for the Crime Analysis Department. She instituted Risk Terrain Modeling (RTM) within the Fayetteville Police Department through a cooperative partnership with Rutgers University. She continues to conduct market research and assists with procurement and implementation of new software to assist the Fayetteville Police Department in Intelligence Lead Policing.

R. Renee Richardson

Crime Analysis Supervisor - Richmond Police Department



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(804) 646-3861

R. Renee Richardson is the Supervisor for the Crime Analysis Unit for the Richmond Police Department in Virginia. Renee has fostered the Units growth leaps and bounds from being centralized and centrally located to working in the field along side officers/detectives in the precincts as well as being an important representative in Gang/Narcotic and Major Crime (Homicide/Aggravated Assault) cases as a team members. Renee has been with the RPD for more than 23 years and has been promoted through the ranks. Her knowledge base covers everything from event planning, public relations/media, photography, social network analysis, strategic/administrative analysis to tactical crime analysis. In 2008 Renee and her team received the "Chief's Citation", for its outstanding contribution to the Department. Renee is and has been a part of several projects and taskforces to include the "Golden Years Task Force", "Cooperative Violence Reduction Partnership" (Re-Branded in 2011 to "Crime Sweep") which was a finalist for the Webber Seavey award in 2007 and GRIP that won the Webber Seavey Award in 2009. In 2011 The United States Attorney's Office, Eastern District of Virginia awarded Renee a "Public Service Award" for the work on the Michael Mara Case, aka; Granddad Bandit, Bank Robber, who pled guilty to 26 bank robberies in 15 states. Renee and her team play an important part in the daily deployment of resources, intelligence-led policing, and assisting the Department. Renee's ongoing partnership includes working with Michael Pastore owner/developer of "Blue Spider" and Jennifer Johnson with Virginia

Commonwealth University on Social Network Analysis as well as the partnership on Evidence Based Policing/Cases of Places with George Mason University (Dr. Lum).

James Sarkos

Lieutenant - Atlantic City Police Department

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Atlantic City, New Jersey 08401
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Lieutenant James Sarkos started his law enforcement career in 1995 when he worked as a Special Law Enforcement Officer for the Ventnor and then Wildwood Police Departments in New Jersey. In 1999 he was hired as a full time Police Officer for the Linwood Police Department. In 2000 he joined the Atlantic City Police Department as a patrol officer and vice detective until being promoted to Sergeant in 2006 and Lieutenant in 2012. He has supervised in the Patrol Division, Criminal Investigations Section, and Special Investigations Section. He has served as an operator and then Team Leader on the S.W.A.T. Team beginning in 2004, and is currently Team Commander.

In 2011 PBA Local 24 named him Supervisor of the Year. He received a Certificate of Valor in 2013 from the 200 Club of Atlantic and Cape May Counties, a State of NJ General Assembly Citation in 2013, and recognition for continued dedication and service to PBA local 24 in 2012. To-date he has received 14 Departmental Commendations, 3 PBA Honorable Service Awards, 2 PBA Certificates of Commendation, 3 PBA Life Saving Medals, a PBA Unit Citation, a PBA Exceptional Duty Award, a Law Enforcement Valor Award from the 200 Club and a 2001-2002 Valor Award from the American Legion.

He holds an Associates of Science in Criminal Justice from The Atlantic Cape Community College, a Bachelor of Arts in Criminal Justice from Stockton University, and a Master of Arts from Seton Hall University in Human Resources Training and Development. He is also a graduate of the New Jersey Association of Chiefs of Police West Point Command and Leadership Program. He has been the project manager for many of the Atlantic City Police Department's recent technological upgrades including Shotspotter, BTOP (JerseyNet) and RTM.

Shellie Solomon

Chief Executive Officer - Justice & Security Strategies, Inc.

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Shellie Solomon is the Chief Executive Officer of Justice & Security Strategies, Inc., a criminal justice and public policy research consulting firm. As CEO, Ms. Solomon works with diverse organizations, including

law enforcement and social services agencies to build their capacity to assess their operations and leverage efforts to identify other support options. She manages complex technology contracts that include evaluation, selection and implementation processes and has an in-depth understanding of hardware and software capabilities, and vendor relationships. Ms. Solomon is the former Deputy Budget Director for the U.S. Census Bureau and Senior Manager at the Justice Department with more than 20 years of experience in operations and management, budgets, strategic planning, criminal justice evaluation, and appropriate technology.

Ms. Solomon is a current PhD fellow at the United Nations University. She also holds degrees from the University of Oklahoma and University of Rochester.

Dr. Travis Taniguchi

Research Criminologist - RTI International

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Travis Taniguchi is a Research Criminologist at RTI International. He received my BS in Criminology and Criminal Justice from Chaminade University of Honolulu and my MA and PhD in Criminal Justice from Temple University. Dr. Taniguchi previously worked as a Criminologist with the Redlands (CA) Police Department and as a Senior Research Associate with the Police Foundation. His research interests include program and policy evaluation, crime and place, and technology in policing.

Alex Wagner

Director of Institutional Research - Fisher College

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Alex Wagner is the Director of Institutional Research and Planning for the Center of Leadership in Public Service at Fisher College. Prior to joining Fisher College, he served as a senior-level Research Analyst and Data Coordinator for the Massachusetts Statistical Analysis Center at the Massachusetts Executive Office of Public Service and Security (EOPSS). His research focuses on evidenced-based, public safety policy decisions, in particular in the areas of criminal justice and traffic safety. Mr. Wagner additionally wrote grant applications and managed the resulting awards among multiple research projects, including projects funded by grants awarded by the Bureau of Justice Statistics at the United States Department of Justice. He is the author of several internal studies for the Commonwealth of Massachusetts on criminal justice topics and his research supported the Massachusetts Highway Safety Division within EOPSS. Prior to working for the Commonwealth, he served as a research and statistical consultant at Harvard and Brandeis Universities on research projects involving large-scale data sets. In addition to his research experience, he taught information systems, statistics, and other quantitative techniques at several universities and colleges in the United States. Mr. Wagner is on the training committee of the Massachusetts Association of Crime Analysts.

Dr. Yan Zhang

Associate Professor - Sam Houston State University

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Dr. Yan Zhang received her Ph.D. from Michigan State University in 2004 following the completion of a M.S. in Applied Statistics from the same institution. Her expertise is in the areas of research design and quantitative methods. She is the primary researcher responsible for the research design of the Houston Enhanced Action Patrol (HEAP) program (implemented 2009-2010) in the Houston Police Department (HPD). A research paper evaluating the HEAP program is published by Justice Quarterly 2015. Dr. Zhang is also the PI on an N.P.I.A (British National Policing Improvement Agency) and C.E.B.C.P. (Center for Evidence Based Crime Policy) funded project, Systematic Campbell Reviews in Policing: Geographic Information System (GIS), Effects on Policing Efficacy. Her current research interest includes policing intervention program evaluation, crime mapping and crime analysis, and the social ecological contexts of delinquency, crime and victimization. Dr. Zhang has published in such journals as Justice Quarterly, Crime & Delinquency, Journal of Criminal Justice, Policing: an International Journal of Police Strategies & Management, and Violence Against Women etc.

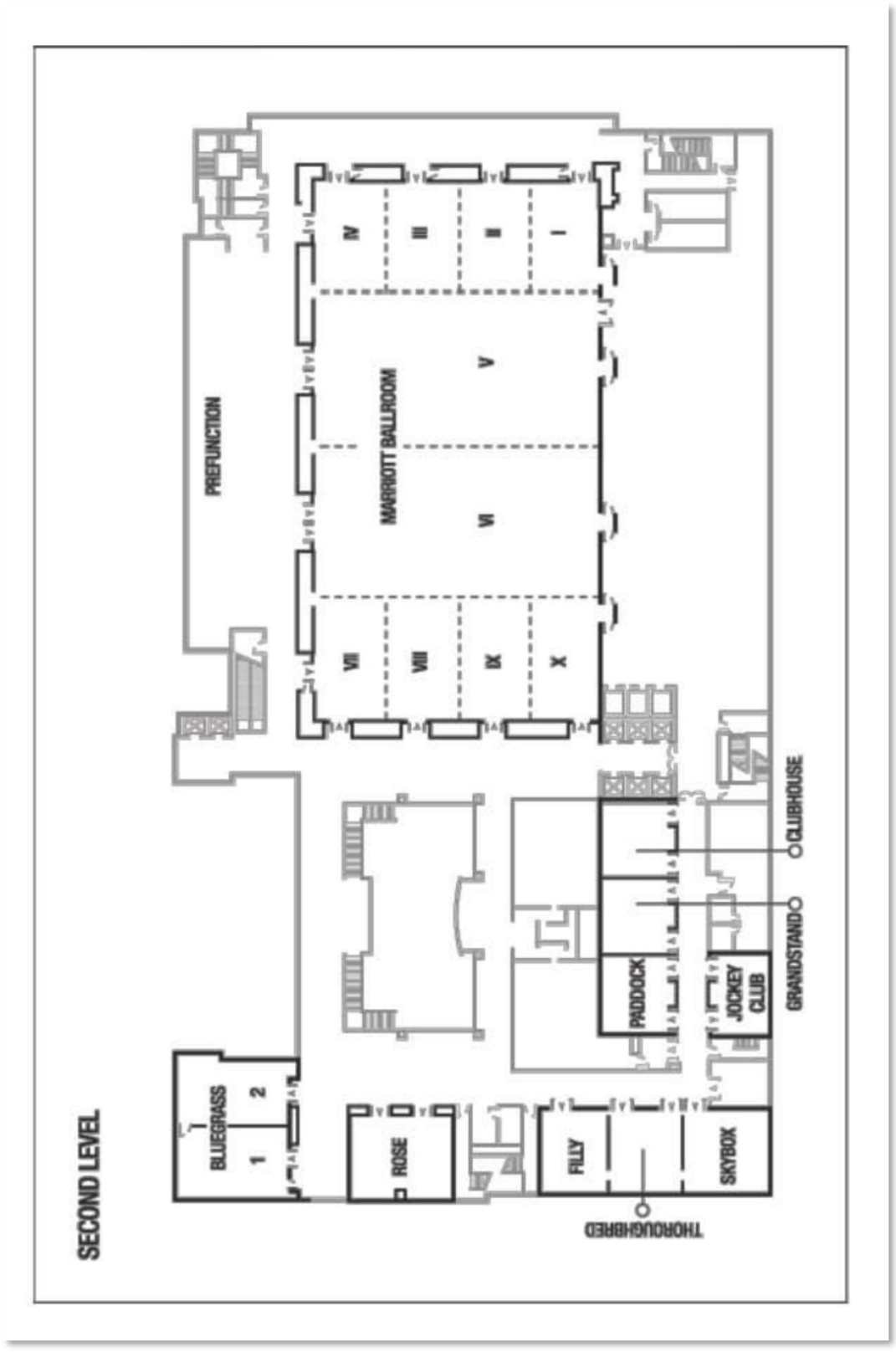
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Conference Mobile Application (ConBop)



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Floor Plan of Training Rooms – 2nd Floor



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The IACA Store

Welcome to the iaca store!



Polo Shirt $20
Moisture-wicking, snag-resistant
Men's & ladies' styles, sizes M-2XL



Challenge Coin $8
Antique silver and blue
Approx. 1.75" diameter



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Laser pointer/stylus/flashlight/pen



Power Bank (2200mAh) $10



Travel Tumbler $10
Double-wall, vacuum insulated



Magic Answer 8-Ball $6

Free reusable shopping bag with any purchase!

Buy a Challenge Coin & Lapel Pin together and save! Bundle price is only $10 !



Enamel Lapel Pin $4



Decision-Maker Novelty Pen $3

The IACA Store is located across from Salon VII at the end of the vendor exhibition area.
Store hours will be posted on the ConBop App. Cash and credit/debit cards accepted; all prices in USD.
Orders may also be placed online at http://store.iaca.net and items will ship after 09/28/16.

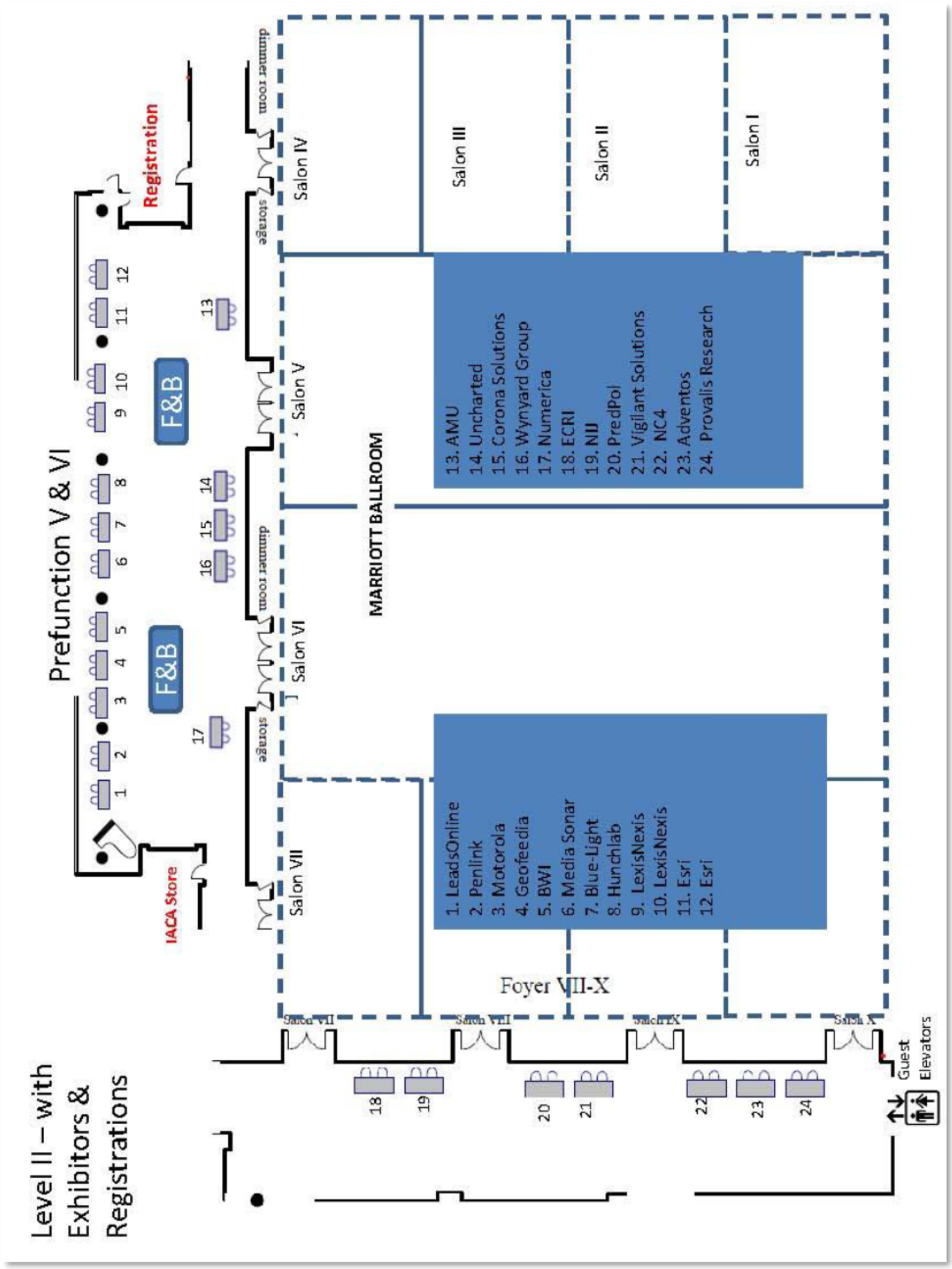
International Association of CRIME ANALYSTS

List of Exhibitors

Listed by exhibitor location on Level II of the hotel (see exhibitor layout on the following page):

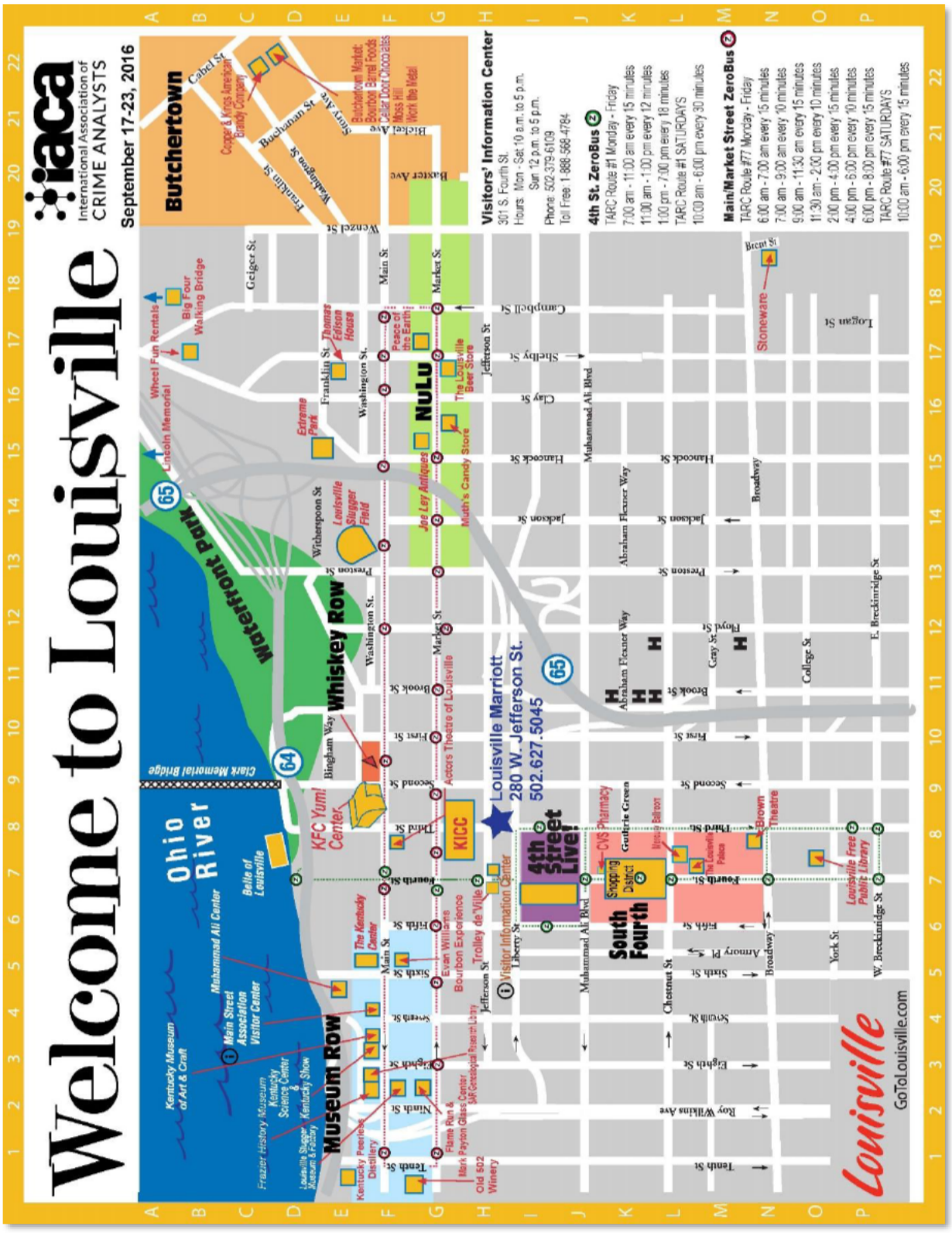
Booth 1 LeadsOnline "Catching crooks & cooks since 2000"	Booth 13 American Military University
Booth 2 PEN-LINK	Booth 14 GeoTime
Booth 3 MOTOROLA SOLUTIONS	Booth 15 Corona Solutions
Booth 4 Geofeedia	Booth 16 WYNYARD
Booth 5 BUSINESS WATCH INTERNATIONAL	Booth 17 LUMEN
Booth 6 MEDIA SONAR	Booth 18 ECRI
Booth 7 BLUE LIGHT Problem Solved	Booth 19 NIJ NATIONAL INSTITUTE OF JUSTICE
Booth 8 HunchLab	Booth 20 PREDPOL
Booth 9 & 10 LexisNexis RISK SOLUTIONS	Booth 21 VIGILANT SOLUTIONS
	Booth 22 NC4
Booth 11 & 12 esri	Booth 23 Adventos SMARTFORCE
	Booth 24 PROVALIS RESEARCH

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Map of Downtown Louisville



International Association of CRIME ANALYSTS

Downtown Restaurants, Cafes, Coffee Shops, Clubs & Pubs

Restaurants

2 Dips & A Shake F-8
321 W. Main St; 502-568-3258

321 Deli F-8
321 W. Main St; 502-568-3258

BUP L-7
360 W. Chestnut St; 502-631-4180

Abyssinia Ethiopian Cuisine K-6
554 S. Fifth St; 502-384-8347

Addis Grill F-7
109 S. Fourth St; 502-581-1011

Against The Grain F-14
Louisville Slugger Field; 502-515-0174

Another Place Sandwich Shop G-4
119 S. Seventh St; 502-589-4115

Atlantic No. 5 F-5
605 W. Main St; 502-883-3398

Bank Shot Billiards/Brass Café G-13
403 E. Market St; 502-587-8260

Baze's Fresh Mexican Grill G-7
428 W. Market St; 502-805-1818

Bearne's by the Bridge F-9
131 W. Main St; 502-584-7437

Bendoya Sushi Bar H-6
217 S. Fifth St; 502-581-0700

Bistro 301 G-8
301 W. Market St; 502-584-9337

Bistro 634 N-12
234 E. Gray St; 502-584-8848

Blu Italian Mediterranean Grill H-8
Marriott Downtown; 502-871-4285

Bluegrass Brewing Co. M-7
880 S. Fourth St; 502-568-2224

Bluegrass Brewing Co. F-8
300 W. Main St; 502-562-0007

Boi Na Braza K-7
501 S. Fourth St; Opening Soon

Boomer's Café F-3
722 W. Main St; 502-585-4356

Brazeiro's Churrascaria J-7
450 S. Fourth St; 502-280-8179

Brian's Deli K-7
531 S. Fourth St; 502-581-0098

Bristol Bar & Grille F-5
614 W. Main St; 502-582-1995

Café Magnolia E-7
Galt House; 502-589-5200

Cat Box Deli H-5
500 W. Jefferson St; 502-569-0420

Brendon's Catch 23 J-7
505 S. 4th St; 502-654-9411

Caviar Japanese Restaurant K-6
416 W. Muhammad Ali; 502-625-3080

Champions Sports Bar H-8
Marriott Downtown; 502-627-5045

Cheer King Star H-6
231 S. Fifth St; 502-587-8888

Chicken King N-16
839 E. Broadway; 502-589-5484

China Bistro II N-8
234 W. Broadway; 502-568-8888

Chipotle Mexican Grill I-7
315 S. Fourth St; 502-584-9606

Chop Shop Salads G-6
438 W. Market; 502-589-2487

Chopstick N-13
416 E. Broadway; 502-569-8145

Chung King Palace
110 E. Market St; 502-584-8880

City Café N-6
505 W. Broadway; 502-589-1797

City Café K-13
500 S.Preston St; 502-852-5739

Coffee on the Go F-7
325 W. Main St; 502-561-5400

Courtyard Café F-9
Courtyard by Marriott; 502-582-0200

Cravings a la Carte F-6
101 S. Fifth St-PNC Tower; 502-589-4230

Decca G-18
812 E. Market St; 502-749-8126

DeVine's Deli & Liquor F-10
104 W. Main St; 502-589-3939

Dish on Market G-6
434 W. Market St; 502-315-0669

Doc Crow's Southern Smokehouse F-10
127 W. Main St; 502-587-1628

Don De Leon Sandwich Shop L-12
601 S. Floyd St; 502-561-1975

Down One Bourbon Bar F-8
321 W. Main St; 502-566-3258

Dunkin' Donuts I-7
320 S. 4th St; Opening August 2014

Eddie Merlot's Steakhouse J-7
455 S.Fourth St #102; 502-584-3266

Einstein Bros. Bagels I-8
313 S. Fourth St; 502-217-8048

English Grill N-7
Brown Hotel; 502-583-1234

Feast BBQ G-18
909 E. Market St; 502-749-8800

Fire Fresh Barbecue H-6
211 S. Fifth St; 502-540-1171

Food 4 Ur Soul L-6
612 S. Fifth St; 502-814-6363

The Fountain Room E-7
Galt House; 502-589-5200

Garage Bar G-16
700 E. Market St; 502-749-7100

Gatsby's On Fourth J-7
Seelbach Hilton; 502-585-3200

Gavi's Restaurant G-4
222 S. Seventh St; 502-583-8163

Ghyslain G-16
725 E. Market St; 502-690-8645

Global Restaurant O-3
737 S. Eighth St; 502-584-2437

Gordon Biersch I-7
400 S. Fourth St; 502-589-8998

Hard Rock Café I-7
4th Street Live! 502-568-2202

Harvest G-15
624 E. Market St; 502-690-8645

Heine Brother's Coffee F-6
516 W. Main St; 502-568-8339

Heine Brother's Coffee J-7
462 S. Fourth St; 502-561-2041

hiko-A-men Downtown J-6
416 W Muhammad Ali; 502-625-3080

Holy Grounds Café N-9
120 W. Broadway St; 502-562-2241

Home Stretch Café M-4
Mazzoli Federal Building; 502-583-4575

Impellizzeri's Pizza F-10
110 W. Main St; 502-589-4800

J. Graham's Café N-7
Brown Hotel; 502-583-1234

Jarfi's Café at the Ali Center E-5
144 N. Sixth St; 502-585-5895

Jeff Ruby's Steakhouse F-7
325 W. Main St; 502-584-0102

Jimmy John's Sandwich Shop H-7
415 W. Jefferson St; 502-625-7101

Jimmy John's Sandwich Shop G-12
301 E. Market St; 502-587-7888

Jimmy John's Sandwich Shop N-8
342 W. Broadway; 502-589-0089

Joe's Crab Shack D-9
131 E. River Rd; 502-568-1171

La Cocina De Mama J-7
620 S. 4th St; 502-315-0666

Long John Silver's Seafood N-13
400 E. Broadway; 502-589-1080

Los Aztecas F-5
630 W. Main St; 502-581-8535

Luigi's Pizzeria & Pasta F-3
712 W. Main St; 502-589-0005

The Main Eatery F-4
643 W. Main St; 502-589-3954

Manhattan Grill G-5
429 W. Muhammad Ali; 502-561-0024

Manny & Merle F-9
122 W. Main St; 502-290-8888

Masala Grill K-6
526 S. Fifth St; 502-562-0202

Mayan Café G-17
813 E. Market St; 502-566-0851

McDonald's Restaurant N-9
207 W. Broadway; 502-584-4773

McDonald's Restaurant G-14
420 E. Market St; 502-583-8400

McDonald's Restaurant L-12
231 E. Chestnut; 502-629-8433

Me Gusta Latin Kitchen & Bar G-9
129 W. Main St; 502-583-5505

MilkWood F-7
316 W. Main St; 502-584-6455

Miss C's Kitchen & Pantry L-8
308 W. Chestnut St; 502-992-3166

Morris Deli & Catering L-9
565 S. Second St; 502-458-1668

Morton's The Steakhouse F-4
626 W. Main St; 502-584-0421

Mrs. Potter's Coffee Lounge & Café F-3
718 W. Main St; 502-581-1867

Nancy's Bagel Box M-7
651 S. Fourth Street; 502-589-4004

The Oakroom K-7
Seelbach Hilton; 502-585-3200

The Old Spaghetti Factory G-8
235 W. Market St; 502-581-1070

Osaka Japanese Restaurant G-7
426 W. Market St; 502-589-8899

Over the Nine G-1
120 S. 10th St; 502-252-8871

Panera Bread Co. G-7
400 W. Market St. #160; 502-540-5250

Papa John's Pizza I-9
411 S. Second St; 502-587-7272

Patrick O'Shea's F-10
123 W. Main St; 502-709-2488

Pesto's Italian Restaurant L-6
566 S. Fifth St; 502-584-0567

Philly Station I-7
4th Street Live! 502-583-8585

Please & Thank You Cafe G-17
800 E. Market St; NO PHONE

Potbelly Sandwich Works H-7
302 S. Fourth St; 502-540-1100

Proof on Main F-4
702 W. Main St; 502-217-8380

Qdoba Mexican Grill H-7
300 S. Fourth St; 502-895-4450

Old 502 Winery F-10
120 S. Tenth St; 502-540-5850

Queue Café F-8
220 W. Main St; 502-583-0273

Quick Wok N-3
801 W. Broadway; 502-584-8518

Quizno's Classic Subs H-6
223 S. Fifth St; 502-589-9520

RIVUE E-7
Galt House; 502-589-5200

Red's Comfort Foods J-6
514 W. Muhammad Ali Blvd; 502-587-7337

Rye on Market G-18
900 E. Market St; 502-749-8200

SaE Café G-4
200 S. Seventh St; 502-585-3400

Saffron's Persian Cuisine G-10
131 W. Market St; 502-584-7800

Safier Mediterranean Café M-7
841 S. Fourth St; 502-585-1125

Sapporo Japanese M-7
849 S. Fourth St; 502-589-3333

Sicilian Pizza & Pasta M-7
629 S. Fourth St; 502-589-8686

Sidebar E-9
129 N. Second St; 502-384-1600

Smashburger I-7
316 S. Fourth St; 502-583-1500

Smoothie King I-7
411 S. Fourth St; 502-584-5464

Sol Aztecas Grill & Cantina K-7
520 S. Fourth St; 502-315-0666

Spinelli's Pizzeria H-6
239 S. Fifth St; 502-749-0919

Starbucks G-7
KICC; 502-583-3089

Starbucks K-7
Seelbach Hilton; 502-585-3200

Starbucks H-8
Marriott Downtown; 502-627-5045

Starbucks F-6
101 S. Fifth St-PNC Tower; Opening Soon

Subway Sandwich Shop N-9
218 W. Broadway; 502-584-8988

Subway Sandwich Shop L-8
719 S. Brook St; 502-333-8101

Subway Sandwich Shop F-4
725 W. Main St; 502-625-3002

Subway Sandwich Shop E-12
222 E. Witherspoon; 502-384-0062

Subway Sandwich Shop I-15
12 S. Hancock St; 502-883-0978

Subway Sandwich Shop I-7
4th Street Live! 502-562-8590

Subway Sandwich/Noble Roman's G-5
128 W. Market St; 502-583-2121

Subway Sandwich/Noble Roman's G-9
539 W. Market St; 502-587-7979

Sunergos Coffee H-6
231 S. Fifth St; 502-568-3222

Sway I-7
Hyatt Regency; 502-587-3434

T.G.I. Friday's I-7
4th Street Live! 502-585-3577

Taco Bell N-10
110 E. Broadway; 502-581-9270

Taco Bell / KFC Express F-10
4th Street Live! 502-581-8140

Taipei Café I-7
4th Street Live! 502-584-2787

Theater Square Marketplace M-7
851 S. Fourth St; 502-625-300

The Café N-18
712 Brent St; 502-589-9191

The Cafe at JCTC L-10
110 W. Chestnut St; 502-213-2409

The Fudgery I-7
4th Street Live! 502-409-7484

The Troll Pub Under the Bridge E-9
160 W. Washington St; 502-618-4828

Thelma's E-7
Galt House Conservatory; 502-589-5200

Toast on Market G-15
620 E. Market St; 502-569-4099

Vincenzo's Restaurant G-6
150 S. Fifth St; 502-560-1350

Wall Street Deli K-11
225 Abraham Flexner Way; 502-587-1008

Way Cool Café N-9
120 W. Broadway; 502-582-2241

Wei Wei Chinese J-6
528 S. 5th St; 502-589-0627

Wendy's I-7
4th Street Live! 502-589-8357

White Castle N-4
700 W. Broadway; 502-584-1531

White Castle G-10
105 E. Market St; 502-584-1528

Wild Eggs G-13
122 S. Floyd St; 502-690-5925

Wild Rita's G-14
445 E. Market St; 502-584-7482

Wiltshire on Market G-16
636 E. Market St; 502-581-9560

Z's Oyster Bar & Steakhouse G-6
115 S. Fourth St; 502-855-8000

Zoës Kitchen H-6
500 W. Jefferson St; 502-585-0000

Zoup! Louisville I-7
319 S. Fourth St; 502-585-9667

Nightlife

Al J's Lounge E-7
Galt House Hotel; 502-589-5200

FiX Nightclub F-11
116 E. Main St; 502-558-7973

Freddie's Two Twenty Bar N-8
220 W. Broadway St; 502-582-8123

Goodwood Brewing F-16
638 E. Main St; 502-584-2739

Haymarket Whiskey Bar G-13
331 E. Market St; 502-442-0528

Howl at the Moon J-7
4th Street Live! 502-562-9400

Jockey Silks Bar E-7
Galt House Hotel; 502-589-5200

Louisville Beer Store G-17
748 E. Market St; 502-589-2337

Max's Bar K-7
Seelbach Hilton; 502-585-3200

Meta Cocktail Bar L-6
425 W. Chestnut St; 502-822-8382

PBR Louisville J-7
4th Street Live! 502-238-0357

Prime Lounge F-10
106 W. Main St; 502-587-7463

Sports & Social Club J-7
4th Street Live! 502-568-1400

Stevie Ray's Blues Bar F-11
230 E. Main St; 502-582-9845

Taste Fine Wines & Bourbon G-16
634 E. Market St; 502-409-4646

Tavern On Fourth J-7
4th Street Live! 502-802-1973

Tango Sed Cantina I-7
4th Street Live! 502-540-14612

The Bar at BLU H-8
Marriott Downtown; 502-871-4285

The Connection G-12
130 S. Floyd St; 502-585-5752

The Kentucky Center Bar F-5
501 W. Main St; 502-589-5080

The Kill Devil Club I-7
4th Street Live! 502-540-1481

The Marquee Bar I-7
4th Street Live! 502-540-1481

The Old Seelbach Bar K-7
Seelbach Hilton; 502-585-3200

Third Street Dive J-8
442 S. Third St; 502-587-0706

International Association of CRIME ANALYSTS

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International Association of CRIME ANALYSTS

26th Annual Training Conference – Agenda At-A-Glance

Day 1 - Monday, September 19, 2016

0700-0800	CrossFit with Mike Winslow (Grandstand)					
0800-0900	Continental Breakfast in the Prefunction Area					
0800-1000	Exhibitor Expo in the Prefunction Area					
1000-1200	Opening Ceremony in the Marriott Ballroom Salon V & VI Noah Fritz, IACA President, Chief Conrad, Louisville Metro Police Department **Keynote Speaker - Marilyn VanDerbur, Incest Survivor & Family Violence Expert**					
1200-1330	LUNCH (This meal is not hosted; please see conference program for local lunch options)					
TRACKS	TRACK 1 Bluegrass 1 & 2	COMPUTER LAB Marriott Ballroom Salons I & II	TRACK 2 Marriott Ballroom Salons III & IV	TRACK 3 Marriott Ballroom Salons VII & VIII	EXHIBITOR-LED SESSIONS Rose	NIJ Marriott Ballroom Salons IX & X
13:30-1500	Cybercrime and Espionage Tactics Matthew Woodward	Don't be Scared, It's Just Statistics! Josie Villa	Real Time Crime Center Michael Jackson	Social Network Analysis using IBM i2 Analyst's Notebook Rachel Carson	Link Analysis and Social Network Analysis with Lumen Nick Coult	Using Data from Smart Devices and IoT and the Challenges and Risks in Privacy, Security, and Law Christopher Adamczyk, Dr. Timothy Hart, Dr. Michael Losavio
1500-1530	BREAK					
1530-1700	Investigative Uses for License Plate Reader Data Alex Schneider	REACT - Real-time Electronic Area Canvassing Tool Candace Hammond, Chris Delaney	How to Prepare Effective and Useful Law Enforcement Presentations Annie Thompson	Analysis and Homicide Investigations- the Ryan Lane Homicide Trish Pace & Christina Witt	Media Sonar: Using Social Media for Investigations and Intel Chris Adamczyk	Risk Terrain Modeling in Action: Case Studies of Crime Prevention and Risk Reduction Jeremy D. Barnum, Capt. James Nolette, Kimberly Richards, Dr. Dyann Daley, Dr. Michael Bachmann, Lt. James Sarkos

1900-2200	Welcome Reception on the Belle of Louisville
2000-2359	Hospitality Suite - Sponsored by Business Watch International

Day 2 - Tuesday, September 20, 2016

0700-0800	CrossFit with Mike Winslow (Grandstand)
0800-0900	Continental Breakfast in the Prefunction Area
0900-1015	General Session in the Marriott Ballroom Salon V & VI Online Social Networking & Criminal Intelligence (Part I) - Captain Chuck Cohen - Indiana State Police
1015-1030	BREAK
1030-1200	General Session in the Marriott Ballroom Salon V & VI Online Social Networking & Criminal Intelligence (Part II) - Captain Chuck Cohen - Indiana State Police
1200-1330	LUNCH (This meal is not hosted; please see conference program for local lunch options)
1300-1700	IACA Certification Exam - Filly/Thoroughbred

TRACKS	TRACK 1 Bluegrass 1 & 2	COMPUTER LAB Marriott Ballroom Salons I & II	TRACK 2 Marriott Ballroom Salons III & IV	TRACK 3 Marriott Ballroom Salons VII & VIII	EXHIBITOR-LED SESSIONS Rose	NIJ Marriott Ballroom Salons IX & X
13:30-1500	Hometown Security - The Analysts Role in Homeland Security and Community Policing Glen Mills	Queries and Functions in Microsoft Access Jason Elder	Using Trello for Project Management Kyle Stoker Angela Backer-Hines	Predictive Analytics from the Ground Up. Implementing and Operationalizing Intelligence-Led Policing in the Fight Against Violent Crime Antonio Sajor Ruth Padilla	Business Watch International: Intelligence from Secondhand Businesses Jack Gee	Open Source Strategic Forecasting Dr. Isaac T. Van Patten

1500-1530	BREAK					
1530-1700	Understanding Non-Traditional Gangs On a Local Level Alex Schneider	Crystal Reports – Overcoming Data Challenges from Law Enforcement Records Management Systems Michelle Chitolie	Free Resources for the Crime Analyst Glen Mills	In-Progress Tactical Analysis | Prepare Yourselves Annie Mitchell	Geotime by Uncharted: Cellphone Data - Formatting, Analysis, Mapping, and Presentation Adeel Khamisa	Repeat and Near Repeat Analysis Dr. Travis Taniguchi, Philip Glasner, Lorie Velarde, Dr. Yan Zhang
1800-1930	International Reception in the Marriott Ballroom Salon VI					
2000-2359	Hospitality Suite - Sponsored by Business Watch International					

Day 3 - Wednesday, September 21, 2016

0800-0900	Continental Breakfast in the Prefunction Area					
0830-1000	IACA Certification Exam Q & A Session - Skybox					
TRACKS	TRACK 1 Bluegrass 1 & 2	COMPUTER LAB Marriott Ballroom Salons I & II	TRACK 2 Marriott Ballroom Salons III & IV	TRACK 3 Marriott Ballroom Salons VII & VIII	EXHIBITOR-LED SESSIONS Rose	NIJ Marriott Ballroom Salons IX & X
0830-1000	Evaluating Crime Analysis Units – A Case Study Jessica Herbert	Developing A Custom Calls-For-Service Dashboard Manny San Pedro	Combating Drug-related Crime Friedrich Steiner	Not Yo Mama's COMPSTAT Wendy Ethridge	Blue-Light: Analyst's Notebook Premium Importing and Analysis in the Cloud Ed Boggess, Bryan Pardoe	Using Predictive Analytics in Denver: Evaluating the Data and Software Shellie Solomon
1000-1015	BREAK					

International Association of CRIME ANALYSTS

26th Annual Training Conference – Agenda At-A-Glance

1015-1145	Implementing Social Media Intelligence Sabih Khan	Automating Your Products Using Your Desktop PC Lorie Velarde	In Context: Understanding Police Killings of Unarmed Civilians Nick Selby	Creating Effective Bulletin and Map Masterpieces from Scratch Mike Winslow	LexisNexis Risk Solutions: Clash of the Titans: Combining Two of the Most Successful Policing Initiatives Tom Sizer, Josh Levin	Improving the Forecasting of Crime with Probability Risk Surfaces Dr. Michael Leitner
1145-1200	BREAK					
1200-1400	Hosted Luncheon in the Marriott Ballroom - Salons V & VI - Sponsored by LexisNexis Critical Thinking - Dr. Harvey Goldstein					
1400-1415	BREAK					
1415-1545	Analysts without Borders: Analyzing Cross-Jurisdictional Criminality Ruth Padilla	Crime Mapping Stacy Belledin	You Create Great Analytical Products But Does Your Department Use Them? Tips for You To Enhance Your Department's Use of Crime Analysis Jamie Roush	Analyst Case Study: Thou Shalt Not Steal/DyNoMite Bandit Bank Robbery Series Mike Winslow	Business Watch International: Using Modern Technology in Regulated Business and On-line Investigations Jack Gee	Research Practitioner Partnerships Alex Wagner, Dr. Jerry Ratcliffe, Dr. Travis Taniguchi, R. Renee Richardson
1600-1730	How to Investigate Classifieds, Ecommerce, and Social Media Allen Atamer	Basic Excel Analytics for Dummies Katharine Haydar	Cops on Dots: Lessons Learned While Testing Police Analytics Barry Fosberg, Paige Burley	Clarence "Hurricane" Weaver: A case profile in serial burglary Robert LeBlanc	ESRI: Get Started with Predictive Policing with ESRI's Crime Analysis Toolbox John Beck, Chris Delaney	Moving Beyond Police Administrative Data Jennifer Hernandez-Meier, Dr. Brian Lawton, Dr. Christopher R. Hermann
2000-2359	Trivia Night in the Marriott Ballroom IX & X					
2000-2359	Hospitality Suite - Sponsored by Business Watch International					

International Association of CRIME ANALYSTS

26th Annual Training Conference – Agenda At-A-Glance

Day 4 - Thursday, September 22, 2016

0800-0900	Continental Breakfast in the Prefunction Area					
TRACKS	TRACK 1 Filly Thoroughbred	COMPUTER LAB Marriott Ballroom Salons I & II	TRACK 2 Marriott Ballroom Salons III & IV	TRACK 3 Marriott Ballroom Salons VII & VIII	EXHIBITOR-LED SESSIONS Rose	NIJ Marriott Ballroom Salons IX & X
0900-1030	The Analytical Sleuth: Surefire Methods to Uncover Information, Organize your Data and Crack the Case Jennifer Godown	Finding the Needle in the Haystack!- Working Through Tower Dumps Jennifer LaMoure	Predictive Policing for Smaller Agencies Brittney Hunt	Open Source Forecasting Isaac Van Patten	Motorola Solutions - Inter-Jurisdictional Data Sharing Daniel Seals	Predictive Modeling of Crime: Introduction Predictive Modeling, Results of Experiment, and Description of the Free Software: Dr. Jerry Ratcliffe, Amber Perenzin Askey, Jeremy Heffner
1030-1045	BREAK					
1045-1215	DDACTS with a Twist: Using a Proven Program to Focus on Narcotics Activity Katie Hoffman	Crime Mapping: Building Useful Information Products Using Web GIS Stacy Belledin	Crime and Intel Analysts Role in Identifying At Risk Individuals Casey Hatchett	Advanced Analytics Utilizing Regional Information Sharing Capabilities Anna Berger, Catherine A. Miller	Hunchlab by Azavea: A Deep Dive into using Forecasting in Law Enforcement Jeremy Heffner	Inter-Police Agency Mapping, Analysis, and Intelligence R. Renee Richardson, Kelli Daves
1215-1330	LUNCH (This meal is not hosted; please see conference program for local lunch options)					
1330-1600	IACA Annual Meeting and Awards Ceremony - Marriott Ballroom - Salons V & VI					
1615	Bus for the Races @ Churchill Downs Leaves at 4:15 PM SHARP!					
1700-2200	Twilight Thursday - Thoroughbred Horse Racing at Churchill Downs					

Day 5 - Friday, September 23, 2016

0700-0800	Continental Breakfast in the Prefunction Area
TRACKS	GENERAL SESSIONS Marriott Ballroom Salon VI
0800-1000	Dr. Derek Paulson - The Role of the Crime Analyst in the Smarter Cities Movement
1000-1030	Closing Ceremonies

27TH ANNUAL TRAINING CONFERENCE

SEPTEMBER 11-15, 2017

NEW ORLEANS, LA

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New Initiatives / Projects

Transportation Drug Unit	Funding awarded for calendar 2016 by New England HIDTA focused on Drug Trafficking Organizations (DTOs). Established as a Task Force with participation from MSP, City Police, HSI, FBI and MA National Guard.
Work Zone Safety Task Force	MSP / MassDOT Initiative. Developed in response to a high number of work zone safety crashes which resulted in fatalities, injuries and property damage. Initial response included heightened patrol activity in and around work zones by Troop CAT Teams, Motorcycle Unit, CMVE Unit, and Traffic Programs (BAT Mobile). Ongoing activities include legal research to change existing laws, how equipment is utilized to enhance safety of workers, and worker education.
All Electronic Tolling on Turnpike	MSP / MassDOT Initiative. Enhanced traffic/construction plans developed to assist motorists through construction sites with minimal delays. Phase I (10/28 – 11/22) included destruction of all toll booths - approximately 200 uniformed personnel required daily for work sites. Phase II (11/23 to present) includes re-working of interchanges - approximately 40-50 uniformed personnel required daily for work sites.
Motor Vehicle Automated Citation Crash System	MSP / MA RMV / DCJIS Initiative. Development of systems, policies and statutes to allow issuance of computer generated Massachusetts Uniform Citations.
Crime Laboratory	MSP Crime Laboratory Post Mortem Toxicology (PMT) Unit earned accreditation from ASCLD International (American Society of Crime Lab Directors). Accreditation of PMT is part of an overall strategic plan by Crime Lab to have all disciplines ASCLD International accredited.
Computer Crimes Unit	Addition of Forensic Examiner (currently posted) - recruitment specific to wounded veterans.
Republican National Convention - Cleveland	Participation by SERT and POP – (50 sworn members). Worked alongside Federal, State and Local Enforcement Officers from all over United States.

	Provided safety and security to Convention attendees and protesters. Due to large Law Enforcement presence, protests remained peaceful, nonviolent property damage free.
Finance Unit	Implementation of Direct Billing through the Commonwealths MMARS system and decreased outstanding debt by $3M.
ODEO Unit	Enhanced Diversity Recruitment – Added additional staff and began recruitment efforts with community groups.
Office of Superintendent and Labor Relations	Expanding employee drug testing protocols and procedures that will include random drug testing for Forensic Scientists – Chemists.
Facilities Unit	Marine Unit Roof Replacement Project (Boston): $403,720.64 Fleet Maintenance Garage HVAC System Replacement (GHQ): $386,364.30 Roof Replacement Brookfield Barracks & Holden Fleet Maintenance Garage: $231,290.50 HVAC System Replacement Medford Barracks: $150,000 Emergency Generator Replacement Newbury Barracks: $101,657 Retaining Wall Replacement Dartmouth Barracks: $337,005.03 **On-Going Projects** C-Troop Cell Detention Toilet Fixtures Replacement: $220,000 Marine Unit Electrical Upgrade Boat Dock Power Improvements: $203,095 DCAMM Cell Improvement Project South Boston, Springfield, Andover Barracks: $1,575,000
Prison Escape Plan	Special Operations, Division of Investigative Services and Department of Corrections. Development of an inter-agency plan addressing operational duties and responsibilities in the event of a long-duration search for an escaped prisoner from a correctional facility in the Commonwealth.
Special Operations Interagency Training	The SERT Team training for law enforcement agencies in civil disturbance and crowd control techniques: Rhode Island State Police, South Eastern Law Enforcement Coalition, Bridgewater State University Police. The Crisis Negotiation Team cross-training with different law enforcement agencies, to promote interoperability and information and concept sharing: Boston Police Department, Connecticut State Police, Maine State Police, FBI, Central Massachusetts Law Enforcement Council.
Special State Police Officer (SSPO) Standards	Review/revision of training standards for SSPOs authorized by the Colonel for employment as sworn officers at universities and colleges, medical facilities and agencies of the Commonwealth.

Transgender Partnership	Partnered with MSP LGBTQ liaison and transgender advocacy groups to create draft policy on Gender Identity and Expression.
Marijuana Law	Issuance of Superintendent's Memo regarding new marijuana legislation / affects enforcement activities. Working with Office of Employee Relations to create guidelines for employees.
Recruitment	Media Relations nearing completion of a recruitment video.
Public Records Request Response	MSP has taken actions to comply with administration's directives on public records requests, including designation of an official records officer.
Emergency Planning Committee	Established to consolidate and update all department emergency plans into a concise command and control format.
Automatic Vehicle Locator (AVL)/ GPS Committee	Established with the goal of increased officer safety and to allow for better control of assets in the event of large-scale emergencies.
Communications Infrastructure Protection	Constructed physical security improvements of critical communications assets, including cellular phone relay towers, utilizing Homeland Security grant funding.
Emergency Planning Committee	Established to consolidate and update all department emergency plans into a concise command and control format.
Opioid Initiative	Nine cities identified for focused enforcement on heroin, fentanyl and other opioids trafficking distribution. Additional funding to enhance current investigative efforts.
Cyber Crime Defense	Addition of a full time Cyber Crime Analyst to develop a Massachusetts cyber security program with state, Federal local and private partners.
Technical Services Unit	Incorporation into security planning at major events of Terrorist Screen Watch List.

New State Police Units / Responsibilities

Diversion Investigation Unit	Re-established as a Unit within the statewide Narcotics Section with a focus on the diversion of prescription drugs. Initiated cooperative efforts with FBI and DEA.
Crime Gun Unit	Unit initiated in response to new mandates in Chapter 140 section 131Q Creation of electronic database to allow for recording of gun seizures by local police departments.
High Risk Victim Unit	Established Unit to offer investigative response to support state and local law enforcement agencies responsible for responding to most vulnerable populations in the area of human trafficking. Offer training programs to other State and local agencies.
Deputy Division Commander of Training	A second Major was approved to oversee training initiatives and to provide greater Academy oversight.
Narcotics Inspection Unit (NIU) - Local Drug Destructions	A change in the law has NIU conducting drug destructions for local police departments – so far this year 5,226 cases have been destroyed for 28 local departments.
Emergency Planning Committee	Established to consolidate and update all department emergency plans into a concise command and control format.

Training & Equipment Updates

Collision Analysis Reconstruction Section (CARS) Drone	CARS / Mass DOT Initiative. Utilized at crash scenes for investigative purposes. Includes a high resolution Gimbal Camera, GPS, and 3D mapping software. Improve safety of officers and motoring public - reduction in on-scene time, enhancement of roadway clearance.
Behavior Observation Suspicious Activity Recognition (BOSAR)	Training focused on recognizing persons with hostile intent in public gatherings. MSP provides training to state, Federal and local law enforcement partners to include: New York State Police, Rhode Island State Police, Louisiana State Police, Texas Department of Public Safety, FBI, ATF, State Department, US Army, MA National Guard, CSX Rail Police, United States Coast Guard, York Regional Police Agency (Canada), Department of Homeland Security, Boston College Police Department, DCR Rangers, Hopkinton Police Department, Mansfield Police Department, Canton Police Department, Topsfield Police Department, Salem Police Department, Boston Police Department, Easthampton Police Department, Natick Police Department, Dedham Police Department, Framingham Police Department, Plainville Police Department, Malden Police Department, New Orleans Police Department, Dallas Fort Worth Airport Police Department, Garland Texas Police Department, Fort Worth Texas Police Department.
Computer Crimes Unit	Acquisition and training of Winnie, a canine trained to detect hidden electronic storage devices (hard drives, cell phones, USB drives, etc.). Assistance rendered to several New England states (high demand).
Use of Force / Electronic Control Weapons Training and Issuance	Two day Taser Training and issuance for 895 Troopers and Sergeants. Fifty officers trained as Taser Instructors.
Professional Development	Training for state and local officers in Social Media and Open Source Intelligence, Smartphone Forensics, Risk Management, OUI Narcotics, Officer Involved Shootings and Officer Safety.
Narcan	Training and issuance of Narcan (500 Troopers statewide). In response to new legislation, partnered with medical professionals to create draft policy relative to NARCAN and protective custody.
De-Escalation Training	500 officers trained in De-Escalation Techniques and Civil Disturbance.
NESPAC Classes	Tactical Team Training, Truck Team training.

New England State Police Administrators Conference (NESPAC) Women in Law Enforcement Leadership Conference (First Annual)	Planned and hosted first annual NESPAC women in law enforcement leadership conference, promoting professionalism among women who serve in the field of law enforcement through education, training, and mentoring. Attended by 150 officers from all New England States.
82nd Recruit Training Troop, State Police Municipal Academy #6, and Special State Police Officer Academy #27	Training for 158 new MSP Troopers. MPTC training for 44 new municipal police officers. Training Academy for 22 new Special State Police officers.
DCF Enhanced Lockdown Training	Provided training to hundreds of DCF workers in physical plant, facility and personal security.
Online Training	Provided training in PREA, Transgender Issues, New Marijuana Law, Officer Suicide.
Transition of Armorer to the Division of Standards and Training	The Armorer's Section has been moved to the Division of Standards and Training for closer on-site supervision and coordination with Academy training programs.
Internal Security Preparations	Conducted active shooter drill at general headquarters for civilian and sworn personnel, increasing awareness of department policies and improving emergency situation response.
iPads	Acquisition, training and distribution of iPads to Field-based Units for the purpose of cross-division information and intelligence sharing and distribution.

Policy & Procedure Updates

Prison Rape Elimination Act (PREA)	Department facilities that hold prisoners for any length of time being audited for compliance - correction of issues identified in audits. Extensive modification of policy and procedure to insure PREA compliance.
Use of Force / Electronic Control Weapons	Extensively modified existing Use of Force policies to include use of Electronic Control Weapons Policy.

Community Based Initiatives

City of Lawrence	North Shore Gang Task Force focus on street-level narcotics dealers and criminal intelligence gathering. Participation in Lawrence-based DEA Federal Task Force. Transportation Drug Unit located in city. CAT Team high intensity, zero tolerance patrol activity to reduce crime and enhance community safety. Initial five-week saturation patrol, followed by regular once monthly proactive patrols. Year to date CAT Team stats include 255 arrests, inclusive of 4 illegal guns seized, 9 arrests for trafficking in illegal narcotics, and 20 other narcotics related offenses.
City of Brockton	Brockton Gang Task Force located in the city - focus on street-level narcotics dealers and criminal intelligence gathering. Participation in Brockton-based FBI Federal Task Force. Participation in regional DEA Task Force focused on city.
Crime Laboratory	Crime Laboratory provided educational outreach to middle school, high school and college level students on 53 different occasions via classroom presentations, career fairs, and guest speaking engagements.
Sail Boston 2017	Special Operations, Troops F and H, US Coast Guard, BPD. Ongoing planning for public safety and security for Sail Boston 2017 (June 2017).
Protests	Deployment of personnel and assets in both Eastern and in Western Massachusetts to assist during several large protests in the days following the presidential election in November. The POP platoon (100 members) and BOSAR Officers deployed during very large protest in close proximity to the Massachusetts State House and interstate highway ramps in Boston.
Charitable Efforts	Continued close support of two major charities, Toys for Tots and Cops for Kids with Cancer, including heavy promotion through media events and social media.
Social Media	Continued growth of the Department's social media platforms as a means of providing public safety information to citizens and to build trust in communities we serve. MSP has the largest followings on Facebook and Twitter of any state police agency in the country.
Child Safety	Provide troopers / other personnel at child safety events, (incl. production of child safety ID kits).

Meetings with Anti-Defamation League, ACLU and Massachusetts Immigrant and Refugee Coalition	To assist with diversity hiring with the intent to increase minority population within the Department.
Planned Meetings with Minority Legislative Caucus	To increase the number of minority populations participation in entrance exams.

FUSION – Watch Center

Functions

1. **Enhanced Watch Center** (Monitor for critical incidents in Massachusetts, United States and World Events)
    a. HSIN Sitroom (National Fusion Center Notification System)
    b. HSIN Cyber "CINROOM" Situational Awareness Room (Cyber Intelligence Network)
    c. Local/Regional/National Media Site Monitoring
    d. Social Media Websites - Open Source Monitoring (Facebook, Facebook Live, Twitter, Tweetdeck, Periscope)
    e. Radios - MSP/Bapern Police Radios/Fire Service and Hazmat incidents/Mema/ and NAWAS (National Warning System)
    f. SHOT SPOTTER
    g. MSP/BPD/MBTA/MassDOT Federated Camera Systems
        i. Airport Cameras
        ii. Seaport Cameras
        iii. Esplande Cameras
        iv. Highway
        v. Boston Police
        vi. MBTA Cameras
        vii. Airwing Unit Downlinks

viii. Marine Unit Downlinks
- Drone Unit Downlinks

ix. If incident happens, we immediately make notifications to the Command Staff

2. **Web Streaming Gateways** (Stream 1 & Stream 2)

- If incident happens, we immediately make notifications to the Command Staff

3. Incident Command Post

- **Audio and Video Conferencing with:**
  - **State House Situation Room**
  - **EOPSS**
  - **MEMA**
  - **FEMA**
  - **Other Federal Agencies**

4. Fusion Center

a. Investigative Support Services
b. Assists Federal, State and Local Agencies with investigations
   i. License Plate Reader
   ii. Facial Recognition
   iii. Public Database Searches
   iv. Social Media Searches

v. Photos Lineups
vi. Bulletins
    1. Silver Alerts
    2. Missing Persons
    3. Wanted Bulletins
    4. Officer Safety
    5. Attempt to Identify
vii. Situational Awareness Alerts

5. AVL Vehicle Tracking
    - Marine Unit Tracking
    - (7 Boats)
6.

Questionnaire1: Users

1. What key functions does your job involve?
2. What activities do you perform related to ALPRSs?
3. For which purposes do you *personally* use ALPR in general?
4. For which traffic safety purposes do you use ALPR technology?
5. Generally what proportion of your use of ALPR technology targets drivers of personal vehicles versus commercial vehicle operators?
6. Generally, what percent of your use of ALPR technology involves traffic safety purposes?
7. How long have you used ALPR technology for traffic safety purposes?
8. How do decisions get made on how / how much to use ALPR technology for traffic safety?
9. Do you have any latitude in terms of how ALPR is used for addressing traffic safety?
10. What do you believe are the motivators for law enforcement personnel like yourself to use ALPRs as tools for improving traffic safety?
11. How much training did you receive on overall use ALPR?
    - How much training was specific to ALPR use for traffic safety purposes?
    - Is the training on-going or was it one-time only?
12. What ALPR databases or HOT lists do you work with?
    - How are/were they developed?
    - How are they maintained?
13. What issues do you have, if any, with the databases or Hot lists specific to using them for detecting drivers with suspended, revoked, or restricted licenses?
14. How would you characterize the effectiveness of using ALPRs as a traffic safety treatment?
    - Specifically, how effective is ALPR in detecting drivers who have suspended, revoked, or restricted licenses?
    - Can you provide some specific examples of its effectiveness (or not) for that purpose?
15. Based on your agency's experience, how would you characterize the quality of the ALPR systems?
16. Has your agency experienced situations in which the accuracy of the systems has negatively influenced the effectiveness of the system?
17. What is the process for challenging violations?
18. What has been your agency's experience with persons challenging a violation?

19. Do you believe that your agency has received a good return on investment in terms of using ALPR as a traffic safety treatment?
20. Can you provide some specific examples of the benefit or value of using ALPR for traffic safety purposes?
21. What challenges do you face in using ALPR technology for traffic safety purposes?
22. [IF APPLICABLE] What about challenges in using ALPR specifically to detect drivers with suspended or revoked licenses?
    - How do you as a user respond to those challenges?
23. Have these challenges changed in the past year or so?
    - If yes: To what do you attribute those changes?
24. Overall, how do you feel about using ALPR for traffic safety purposes- as compared to using ALPR for other enforcement type purposes?
25. To the best of your knowledge, how do other law enforcement agents in your agency feel about using ALPR for traffic safety purposes- as compared to using ALPR for other enforcement type purposes?
26. Has department policy changed in the past year or so regarding use of ALPR?
    - If yes: In what ways?
27. Have you received any feedback from the community regarding the use of ALPRs for traffic safety purposes?
    - If yes: Has the feedback been positive, negative, or both? Please explain.
28. Have you or the agency received community feedback on the use of ALPR for drivers with suspended, revoked, or restricted licenses?
    - If yes: What concerns if any have been raised and how have the concerns been addressed?
29. Has your agency run into any privacy issues with regard to using ALPR for traffic safety purposes?
    - If yes: Please tell me about how your agency managed those issues.
        - What steps does your agency take to ensure that privacy of ALPR data is protected?
30. Who has access to review the ALPR data that is stored at your agency?
    - Does your agency allow the pubic or a civilian review of the stored ALPR data at your agency?
    - Is the review of the ALPR data all access or is it provided in a “dashboard” format?

Are there any issues or topics that we did not cover, OR do you have any final thoughts you would like to share? Thank you for participating in this interview. Your participation has helped us to better understand how your use ALPR technology for improving traffic safety in your community.

Questionnaire 2: Managers

1. What key functions does your job as a manager involve?
2. What activities do you perform related to ALPRs?
3. For which purposes does your agency use ALPR technology in general?
4. For which traffic safety purposes does your agency use ALPR technology?
5. Generally, what percent of your agency's ALPR use involves traffic safety purposes?
6. How long have you been involved in managing users of ALPR technology specifically for traffic safety purposes?
7. How do the decisions get made on how/ how much to use ALPR technology for traffic safety?
8. Do you have any latitude in terms of how ALPR is used for addressing traffic safety?
9. Are you responsible for training on use of ALPR for traffic safety purposes? If no: Who within the agency is responsible for training?
    - Can you describe that training?
10. Has the training officers receive on use of ALPR for traffic safety changed in the past year?
    - If yes: In what ways?
    - If yes: To what do you attribute the changes?
11. Do you develop or maintain databases or Hot lists for the agency?
12. Which ALPR databases or Hot lists do you work with?
    - How are those databases developed?
    - How are they maintained?
13. How often is data uploaded to the database or Hot lists?
14. How often is the updated data provided to users in the field?
15. [IF APPLICABLE] What issues do you have, if any, with the databases or Hot lists specific to using them for detecting drivers with suspended, revoked, or restricted licenses?
16. Does your agency share ALPR data/databases with other agencies?
    - If yes: With what other agencies do you share data?
    - If yes: How has this sharing of data proven to be effective in improving traffic safety?
17. Are you familiar with your agency's data retention and storage practices?
    - If yes: How is the ALPR data that is collected for traffic safety purposes retained and stored?
    - If yes: How long does your agency store ALPR data that is collected?
    - If yes: If your agency purges data, how often is the data purged?
18. How would you characterize the effectiveness of ALPRs as a traffic safety treatment?

19. [IF APPLICABLE] Specifically, how effective is ALPR in detecting drivers who have suspended, revoked, or restricted licenses?
    - Can you provide some specific examples of its effectiveness (or not) for that purpose?
20. Based on your agency's experience, how would you characterize the quality of the ALPR systems?
21. Has your agency experienced situations in which the accuracy of the systems has negatively influenced the effectiveness of the system?
22. What is the process for challenging violations?
23. What has been your agency's experience with persons challenging a violation?
24. Do you believe that your agency has received good return on the investment in terms of ALPR as a traffic safety treatment?
    - Can you provide some specific examples of the benefit or value of using ALPR for traffic safety purposes?
25. What challenges does your agency face in the use of ALPR technology for traffic safety purposes?
26. {IF APPLICABLE} What about challenges in managing your ALPR program to detect drivers with suspended or revoked licenses?
    - How do you as a manager respond to those challenges?
27. Have these challenges changed in the past year or so?
    - If yes: To what do you attribute those changes?
28. Has your agency run into any legal issues with regard to using ALPR for traffic safety purposes?
    - If yes: What were they and how did your agency manage those issues?
29. Overall, how do you feel about using ALPR for traffic safety purposes – as compared to using it for other enforcement activities?
30. To the best of your knowledge, do law enforcement officers within your agency support the use of ALPRs for traffic safety purposes?
31. How would you characterize your agency administration's support for using ALPRs for traffic safety purposes?
32. Has department policy changed in the past year or so regarding use of ALPR?
    - If yes: In what ways?
33. Have you received any feedback from the community regarding the use of ALPRs for traffic safety purposes?
    - If yes: Has the feedback been positive, negative, or both? Please explain.
34. [IF APPLICABLE] Have you or the agency received community feedback on the use of ALPR for drivers with suspended, revoked, or restricted licenses?
    - If yes: What concerns if any have been raised and how have the concerns been addressed?

35. Has your agency run into any privacy issues with regard to using ALPR for traffic safety purposes?
    - If yes: Please tell me about how your agency managed those issues.
        - What steps does your agency take to ensure that privacy of ALPR data is protected?
36. Who has access to review the ALPR data that is stored at your agency?
        - Does your agency allow the pubic or a civilian review of the stored ALPR data at your agency?
        - Is the review of the ALPR data all access or is it provided in a "dashboard" format?

Are there any issues or topics that we did not cover, OR do you have any final thoughts you would like to share? Thank you for participating in this interview. Your participation has helped us to better understand how you manage users of ALPR technology for improving traffic safety in your community.

Questionnaire 3: Administrators

1. What key functions does your job as agency administrator involve?
2. What activities do you perform related to ALPRs
3. For which purposes does your agency use ALPR in general?
4. For which traffic safety purposes does your agency use ALPR technology?
5. Generally, what percent of your agency's ALPR use involves traffic safety purposes?
6. How long have you been involved in administering the oversight of ALPR technology for traffic safety purposes for your agency and community?
7. Do you know why your agency first became involved in applying ALPR technology for improving traffic safety?
8. Does your agency generate reports from collected data and pass that information along to field units for proactive traffic enforcement activities?
    - What type of traffic safety activities, if any, do these reports address at the management and field user levels?
9. Does your agency use data collected with ALPR technology to perform predictive analytics such as temporal and spatial based traffic enforcement?
10. Does your agency share ALPR data/databases with other agencies?
    - If yes: With what other agencies do you share data?
    - If yes: How has this sharing of data proven to be effective in improving traffic safety?
11. Are you familiar with your agency's ALPR data retention and storage practices?
    - If yes: How is the ALPR data that is collected for traffic safety purposes retained and stored?
    - If yes: How long does your agency store ALPR data that is collected?

- If yes: If your agency purges data, how often is data purged?

12. Does your agency have any type of data sharing or inter-agency agreements with other law enforcement agencies? If yes, please explain?
13. What is your agency's policy on how the collected ALPR data can be linked to state and national criminal and traffic safety database?
14. How do you characterize the effectiveness of using ALPRs as a traffic safety treatment?
15. [IF APPLICABLE] Specifically, how effective is ALPR in detecting drivers who have suspended, revoked, or restricted licenses?
    - Can you provide some specific examples of its effectiveness (or not) for that purpose?
16. How does the agency measure success/effectiveness of ALPR technology for addressing traffic safety?
    - What are some specific indicators or metrics that your agency uses to measure success of using ALPRs for traffic safety purposes?
17. What challenges do you or your agency face in using ALPR technology for traffic safety purposes?
18. [IF APPLICABLE] What about challenges in using ALPR to detect drivers with suspended, revoked or restricted licenses?
    - Were those challenges internal to the agency or external from the community?
    - How did you as an administrator respond to the challenges or limitations?
19. Have these challenges changed in the past year or so?
    - If yes: To what do you attribute those changes?
20. Has your agency run into any legal issues with regard to using ALPR for traffic safety purposes?
    - If yes: What were they and how did your agency manage those issues.
21. How do you feel about using ALPR for traffic safety purposes – as compared to using it for other enforcement activities?
22. How do your law enforcement personnel feel about using ALPRs for traffic safety purposes, relative to other purposes?
23. Has department policy changed in the past year regarding use of ALPR?
    - If yes: In what ways?
24. Do you believe your agency has community support for using ALPR as a traffic safety treatment?
25. Have you received any feedback from the community regarding the use of ALPRs for traffic safety purposes?
    - If yes: Was the feedback been positive, negative, or both?
26. [IF APPLICABLE] Have you or the agency received community feedback on the use of ALPR for detecting drivers with suspended, revoked, or restricted licenses?

- If yes: What concerns if any have been raised and how has the concerns been addressed?

27. Has your agency run into any privacy issues with regard to using ALPR for traffic safety purposes?
    - If yes: Please tell me about how your agency managed those issues.
        - What steps does your agency take to ensure that privacy of ALPR data is protected?
28. Who has access to review the ALPR data that is stored at your agency?
        - Does your agency allow the pubic or a civilian review of the stored ALPR data at your agency?
        - Is the review of the ALPR data all access or is it provided in a "dashboard" format?

Are there any issues or topics that we did not cover, OR do you have any final thoughts you would like to share? Thank you for participating in this interview. Your participation has helped us to better understand how you and your agency commission the use of ALPR technology for improving traffic safety in your community.

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REGIONAL DATA SHARING PARTNERSHIP MEMORANDUM OF UNDERSTANDING

This **Memorandum of Understanding ("MOU")** is made and entered into this 11th day of May 2017, between the City of New York, acting by and through the New York City Police Department ("NYPD"), with headquarters at One Police Plaza, New York, New York 10038, and the State of New Jersey, Department of Law and Public Safety, Division of New Jersey State Police ("NJSP") (the "Partner Agency" or "Partner") and shall confirm the mutual understanding and intention of NYPD and the Partner Agency (individually, a "Party" or, collectively, the "Parties") regarding the sharing of license plate data, collected through technology deployed in the public space and in furtherance of each Party's respective counterterrorism efforts and law enforcement operations, by storing and tagging each Party's data in the NYPD's technology infrastructure and creating a secured means to access the data as part of this Regional Data Sharing Partnership ("RDSP").

WHEREAS, the NYPD and Partner Agency own or manage automated license plate readers ("LPRs") that provide real-time imaging of license plates on vehicles in use or at rest in the public space ("license plate data"); and

WHEREAS, the capacity of law enforcement agencies to collect real-time data on vehicle movement in the public space is a recognized tool in combatting terrorism, detecting and deterring crime, and furthering forensic investigation; and

WHEREAS, vehicle operators using public spaces have no expectation of privacy concerning their presence in public spaces; and

WHEREAS, the NYPD and Partner Agency recognize the critical need for data sharing and cooperation amongst state and local governments for counterterrorism, law enforcement, and public safety purposes; and

WHEREAS, information sharing between state and local governments is a priority for any and all projects with counterterrorism, law enforcement, and public safety purposes which receive support from the federal government; and

WHEREAS, the capacity to securely share data has improved since state and local governments began deploying technology to enhance their domain awareness; and

WHEREAS, the NYPD and Partner Agency have, respectively, instituted policies to legally and securely collect and share license plate data exposed to public view obtained from their respective LPRs; and

WHEREAS, the NYPD and Partner Agency, individually and collectively, recognize that license plate data is used only in furtherance of legitimate counterterrorism, law enforcement, and public safety purposes and in accordance with each Party's respective policies; and

WHEREAS, the NYPD and Partner Agency have the capacity to securely share data while adhering to all appropriate legal requirements on the exchange and subsequent use of license plate data; and

WHEREAS, license plate data shared through the RDSP will be stored by the NYPD and tagged according to its source, with access, use, and retention timelines established based on both parties' policies; and

WHEREAS, the Partner Agency will retain the right to direct the NYPD, in writing, to archive its license plate data in RDSP beyond the Partner Agency's standard retention period; and

WHEREAS, the NYPD and the Partner Agency will work together to enhance the safety and security of the people who live, work, and travel in the region;

NOW, THEREFORE, the NYPD and the Partner Agency agree as follows:

1. RECITALS
   a. All of the above recitals are incorporated as part of this MOU.

2. PARTIES
   a. The Parties to this MOU are the NYPD and the NJSP.

3. AUTHORITY
   a. NYPD enters into this MOU under the authority provided by Chapter 18, § 435(a) of the New York City Charter.

   b. NJSP enters into this MOU under the authority of the laws of the State of New Jersey, specifically N.J.S.A. § 53:2-1 et seq., and New Jersey Attorney General Directive No. 2010-5, regarding Guidelines for the Use of ALPRs and Stored ALPR Data.

4. POINT OF CONTACT
   a. The Parties shall provide each other with the name, email address, and telephone number of a designated point of contact ("POC") for the RDSP. POCs are listed in the attached Schedule A to this MOU.

   b. The Parties agree that if there is any change in their respective POC or POC contact information, they will inform the other Party within 10 business days of that change and update Schedule A accordingly.

   c. Notices from either Party concerning this MOU should be sent to:

      i. Partner Agency:

New Jersey State Police
P.O. Box 7068
West Trenton, NJ 08628

ii. NYPD:

New York City Police Department
Counterterrorism Bureau
One Police Plaza, Room 1109
New York, New York 10038
Attention: Chief of Counterterrorism

5. INFORMATION SHARING PLATFORM

a. The NYPD shall, at its sole expense and leveraging its established technical infrastructure, create and maintain a secured electronic platform to serve as the aggregation point for LPR information shared as part of the RDSP.

b. In collaboration with the Partner Agency, the NYPD shall establish a secure means for transmitting license plate data from Partner Agency to the RDSP.

c. The Partner Agency shall provide the NYPD access to Partner Agency's secured electronic network that receives, stores, and transmits the Partner Agency's license plate data for the limited purpose of the NYPD establishing a secure means for transmitting data to the RDSP.

d. The Partner Agency shall provide the NYPD with access to, and, when needed, technical assistance for, the network to establish the secure means of transmission.

e. The NYPD and Partner Agency shall be responsible for secure access to authorized NYPD and Partner Agency personnel to prevent unauthorized external or internal access through their respective networks to the RDSP.

f. This MOU shall not be construed to create costs for Partner Agency beyond its own maintenance and support for its own technology infrastructure.

g. Partner Agency agrees to notify the NYPD of any changes to its network that may affect the collection and transmission of license plate data to the RDSP.

h. The NYPD and Partner Agency agree to work collaboratively to resolve any possible issues of interference with the RDSP that arise from the secure means for transmitting and accessing data.

i. Any interference with the RDSP from either party's technology infrastructure shall be the responsibility of the party that owns and operates the technology.

j. The Partner Agency will be responsible for providing the NYPD with its policies for collecting, storing, and using data, including its license plate data policies, concurrent with the effective date of this MOU. The NYPD's policies shall be attached to this MOU as Schedule B. The Partner Agency's policies shall be attached to this MOU as Schedule C and updated as necessary.

k. All license plate data stored in the RDSP will be accessible to Partner Agency through a secure means that is maintained and managed by the NYPD.

l. The NYPD shall have personnel available 24/7 for Partner Agency to troubleshoot any issues its users experience accessing the RDSP at the same level as the NYPD provides for itself.

6. DATA TRANSMISSION

a. The Partner Agency shall transmit its license plate data to the NYPD and allow its data to be ingested into the RDSP platform.

i. This ingestion shall not, however, relieve the Partner Agency of maintaining its own data when stored in its own electronic system or systems or abrogate the responsibility of the Partner Agency to maintain its license plate data pursuant to the Partner Agency's own legal requirements and policies.

b. The NYPD shall tag and index data ingested into the RDSP platform to ensure that all shared license plate data may be used by the Parties in accordance with each Party's license plate policies, including data retention policies.

c. The tagging and indexing system will ensure all data is logged based on its source and the time and place of collection.

i. This ingestion shall be effective beginning from the effective date of this MOU. The Partner Agency may, as permissible by applicable law and policy, transmit for ingestion into RDSP

historical license plate data acquired prior to the effective date of this MOU.

d. The NYPD shall transmit its license plate data to and allow it to be ingested into the RDSP platform.

e. Neither the NYPD nor Partner Agency shall make the other Party's license plate data available to any third party other than those authorized to access the RDSP platform without prior written authorization from the Party whose technology originated the data, or as is required by relevant local, state or federal laws.

f. The Parties agree that license plate data exchanged pursuant to this MOU shall be fully secured from its creation, acquisition, and receipt through its useful life and up until its authorized disposal.

g. The Parties may, pursuant to the terms of this MOU and in accordance with the policies applicable to the party accessing the RDSP, use the RDSP platform and data contained therein only for authorized counterterrorism, law enforcement, and public safety purposes.

h. The Partner Agency may, at its sole discretion and through the authorized agent as designated in Partner Agency's policies on license plate data retention, direct the NYPD in writing to retain its license plate data in the RDSP beyond the Partner Agency's standard retention period.

7. LPR OWNERSHIP

a. The Parties agree that each Party shall remain responsible for the operation and proper use of their respective LPR system or systems.

b. The Parties agree not to control or interfere with the operation of the other Party's LPRs.

8. SYSTEM ACCESS AND SECURITY

a. The Parties agree to maintain administrative, technical, and physical safeguards appropriate to the sensitivity of, and designed to appropriately protect, the license plate data shared under this agreement from any form of loss or use that is inconsistent with the MOU and the Parties' respective policies.

b. Access to license plate data shall be granted only to each Party's authorized personnel whose access to license plate data is already governed under policies articulated by that Party.

i. The Partner Agency shall submit to the NYPD written authorization that contains the personnel designated by Partner

Agency to receive log-in credentials from NYPD to view shared license plate data.

ii. The NYPD will ensure unique log-ins for each person designated by Partner Agency to receive log-in credentials for the RDSP.

iii. The Partner Agency shall submit to the NYPD every six months an updated list of the personnel designated by Partner Agency to receive log-in credentials.

c. The Parties shall be responsible for the identification, credentialing, screening, level of access, and, if needed, training of their respective personnel to be granted authorization to access and analyze the license plate data shared between the Parties.

i. Personnel from the Partner Agency who receive log-in credentials shall not share those credentials, including with other personnel from the Partner Agency, regardless of whether those other personnel are also designated to have log-in credentials.

d. Each Party shall be responsible for resolving issues involving violations of its license plate data policies or this MOU committed by its own personnel.

e. The Parties shall update personnel credential information immediately and notify the other Party should a previously authorized user, who, as a result of a change in employment status or assignment, or for any other reason, should no longer be granted permission to access the license plate data shared pursuant to this MOU. This update shall be in writing, although the initial notification may be verbal.

f. The Parties shall immediately notify one another of any misuse or suspected misuse of the license plate data shared pursuant to this MOU. This may include unauthorized access, disclosure, copying, use, modification, storage, or deletion of information. In the event of a confirmed misuse of a Party's license plate data shared pursuant to this MOU, the aggrieved Party reserves the right to suspend or withhold access of its license plate data to the other Party or that Party's personnel.

g. The NYPD shall regularly audit the RDSP's use by authorized personnel and make audit logs available for review upon request by Partner Agency.

9. REQUESTS FOR INFORMATION

a. Court orders, including discovery requests, or freedom of information and open public records requests, seeking information or documents regarding the RDSP, the terms of this MOU, or the license plate data shared pursuant to this MOU, shall be responded to and fulfilled by the Party that

owns and maintains the data or record in accordance with Federal and State laws and applicable Party policy. A Party receiving a request or demand for information or data maintained by the other Party shall notify that Party verbally and in writing immediately after receiving the request, so that the other Party may seek a protective order or other appropriate remedy. If a protective order is not obtained or if the other Party waives in writing compliance with this paragraph, the Party receiving a legal request or demand for information agrees to furnish only the information that it is legally required to and to exercise reasonable efforts to obtain confidential treatment of such information.

10. SEVERABILITY

a. Nothing in this agreement is intended to conflict with applicable Federal or State laws or the policies as applicable to each Party. If a provision of this agreement is inconsistent with an applicable Federal or State law or the policy of a Party, then the Parties shall determine whether the remaining provisions of this agreement shall continue in effect.

11. EFFECT ON OTHER AUTHORITIES

a. Nothing in this agreement is intended to restrict the authority of any Party to act as permitted by law, or to restrict any Party from administering or enforcing any law.

12. TERM AND TERMINATION

a. This MOU is effective immediately upon the signature of both Parties and shall remain in effect for a term of five (5) years after its effective date.

b. At the end of the term, the MOU shall be automatically extended for an additional term of one (1) year, and each year thereafter, unless terminated in writing by a party at the end of a term.

c. Either Party may terminate this MOU without cause, but shall provide thirty (30) days written notice to the other Party prior to the end of a term.

d. No more than thirty (30) days after the termination of the MOU, NYPD agrees to permanently destroy from its system all license plate data provided by the Partner Agency.

e. In the event of termination, the provisions of section 9, Requests For Information, and 14, Indemnification, shall remain in effect.

13. NO PRIVATE RIGHTS CREATED

a. This agreement does not create any right or benefit, substantive or procedural, enforceable in law or in equity, against either Party, or against any department, agency, officer, employee of the Parties, or against any party to this agreement, agency, or any other person.

14. INDEMNIFICATION

a. The Parties agree, subject to any limitations imposed by law, rule, or regulation, to be responsible for the acts or omissions of their respective officials, employees, or agents and to cooperate in good faith to resolve any claims between the parties promptly and, whenever appropriate, without litigation. For all such claims, each Party's point of contact will, within five (5) business days of receipt, provide one another's designated legal representatives copies of any documents memorializing such claims.

15. NON-WAIVER

a. The failure by a Party to insist on performance of any term or condition or to exercise any right or privilege included in this MOU shall not constitute a waiver of same unless explicitly denominated in writing as a waiver and shall not in the future waive any such term or condition or any right or privilege. No waiver by a Party of any breach of any term of this MOU shall constitute a waiver of any subsequent breach or breaches of such term.

16. ENTIRE AGREEMENT & AMENDMENTS

a. This MOU, including any Attachments and Schedules contained within it, represents the entire understanding and agreement between the Parties and supersedes all prior agreements and understandings between the Parties. Unless otherwise described in this MOU, no amendment or modification of this MOU shall be effective unless in writing and signed by both Parties.

17. COUNTERPARTS

a. This MOU may be executed in counterparts, each of which shall be deemed to be an original, and such counterparts when taken together shall constitute but one MOU.

SIGNATURE PAGE FOLLOWS

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REGIONAL DATA SHARING PARTNERSHIP
MEMORANDUM OF UNDERSTANDING

The terms of this MOU have been read and understood by the persons whose signatures appear below, and shall become effective upon execution by all parties.

NEW YORK CITY
POLICE DEPARTMENT

James P. O'Neill
POLICE COMMISSIONER

Date

PARTNER AGENCY

New Jersey Department of Law and Public Safety

Division of New Jersey State Police

Colonel Joseph R. Fuentes
Superintendent

5/11/17
Date

Approved as to Form

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05/08/17
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SCHEDULE A
POC INFORMATION

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SCHEDULE B
NYPD LICENSE PLATE DATA POLICIES

Public Security Privacy Guidelines

I. Background

In order to help ensure public safety and security and to detect, deter, and prevent potential terrorist activities, the New York City Police Department (NYPD) has developed a networked Domain Awareness System. The Domain Awareness System not only supplies critical supplemental assistance to officers' ongoing security and public safety efforts, but also enhances the collaborative nature of those efforts by leveraging the resources of the private sector and other City agencies. Given the ongoing threat of terrorist attack, the Domain Awareness System is an important part of the NYPD's integrated approach to providing protection for those who work in, live in, and visit New York City.

The *Public Security Privacy Guidelines* (the *Guidelines*) establish policies and procedures to limit the authorized use of the Domain Awareness System and to provide for limited access to and proper disposition of stored data. To ensure that appropriate privacy protections exist, the NYPD has considered and consciously incorporated technical, operational, legal, policy, and oversight safeguards throughout the development life cycle of the Domain Awareness System.

II. Legal Authority

The NYPD created the Domain Awareness System under the authority provided by Chapter 18, §435(a) of the New York City Charter, which gives the NYPD plenary power to:

> ...preserve the public peace, prevent crime, detect and arrest offenders, suppress riots, mobs and insurrections, disperse unlawful or dangerous assemblages...protect the rights of persons and property, guard the public health, preserve order...
>
> ...regulate, direct, control and restrict the movement of vehicular and pedestrian traffic for the facilitation of traffic and convenience of the public as well as the proper protection of human life and health...inspect and observe all places of public amusement, all places of business...enforce and prevent the violation of all laws and ordinances in force in the city; and for these purposes to arrest all persons guilty of violating any law or ordinance for the suppression or punishment of crimes or offenses.

III. Policy

A. Definitions

Archival Data: data types and/or specific data instances collected by the Domain Awareness System which have been approved by the Authorized Agent, or a designee approved in writing by the Authorized Agent, for further retention beyond the Pre-Archival Period.

Authorized Agent: the designated NYPD official whose approval is required before certain actions may be taken.

Domain Awareness System: technology deployed in public spaces as part of the counterterrorism program of the NYPD's Counterterrorism Bureau, including: NYPD-owned and Stakeholder-owned closed circuit television cameras (CCTVs) providing feeds into the Lower Manhattan Security Coordination Center; License Plate Readers (LPRs); and other domain awareness devices, as appropriate.

Environmental Data: environmental data collected by devices designed to detect hazards related to potential terrorist threats, or to respond to terrorist attacks.

License Plate Reader (LPR) Data: license plate data collected by fixed or mobile LPR devices that are part of the Domain Awareness System.

Metadata: information about data collected by the Domain Awareness System that increases the usefulness of that data.

Pre-Archival Data: data types and/or specific data instances collected by the Domain Awareness System that are destroyed as a matter of course after the Pre-Archival Period, unless approved by the Authorized Agent, or a designee approved in writing by the Authorized Agent, for further retention.

Pre-Archival Period: the data retention period designated for routine review.

Stakeholders: companies and other government agencies that have partnered with the NYPD via memorandum of understanding, some of whom have agreed to provide feeds from their proprietary CCTVs into the Lower Manhattan Security Coordination Center.

Stakeholder Representative: a non-NYPD person affiliated with a Stakeholder who is granted access to the Lower Manhattan Security Coordination Center based on his/her specific knowledge of the Stakeholder's premises and duties in connection with maintaining the safety and security thereof.

Video: data collected from CCTVs that are part of the Domain Awareness System.

B. Statement of Purpose

The Domain Awareness System is a counterterrorism tool designed to:

- Facilitate the observation of pre-operational activity by terrorist organizations or their agents
- Aid in the detection of preparations to conduct terrorist attacks
- Deter terrorist attacks

- Provide a degree of common domain awareness for all Stakeholders
- Reduce incident response times
- Create a common technological infrastructure to support the integration of new security technology

C. Operation

The Domain Awareness System will be operated 24 hours a day, seven days a week, in a professional manner and only in furtherance of legitimate law enforcement and public safety purposes.

As with all NYPD operations, no person will be targeted or monitored by the Domain Awareness System solely because of actual or perceived race, color, religion or creed, age, national origin, alienage, citizenship status, gender (including gender identity), sexual orientation, disability, marital status, partnership status, military status, or political affiliation or beliefs.

The Domain Awareness System will be used only to monitor public areas and public activities where no legally protected reasonable expectation of privacy exists.

Facial recognition technology is not utilized by the Domain Awareness System.

All NYPD-owned CCTVs that are part of the Domain Awareness System will have accompanying signage, and the NYPD will recommend that signage accompany each Stakeholder-owned CCTV that is part of the Domain Awareness System.

In certain cases, technologies governed by the *Guidelines* may utilize or be integrated with systems and technologies deployed by other bureaus and divisions of the NYPD. In such cases, the application of the *Guidelines* will be controlled by separate memorandum from the Deputy Commissioner of Counterterrorism to the Deputy Commissioner for Legal Matters.

D. Data Storage

Generally, data gathered through the use of the Domain Awareness System will be destroyed as a matter of course at the end of the relevant Pre-Archival Period; any decision to retain certain data possessing evidentiary or other value beyond the Pre-Archival Period must be approved and documented in writing by the Authorized Agent, or a designee approved in writing by the Authorized Agent.

- **Video**:
  - → The Pre-Archival Period for Video is 30 days. For any decision to retain Video beyond the Pre-Archival Period, the Authorized Agent is the Deputy Commissioner of Counterterrorism. All Video from CCTVs will be recorded.
- **Metadata**:

→ The Pre-Archival Period for Metadata is five years. For any decision to retain Metadata beyond the Pre-Archival Period, the Authorized Agent is the Deputy Commissioner for Legal Matters.

- **LPR Data**:

  → The Pre-Archival Period for LPR Data is five years. For any decision to retain LPR Data beyond the Pre-Archival Period, the Authorized Agent is the Deputy Commissioner for Legal Matters.

- **Environmental Data**:

  → Environmental Data will be retained indefinitely.

After the conclusion of five years, Archival Data must be reviewed by the Deputy Commissioner of Counterterrorism and the Deputy Commissioner for Legal Matters for continuing law enforcement or public safety value or legal necessity; all Archival Data determined not to have continuing law enforcement or public safety value or legal necessity will be destroyed as a matter of course.

E. Data Usage

Data from the Domain Awareness System may be used in furtherance of the purposes set out in the Statement of Purpose (III.B).

In limited circumstances, data from the Domain Awareness System may also be used in furtherance of legitimate law enforcement and public safety purposes beyond the scope of those purposes set out in the Statement of Purpose (III.B). Such use is subject to certain restrictions:

- **Incidental Use**: occurs when data from the Domain Awareness System is used in furtherance of a purpose set out in the Statement of Purpose (III.B), and the user incidentally notices something useful for a legitimate law enforcement or public safety purpose beyond the scope of those purposes set out in the Statement of Purpose (III.B).

  → For Incidental Use, no additional approval is required.

- **Secondary Use**: occurs when data from the Domain Awareness System, with the exception of LPR Data, is intentionally used for a legitimate law enforcement or public safety purpose beyond the scope of those purposes set out in the Statement of Purpose (III.B). Any decision to make Secondary Use of data from the Domain Awareness System must be approved and documented in writing by the Authorized Agent, or a designee approved in writing by the Authorized Agent. Any individual seeking to make Secondary Use of data from the Domain Awareness System must have a reason to believe that the data will further a law enforcement or public safety purpose.

  → For Secondary Use of Pre-Archival Data, the Authorized Agent is the Deputy Commissioner of Counterterrorism.

→ For Secondary Use of Archival Data, generally the Authorized Agent is the Deputy Commissioner for Legal Matters; however, when the data to be Secondarily Used is to be accessed in furtherance of the purpose for which that data was retained beyond the Pre-Archival Period, the Authorized Agent is the Deputy Commissioner of Counterterrorism.

F. Data Sharing

It is the policy of the NYPD to place limits on the sharing of data with third parties.

Video, Metadata, LPR Data, or Environmental Data may only be used for law enforcement or public safety purposes; except as required by law, subpoena, or other court process, such data will not be otherwise disclosed by the NYPD.

Unless otherwise provided for in a memorandum of understanding between the NYPD and a third party, any decision to share Video, Metadata, LPR Data, or Environmental Data with third parties, beyond Stakeholder Representatives, must be approved and documented in writing by the Authorized Agent, or a designee approved in writing by the Authorized Agent.

- **Video:**
  - → For Video requested by a third party to be used in furtherance of a purpose consistent with those purposes set out in the Statement of Purpose (III.B), the Authorized Agent is the Deputy Commissioner of Counterterrorism.
  - → For Video requested by a third party to be used in furtherance of a purpose beyond the scope of those purposes set out in the Statement of Purpose (III.B), the Authorized Agent is the Deputy Commissioner for Legal Matters.
- **Metadata:**
  - → For all Metadata requested by a third party, the Authorized Agent is the Deputy Commissioner for Legal Matters.
- **LPR Data:**
  - → For LPR Data requested by another government entity or Stakeholder to be used in furtherance of a purpose consistent with those set out in the Statement of Purpose (III.B), the Authorized Agent is the Deputy Commissioner of Counterterrorism.
  - → For LPR Data requested by any other third party, or for LPR Data requested by another government entity or Stakeholder to be used in furtherance of a purpose beyond the scope of those purposes set out in the Statement of Purpose (III.B), the Authorized Agent is the Deputy Commissioner for Legal Matters.
- **Environmental Data**

→ For Environmental Data requested by another government entity or Stakeholder to be used in furtherance of a purpose consistent with those set out in the Statement of Purpose (III.B), the Authorized Agent is the Deputy Commissioner of Counterterrorism.

→ For Environmental Data requested by any other third party, or for Environmental Data requested by another government entity or Stakeholder to be used in furtherance of a purpose beyond the scope of those purposes set out in the Statement of Purpose (III.B), the Authorized Agent is the Deputy Commissioner for Legal Matters.

G. Safeguarding and Protecting Stored Data

The NYPD will take all appropriate technological, physical, administrative, procedural, and personnel measures to protect the confidentiality and integrity of all sensitive data, whether in transit or in storage.

Accordingly, the NYPD will observe the following safeguards regarding access to and use of data:

- Physical access to the Lower Manhattan Security Coordination Center is limited to NYPD personnel, authorized invited guests, and Stakeholder Representatives. Physical security protections include: guards who will keep access logs and locked facilities requiring badges or access cards for entry.
- Prior to accessing the Domain Awareness System database, all Stakeholder Representatives must be authorized, and all non-sworn law enforcement Stakeholder Representatives must be screened. All authorized Stakeholder Representatives will be briefed on the *Public Security Privacy Guidelines* and will be required to sign both a confidentiality agreement, which strictly limits the purposes for which accessed data may be used and imposes sanctions for any violation, and an agreement promising to adhere to the *Guidelines*.
- Direct access to the Domain Awareness System database is limited to authorized NYPD personnel and Stakeholder Representatives; administrative rules governing which operators may use various system capabilities will create a differentiated access system. As part of the differentiated access system, Stakeholder Representatives will not have access to NYPD-generated data that includes personally identifiable information, except as specified by the Deputy Commissioner of Counterterrorism or a designee approved in writing by the Deputy Commissioner of Counterterrorism.
- All Stakeholder Representatives and NYPD personnel with access to the Domain Awareness System and the Domain Awareness System database will complete privacy training, based, in part, upon a curriculum covering the proper use and handling of such information, with periodic assessments.
- The Domain Awareness System will employ data security technologies to protect the integrity of its data from hacking and other risks.

- Digital watermarking or an equivalent technique will be used to create an immutable audit log of where and when data is accessed.

H. Accountability

Any violation of these *Guidelines* will result in appropriate disciplinary action.

A Counterterrorism Bureau Integrity Control Officer (ICO) is tasked with conducting periodic reviews of audit logs to ensure full compliance with these *Guidelines*.

Nothing in these *Guidelines* is intended to create any private rights, privileges, benefits or causes of action in law or equity. Rather, these *Guidelines* are designed to ensure that the Domain Awareness System is properly used based on legally appropriate and relevant law enforcement and public safety considerations and information.

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SCHEDULE C
PARTNER AGENCY LICENSE PLATE DATA POLICIES

THE COMMONWEALTH OF MASSACHUSETTS
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EXECUTIVE OFFICE OF PUBLIC SAFETY AND SECURITY DEPARTMENT OF CRIMINAL JUSTICE INFORMATION SERVICES AUTOMATIC LICENSE PLATE RECOGNITION SYSTEMS CENTRAL REPOSITORY COMPANION POLICY

PURPOSE

To establish guidelines and best practices for data use, maintenance, training, and data storage associated with the usage of the Commonwealth Criminal Justice Information Automatic License Plate Recognition Systems Central Repository (Central Repository) by Massachusetts law enforcement agencies.

OVERVIEW

An Automatic License Plate Recognition (ALPR) system is a computerized system that uses high-speed digital cameras combined with sophisticated computer algorithms capable of converting the images of license plates to electronically readable data. The ALPR system captures an infrared image of a license plate and converts it to a text file using Optical Character Recognition (OCR) technology. The technology also compares the digital images of license plates to lists of known plates of interest. Currently, the ALPR is being utilized by many law enforcement and criminal justice agencies in the Commonwealth, which maintain the captured information in a database.

The Central Repository is a centralized data warehouse that stores ALPR information contributed by law enforcement and public safety agencies from the agency's database. By allowing the agencies to share and access the stored information, local, state and federal law enforcement agencies are provided accurate information to be used for official and legitimate law enforcement operations and public safety purposes. Guidelines for submission and retrieval of license plate data for all participating departments are included in the Commonwealth of Massachusetts Global Justice and Public Safety Information Sharing Policy of the Massachusetts Department of Criminal Justice Information Services (DCJIS), which is incorporated by reference, and this ALPR Central Repository Companion Policy. ALPR systems are dependent upon the networking system of Commonwealth's Criminal Justice Information System (CJIS) and all participating agencies and users agree to the terms of these policies.

DCJIS Enhancing Public Safety Through Information Exchange

POLICY

It is the policy of the DCJIS to utilize the technology only in furtherance of official and legitimate law enforcement operations and public safety. Recognizing privacy implications, it is further the policy of DCJIS to ensure the protection of data. Thus, all users of the Central Repository are expected to abide by the guidelines set forth herein when using the Central Repository.

ACRONYMS AND DEFINITIONS

Agency ALPR Administrator: An employee of a Participating Agency designated by that agency to be responsible for the management of its authorized users and the user accounts at the Participating Agency.

Authorized User: An individual designated by a law enforcement agency and properly trained in the use and operational protocols of the ALPR. Only authorized employees who have an approved login and password will be allowed to access or use information in the Central Repository.

Contributing Agency: An agency that contributes ALPR data to the Central Repository.

Non-Contributing Agency: An agency that may access, but does not contribute data to, a data application or system maintained or operated within the DCJIS network or system.

Participating Agency: Either a contributing or non-contributing party that utilizes the Central Repository.

Source Agency: The agency that originally recorded and contributed data to a data application or system maintained or operated within the DCJIS network or system.

PROCEDURES

1. Standard of Use

Central Repository ALPR data shall be accessed and used only for official and legitimate law enforcement operations and public safety and may only be used based on specific and articulable facts of a concern for safety, wrongdoing, criminal investigations, Department-related civil investigations, or pursuant to a court order.

Searches of historical Central Repository ALPR data shall be done in accordance with this policy.

Only users who have been designated by their law enforcement department and properly trained in the use and operational protocols of the ALPR systems shall be permitted to use the Central Repository. DCJIS administrators shall ensure that any changes in hardware, software or law are communicated to all participants. Only authorized employees who have an approved login and password (Central Repository Authorized Users) will be allowed to access or use information in the Central Repository.

When a enforcement action, investigation, or prosecution results from the Repository ALPR data, the information contained in it will be preserved by the agency accessing the information.

Requests for searches of Central Repository ALPR data may be made by authorized members of the Contributing Party or Non-Contributing party subject to the provisions of this policy.

2. Login Application Process

a) Each Contributing and Non-contributing Party shall designate an Agency ALPR administrator to be responsible for management of user accounts at that agency. All authorized users shall be limited to current employees who are legally authorized to review criminal justice information for crime prevention and detection purposes. Each potential user shall submit a request for a login and password to the Agency ALPR Administrator. The Agency ALPR Administrator shall have discretion to deny or revoke individual access.

3. Login Assignment

a) Each Authorized User will be issued a user login and a default password by the Agency ALPR Administrator. Upon logging into the Repository for the first time, each Authorized User shall change the default password to another DCJIS-compliant password.

b) Each Agency ALPR Administrator is responsible for the timely removal of any login accounts as Authorized Users leave their agency.

c) An Authorized User shall not access the Central Repository by using a name and password that was assigned to another user. An Authorized User shall not give his or her password to another person, including another user, to access the system.

4. ALPR Central Repository Data Query Logs

a) An automated log will be maintained for each transaction, which will include the name of the individual accessing the data, along with the date and time of access.

b) Requests to review stored ALPR data and search results will be recorded and maintained in appropriate case files.

c) ALPR Data Query Logs shall be maintained and secured.

d) Audits of the ALPR systems and the central repository shall be conducted by the DCJIS.

5. ALPR Data Sharing and Dissemination

a) Each Contributing Agency authorizes the release of its information as outlined in this Policy to any other criminal justice agency that may participate in the Central Repository in the future.

b) A Contributing Party that does not want certain information from its ALPR system to be shared is responsible for filtering out such information before entering it into the Central Repository.

c) The information contributed to the Central Repository is limited to ALPR data.

d) Central Repository ALPR data can be accessed, retrieved, or shared for official and legitimate law enforcement operations or public safety purposes only.

6. Ownership of Data

a) Each Contributing Party will retain sole responsibility, ownership, management control, and disposition over the information it contributes or allows access to. All system entries will be identifiable to the Contributing Party, and the content of the contributed information remains the sole responsibility of the Contributing Party and is under that Contributing Party's management control.

b) It shall be the responsibility of the party requesting or using the data to confirm the accuracy of the information with the Source Agency before taking any enforcement-related action.

7. Retention of Data

a) Data from field ALPRs will be transferred/uploaded to the Department's server at a time to be determined by the Agency ALPR Administrator.

b) ALPR data shall be stored in the Central Repository for a period of one year except in the following circumstances:

i) Alert data associated with an enforcement action, investigation, or prosecution shall be maintained for one year or until a final disposition has been reached in the particular case, whichever is longer.

ii) Alert data associated with an arrest will be maintained in the criminal case file and retained for the maximum period of time associated with such record.

iii) Alert data associated with criminal investigations will be maintained in the criminal case file and retained for the maximum period associated with such record.

iv) If it is reasonable to believe and the ALPR data will become evidence in a criminal or civil action, the record will be maintained until it is no longer reasonable to believe it will become evidence in a criminal or civil action.

v) Whenever otherwise directed by the ALPR Administrator.

CONFIDENTIALITY OF INFORMATION

Information in the Central Repository is confidential and is not subject to public disclosure, except as required by law. Only Authorized Users are allowed to view and use the information, otherwise, the information shall be kept confidential.

ACKNOWLEDGEMENT OF TERMS AND CONDITIONS OF USE

The Agency ALPR Administrator shall provide a copy of the terms and conditions of the Massachusetts Public Safety Information Sharing Global Policy and this ALPR Central Repository Companion System Policy to all Authorized Users when they are issued a login ID for the system. Each Authorized User shall sign an acknowledgement stating, "I have received a copy of the terms and conditions of usage of the Central Repository. I agree to comply with the terms and conditions and I understand that any violation of the terms and conditions may lead to disciplinary action and/or criminal prosecution." The Agency ALPR Administrator shall maintain the signed acknowledgements at all times.

POLICY REVIEW

The Commissioner of the Department of Criminal Justice Information Services is responsible for the annual review of this policy.

PIPS

Back Office System Software

Release Notes
External

1/10/2018

Version 3.5.0.1

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Version

BOSS.exe date modified is 1/19/2018 and its version number is 3.5.0.1.

The BOSS Client application's modified is 1/19/2018 and its version number is 3.5.0.0.

Enhancements

- Reads table load time optimization, records are loaded dynamically.
- Store procedure implemented to load LPN images as they are required by the client.
- Reads result sorting is applied to the entire result set, instead of the local data only.
- Applied PIPS rebranding for images and texts.
- Hotlists loading time optimization. The processing of the hotlist files comparison is performed by the BOSS server instead of the SQL Server to avoied unnecesary hotlist comparison.
- Map Service updated from Bing Maps to Open Street Maps Provider, address resolution provider was changed to Google Maps service.
- Framework support upgraded to at least .NET 4.0.
- Dispatch item "Show Reads" is now removed from dipatch setting selection by default to prevent unwanted system resource performance hit. The setting to enbable "Show Reads" is now listed in the systems Perameters section.

Resolved Issues

- Bing mapping service.
- Memory release management.
- .Net 4.0 now supported.

PIPS Proprietary and Confidential
For internal use only

PIPS Proprietary and Confidential
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Server Specifications
Back Office Server Software (Boss)

Application Server Specifications				
	Demo or Small Configuration	**Mid-Size Configuration**	**Large Configuration**	**High Capacity Configuration**
Notes	1-3 ALPR Devices Max. daily intake around 30,000. Avg. of 3 users querying data. Alert list averaging 1M± records. Data retention, Max. 30-60 days.	3-50 ALPR Devices Max. daily intake around 500,000 events. Avg. of 15 users querying data. Alert list averaging 2M± records.	50-150 ALPR Devices Max. daily intake around 1.5M events. Avg. of 25 users querying data. Alert list averaging 2M± records.	150+ ALPR devices. Beyond 1.5M events per day. Avg. of 25+ users querying data Alert list averaging 2M+ records.
Operating System	Windows 2008 or newer	Windows 2008 or newer	Windows 2012 or newer	Windows 2012 or newer
Memory	8-16GB	16GB	16-32GB	32-128GB
Processor	x32, x64-based 2.0-3.0GHz 2 cores	x64-based 2.0-3.0GHz 2-4 cores.	x64-based, Server Class CPU 3.0GHz 4 cores, 8 threads, 8MB cache.	x64-based, Server-Class CPU 3.0GHz 6-8 cores, 12-16 threads, 12-15MB cache.
Hard Drive	5400 RPM	7200 RPM	7200 RPM	7200 RPM
Application Space	100GB of available space	200GB of available space	300GB of available space	500GB-1TB of available space

Database Server for MSSQL Specifications				
	Demo or Small Configuration	**Mid-Size Configuration**	**Large Configuration**	**High Capacity Configuration**
Operating System	Installed on Application side	Dependent on version of MSSQL	Dependent on version of MSSQL	Dependent on version of MSSQL
Database Application	MS SQL Express 2012 or newer	MSSQL-2012 or newer	MSSQL-2012 or newer	MSSQL-2012 or newer
Processor	N/A	x64-based, Server Class CPU 2.5GHz 4-6 cores, 8-12 threads, 8-10MB cache.	x64-based, Server Class CPU 2.5GHz 4-6 cores, 8-12 threads, 8-10MB cache.	x64-based, Server Class CPU 3.5GHz 4-6 cores, 8-12 threads, 8-10MB cache.
Memory	N/A	32GB	32-64GB	64-128GB
Hard Drive	SQL Express has 10GB limit. Not suitable for fixed camera implantation with any kind of data retention expected.	SATA3- 7200RPM RAID level redundancy and daily Db backups recommended. *See sizing chart for storage.*	SATA3- 7200RPM RAID level redundancy and daily Db backups recommended. *See sizing chart for storage.*	SATA3- 7200RPM RAID level redundancy and daily Db backups recommended. *See sizing chart for storage.*

Guides above intended as general guidance on ALPR Server Specifications.

Data Storage Sizing Chart

Based on Mobile data	
# of Records	Database Size
1M	67GB
5M	334GB
10M	684GB
50M	3.3TB
100M	6.5TB

Based on 70kb per event

Based on Hybrid data	
# of Records	Database Size
1M	105GB
5M	525GB
10M	1TB
50M	5.1TB
100M	10.2TB

Based on 110kb per event

Based on Fixed Camera data	
# of Records	Database Size
1M	143GB
5M	715GB
10M	1.4TB
50M	7TB
100M	14TB

Based on 150kb per event

Application Ports

Ports	TCP / UDP	Description
80	TCP	Client-side mapping port and server-side activation port.
8090	TCP	Legacy Pagis 268 data port, not required unless using older Pagis SW.
8092	TCP	LPCS/Pagis REST API data port for all newer 2.7.0 versions.
10000	TCP	VES Image port for fixed cameras P392, P492.
10005	TCP	VES Heartbeat for fixed cameras P392, P492.
10010	UDP	VES Ping port for fixed cameras P392, P492.
23032	TCP	Boss client communication port and interagency Boss to Boss sharing.
32023	TCP	Boss client deployment port.

Boss (Minimum Environmental Requirements)

- Windows 2008 or newer.
- .Net 4.0 for Boss 3.5.0 and newer.

Supported Databases

- MSSQL Server 2012 or newer.
- MSSQL Studio Manager 2012 or newer.
- Other Database not currently supported.

Client-Side Requirements

- Windows 2007 or newer with systems meeting base OS requirements.
- .NET Framework 4.0 Client- installed by Boss's thin client-side application.
- Client-side URL, http://BossIPHere:32023/publish.htm, URL is a onetime first-time application that installs a thin client-side application on the workstation, typically does not require administrative privileges as it is applied to the users own local profile.

Frequently Asked Questions, FAQ's.

Q. Do you support installations on other Operating Systems?
A. Currently supported are Windows based 32/64-bit OS's.

Q. Can Boss work in virtual OS's?
A. Yes, currently supported are Windows based 32/64-bit OS's.

Q. What Database programs are you compatible with for data retention?
A. Currently supported is 2012 MSSQL and newer.

Q. Can you migrate data from external ALPR servers into Boss?
A. Currently No.

Q. Can existing Boss database be utilized from older version when upgrading to 3.5.x?
A. Yes, providing that the previous version has been upgrade to a minimum of 3.2.1

Q. Can Boss reside on same OS as database application?
A. It is not recommended. But is possible as long as the number of devices and data retention are keep to a very low minimum. Example 3 devices with data retention of 30 days would be acceptable but moving beyond that, considerations to server loads and space requirements will have to be evaluated.

Q. Can Boss ports be customized?
A. Yes- full customizations for all data communication ports is available.

Q. Are there abilities to share data with other Agencies utilizing Boss?
A. Yes- Data sharing is built into our latest versions to connect with others utilizing Boss.

Q. How are the database and tables created?
A. Database and table creation are created by the Boss installation program, once the Boss service is started for the first time it checks to see if the Boss3 database exist, if not then proceeds to create a new database and tables.

Q. Can we customize where data, logs and images are stored on the database server?
A. Yes, our Boss service has an external controller program that is ran during the installation of Boss where you can control those variables. This same tool can also be used to later change physical server environment.

3M Traffic Safety and Security Division
User's Manual



3M™ Back Office System Software®

User's Manual

Version 3.2 or above

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Notices

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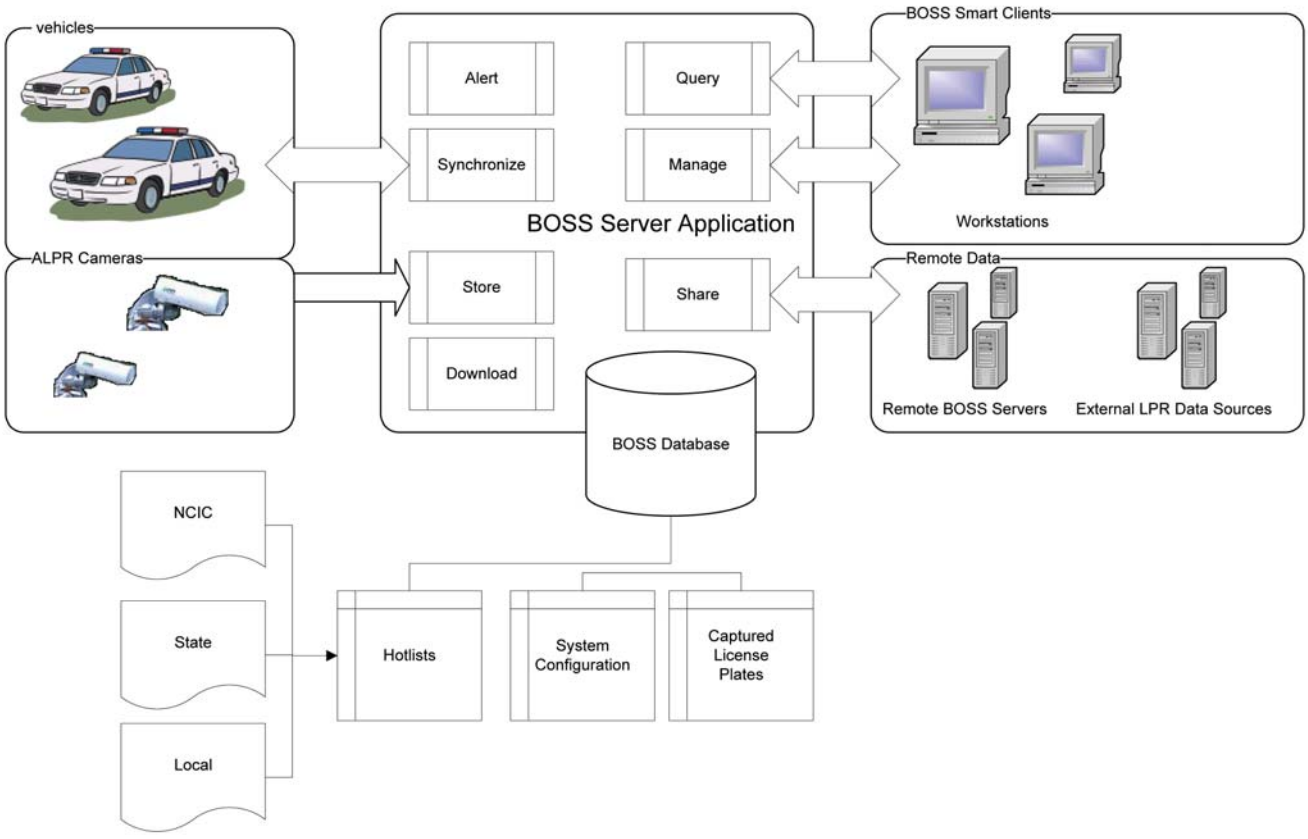
Version

The manual documents the 3.2 series version of the BOSS software. The document was last updated on March 27, 2014.

1 Introduction

This document serves as a user's manual for the 3M Back Office System Software (BOSS) version 3.2 or above and describes the various features and functionality of the application. BOSS is a management and administration tool for the 3M Automatic License Plate Recognition (ALPR; also known as ANPR, or Automatic License Number Recognition) systems. The BOSS server application provides an interface for user maintenance, data queries, import and export of data, and dispatch functions. BOSS lets an Administrator specify the databases used by both mobile and fixed camera installations. BOSS retrieves these databases on a regular schedule; manages the users of the 3M™ License Plate Capture Software (LPCS) systems and BOSS Smart Client workstations; provides a central repository for data collected by mobile LPCS deployments and fixed camera installation; provides reporting and data management tools; provides hit detection and dispatch functions for fixed camera installations; and allows for data mining and data sharing with other agencies.

The following schematic shows how the BOSS server application works together with Smart Client workstations, various data sources, LPCS, and the full line of ALPR cameras to create a comprehensive solution.



1.1 The Design of 3M Back Office System Software Version 3.2 and Above

The design of BOSS version 3.2 or above offers ease of accessibility with a user-friendly look and feel. Large, easy-to-identify icons provide intuitive navigation, and the frequently used elements are readily available. The user interface (UI) is very recognizable and comfortable, particularly for users already familiar with Windows-based applications, including Microsoft® Office software, or the 3M License Plate Capture Software. In addition, users can enter a minimum amount of information to add a data object, with the ability to include more details if needed.

1.2 Organization of This User's Manual

The *3M Back Office System Software, Version 3.2 or above, Software User's Manual* guides BOSS users and Administrators through the following topics:

- Logging in
- Application Layout
- Access Permissions: Users/Groups/Roles
- Devices and Sites
- Data Sharing
- Hotlists
- Hotlist Formatters
- Alerts
- Dispatch
- Querying Stored Data
- Reports
- Client Tools
- Archiving Data
- System Settings

The appendices provide system requirements for BOSS servers and Smart Client workstations and a guide to installation and configuration. Additional appendices cover troubleshooting and BOSS plug-ins. A glossary of commonly used terms and acronyms follows the appendices.

2 Logging In

2.1. 3M Back Office System Software Administrator Login

During each new installation of the 3M Back Office System Software, a default user of “admin” is created, with the password of “admin1.” The installer or designated BOSS Administrator can log in with this account to create additional users and otherwise configure the system. It is important that the “admin” password be changed in order to protect the system’s security. Likewise, it is equally as important to keep this and all passwords confidential in order to protect the security of the BOSS system. Section 17, Installation and Configuration, offers more information on setting up users and passwords.

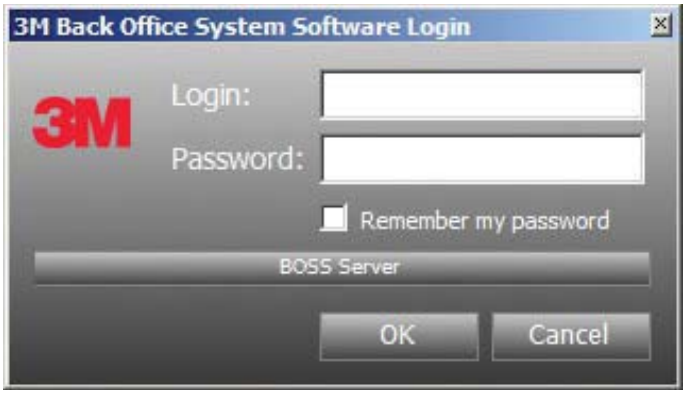
2.2 User Logins

The 3M Back Office System Software will require a user to log in with a username and password only if there is no BOSS user matching the current Active Directory user login. In other words, if the username currently logged into Windows matches a username in the BOSS system, the user is automatically logged into the application when it is started, and no login screen will appear.

For example, if user “bsmith” is logged in using Windows Domain Authentication through Active Directory (“logged into Windows”), when the BOSS Smart Client is started, and a “bsmith” user exists within the BOSS system, no login screen will appear; the application will authenticate the user and load automatically. If a user logs onto Windows with a name that is not an exact match to a username in the BOSS system, or is not logged into the same Windows Domain, a login screen will appear. The user will then need to enter a correct BOSS user name and password in order to enter the application.

Note: In order for a user to be automatically logged into BOSS, the Active Directory user must be in the same Windows domain as the 3M Back Office System Software server.

2.3 Login Dialog



1. Enter your username in the Login field.
2. Enter the correct password in the Password field. **Note:** Passwords are case sensitive.
3. Click **OK** to complete the login process.

2.3.1 Storing Username and Password

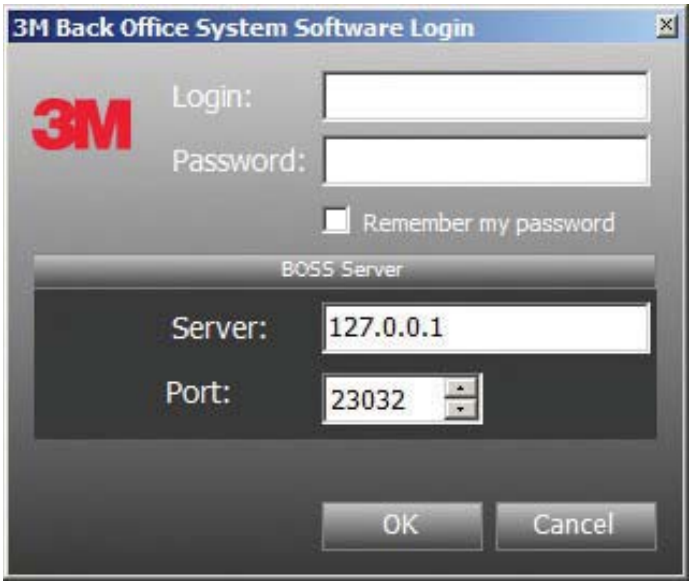
Select the **Remember my password** option to save the password to the computer's local Windows registry and automatically fill in both Login and Password fields on subsequent logins.

Selecting this option only remembers the login information for the current Windows User on the local computer. It will not apply to a different Windows user logged in the same computer and will not apply to the same user logging in a different computer. This option need not be checked every time. Once checked, the option will stay that way until it is deselected during a login.

Note: The username and the password are stored in the Windows Registry. This can be a security risk. It is recommended that you not use the **Remember my password** option unless the Windows workstation can be secured against unauthorized access.

2.3.2 BOSS Client Connection Settings

Click the **BOSS Server** button on the Login screen to view or change the client connection settings.

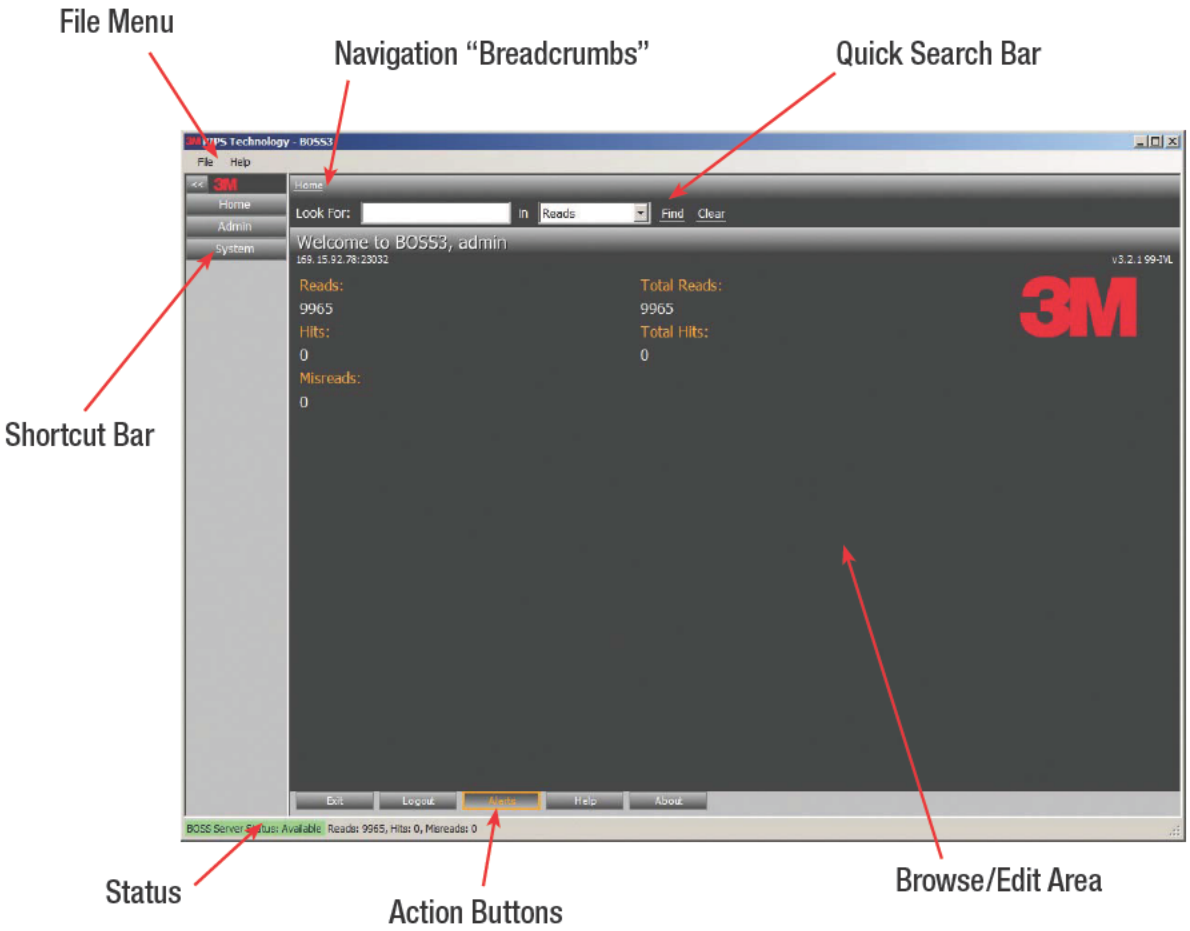


Server – IP address, computer name, or DNS address can be used in the Server field as long as the client can reach the server using the value entered.

Port – The default port used for connecting to the BOSS server is 23032. This should only be changed here if the BOSS server has been configured to use a non-default port.

3 Application Layout

3.1 Components of the BOSS Application Screen



File Menu – The File menu of the application resides in the very top left of the application window. The File menu is always visible and available regardless of the screen or shortcut selected. The **Exit** option is available through this menu.

Navigation – The navigation "breadcrumbs" appear at the top of the BOSS screen as different actions are selected. By clicking on the links it is possible to backtrack to a previous screen.

Shortcut Bar –The Shortcut bar (the panel on the left of the screen) contains icon buttons for the various operations available. The shortcut icons are divided into three categories: **Home**, **Admin**, and **System**. Each time the application is started, all of the categories are closed with no shortcuts displayed. Click on any of the three headings to access the shortcuts within that category. The actual categories and shortcuts that appear depend on the logged-in user's privileges.

The Shortcut bar can be collapsed entirely to provide a larger space for the Browse/Edit area by clicking the << button at the top left of the screen. To expand the Shortcut bar again, click the >> button.

Browse/Edit Area – The widest portion of the application window, the Browse/Edit area is where data is displayed for viewing or editing. The actual data displayed here depends upon the shortcut icon that is selected from the Shortcut bar.

Quick Search Bar – Directly above the Browse/Edit Area, the Quick Search bar allows for simple, immediate queries of BOSS data. Using the

Quick Search bar simply involves typing the text to query in the **Look For** field and selecting the type of data (reads, hits, etc.) to search in the drop-down box.

Action Buttons – These are the buttons directly below the Browse/Edit area. These buttons will differ depending on the shortcut icon selected. The actual buttons that appear will also vary depending upon the user's privileges.

Status Bar – This is the area along the very bottom of the application window that displays the following system information:

- **BOSS System State** (Available or Offline): "Available" status indicates that the client is currently communicating with the BOSS server application and the server is running. This status is highlighted with a green background. "Offline" status indicates that the client is currently not able to communicate with the BOSS server and is highlighted with a red background. In this event, the BOSS UI will continue to check for the BOSS server to become available again. After three attempts to reconnect, the user will be notified that the connection could not be re-established and will be provided further instructions on how to proceed.
- **Reads:** The total number of reads currently contained in the BOSS system.
- **Hits:** The total number of hits currently contained in the BOSS system.
- **Misreads:** The total number of misreads currently contained in the BOSS system.
- **Devices Offline:** The number of fixed camera devices that are currently identified as offline.

3.2 The BOSS Home Screen

The BOSS Home screen is displayed within the Browse/Edit area upon login. The top banner displays the username of the current BOSS user, the BOSS server address, and current system statistics. Statistics may take a few moments to update after login. The action buttons, described below, are displayed along the bottom of the screen. The actual buttons that display will vary depending upon the user's privileges.

Exit – Exit the BOSS application.

Logout – Log out from the current session to the Login screen.

Alerts – Toggle dispatch alerts on (orange highlight) and off. This button will not be displayed if the user is not authorized to access the dispatch screen, or if the user has not chosen to receive dispatch alerts in Preferences *(Section 5.3)*.

Help – Activate the help system.

About – Display application information.

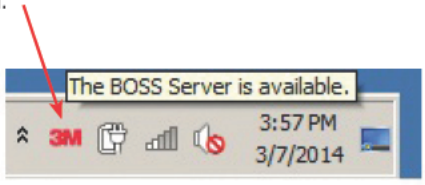
3.3 Help Documentation

BOSS provides a help document accessible in the client application. To access help, select **Help** in the File menu area or press the **F1** button. A help document will be displayed in a browser window and is indexed and searchable for ease of use.



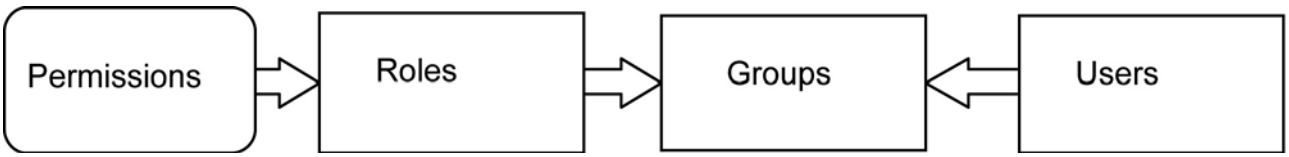
3.4 Minimizing the BOSS Application

The BOSS application can be minimized to the Windows System Tray using the Windows minimize button on the right upper corner of the BOSS application window. To restore the BOSS application, click on the **BOSS 3M** icon. When the application is minimized, real-time alerts will still be displayed.



4 BOSS Access Permissions: Users/Groups/Roles

Access permissions to various functions (such as reports or dispatches) in BOSS are administered through users, groups, and roles. Each individual who will use the BOSS software must log in via a user account. Each user account is assigned to a group. Every group is assigned a role (such as Administrator or Dispatcher), which determines the set of functionality to which the group's members will have access:



The security parameters defined in a role apply to a user via the group to which the user belongs.

4.1 Permission Levels

The following table lists the levels that apply to permissions:

LEVEL	EXPLANATION
No Access*	No permissions to the function
Read Only	View-only permissions to the function. Add/Change/Delete are not permitted.
Full Access	Complete permissions to the function. View/Add/Change/Delete are permitted.

**When a user's effective permissions to a function are No Access, the function is not visible to the user. For example, if a user has No Access privileges to the System function, the System category is not displayed.*

4.2 Permissions

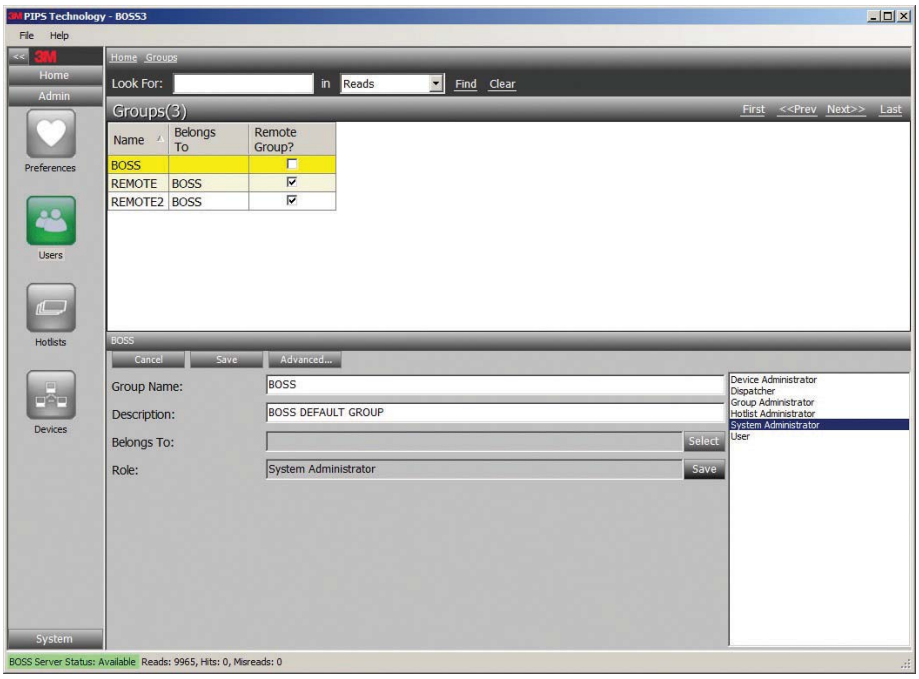
The following table lists the functions that are controlled by permissions levels:

PERMISSION	EXPLANATION
Reads	Plate read information
Dispatch	Real-time monitoring and hit alerts
Users	Groups and user accounts
Hotlists	Hotlists (plates of interest)
Devices	Sites and ALPR camera devices
System	System configuration options

See Section 15.4, Roles, for more information on setting permissions.

4.3 Roles

Roles are access permission profiles. BOSS comes with several predefined roles. A BOSS Administrator is able to add additional roles to the system. A BOSS Administrator is also able to alter and delete any roles. Roles define a **permission level for different functions** of the system. *See Section 15.4, Roles, for additional information.*

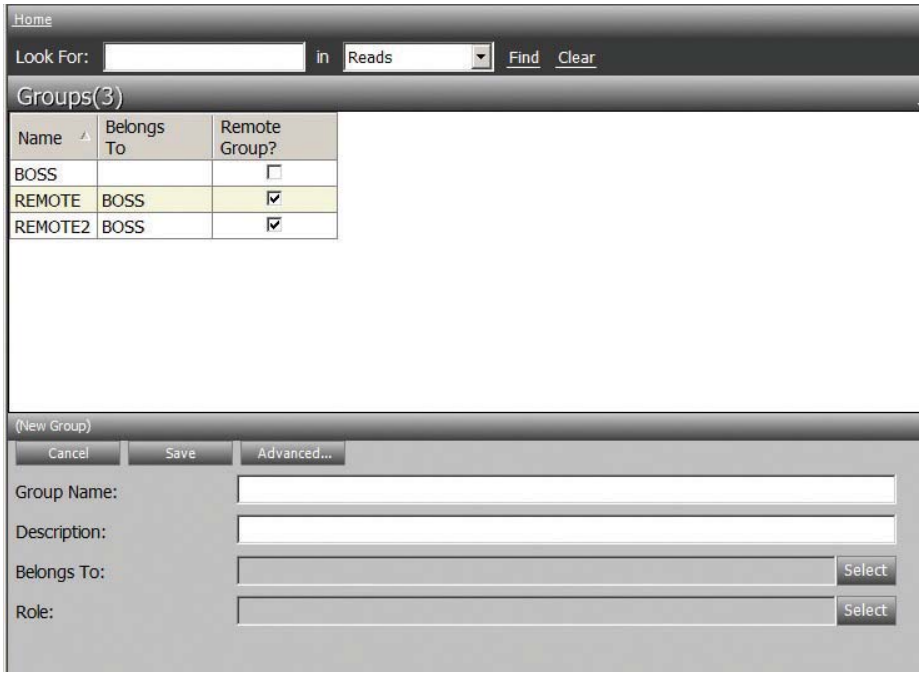


The following roles are installed by default in a BOSS system:

- System Administrator
- User
- Dispatcher
- Group Administrator
- Device Administrator
- Hotlist Administrator

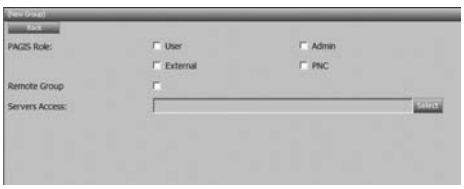
4.4 Groups

Groups are collections of users that have the same permissions. Groups provide an efficient way to organize users, for example by organizational units, and easily assign permissions to those users. Using groups is optional. A default group named “BOSS” automatically exists within a BOSS system, and user accounts will belong to the “BOSS” group by default. The BOSS group cannot be deleted.



4.4.1 Creating a New Group

1. Select the **Admin** category on the Shortcut bar.
2. Click the **Users** shortcut. A list of all current users will display in the Browse/Edit area.
3. Click the **Groups** button at the bottom of the Browse/Edit area. A list of all current groups will display in the Browse/Edit area.
4. Click the **New** button. The New Group Entry screen will display.
5. In the Group Name text box enter a name for the group. (**Note:** The group name must have a minimum of three characters.)
6. In the Group **Description** text box enter a description of the group (optional).
7. Each group, except for the default BOSS group, is required to have a parent group. In the Belongs To field, click the **Select** button to view a list of all existing groups. Click on the desired group and click the **Save** button to select. The name of the selected group will display in the Belongs To field as the parent group.
8. Assign a role to the group. In the Role field, click the **Select** button to select from the existing roles. Click the desired role from the list and click the **Save** button to make the selection. The name of the selected role will appear in the field.
9. Click the **Advanced…** button to access additional, optional settings for the new group.



4.4.1 Creating a New Group *(continued)*

PAGIS Role (User/Admin/External/PNC) – Check desired PAGIS (now LPCS) roles to grant the new group for the associated permissions in LPCS. *Please refer to the 3M License Plate Capture Software User's Manual for more information.*

Remote Group – Select this option to designate the group as remote. When a BOSS Administrator wants to give access to another BOSS system for remote queries ("data sharing," *see Section 6*), a login must be created and assigned to a group that is flagged as a remote group. The remote BOSS Administrator will then create a remote site with credentials for that login.

Servers Access – This option allows for defining which, if any, sites will be accessible by this group. Click the **Select** button to access a list of sites.

Note: There are two sites defined by default: Manual Entries and Unassigned. If no additional sites have been defined, only the default values are available in this field. Click each desired site and click the **Save** button to complete the selection process. If one site is selected the name of that system will appear in the Server Access field. More than one site can be selected.

Log Queries – This option, when selected, will result in the logging of all queries made by all users of the group. This information is then available via the audits report. **WARNING:** ***This can potentially be a very large amount of data. Select this option with care.***

a. Configure these Advanced User settings as desired.

b. Click the **Back** button to return to the main New Group Entry screen

10. Click **Save** to complete creating the new group, or click **Cancel** to clear the new group.

4.4.2 Parent Groups

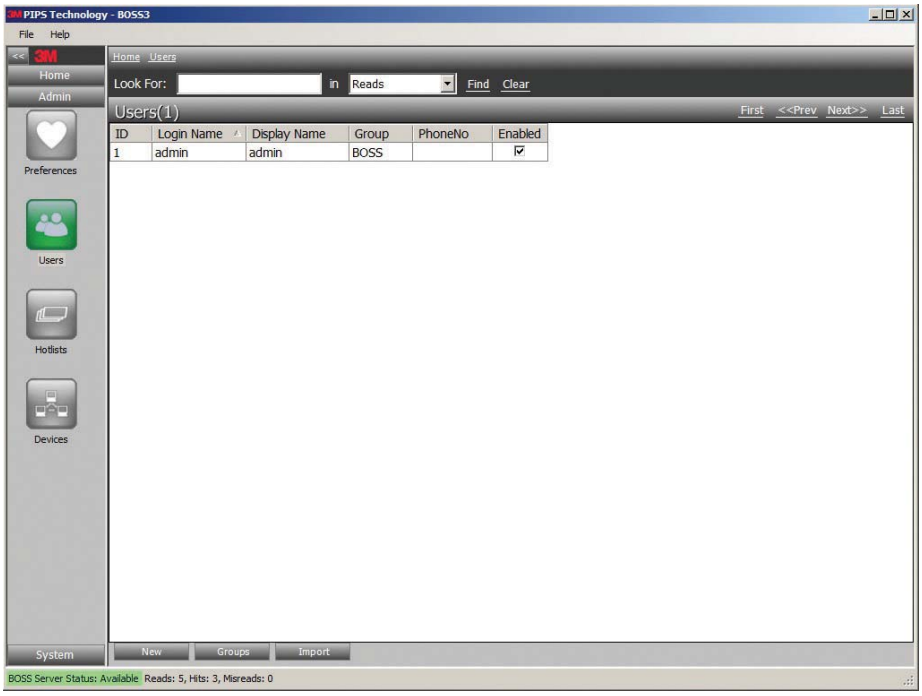
When creating a new group, you must select a parent group (the Belongs To field). BOSS uses a parent-child group structure as an organizational mechanism. This allows the BOSS Administrator to arrange groups into collections based on location, job role, or any other applicable criteria. In BOSS, the parent group can be selected in order to easily reach the entire collection of groups under that parent. This can be especially helpful in large installations with a large number of groups.

4.4.3 Deleting a Group

1. Select the **Admin** category on the Shortcut bar.
2. Click the **Users** shortcut.
3. Click the **Groups** button at the bottom of the Browse/Edit area. A list of all existing groups will display in the Browse/Edit area.
4. Click to select the desired group from the list.
5. Click the **Delete** button.
6. Click **OK** in the confirmation dialog to complete the operation.

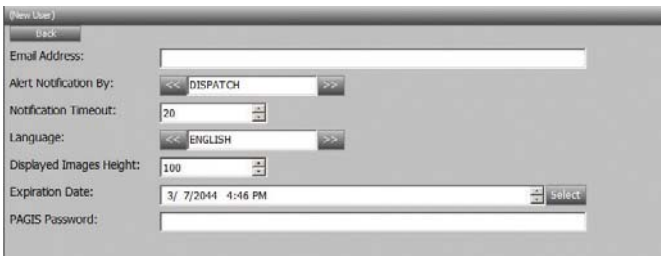
WARNING: Any users currently assigned to the deleted group will be assigned to the default "BOSS" group. You should empty the group by assigning all of its users to different groups prior to deleting it.

4.5 Users



4.5.1 Creating a New User

1. Select the **Admin** category on the Shortcut bar.
2. Click the **Users** shortcut. A list of all existing users will display in the Browse/Edit area.
3. Click the **New** button at the bottom of the Browse/Edit area. The New User Entry screen appears.
4. Enter a **Login Name** for the new user. This is the name the user will enter when logging into the BOSS application. (The login name must be at least three characters.)
5. Enter a **Display Name** for the new user (optional).
6. Enter a **Password** for the new user. (The password must be at least three characters.)
7. Select a **Group** for the user. Click the **Select** button to access a list of all groups. Click on the desired group and click the **Save** button to complete the selection.
8. Enter a contact **Phone Number** for the user (optional). This field is for informational purposes only; in case the BOSS Administrator needs to contact the user.
9. Click the **Advanced…** button to access additional, optional settings for the new user. Configure these advanced user settings as desired.



4.5.1 Creating a New User *(continued)*

Email Address – Email address or addresses associated with the user. BOSS alerts for the user are sent to the email addresses specified here. Multiple addresses should be separated with a comma.

Alert Notification By – A user can be configured to receive BOSS alerts through the Dispatch application, email, or both. Click the << or >> buttons to cycle through the options, stopping at the desired selection.

Notification Timeout – The cutoff time from the time when a hit occurred after which an alert will no longer be sent to the user. For example, if the notification timeout is 20 minutes and a plate of interest is detected at 12:00 pm, notification is not sent to the user after 12:20 pm. This timeout prevents alerts being sent for events that are delayed in arrival to BOSS.

Language – The language preference for the user. The default value is English.

Displayed Images Height – This setting defines the vertical size in pixels of the images (reads and hits) that will display for the user on the Dispatch and Reads screens.

Expiration Date – Date for the user account to automatically be disabled. If no expiration is desired, simply leave this field at its default value (30 years from current date).

PAGIS Password – The user's LPCS password.

Note: The user must be in a group that has been granted LPCS permissions in order for the user to log in to 3M License Plate Capture Software.

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10. Click the **Back** button to return to the main New User Entry screen.
11. Click the **Save** button to complete creating the new user.

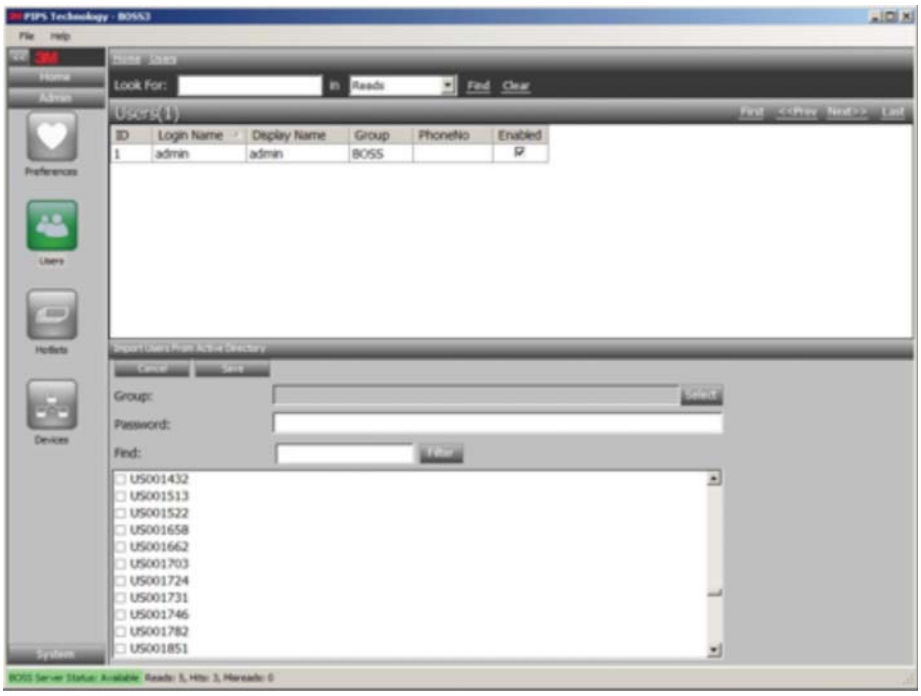
4.5.2 Deleting a User

1. Select the **Admin** category on the Shortcut bar.
2. Click the **Users** shortcut. A list of all existing Users will display in the Browse/Edit area.
3. Click the desired user in the list.
4. Click the **Delete** button at the bottom of the Browse/Edit area.
5. Click **Yes** to confirm the operation.

4.5.3 Importing Users from Active Directory

BOSS allows user logins to be imported from Microsoft Active Directory (AD) service.

1. Select the **Admin** category on the Shortcut bar.
2. Click the **Users** shortcut.
3. Click on the **Import** button.



4. Select the BOSS group that will receive the imported logins. Click the **Select** button to display available groups and **Save** to commit the selection.
5. Enter the default password for the imported logins in the Password field.
6. Browse for the desired users, ***or*** type in the desired login name (full or partial) in the Find field and press the **Filter** button.
7. Click on the checkbox in front of the desired usernames to select users to be imported to BOSS.
8. Click on **Save** to import the users from Active Directory.

Note: A Windows login cannot have any punctuation included or problems will occur with reads queries being performed.

4.6 Access Permissions Example

The previous sections have described how BOSS user security is designed, using roles, groups, and user accounts. This section presents a working example that integrates the information in this chapter.

A BOSS Administrator creates a role, names the role “Temporary Workers,” and defines the new role to have very limited permissions, as follows:

Reads	Read Only
Dispatch	Read Only
Users	No Access
Hotlists	No Access
Devices	No Access
System	No Access

Then the Administrator creates a group called “Temps.” When creating the group, a role is required. The Administrator selects the new role just created “Temporary Workers,” which assigns the permissions, defined above, to the new group.

Next, the Administrator creates a user account, “Jsmith,” for a temporary worker. While creating the new user, the Administrator is required to select a group for the user, and assigns the user to the “Temps” group just created.

The user “Jsmith” has now been created with the permissions shown above because he belongs to the group called “Temps” and that group was assigned the “Temporary Workers” role.

As this example shows, this security design allows reusability of security roles because a BOSS Administrator can define a set of permissions in a role, and that role can be assigned to multiple groups.

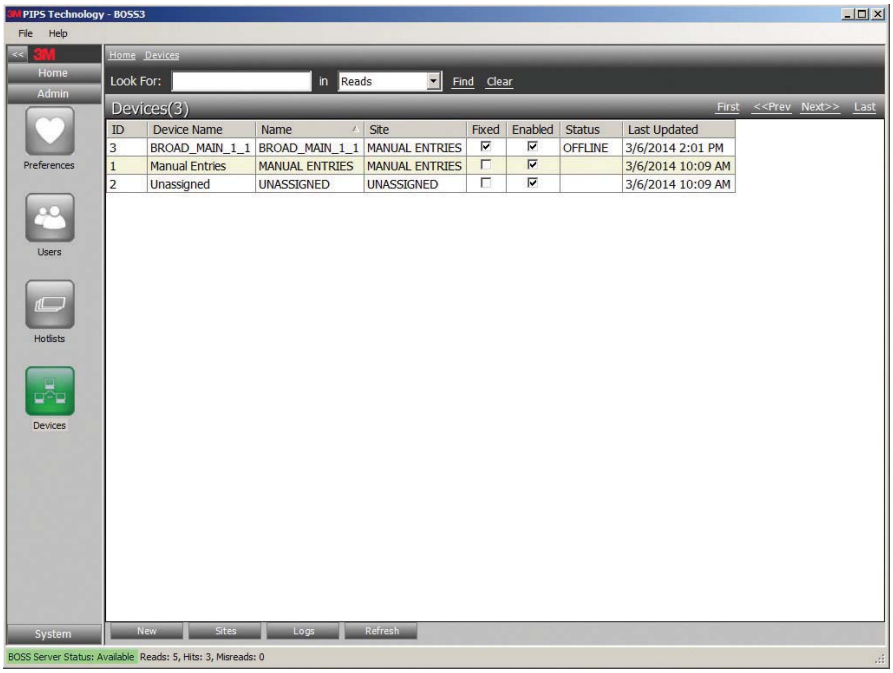
5 Devices and Sites

5.1 Devices

A BOSS device is any source that can input reads into the system. Typically, a device is a camera—either fixed or mobile (mounted on a vehicle). Another source for reads is manual entry, in which a BOSS user types the information for a read into the BOSS application.

5.1.1 Default Devices

A new BOSS site automatically contains two default devices, Manual Entries and Unassigned. A BOSS Administrator creates additional devices applicable to his/her organization.



To see the current devices in your system with information about their status:

1. Select the **Admin** category on the Shortcut bar.
2. Click the **Devices** shortcut.

The devices will be listed in rows with the following column headings:

Device Name – The name assigned to the device, used in the device selections and is the description of the device. The list will always include Manual Entries and Unassigned.

Name – The name that is given to the device.

Site – The group of devices to which this device belongs. Sites can be grouped by geographical location or other criteria. *See Section 5.2, Sites.*

Fixed – This box will be checked if the device is fixed camera, rather than a mobile camera.

Enabled – This box will be checked if the device is currently enabled (*see Section 5.1.4*).

Status – The Status field can display the following messages:

Device Added – If the device is newly added to the list, this message will display.

5.1.1 Default Devices *(continued)*

Offline – This device is a previously connected fixed camera that is not currently connected to BOSS.

Online Heartbeat – BOSS has detected a ping from a fixed camera.

Online Synced – The device's connection with BOSS has been established. This is shown for LPCS mobile devices only and may not change when the device is offline.

Updated – Information has been sent from BOSS to the device, and the device is up to date.

Received Logins – Updates to the device included logins that were successfully sent to the device.

Received Source – BOSS has found the hotlist source file that it needs in order to send the updated hotlist to the device. **Received Source** may not be displayed due to timing or events.

Received Hotlist – The hotlist scheduled to be successfully sent has been sent to the device.

Received Hotplates – BOSS is sending "pages" of hotplates for a large hotlist, and the last page was successfully received.

Received Targets – The update to the device included targets that were successfully sent.

5.1.2 Defining a Device

Note: Devices will be defined automatically when a 3M device, such as an ALPR camera, connects to BOSS the first time. Normally, there is no need to define devices in advance.

1. Select the **Admin** category on the Shortcut bar.
2. Click the **Devices** shortcut. A list of existing devices will appear in the Browse/Edit area.
3. Click the **New** button.
4. Enter a name for the new device. (The name must be at least three characters long.) Note that the name **CANNOT BE CHANGED** once the device has been created.
5. Enter a **Description** for the new device. (The description must be at least three characters long.)
6. Select **Mobile** or **Fixed** in the Type field. By default, **Fixed** is selected. To change the current selection, click the **left** or **right** arrow.
7. Select a **Site**. Click the **Select** button next to the Site field to display a list of all available sites. Click on the desired site in the list and click the **Save** button.

Note: In addition to the two default sites, Manual Entries and Unassigned, which are created automatically when a new BOSS system is installed, other sites can be created by an authorized BOSS user. *See Section 5.2, Sites, for more information*.

8. Select **Owners**. Owners are groups that can access this device. For LPCS units, user logins are sent only to devices where the group is an owner of the device. Click the **Select** button next to the Owners field to display a list of all BOSS groups. Select each desired group by clicking the checkbox. When the desired groups are selected, click the **Save** button. The group name(s) selected will be displayed in the Owners field.

9. Select **Latitude** and **Longitude** values for the geographical location of a device by typing in a value or using the up and down controls on each field to increase or decrease the value. Note that some devices, such as LPCS units with a GPS attached, will automatically send the latitude and longitude of the device to BOSS.
10. Click the **Advanced** button to display additional options for the device.

    No Reads Alert – Defines how long the device must remain with no reads coming in before the system shows the device as offline.

    Alert Email – The email address or addresses to which alerts associated with this device should be sent.

    Retain Reads – The length of time that reads from this device should be saved in the BOSS database. The **Retain Reads** setting must be longer or equal to the **Retain Images** setting.

    Retain Images – The length of time that pictures captured by this device should be saved in the BOSS database.

    Retain Hits – The length of time that hits captured by this device should be saved in the BOSS database.

    SpikeStore – The 3M High Resolution ANPR/ALPR Camera P382 and the 3M Compact ANPR/ALPR Camera P372 (formerly the Spike P382 and P372 cameras) allow captured images to be stored in an on-board USB flash drive to be retrieved on demand. Setting a device as a **SpikeStore** device causes BOSS to attempt to retrieve images from the storage device when the read is requested for viewing.
11. When Advanced Options have been set as desired, click **Back** to return to the New Device screen.
12. Click the **Save** button to complete creation of the new device. The new device will now appear in the devices list above.

5.1.3 Editing a Device

1. Select the **Admin** category on the Shortcut bar.
2. Click the **Devices** shortcut. A listing of all devices appears in the Browse/Edit area.
3. Click the desired device to select it. Details for the selected device appear in the Browse/Edit area.
4. Click the **Edit** button.
5. The Device Edit screen appears in the lower portion of the screen.
6. Modify fields as desired and click the **Save** button.

5.1.4 Enabling and Disabling a Device

1. Select the **Admin** category on the Shortcut bar.
2. Click the **Devices** shortcut. A listing of all devices appears in the Browse/Edit area.
3. Click the desired device to select it. Details for the selected device appear in the Browse/Edit area.
4. Click the **Edit** button.
5. The Device Edit screen appears in the lower half of the screen.
6. Click the **Disable/Enable** button. The change will immediately close the edit window and return to the Devices screen. It will also take effect immediately.

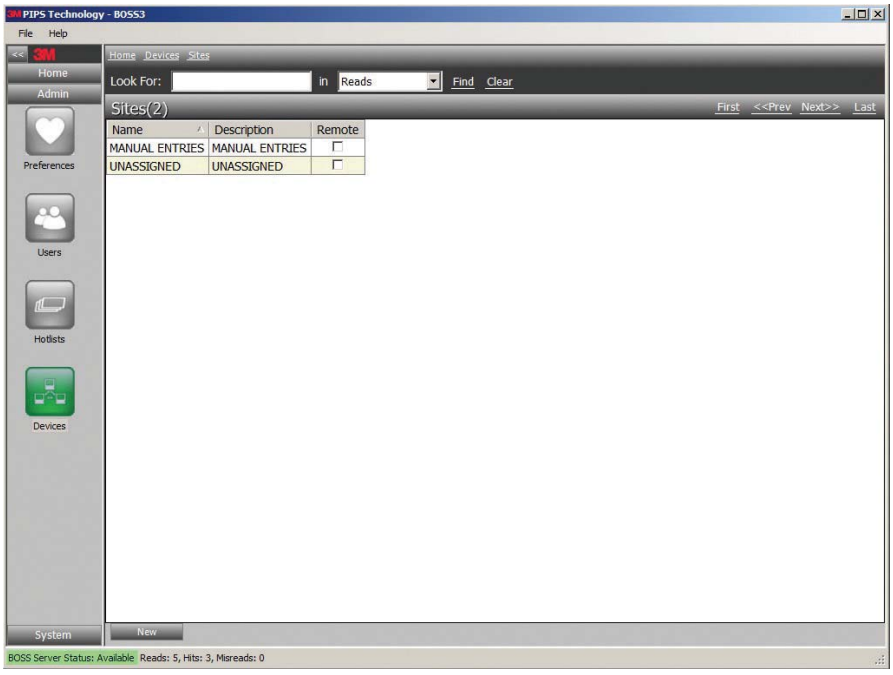
5.1.5 Deleting a Device

Note: It is strongly recommended that **devices are never deleted**. If a device is deleted, queries can no longer be performed using the device as a criterion. Instead of deleting a device, it should be disabled or given a new description.

1. Select the **Admin** category on the Shortcut bar.
2. Click the **Devices** shortcut. (A listing of all existing devices will display in the Browse/Edit area).
3. Click the desired device in the listing.
4. Click the **Edit** button.
5. Click the **Delete** button at the bottom of the Browse/Edit area.
6. Click **Yes** to confirm the operation.

5.2 Sites

A site is a mechanism for organizing devices. This allows a BOSS Administrator to arrange devices into groups according to convenience, such as geographical area or a facility. The ability to group or arrange devices can be quite useful in large installations where there are many devices. Each device created must be assigned to a site.



5.2.1 Default Sites

A new BOSS site automatically contains two default sites, Manual Entries and Unassigned. Normally, a BOSS Administrator will want to create additional sites applicable to an organization.

5.2.2 Creating a Site

1. Select the **Admin** category on the Shortcut bar.
2. Click the **Devices** shortcut.
3. Click the **Sites** button at the bottom of the screen. A list of existing sites will appear in the Browse/Edit area.
4. Click the **New** button at the bottom of the screen.
5. Enter a name for the new site. (The name must be at least three characters long.) Note that the name cannot be changed once the site is created.
6. Enter a description for the site. (The description must be at least three characters long.)
7. Select the parent site for the site. BOSS allows organizing sites into tree-like hierarchies. Click the **Select** button next to the Belongs To field, and select one site from the list. Click the **Save** button to complete the selection. The site name will appear in the Belongs to field.
8. Check the **Remote** option to designate the site as a remote site. (*Remote sites are explained in Section 6, BOSS Data Sharing.*)

5.2.3 Deleting a Site

Note: It is strongly recommended that sites **are never deleted**. If a site is deleted, queries can no longer be performed using the site as a criterion. Instead of deleting a site, it is recommended that devices assigned to it should be moved to another site.

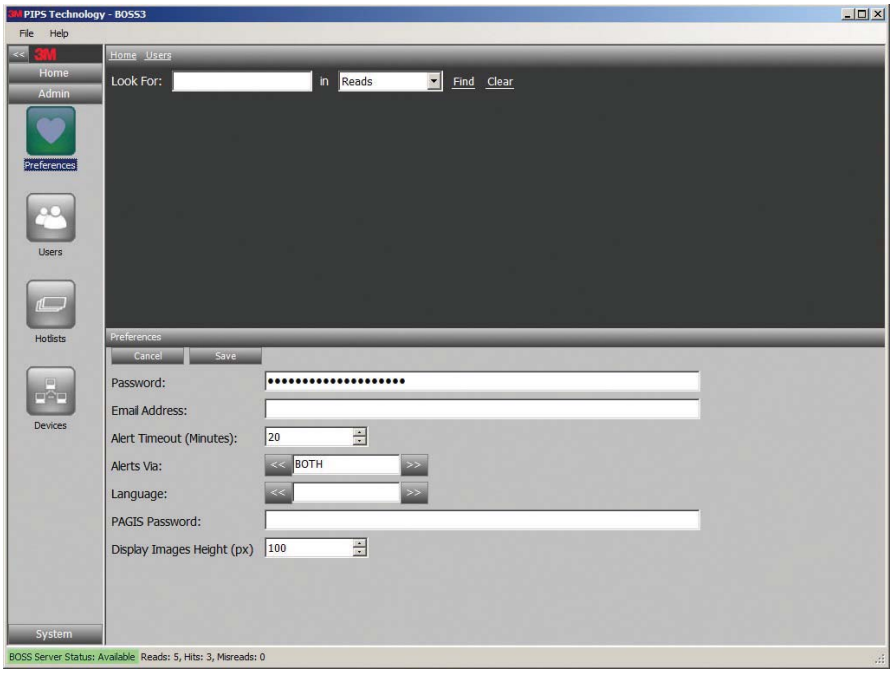
1. Select the **Admin** category on the Shortcut bar.
2. Click the **Devices** shortcut. A listing of all existing devices will display in the Browse/Edit area.
3. Click the **Sites** button at the bottom of the screen. A listing of existing sites will appear in the Browse/Edit area.
4. Click the desired site in the listing and click the **Edit** button.
5. Click the **Delete** button at the bottom of the Browse/Edit area. Click **Yes** to confirm the operation.

5.3 Preferences

The Preferences section allows for changing settings for the currently logged-on BOSS user, such as the password and email addresses.

5.3.1 Changing User Preferences

1. Select the **Admin** category on the Shortcut bar.
2. Click the **Preferences** shortcut. The Preferences Entry screen appears at the bottom of the Browse/Edit area.
3. Modify the preferences settings as desired and click the **Save** button.



Password – Login password for the BOSS user. For security purposes, the existing password does not display on screen.

Email Address – Email address or addresses associated with the user. BOSS alerts for the user are sent to the email addresses specified here. Multiple addresses should be separated with a comma.

Alert Timeout (Minutes) –The cutoff time for older hits to alert the user.

Alerts Via – A user can elect to receive BOSS alerts through the Dispatch screen, emails, or both.

Language – Language preference for the user. The default value is English.

PAGIS Password (LPCS Password) – The 3M License Plate Capture Software password for the user.

Note: The user must be in a group that has been granted LPCS permissions in order for the user to log in to LPCS.

Display Images Height (px) – This setting defines the size in vertical pixels of the images (reads and hits) that will display for the user in the Dispatch and Reads Query sections.

6 BOSS Data Sharing

BOSS allows “linking” of multiple BOSS systems for data-sharing purposes. When a user issues a query from the Smart Client application that includes a remote site, the query is submitted to the local BOSS server, which in turn makes a query to the remote BOSS server(s). The combined results from all the sites are then returned to the Smart Client. ***Data from remote sites is not stored in the local BOSS server.***

The following configuration steps need to be taken to permit BOSS data sharing:

6.1 Configuring BOSS to Allow Remote BOSS Queries

1. Create a BOSS user for remote access. This user account is a “proxy” the local BOSS server will use for all requests from a remote site. This user account will have “Reads” privileges by default; no other privileges need to be given. The user must be assigned to a remote group. *(See Section 4.4, Groups, for information about flagging a group as remote.)*
2. Give the username and password for this “proxy” user to the BOSS Administrator at the remote BOSS system. The remote BOSS will need to be configured to access this BOSS system, described in the next section.

Tip: It is best to create a dedicated user account for remote sites—one that will not be used by an actual user to log in and access the application.

6.2 Configuring BOSS to Access a Remote BOSS Server

1. Obtain username and password from BOSS Administrator at the remote site.
2. Create a site for the remote BOSS server and select the **Remote** option.
3. Enter the remote site IP address and BOSS service port (23032 by default).
4. Add the username and password provided.
5. For each group that is allowed to query the remote BOSS server, assign the remote server to the user via the **Servers Access** option. *(See Section 4.4, Groups, for information on selecting Servers Access.)*
6. Log out of the application.
7. Log back on using the provided username and password. The Remote BOSS server can then be queried by selecting the desired servers in the Reads Query screen.

Note: BOSS version 3.2 and above only supports data sharing with servers running BOSS 3.0 and above.

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7 Hotlists

A hotlist is a database that contains license plates of interest. When reads from license plate readers arrive at the BOSS server application, they are compared against hotlist records to find matches. Various hotlists can be enabled on a BOSS system and used in this comparison. In addition, hotlists can be assigned individually to specific devices. Only reads from those devices will be compared against these hotlist records. Typical hotlists include stolen vehicles, amber alerts, wants and warrants, etc. When the system reads in a plate that is determined to be a match to a hotlist entry in a hotlist, the BOSS application informs the user either with an alert sound and a pop-up window displaying a picture of the vehicle, or via email, depending on the user's preferences *(see "Alerts via" in Section 5.3, Preferences)*.

A hotlist can be a database imported from an external source, such as another law enforcement agency. It can also be a list created by the local BOSS Administrator. For the BOSS server application to be able to understand how to import the hotlist records into the database, there are three different format types that exist in a BOSS system. In addition there are several specific formats that are pre-defined and available by default when a new BOSS system is installed *(see Section 8, Hotlist Formatters)*.

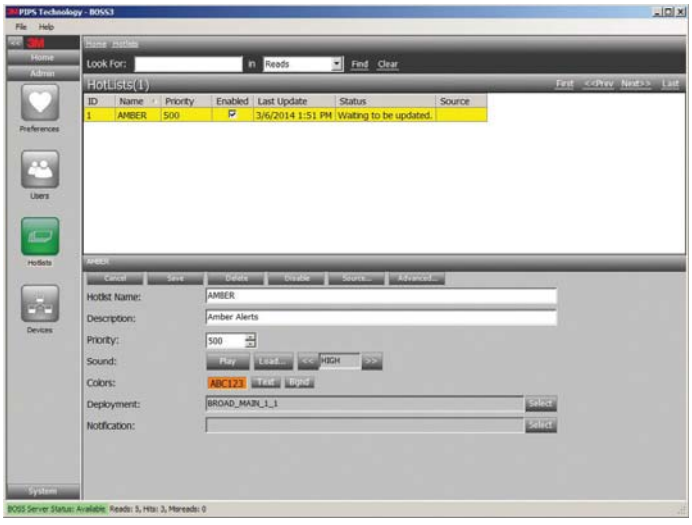
7.1 Creating a New Hotlist

There are three general areas to complete when creating a new hotlist:

- Configure basic settings.
- Define a source and provide credentials for the source (when necessary).
- Define advanced settings (optional).

7.1.1 Configuring Basic Hotlist Settings

1. Select the **Admin** category on the Shortcut bar.
2. Click the **Hotlists** button. Currently existing Hotlists appear in the Browse/Edit area.
3. Click the **New** button at the bottom of the Browse/Edit area. The New Hotlist Entry form appears.



4. Enter a **Hotlist Name** for the hotlist. It must be at least three alphanumeric characters, and it cannot be an existing hotlist name.
5. Enter a **Description** for the hotlist (optional).

6. Select a **Priority** for the hotlist. When there are multiple hits/alerts, the priority determines which alert will occur first. (The lower the number, the higher the priority.)
7. Select a **Sound** for alerts resulting from this hotlist (optional). Click the **Load** button to select a wave sound file (*.wav). To test the selected sound, click the **Play** button. Optionally, one of the three default sounds may be selected, **Low**, **Medium**, or **High** alert.
8. Select **Colors** for the alert if desired (optional). The default is white text on a royal blue background. Custom color settings affect the entries in dispatch. The background color also applies to alerts given in LPCS.
9. Click the **Text** button to select a color for the text.
10. Click the **Bgnd** (Background) button to select a color for the background.

Note: Currently selected text and background colors are displayed in the sample box (showing “ABC123”).

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11. Select devices for **Deployment.** Click the **Select** button to select devices from the list of those currently available. Click the checkbox next to a device in order to select it. When desired devices are checked, click the **Save** button to make the selection. One or more devices can be selected, and they will be displayed in the Deployment field.

Note: Deployment means distributing the hotlist to a device or devices. Only the devices where a hotlist is deployed will produce hits from the hotlist.

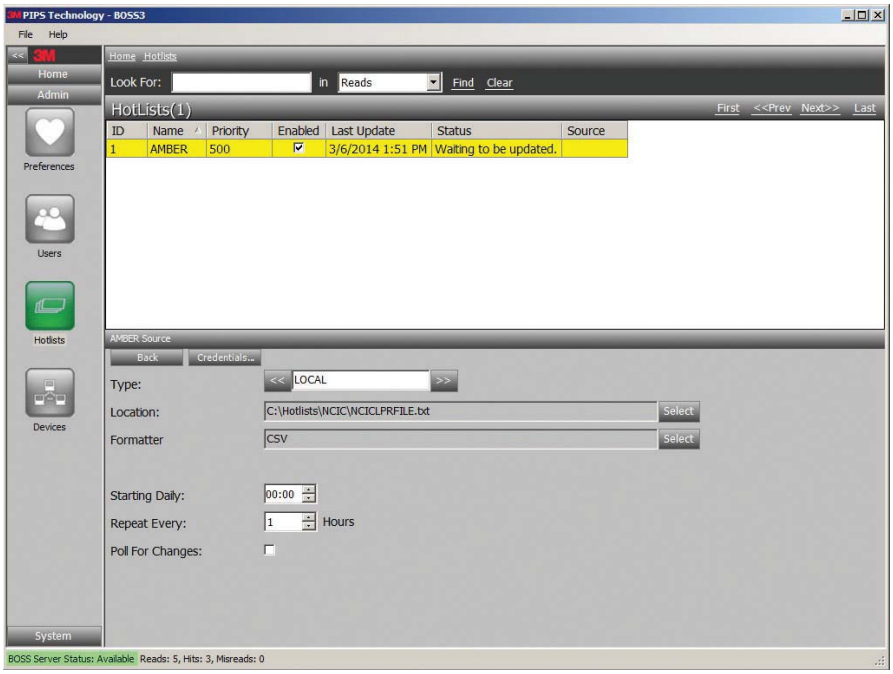
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12. Select groups for Notification. Click the **Select** button to see a list of all BOSS groups. Click the checkbox next to a group to select the group. When you select a parent group, child groups are automatically selected. When desired groups are checked, click the **Save** button to make the selection.

Note: In order to receive alerts for hits on the hotlist, the user must be in the notification list of the hotlist. *For more information see Section 7.1.5, Defining Hotlist Advanced Options.*

7.1.2 Defining the Hotlist Data Source

1. On the New Hotlist Entry screen, click the **Source…** button to open the screen shown in the lower half of the following image:



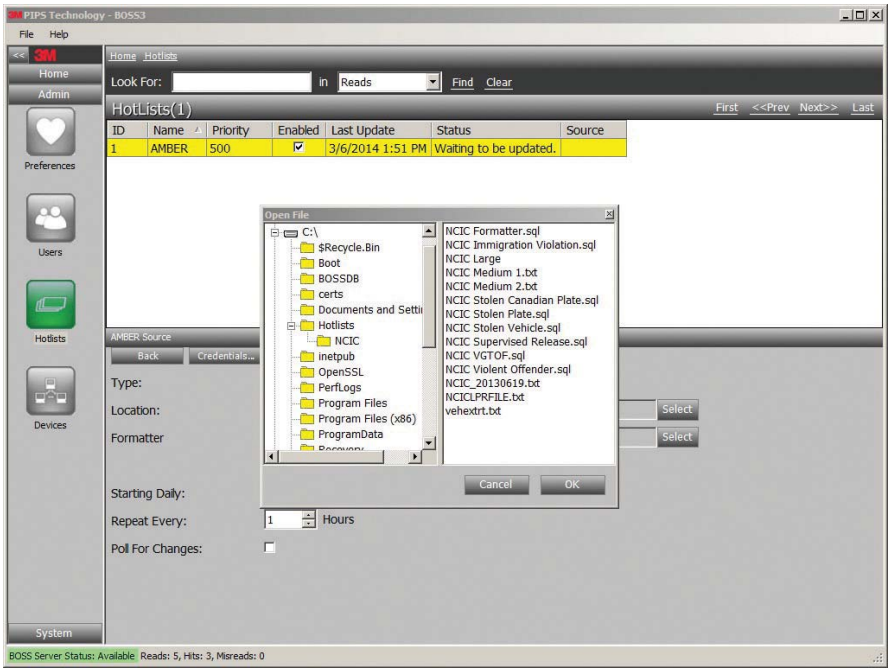
2. Choose the appropriate entries for each of the fields that describe the new hotlist:

   Type (**Network** or **Local**) – A local source means that the file is stored on the BOSS server's Windows file system. A network source means that the hotlist source resides outside the BOSS server.

Note: If a Local source is selected, the source file location (folder) must be accessible to the Windows process running the BOSS server application ("PIPS BOSS3" Windows service).

Location – Enter the location of the hotlist file. Click the **Select** button to the right of the location field.

For a local source, a file dialog will display, allowing you to navigate to a path and select a file.



For a network source, select one of the default locations displayed (if applicable), **or** type in the location of the source:

HTTP – The location format must be in Hypertext Transfer Protocol (HTTP) format: "http://server:port/path." There are a few predefined HTTP locations (such as CA DOJ) included in BOSS. These locations can be accessed with the **Select** button.

Remote BOSS System – The location format must be "boss://server:port/hotlist," where "hotlist" is the hotlist name on the remote system.

Note: The remote system hotlist name **MUST** be alphanumeric and **CANNOT** contain any spaces.

Formatter – Formatter defines the way a hotlist database file is parsed into discrete fields. Click the **Select** button next to the Formatter field. A list of available formatters appears. Click on the desired formatter and click the **Save** button to make the selection. The name of the selected formatter will appear in the field.

Note: Normally one of the several default formatters included with BOSS is sufficient. A new custom formatter can be created if necessary. *See Section 8.1, Creating a New Formatter for Hotlists, for more information.*

7.1.2 Defining the Hotlist Data Source *(continued)*

Starting Daily – Specify the time of day the hotlist should begin updating each day. The time is formatted as hours:minutes in the 24-hour clock, i.e., between 00:00 and 24:00 can be selected.

Repeat Every – Specify the time interval, in hours (1 – 24), between updates.

OR

Poll for Changes – If you choose this setting, BOSS will check for updates to the hotlist approximately every 30 seconds. When this option is selected, the **Starting Daily** and **Repeat Every** options are disabled.

Note: If **Poll for Changes** is selected, and the hotlist source resides on the network, BOSS will attempt to make a network connection every 30 seconds. This frequency may add significantly to network traffic. Use with caution.

7.1.3 ZIP Compressed Hotlist Files

BOSS will automatically recognize and extract a hotlist data file contained in a ZIP archive file, such as Windows Explorer compressed (zipped) folder.

Note: There can be only one file in the ZIP archive.

7.1.4 Defining Hotlist Source Credentials

Some sources will require credential settings (e.g., login information) in order to allow BOSS to access that data. To enter the Credentials Settings screen from the Hotlist Source screen, click the **Credentials** button.

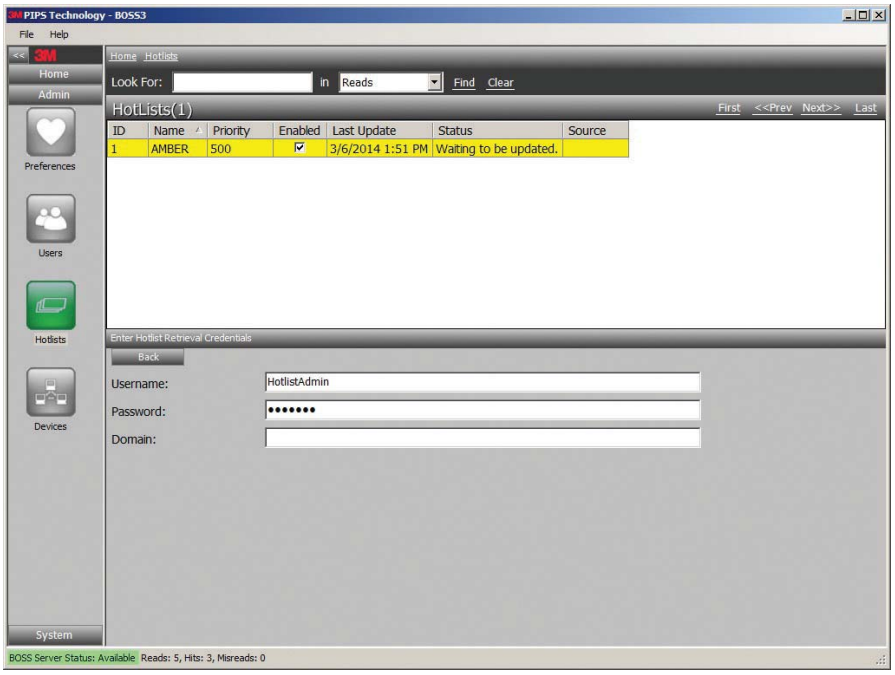
The credentials depend on the source type as follows:

Network-HTTP – If the HTTP (website) source defined requires login information, it should be entered in the Credentials Setting screen. This information will include username and password. The domain field may be necessary as well. Consult the Administrator of the HTTP source for required login information.

Network-Remote BOSS system – A username and password valid on the remote BOSS system must be entered (as in remote sites configuration, described in Section 6.0, BOSS Data Sharing). Consult the Administrator of the remote BOSS system for a username and password.

To set credentials for a source:

1. Click the **Credentials** button. The Credential Input screen appears.
2. Enter the username, password, and domain information applicable to the source you are specifying.
3. Click the **Back** button to return to the Source Entry form.
4. Click the **Back** button again to return to the New Hotlist Entry screen.



7.1.5 Defining Hotlist Advanced Options

Advanced Options are values that allow you to further define details of the new Hotlist. To access the Advanced Options, click the **Advanced…** button.

Covert – A covert hotlist is one that contains sensitive information that should only be available to certain user groups.

The effects of defining a hotlist as covert are as follows:

- A hit on the covert hotlist will not be alerted to users in mobile LPCS vehicles, unless the logged-on user is a LPCS Administrator.
- A hit on the covert hotlist will not be alerted in the BOSS application, regardless of the user alert preferences. Hit alerts for covert hotlists will be sent only via email.
- When reads are queried, hit information on covert hotlists will be displayed only to users in the Notifications list for the hotlist. Other users will see that the read is a hit, but no information will be shown.
- Hit information for hits from covert hotlists will not be sent to remote BOSS servers.

Whitelist – This option, when selected, defines the hotlist to be a whitelist, which works in reverse to a normal hotlist. A whitelist defines a list of plates that are **authorized** and not of concern. When a whitelist is active, license plates read that do ***not*** match an entry on the list will trigger a hit/alert.

7.1.5 Defining Hotlist Advanced Options *(continued)*

An example of whitelist use might be a secure parking lot where fixed camera devices are monitoring vehicles entering. Authorized plates will match entries in a whitelist hotlist. If a plate is read that does not match an entry in the whitelist, an alert occurs.

Whitelists and hotlists can be active simultaneously for a device.

Note: Whitelist support in LPCS requires a separate license. If you do not have the license and wish to use whitelists, please contact your 3M sales representative for further information.

Ext Trigger – This option, when selected, sets the External Trigger flag on a hotlist when it is passed to LPCS. It is only supported in LPCS version 2.6.6 or above and will have no effect on earlier versions of the software.

One Time – This option, when selected, specifies that the hotlist data should only be accessed from its defined source one time; no subsequent updating will occur after the initial import.

Alert Timeout – This setting allows you to define how current a hit (from this hotlist) must be in order to cause an alert. This primarily pertains to information coming in from mobile units, where there may be a large delay. Alert Timeout can be specified in minutes, hours, days, or months.

Delete Inactive – BOSS updates hotlists in an incremental manner, and instead of deleting hotlist entries that no longer exist, non-existent entries are marked as "inactive." If the entry subsequently becomes valid, the entry is marked as active again. The Delete Inactive value determines how long inactive entries are kept in the BOSS hotlist database.

Note: If LPCS mobile units are used, this value should be set to the longest time between begin shift downloads to LPCS.

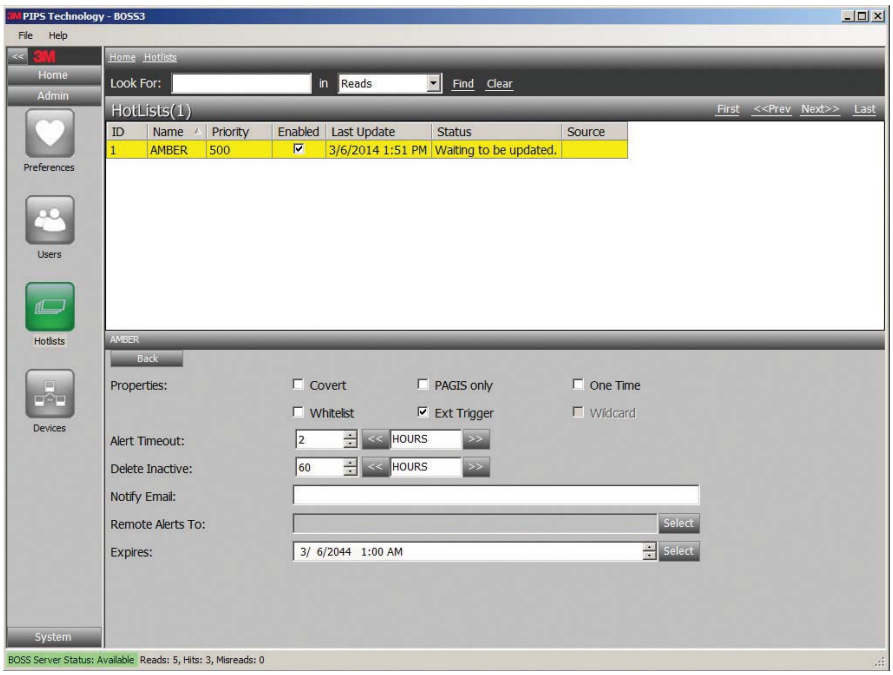
Notify Email – One or multiple email addresses may be defined to receive an alert when there is a hit. Multiple email addresses can be entered in the field, separated by a comma.

Remote Alerts To – Select the remote sites in which to send alerts. When a BOSS system sends an alert to a remote system, it is sent as a read; the remote BOSS system then determines whether to treat the read as a hit.

Note: This setting is only applicable if remote sites are defined.

Expires – Determines the date that the hotlist will stop importing data from its source. For a hotlist that is intended to be permanent, leave the expiration at the default value, 30 years from current date.

7.2 Enabling and Disabling a Hotlist



1. Select the **Admin** category on the Shortcut bar.
2. Click the **Hotlists** shortcut. A list of all hotlists appears in the Browse/Edit area.
3. Click the desired hotlist. Details for the selected hotlist appear in the Browse/Edit area.
4. Click the **Edit** button.
5. The Hotlist Edit screen appears in the lower half of the screen.
6. Click the **Disable** or **Enable** button.

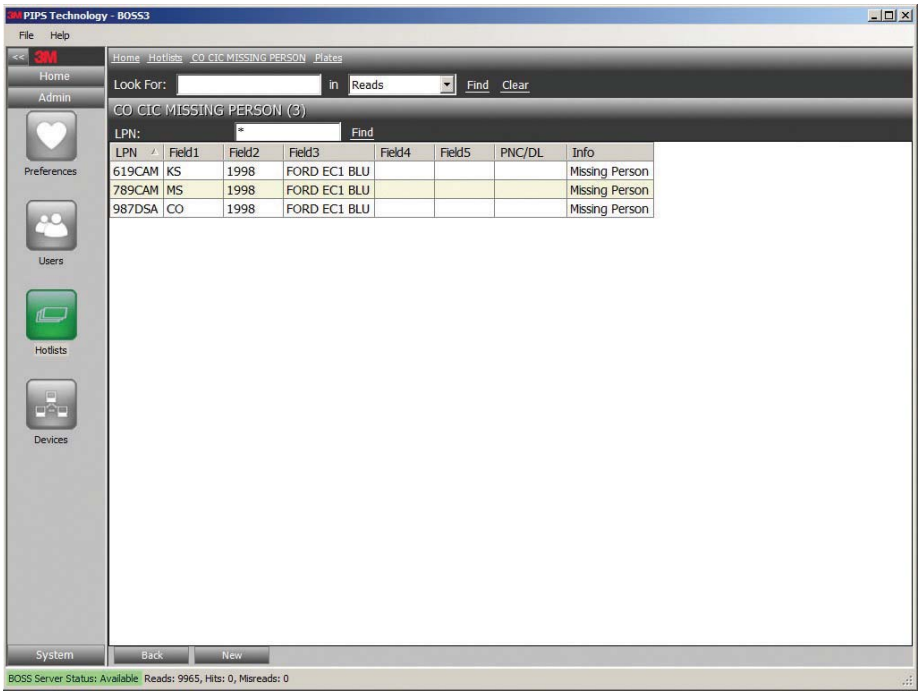
7.3 Modifying Hotlist Entries

BOSS allows viewing, adding, editing, and deleting hotlist entries.

Note: If the hotlist is set to update automatically, any changes to that hotlist made from within the BOSS User Interface application will be lost at the next automatic update.

7.3.1 Querying Hotlist Entries

1. Select the **Admin** category on the Shortcut bar.
2. Click the **Hotlists** shortcut. A listing of all hotlists appears in the Browse/Edit area.
3. Click the desired hotlist. Details for the selected hotlist appear in the Browse/Edit area.
4. Click the **Plates** button.
5. The Hotlist Plates screen will be displayed.

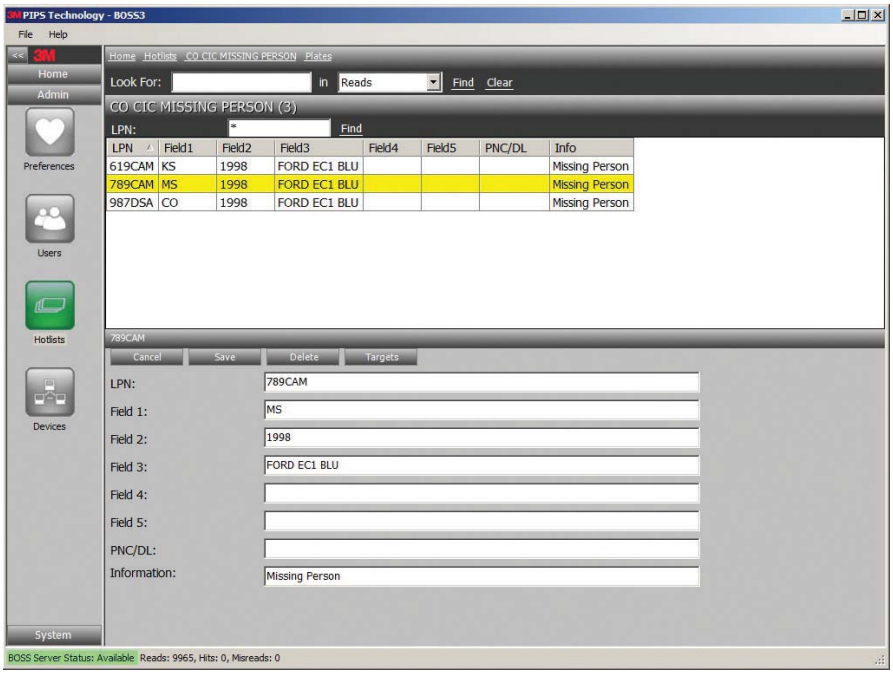


6. Type in the full or partial plate text to search for in the LPN field. (Wildcard searches are supported. *See Section 11.1, Wildcards, for more information.)*
7. Click on **Find**. License plates that match the criteria will be displayed. Note that only the first 1,000 matching license plates will be shown.

7.3.2 Editing a Hotlist Entry

1. Retrieve hotlist plates as instructed in the previous section.
2. Click on the row showing the desired plate.
3. The Plate Edit form will be displayed at the bottom of the screen.
4. Edit the field values as desired.
5. Click **Save** to save changes.

Note: Manually edited hotlist entries will be lost the next time the hotlist is updated.



7.3.3 Adding a Hotlist Entry Manually

1. Select the **Admin** category on the Shortcut bar.
2. Click the **Hotlists** shortcut. A listing of all hotlists appears in the Browse/Edit area.
3. Click the desired hotlist to select. Details for the selected hotlist appear in the Browse/Edit area.
4. Click the **Plates** button.
5. Click the **New** button. The Plate Edit form will be displayed at the bottom of the screen.
6. Enter the **LPN** (mandatory) and other fields (optional).
7. Click **Save** to save changes.

Note: Manually added hotlist entries will be lost the next time the hotlist is updated.

7.3.4 Deleting a Hotlist Entry

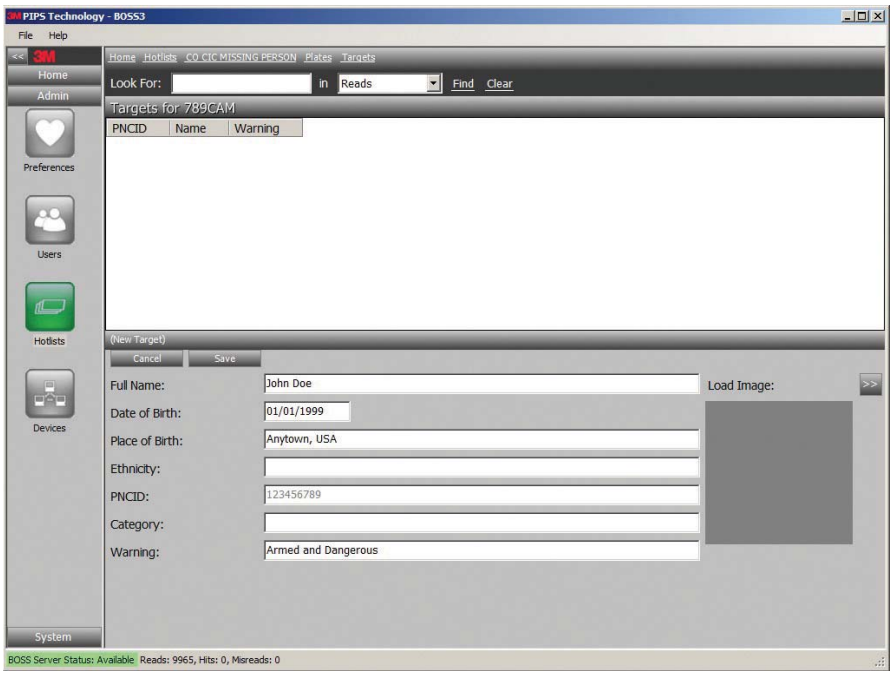
1. Retrieve hotlist plates as instructed in the Querying Hotlists Entries section.
2. Click on the row showing the desired plate. The Plate Edit form will be displayed at the bottom of the screen.
3. Click the **Delete** button.
4. Click **Yes** to confirm the deletion.

Note: Manually deleted hotlist entries may be re-added the next time the hotlist is updated.

7.4 Targets

Targets are individuals of interest associated with a license plate. Target information is downloaded to the LPCS mobile application from BOSS.

1. Retrieve hotlist plates as instructed in Section 7.3.1, Querying Hotlists Entries.
2. Click on the row showing the desired plate.
3. The Plate Edit form will be displayed at the bottom of the screen.
4. Click the **Targets** button. Information about the target will display.



7.4.1 Creating a New Target

1. Click the **New** button.
2. The Target Edit form will be displayed.
3. Fill in the fields, listed below, with appropriate values.

   Full Name – The first and last name of the target.

   Date of Birth – The date of birth of the target.

   Place of Birth – The location where the target was born.

   Ethnicity – The ethnicity (race or national origin) of the target.

   PNCID – This field can be used to enter any type of identification number that is available. In the UK this is the Police National Computer identification number of the target. This field is linked to the PNCID field in the hotlist information in the LPCS application. *See the sample INI configuration file in Section 5 of the 3M License Plate Capture Software User's Manual.*

   Category – The category of the target, such as Felon, Suspect, etc.

   Warning – The warning information to display to the officer.

   Load Image – An image of the target, such as a DMV photo or "mugshot," can also be associated with the Target record. Upload an image by clicking on the **Select** button and browsing to the image file. Supported formats include JPG, GIF, or BMP.
4. Click the **Save** button.

7.4.2 Deleting a Target

1. Access the Targets screen as described above.
2. Click the row containing the target to be deleted.
3. The Target Edit form will be displayed.
4. Click the **Delete** button.
5. Click **Yes** to confirm deletion.

8 Hotlist Formatters

Hotlist Formatters define the structure of source data that is imported into BOSS Hotlists. BOSS includes several default formatters when the software is installed. There are three types of formatters:

CSV (comma-separated values) – A flat text file containing one line for every record. Each field in the record is separated by a comma.

Fixed Length – A flat text file containing records that are all the same length. No separator characters are used to determine where each field ends and another begins, but rather, field and record lengths are known up front. In a fixed length file, padding spaces are used where necessary, to accomplish the correct field length.

NCIC (United States National Crime Information Center) – The NCIC database is a computerized index of criminal justice information (i.e., criminal record history information, fugitives, stolen properties, missing persons, etc.), that is available to law enforcement agencies 24 hours a day, 365 days a year. Several NCIC import sources/formats exist within BOSS.

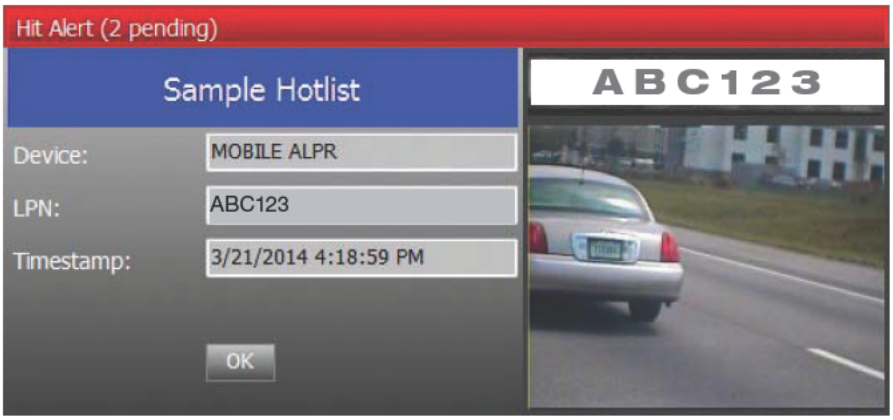
8.1 Creating a New Formatter for Hotlists

Normally, when creating a new hotlist, you will find that one of the default formatters can be used. However, BOSS does give you the flexibility to create new hotlist formatters. Creating a new formatter or modifying an existing formatter should be approached with caution and is beyond the scope of this manual. 3M provides BOSS training that details creating and modifying hotlist formatters in practice. *For more information, please contact 3M Technical Support.*

9 Alerts

BOSS can provide real-time alerts on-screen, via the BOSS User Interface application, or through email. In order to receive alerts through the BOSS application, **the logged-on user must be in a group that is assigned the Dispatch permission**. Email alerts can be sent to any BOSS user or email recipient.

A real-time alert for a hit can pop up on the screen at any time when the BOSS application is running, regardless of which screen the user has active. A sound associated with the hit will be played. Alerts will be queued until the user acknowledges them by clicking **OK**. Real-time alerting in the BOSS application can be turned off by clicking on the **Alerts** toggle button on the BOSS Home screen. The settings for real-time alerts can be modified through the Dispatch screen, *(see Section 10, Dispatch)*.



10 Dispatch

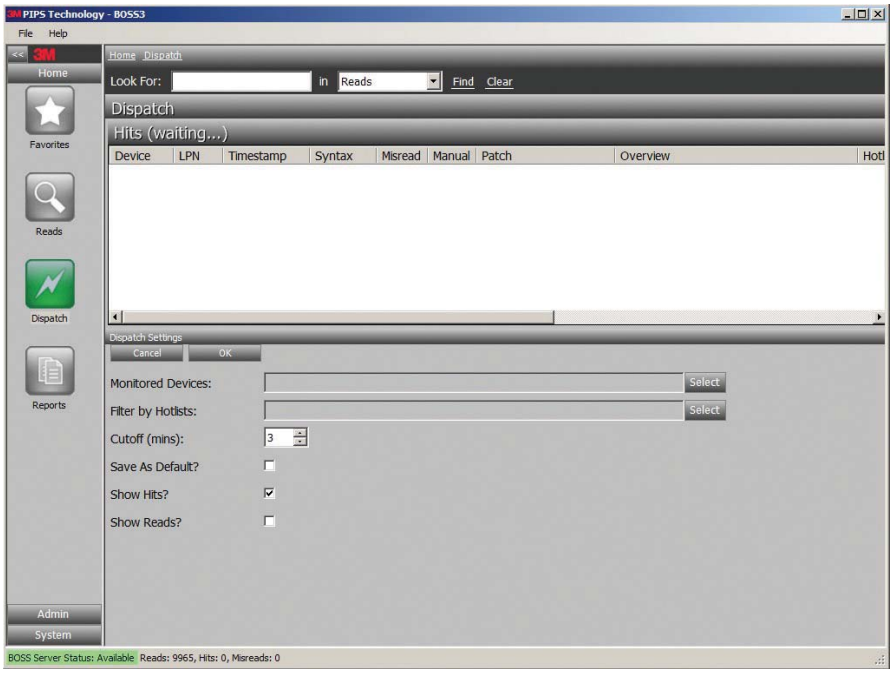
The Dispatch screen is a tool often used by first responder dispatchers. It enables them to easily view hits, monitor reads, and correct license plates as they enter the BOSS system. The information displayed is as near to real time as possible. For ease of viewing, there are three configurations that can be set:

- If only the hits are set to display, they will appear on the whole screen.
- Similarly, if only the reads are set to display, they will appear on the whole screen.
- If the dispatcher is monitoring both hits and reads, then the hits will be displayed on the top half of the screen and the reads will be displayed on the bottom half.

10.1 Dispatch Settings

Dispatch Settings allow you to choose the information shown on the Dispatch screen.

1. Select the **Home** category in the Shortcut bar.
2. Click the **Dispatch** shortcut.
3. Click the **Settings** button in the bottom of the Browse/Edit area.



4. The following settings are available on the Dispatch screen. Change these settings as desired:

   Monitored Devices – Camera sources can be selected or deselected from a pick list to control which ones will supply reads (and resulting hits) to the Dispatch screen. Individual dispatchers can focus on particular camera inputs by selecting/deselecting any combination of sources (one, multiple, or all) for monitoring.

   In large BOSS systems, it may not be practical for a single dispatcher to monitor all sources simultaneously. An organization may choose to assign individual dispatcher personnel to different sources or may select to focus on particular sources during certain time periods or events.

Filter by Hotlists – Hotlists may be selected to only show hits from designated hotlists. If there are no hotlists selected, hits from the monitored devices will be displayed.

Cutoff (mins) – The cutoff setting determines how current from the present time a hit or read must be in order to display on the dispatch screen This setting determines the number of minutes before data is discarded from the on-screen display. The maximum time is 10 minutes.

Save As Default – If checked, the current settings are saved and restored the next time the user logs in. Note that selected devices will always default to the devices where the user is configured to receive notifications in the Hotlist settings. *See additional information on notifications in Section 7.1.1, Configuring Basic Hotlist Settings.*

Show Hits? – If checked, hits will display in rows in the top section of the Dispatch screen as they occur. If this option is deselected, rows of hits are not displayed in this section of the Dispatch screen. However, pop-up alerts will still display for hits, regardless of this setting.

Note: If the **Alert Toggle** button is set to the **Off** position, hits and reads will not display in the Dispatch screen. *See Section 9, Alerts, for additional information.*

Show Reads? – If checked, all reads included in the devices selected in the Monitored Devices field display in the dispatch screen. By default, this option is not selected.

Note: Monitoring reads may slow down the BOSS server. It is recommended that reads are only monitored for diagnostics purposes.

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5. Click the **Save** button for the changes to take effect.

10.2 Dispatch Hits

For each row, the columns displayed are:

Device – The device where the read originated.

LPN – The license plate characters read in by a camera or manually entered by a user.

Timestamp – Date and time when the read occurred.

Syntax – The state or region of the plate, if available.

Misread – If checked, indicates that the hit resulted from a read that was marked as a misread.

Manual – If checked, indicates that the hit resulted from a manual entry (put in by a BOSS user).

Patch – A thumbnail image of the license plate.

Overview – Color overview picture of the vehicle.

Hotlist – The name of the hotlist from which the hit occurred.

Field1 … Field5 – Fields originating from the hotlist. The content and meaning of these fields vary depending on the composition of the hotlist.

PNC/DL – This field can be used for a driver's license (DL) number in US installations, but primarily used in United Kingdom installations for storing the UK Police National Computer identification number.

10.2 Dispatch Hits *(continued)*

Info – Commonly contains additional text associated with the hit record. When the hotlist source contains additional fields, the information from those fields is all stored in this one field.

Priority – Priority assigned to the hotlist, with a lower number being given a higher priority.

Annotation – Notes associated with the read. Annotations are entered by BOSS users.

10.3 Dispatch Reads

For each row, the columns displayed are:

Device – The device where the read originated.

LPN – The license plate characters read in by a camera or manually entered by a user.

Syntax – The state or region of the plate, if available.

Timestamp – The date and time when the read occurred.

Patch – A thumbnail image of the license plate.

Overview – Color overview image of the vehicle.

Misread – If checked, indicates that this record was marked as a misread.

Hit – If checked, indicates this read resulted in a hit.

Manual – If checked, indicates this read was input manually by a BOSS user, rather than originating from a device.

Annotation – Notes associated with the read. Annotations are entered by BOSS users.

10.4 Manual Entries

There may be times when a read must be manually entered or when a camera does not correctly read a plate. For example, if there was an obstruction between the camera and the plate, then characters may be missed in the read. For this reasons, manual entries can be completed by an authorized user via the Dispatch screen.

10.4.1 Adding a Manual Read

1. From the Dispatch screen, click the **Add** button. The Manual Entry screen appears in the lower half of the Browse/Edit area.

Note: The **Add** button will only be present if the logged in user has the Edit Access permission to reads.

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2. Enter the plate characters in the LPN field.
3. Click the **Select** button to the right of the disposition field.
4. Select the desired disposition(s) and click the **Save** button to complete the selection.
5. Click the **Save** button to finish saving the manual entry. If the “Manual Entries” device is not being monitored, the manual entry will not appear in the Dispatch screen.

10.4.2 Correcting Reads

1. In the Dispatch screen, double-click on the read to be corrected. The Manual Entry screen appears in the lower half of the Browse/Edit area.
2. Enter the plate characters in the LPN field.
3. Click the **Select** button to the right of the disposition field.
4. Select the desired disposition(s) and click the **Save** button to complete the selection.
5. Click the **Save** button to finish saving the corrected entry.

11 Querying Stored Data

The Reads screen allows for searching and viewing past read records on a local server or on a remote server that has granted access. Reads can be quickly searched by entering a license plate number. This screen also allows for more advanced queries where data can be filtered based on additional fields such as date ranges, location, and radius. Additionally, the Reads screen allows you to perform multiple queries with the use of tabs.

For the queried results returned, there are no limits to the number returned from a local server. To limit the impact on outside systems, there is a limit of 1,000 records returned from a remote server. A maximum of 1000 records will be displayed per page.

Note: Depending on factors such as the size of the BOSS database, the speed of the server, the bandwidth of the connection between client and server, and the parameters of the query, there may be a delay before the results are displayed. A status bar will display that shows that the query progress.

11.1 Wildcards

Wildcards are special characters that represent any alphanumeric character and can be used in searches and queries. Wildcards can make finding a match easier because they can define a portion of the criteria to be ambiguous. Wildcards supported in BOSS are described in the following table.

WILDCARD USED	REPRESENTS
a%	Any values that start with the letter “a”
a	Any values containing “a”
% or *	Any/all values
a_	Any values that are exactly two characters long and start with “a”
_a*b	Any values that have “a” as the second letter and end with “b”
[abc]*	Any values that start with “a”, “b” or “c”

11.2 Quick Search Bar

The Quick Search bar is always visible and available on the top of the BOSS screen regardless of the category or shortcut currently selected. This feature allows for quick, simple searches of various BOSS data.

1. Type the value to search for in the Look For field. This value can include wildcard characters. Multiple values can be entered separated by a comma (e.g., ABC123, XYZ234). However, wildcard values cannot be used when searching for multiple values.
2. In the “In” drop-down box select an area to search. The available options are **Reads**, **Hotlists**, **Users**, **Group Users**, **Groups**, **Devices**, and **Sites**. These areas are described below.
3. Click the **Find** link to initiate the search. The results will be displayed in the Browse/Edit area of the screen.

11.2.1 Quick Search Fields

When performing a query using the quick search feature, keep in mind that the search is performed in one significant area that can be selected. The search is then run against the significant field in that area, not all fields in that area. For example, when performing a quick

search in Users, the text entered is compared against the Username field of all user records. However, it is not compared to the display names for users. The following is a list of the fields used in the Quick Search:

SEARCH IN AREA	FIELD USED FOR SEARCH
Reads	LPN
Users	Username
Groups	Group Name
Site	Site Name
Hotlists	Hotlist Name
Group Users	Group Name
Devices	Device Name

11.3 Query Result Navigation Icons

Just above the query results are navigation icons that facilitate moving through the data results. These icons can be very useful for larger result sets, providing an easy way to move through records.



Move to the very beginning of the data results, i.e., the first record.



Move backward through the data results.



Move forward through the data results.



Move the very end of the data results, i.e., the last record.

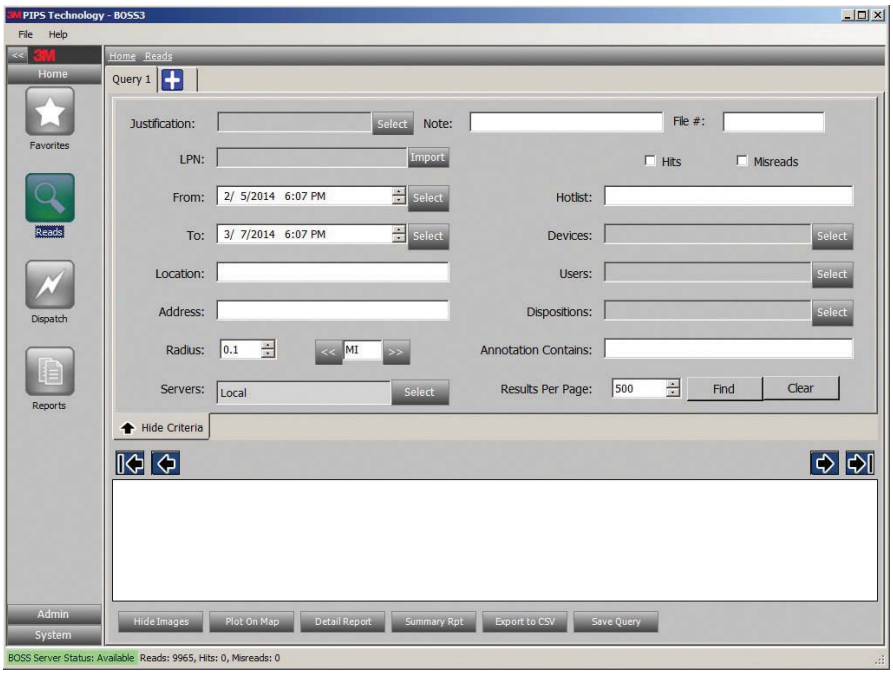
11.4 Advanced Reads Queries

The Reads screen allows for searching and viewing past read records. Reads can be quickly searched by entering a license plate number. The Reads screen also allows for more advanced read queries where data can be filtered based on additional fields such as date ranges, location, or radius. As indicated earlier, a maximum of 1000 records will be displayed.

11.4.1 Performing an Advanced Reads Query

1. Select the **Home** category on the Shortcut bar.
2. Click the **Reads** shortcut.
3. Enter desired query criteria *(see the following section, 11.4.2, Entering Advanced Reads Query Criteria)*. All fields do not have to be filled in. Leaving a query field blank simply means there will be no filtering on that field.
4. Click the **Find** button to run the query.

11.4.2 Entering Advanced Reads Query Criteria



The query criteria fields are:

LPN – Full or partial (using wildcards) license plate number.

From – The start date and time for reads to be retrieved. Either click the **Select** button to display a calendar for quick selection, or type in the date.

To – The end date and time for reads to be retrieved. Either click the **Select** button to display a calendar for quick selection, or type in the date.

Location – The location as entered in the LPCS application *(see the 3M License Plate Capture Software User's Manual for more information)*.

Near Address – An address to use as the center of a radius search. The address format depends on the mapping system used but typically street name, house number, city and state, or zip code can be entered.

Radius – When a Near Address filter is entered, the search radius from the center point **must be** entered here.

Servers – Information can be queried from one or more remote BOSS servers. Click the **Select** button to display a list of authorized BOSS servers.

Justifications – Select the justification that best describes the purpose for the query being performed. This field will only be displayed if Justifications have been enabled in the System Parameters. *See Sections 15.3.2, List of BOSS System Parameters, and 15.7, Justifications, for more information.*

Justification Note – Enter any additional information necessary to more accurately document the query being performed. This field will only be displayed if Justifications have been enabled in the System Parameters. *See Sections 15.3.2, List of BOSS System Parameters, and 15.7, Justifications, for more information.*

Hits Only – If checked, only hits are queried.

Misreads Only – If checked, only reads that are marked as misreads are queried.

Hotlist – A search on hits can be limited to a specific hotlist, which can be entered here.

Devices – A query can be narrowed to reads originating from a particular device. Click the **Select** button to display a list of devices, select one or more.

Users – A query can be narrowed to reads originating by a particular user. Click the **Select** button to display a list of users and select one or more.

Note: The username can also be typed in.

Dispositions – A query can be narrowed to reads with a particular disposition. Click the **Select** button to display a list of dispositions. Then select one or more dispositions.

Annotation Contains – If text is entered in this field, only reads that contain the text in the annotation field are queried.

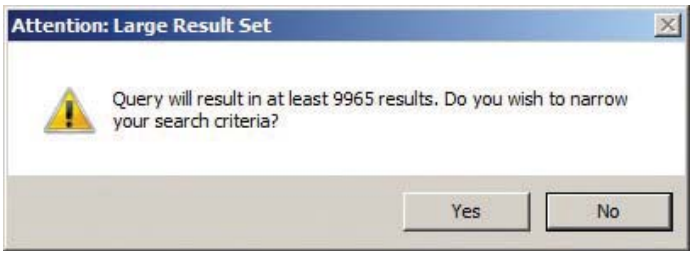
Results Per Page – The maximum number of reads that will be displayed. The default is 500, the maximum is 1,000.

Clear – If clicked, the fields on the current tab will be returned to their default values.

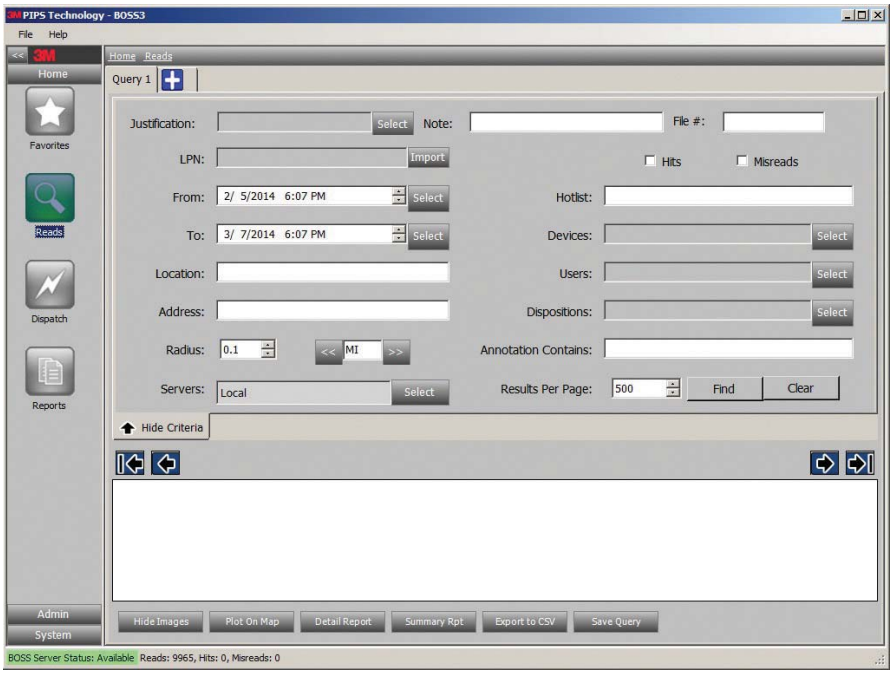
11.4.3 Managing Query Results

With the ability to obtain any number of results from a local server comes the option to narrow the potential results to be returned. If a large number of results will be returned based on the criteria entered, a message is displayed asking if the search criteria should be narrowed. If you select **Yes**, the search criteria is redisplayed offering the chance to make any necessary changes to reduce the results. If you select **No**, the query is performed based on the current criteria selections.

Note: A large number of results can take several minutes to be displayed.



11.5 Multiple Query Tabs



With Query tabs, users can perform multiple queries at a time. By clicking on the last tab, which contains the plus icon, you can access additional Reads Query screens. Enter the desired search criteria on each new screen to obtain additional information through the varying results. Each query can be given a descriptive name by right-clicking on the tab, and obsolete queries can be removed the same way.

11.6 Cross-Referencing External Data

BOSS allows cross-referencing external data, such as DMV information. To query BOSS based on external information, take the following steps:

1. Create a CSV text file containing the license plate numbers to be cross-referenced. **The license plate number must be in the first field.**
2. Open the Reads Query screen.
3. Click the **Import** button next to the LPN field.



4. Click **Open** to import the plate numbers. A maximum of 50 plate numbers can be referenced at a time. Imported plate numbers will show up in the LPN field:



5. Enter other query criteria, as needed, and click **Find** to run the query.

11.7 Working with Queried Reads

11.7.1 Viewing Query Results

The results of both Quick Searches and Advanced Reads Queries are presented in the same manner.



The columns displayed are:

LPN – The plate text (characters) read in by a camera or manually entered by a user.

Timestamp – The date and time when the read occurred.

Patch – A thumbnail image of the license plate.

Overview – The color overview picture of the vehicle.

Device – The device where the read originated.

Site – The site where the read originated.

Misread – Indicates whether the read was marked as a misread by a user.

Hit – Indicates whether the read is a hit.

Manual – Indicates whether the read was entered manually.

Login – The username logged into the device at the time the read originated.

Location – The location entered in the LPCS system. *See the 3M License Plate Capture Software User's Manual for more information.*

Latitude – The latitude coordinate of the device at the time the read originated.

Longitude – The longitude coordinate of the device at the time the read was originated.

Hotlist – The name of the hotlist that produced the hit.

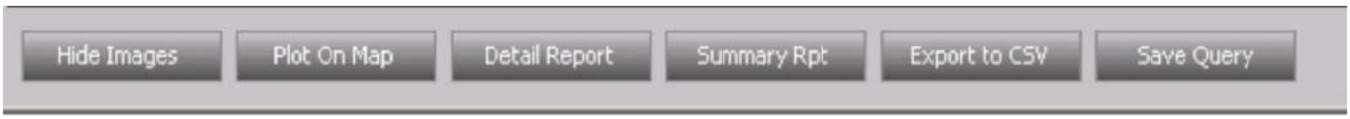
Field1 … Field5, PCNID, Information – Information from the hotlist that produced the hit.

Annotation – Annotations entered for the read.

Server – The name of the server that has provided this information. This can be a local or remote server.

11.7.2 Query Results Actions

There are several button options available at the bottom of the Reads Query Results screen that offers additional uses of the data results.



Hide Images/Show Images – Used to remove the image columns, patch and overview, from the view. This can be done to provide more room for text fields to be displayed. When clicked, the **Hide Images** button's caption changes to **Show Images.** When the button is clicked again, images will again be displayed.

Plot On Map – When clicked, any selected records will be plotted on a map. One or multiple records can be selected by clicking the checkbox in the first column of the record. To select all of the records, click the checkbox in the headings column.

Detail Report – Click to generate a detailed report of selected reads. To select one or more records, click the checkbox in the first column of the record. To select all of the records on the current page, click the checkbox in the headings column. Use the navigation buttons to move to additional pages to select additional records.

Summary Rpt – Click to get a summary report of selected reads. To select one or more records, click the checkbox in the first column of the record. To select all of the records on the current page, click the checkbox in the headings column. Use the navigation buttons to move to additional pages to select additional records. To include all results choose the **All Results** option in the Reads Summary Detail Report option box.

Export to CSV – Click to save the results to a file in a CSV format. Select to save the current page or all results provided. Use the navigation buttons to move to additional pages to select additional records.

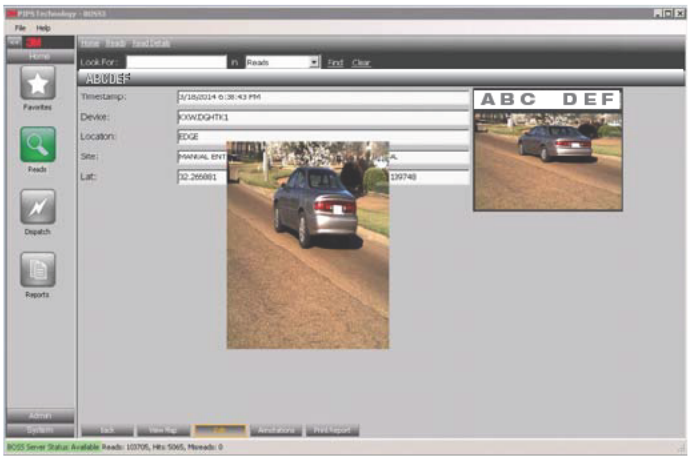
Save Query – Click to save the query criteria as a favorite for future use. *See Section 11.8, Favorites, for more information.*

11.7.3 Viewing Read Details

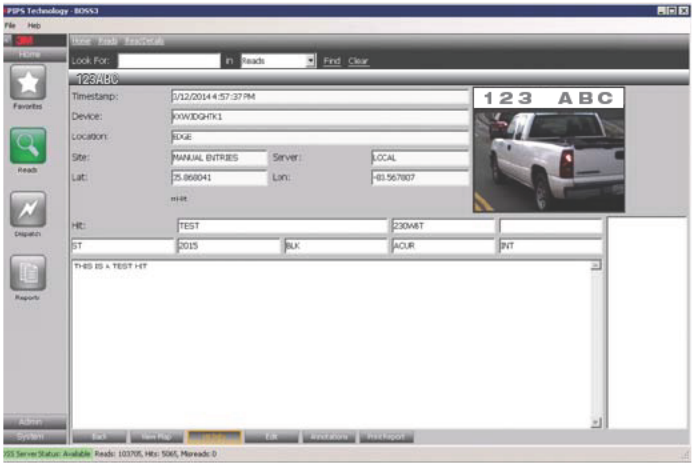
Click a row in the query results to view the details of the record.



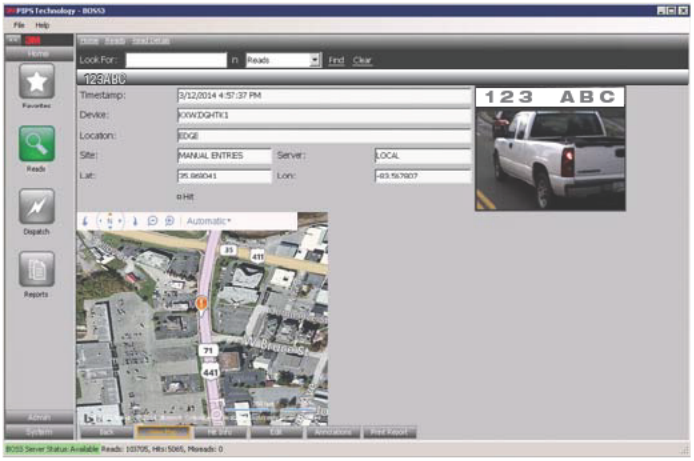
The Read Details screen displays the license plate text in the title. The timestamp, originating device, site, and geographical coordinates are displayed below. The plate patch and vehicle color overview images are on the right.



The vehicle color overview picture can be enlarged by clicking on the picture. Use a mouse scroll wheel or the cursor up and down keys to resize the image. Left-click on the enlarged image to close. Right-click on the image to copy the image to the Windows Clipboard.

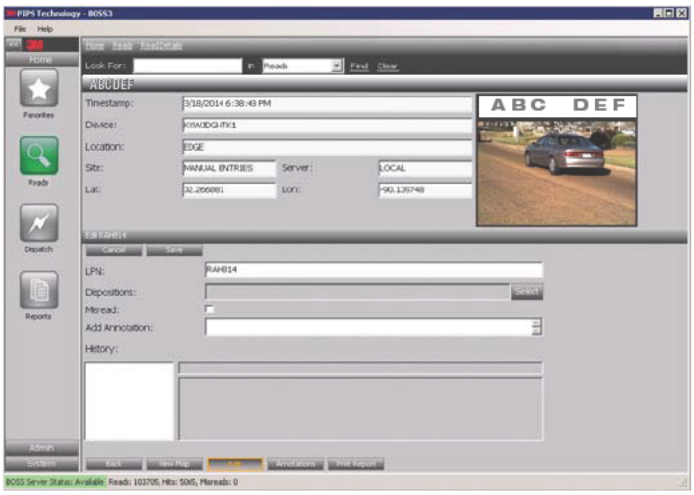


If the read is a hit, details of the hit can be displayed by clicking on the **Hit Info** button at the bottom of the screen.



A map plotting the location where the read occurred can be displayed by clicking on the **View Map** button.

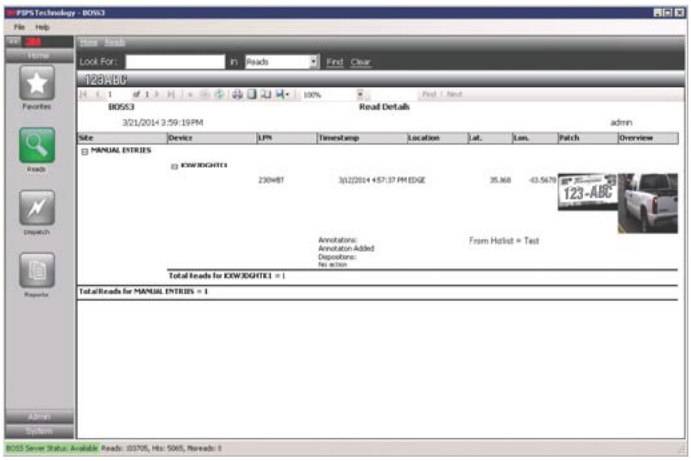
11.7.3 Viewing Read Details *(continued)*



Use the **Edit** button to correct the plate text and/or assign a disposition and annotation to the read. Click on **Save** to save the changes. The plate text can also be marked as misread if the read information is found to be incorrect.



Annotations associated with the read can be viewed by clicking on the **Annotations** button.



A report containing the read's details can be printed by clicking on the **Print Report** button.

11.8 Favorites

Favorites are read queries that use specified criteria, which have been saved. Favorites can be reused, which allows the user to quickly perform frequently needed queries without having to define the parameters each time. Favorites are specific to each user.

11.8.1 Creating a New Favorite

1. Select **Home** on the Shortcut bar to access its icons.
2. Click on the **Read** shortcut.
3. Enter the desired query parameters in the Browse/Edit area (e.g., data range, location, radius, servers).
4. Click the **Go** button to run the query.
5. When the query results window appears, click the **Save Query** button.
6. A dialog box will appear, prompting for a name. Enter a descriptive name for the new favorite.
7. Select the **Use Relative Date Range** option if desired.

   Use Relative Date Range Option – If this option is selected when saving a query, and when the resulting favorite query is run in the future, it will use a From and To date and time range relative to the From and To date and time entered for the original query. It will not use the actual range entered in the original query. Also, it is important to remember that the time span between the From and To date and the time range used is relative to the date and time when the original query was run.

   Consider a query that is saved as a favorite and originally defined on 8/9/20xx to search reads between 8/02/20xx and 8/8/20xx (the prior week). If the Relative Date Range option is selected, the query is saved to always run against the prior week rather than those actual dates. If the Favorite option is invoked on 12/3/20xx, it will return results from 11/26/20xx through 12/2/20xx. It is important to note that the results will be relative to the actual time of the original query and when it is rerun. Suppose you run a query at 5 pm today to search for reads occurring between 9 am and 5 pm and save it as a favorite. When you run the query again tomorrow, it will search for reads that occurred eight hours **before** the current time, which may not necessarily fall between 9 am and 5 pm.
8. Click **OK** to complete. The query definition is now saved as a favorite and can be accessed at any time.

11.8.2 Activating a Favorite

1. Select the **Home** category in the Shortcut bar (if not already selected).
2. Click the **Favorites** shortcut.
3. A listing of all favorites is displayed in the Browse/Edit area.
4. Click the desired favorite. (The selected favorite will be highlighted in yellow.)
5. Click the **Go** button in the bottom area of the Browse/Edit area.
6. The query results will appear in the Browse/Edit area.

11.8.3 Deleting a Favorite

1. Select the **Home** category in the Shortcut bar (if not already selected).
2. Click the **Favorites** shortcut.
3. A listing of all favorites is displayed in the Browse/Edit area.
4. Click the desired favorite. The selected favorite will be highlighted in yellow.
5. Click the **Delete** button in the bottom area of the Browse/Edit area.
6. Press **Yes** to confirm deletion.

12 Reports

Several reports are included, automatically, with a new BOSS installation. These reports are available for use as soon as a BOSS Administrator assigns role permissions to the reports.

12.1 Running a System Report

1. Select the **Home** category on the Shortcut bar.
2. Click the **Reports** shortcut.
3. The Browse/Edit area will display a list of available reports. (Reports to which the user does not have permissions are not displayed.)
4. Click the desired report. The selected report is highlighted in yellow. Parameters for the report appear in the bottom of the Browse/Edit area.
5. Select **Date Range**. All reports call for From and To dates to define the time range for the report data. By default, the values in these fields define a report for the most recent two weeks. You can change these dates by typing different information into these fields, using the **Up/Down** arrow keys to the right of the field or by clicking the **Select** button to the right of the field and selecting a date on the calendar and then clicking the **Save** button.
6. Some reports also permit you to filter report results by user(s). For example, the pictures report, which reports pictures taken in LPCS, allows you to define one or more users to report on.
7. Once desired parameters are selected for the report, click the **Go** button. The report screen immediately displays, indicating that the server is generating the report until results are displayed.

12.2 Viewing and Printing Reports

The Report screen displays the date and time the report was generated and the title of the report in the heading area. When you place your mouse above a shortcut on the Report Shortcut bar, a label appears indicating what the shortcut button does. Note that some of the buttons on the Shortcut bar are not relevant to BOSS reports and are therefore disabled.

The Report Results Shortcut bar icons are as follows:



First Page – Return to the first page of the report.

Previous Page – Go to the previous page of the report.

Page Input – In this text box, type in a particular page number to bring up on screen.

Next Page – Go to the next page of the report.

Last Page – Go to the last page of the report.

Stop Rendering – This button can be used to cancel the report processing. This can be helpful if a large report was initiated, but is no longer desired.

Refresh – Refresh the report using the most current BOSS data.

Print – Print the report.

Print Layout – Toggle between available print layouts.

12.2 Viewing and Printing Reports *(continued)*

Page Setup – Choose among the options for standard page setup, such as page orientation, and paper size.

Save As – Excel/PDF/Word – Save the current results to a Microsoft Excel (.xls), an Adobe Portable Document Format (.pdf) or a Microsoft Word (.doc) document.

Width Zoom Setting – This drop-down list allows you to select a zoom view for the report results on the screen.

12.2.1 Viewing the Login Statistics Report

1. Select the **Admin** category on the Shortcut bar.
2. Click the **Devices** shortcut.
3. Click the **Logs** button at the bottom of the screen.



4. Click **Go** to view the Login Statistics Report.

   Begin Date – Select the start date for the report.

   End Date – Select the end date for the report.

   Selected Users – Select the users to include in the report. Click the **Select** button. Click the checkbox of the desired user. Click on the **Save** button.

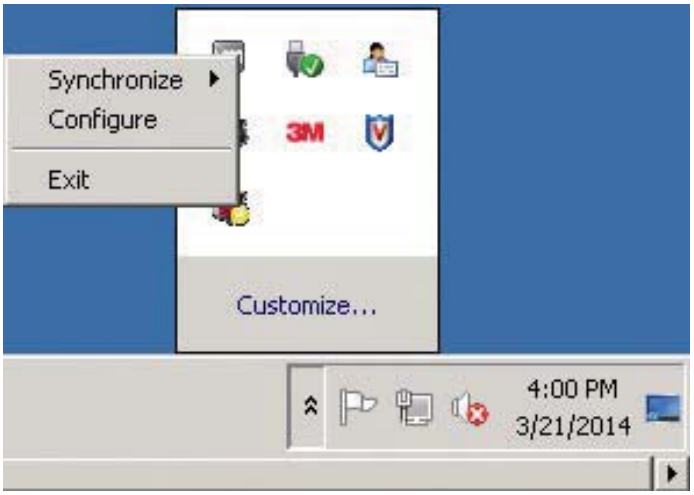
13 Client Tools

The Client Tools utility is used to transfer any necessary files needed for a shift from BOSS to an LPCS system that is being run in the Disk Sync mode. After the completion of a shift, Client Tools can then be used to transfer read data files captured during a shift into BOSS. The utility is configurable and processes files stored on a local, network, or USB flash drive. Like Smart Client, the Client Tools utility does not have to be run on the BOSS server; it can be configured to access the server via an IP Address.

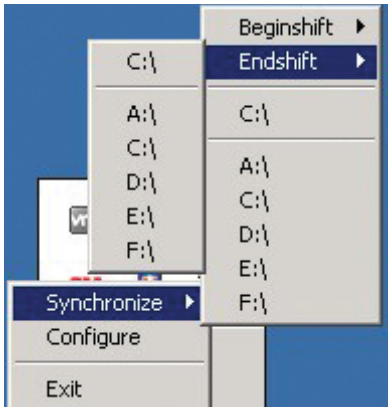
Client Tools does not have a customary interface. Once the utility is started, the Client Tools icon will appear in the Windows System Tray.

Before use, Client Tools must be configured, which is described in Appendix 17. Once the Client Tools has been configured, it can now be used to synchronize information between BOSS and LPCS:

1. To start, right-click on the **Client Tools** icon.



2. Select **Synchronize.** The next menu displayed is divided into three sections.
   a. The first section allows the user to select either **Create Begin Shift Files or Synchronize End Shift Files.** When either option is selected, the next menu is displayed. It is divided into two sections; it is the bottom two sections of the previous menu and functions the same way.
   b. The second section displays the path defined during configuration. This is a shortcut to perform Begin Shift and End Shift at the same time, storing the Begin Shift files in the defined location and processing the End Shift files at the defined location. If there are no End Shift files to process, this feature will be complete after the Begin Shift file is created. No error message will be displayed if the End Shift files are not found.
   c. The last section lists the drive letters currently on the workstation. If one is selected, Client Tools will perform a Begin Shift first and store the files at the root of the drive selected. Then Client Tools will check to see if there are End Shift files at that location. If found, the files will be processed. If not found, the synchronization process is complete. No error message will be displayed. This is an additional option if the configured drive is not currently available.



Note that once End Shift files have been processed, they are deleted.

14 Archiving Data

It is possible to archive reads that have accumulated in the BOSS database. Based on settings that are configurable in System Parameters, reads that meet the specified criteria are transferred from the main BOSS database to an archived BOSS database. *(See Section 15.3.2, List of BOSS System Parameters, for additional information on configuring this feature.)*

Once enabled, this process is handled by the BOSS server. There should be no noticeable difference to a user logged into a BOSS Smart Client when reviewing or reporting on stored reads. The only indication in the BOSS Smart Client that reads have been archived will be on the BOSS Home screen. The user will be able to see a calculable difference between the reads and hits counts compared to the total reads and total hits counts. The difference between the values will be the number of reads and hits stored in the archived database.

15 System Settings

15.1 Sessions

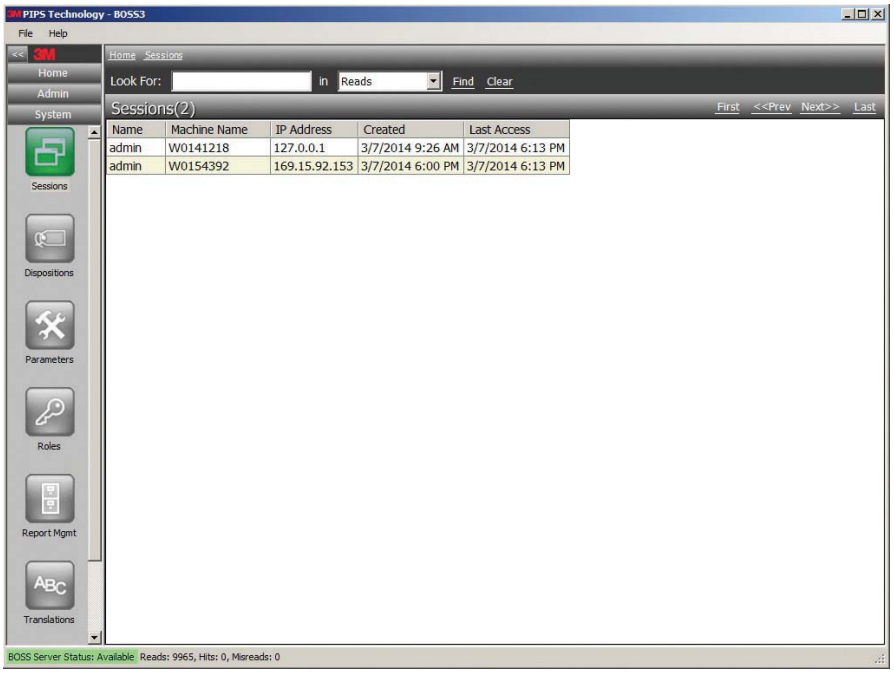
The Sessions screen allows for viewing the current list of logged-on BOSS users. Each login on each computer utilizes a concurrent license of the software. Since BOSS is licensed per concurrent active session, a BOSS Administrator may need to have a session disconnected in order to release a session license. A BOSS Administrator can force a session disconnect in the Sessions screen.

Note: BOSS allows a single "admin" login to access BOSS even if the number of concurrent sessions has been exhausted. *Please see Section 2.1, BOSS Administrator Login, for more information about the "admin" username.*

15.1.1 Viewing and Disconnecting Sessions

1. Select the **System** category on the Shortcut bar.
2. Click the **Sessions** shortcut. A list of current user sessions appears in the Browse/Edit area.
3. The heading in the Browse/Edit area indicates the total number of current sessions.
4. Click on a session to see details in the bottom half in the Browse/Edit area.
5. To disconnect, click the **Disconnect** button that appears in the detail area, and click **OK.**

Note: You cannot disconnect your own session in this manner. To disconnect your own session, simply log off the BOSS application.



15.1.2 Workstation Power Management and Sessions

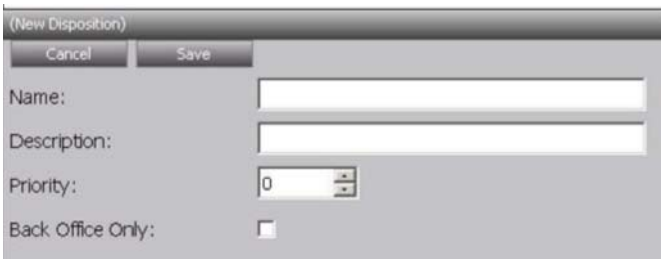
Using Windows Power Management to hibernate or suspend a workstation running the BOSS Smart Client will cause the session in BOSS to be terminated after five minutes. When the workstation is resumed from hibernation or a suspended state, the user will have to log in to BOSS again.

15.2 Dispositions

Dispositions are pre-defined classifications that can be assigned to hits. “Arrest Made,” “Vehicle Recovered,” “Surveillance Established” are examples of dispositions. A BOSS Administrator is able to define any number of dispositions for her system. Users can then use those dispositions to specify the action taken or the status of the hit. A new BOSS system will have a Default Disposition category that includes one disposition of “No Action.” Additional categories can be defined as needed.

15.2.1 Defining a New Disposition

1. Select the **System** category on the Shortcut bar.
2. Click the **Dispositions** shortcut. A list of all current dispositions appears in the top of the Browse/Edit area.
3. Click the **New** button in the bottom of the Browse/Edit area.
4. Enter a name for the disposition. If adding it to the default category, simply enter the name of the disposition. If adding it to a new category, the format of the name should be [Category : Disposition Name], i.e., **Auto :Vehicle Recovered.**
5. Enter a **Description** for the new disposition.
6. Specify a **Priority** for the disposition. (A lower number means a higher priority.)
7. Select the **Back Office Only** option if the disposition should not be available only in the Correct Reads screen in BOSS, and not exposed in LPCS.



15.2.2 Deleting a Disposition

1. Select the **System** category in the Shortcut bar (if not already selected).
2. Click the **Dispositions** shortcut.
3. A list of all dispositions is displayed in the Browse/Edit area.
4. Click the desired Disposition. The selected disposition will be highlighted in yellow.
5. Click the **Delete** button in the bottom area of the Browse/Edit area.
6. Press **Yes** to confirm deletion.

15.3 System Parameters

System Parameters allow for configuration parameters for a BOSS system. System parameters only need to be configured during initial system configuration and normally do not need to be modified again after that.

15.3.1 Editing System Parameters

1. Select **System** from the left Shortcut bar.
2. Click on the **Parameters** button in the Shortcut bar.
3. Click on the desired parameter in the right Browse/Edit window. The bottom pane of the Browse/Edit window will display the entry field for the selected parameter.
4. Modify the parameter value as desired and click the **Save** button.

15.3.2 List of BOSS System Parameters

arc_ActiveRetentionDays – This setting dictates how long reads will be maintained in the BOSS database. After reads have been stored for this time, they will be moved to the archived database, creating space for additional reads in the main database. The default setting is 730 days but can be varied based on the size and needs of the system.

arc_ArchiveDBRetentionDays – This setting dictates how many days to retain an archived database. After an archived database has been stored for this time it will be removed, creating space for additional archived databases. The default setting is 0 days, which indicates that the archived databases will never be removed, but the number of days can be modified based on the size and needs of the system.

arc_DatabaseLocation – This setting allows the user to specify where the archived databases should be saved. A blank entry will save them in the SQL default location.

arc_Enabled – To allow the BOSS server to archive aged reads and free up space, enable archiving by setting this to 1. When archiving is not desired, this setting should be 0.

arc_EndOfMonthCutOff – This setting forces a restriction on the size of the archived databases, so that nothing will be added after the end of each month. The default setting is disabled (0). To enable the setting, change the value to 1.

arc_MaxSize – This setting allows the Administrator to determine the number of reads that can be stored in the archived database. The default value is 1 million and can be varied based on the size and needs of the system. Once an archived database has reached this maximum number of records, a new archived reads database will be created.

audit_Justification_FileNumberRequired – When this setting is enabled (1), users performing read queries are required to enter a file number.This information will also be listed in the audit report. The default setting is disabled (0).

audit_Justification_NotesRequired – When this setting is enabled (1), users performing read queries are required to enter a justification note. This information will also be listed in the audit report. The default setting is disabled (0).

audit_JustificationEnabled – When this setting is enabled (1), users performing read queries are required to select a pre-defined justification. This information will also be listed in the audit report. The default setting is disabled (0).

data_CaptureUsageStatistics – When this setting is enabled (1), information sent from a LPCS device that has been modified due to Privacy settings will still be utilized to generate usage statistic reports. The default setting is disabled (0).

hls_HotListDeltas – When this setting is enabled (1), updated hotlists will be deployed in full. Changing the setting to disabled (0) will cause only the changes made in the updated hotlists to be deployed.

15.3.2 List of BOSS System Parameters *(continued)*

Proxy_uri/proxy_username /proxy_password/proxy_domain – These settings are only necessary if there is a proxy server involved that requires authentication for connection. Enter a valid Uniform Resource Identifier (URI), username, password, and domain in the associated fields to allow communication through the proxy server. Consult the network Administrator for proxy authentication information

purge_Minutes – This setting is the time, in minutes, between each session of purging or archiving. The default value is 15 minutes and is configurable to any value of 1 minute or greater.

purge_ReadCount – This setting is the number of records to be processed by the purging or archiving process per session. It can be any value, but setting it according to system limitations is recommended because the process can be resource intensive if set too high.

readQuery_fromDate – This setting allows the user to adjust the default From date on the Reads Query screen. Any value can be entered and it is used to decrement from today. Example – a value of 7 would result in a From date seven days earlier than today.

readQuery_toDate – This setting allows the user to adjust the default To date on the Reads Query screen. Any value can be entered and it is used to incremented from today. Example – a value of 7 would result in a To date seven days later than today.

rq_ReaperHours – This setting manages how long to retain a temporary database table created when running certain read queries. This allows the user to continue to review the results of those queries for a longer time. The default is a minimum of 48 hours, and there is no maximum value.

smtp_SenderName – In order for the BOSS server to send alerts to email addresses, the SMTP settings must be configured correctly. The SMTP sender field should contain the username that will appear in the From field on an email generated by the BOSS system.

smtp_Server – The name or IP address of the SMTP server should be entered here. The name or address used here must be one by which the SMTP server can be reached from the BOSS server. This field must be populated correctly in order for the BOSS system to send any alerts to email addresses.

smtp_UserName/smtp_password – The SMTP username and password fields should contain a valid SMTP username and associated password for sending alerts through the SMTP (email) server. Normally, a BOSS Administrator coordinates with his SMTP Administrator to create a special SMTP user that will be used exclusively for BOSS alerts.

smtp_SSL – If Secure Sockets Layer (SSL) is used on your SMTP server, the value of this field should be set to 1. If you do not use SSL, this field should be set to 0.

smtp_SubjectTemplate /smtp_AlertTemplate – These fields allow a BOSS Administrator to customize the verbiage in an alert email subject line and message body using any combination of static text and field variables from the hit that generated the alert. Each field (from the hit) is enclosed in brackets.

smtp_SubjectTemplate – This field sets the subject line of alert emails generated by BOSS.

smtp_AlertTemplate – This field determines the text in the body of the alert email.

For example, the following entry in the smtp_SubjectTemplate field incorporates both static text and a BOSS field variable as well: **BOSS alert FROM [SRC]**

The static text “BOSS alert FROM” will always be constant in each SMTP alert. However, the value of [SRC] will vary depending upon the source device where the hit originated. If the hit originated from a source device named “Camera2,” for instance, the complete subject would read: “BOSS alert FROM Camera2”.

The following tokens can be used in the templates, and for each individual alert they will be replaced with the actual value from the hit record:

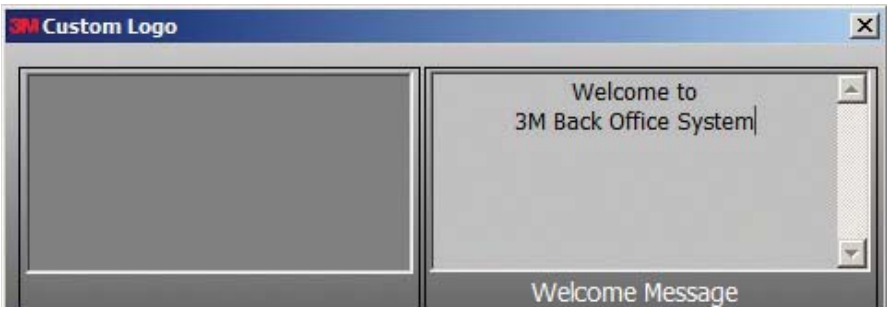


TOKEN	DESCRIPTION
[LPN]	license plate
[STE]	site
[SRC]	device
[LOC]	location
[LAT]	latitude
[LON]	longitude
[HOT]	hotlist name
[FD1]	field1
[FD2]	field2
[FD3]	field3
[FD4]	field4
[FD5]	field5
[PNC]	PNCID/DL
[INF]	information
^	new line

15.3.3 Branding

BOSS allows the BOSS Administrator to upload a logo image and a welcome message that is displayed to BOSS users on the Home screen. To define the image and message:

1. Select **System** from the left Shortcut bar.
2. Click on the **Parameters** button in the Shortcut bar.
3. Click on **Branding.**
4. If needed, click **Default** to remove current custom settings.
5. Pick the desired logo image using the **Browse…** button.
6. Type in a message in the Welcome Message box.



Browse – Select an image file (JPEG, GIF, BMP) to be displayed on the home screen. The largest recommended image size is 120 by 380 pixels.

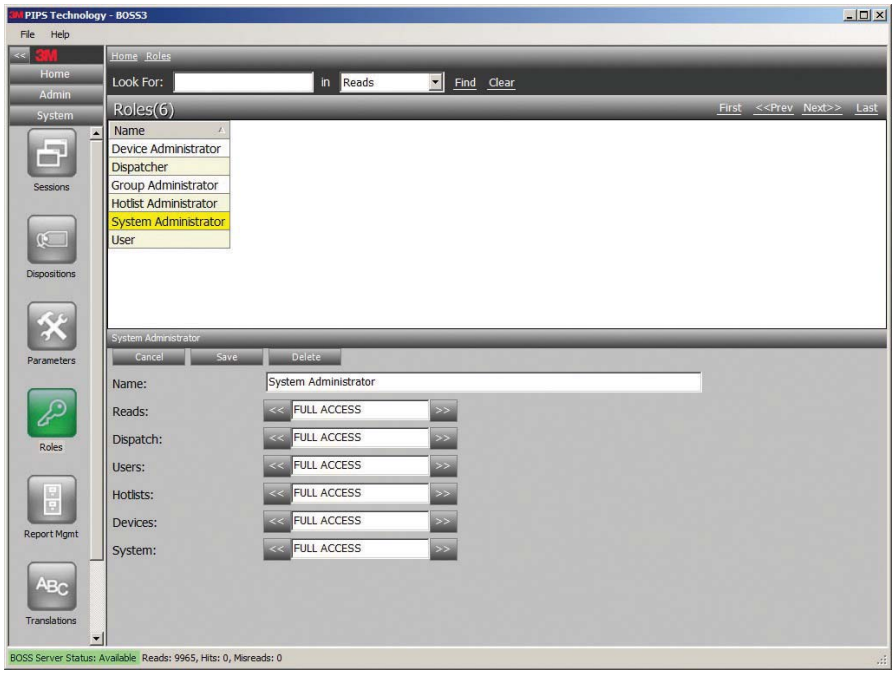
Default – Remove the custom logos and texts.

Welcome Message – A custom welcome message can be typed in here.

7. Click **OK** to save changes, or Cancel to discard changes.

15.4 Roles

In addition to the default roles that are automatically created by BOSS, the Administrator can create and configure custom roles as needed. *See Section 4.2, Permissions, for more information.*



15.4.1 Adding New Roles

1. Select the **System** category on the Shortcut bar.
2. Click the **Roles** shortcut. The Browse/Edit area will display a list of existing roles.
3. Click on the **New** button. The New Role entry window will be displayed in the bottom of the window.
4. Enter the name of the new role and assign the desired permissions.
5. Click the **Save** button.

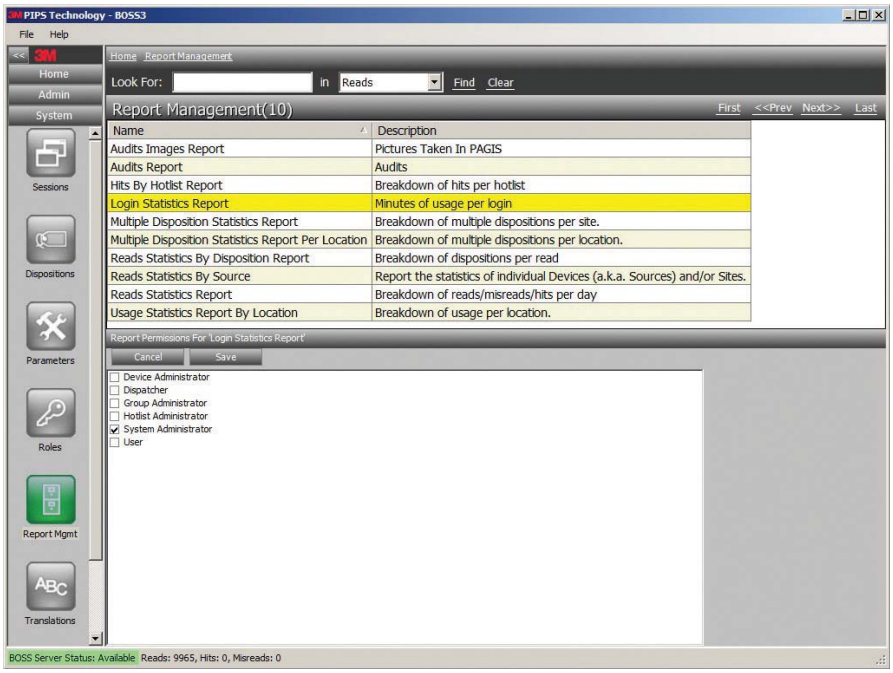
15.4.2 Deleting Roles

1. Select the **System** category on the Shortcut bar.
2. Click the **Roles** shortcut. The Browse/Edit area will display a list of existing roles.
3. Click on an existing role and the edit window will be displayed in the bottom of the window.
4. Click the **Delete** button. Click **Yes** when prompted to complete the operation.

15.5 Report Management

15.5.1 Assigning Permissions to Access Reports

1. Select the **System** category on the shortcut bar.
2. Click the **Reports Mgmt** shortcut. The Browse/Edit area will display a list of available reports.
3. Select a report by clicking the name in the list. The selected report will be highlighted in yellow.
4. Current report permissions for the type of report chosen display in the bottom of the Browse/Edit area. Each BOSS role is listed along with a checkbox. Click a role in the list to select. Click a second time to change an unchecked box to a checked box.
5. After selecting the desired permissions for the report, click the **Save** button.

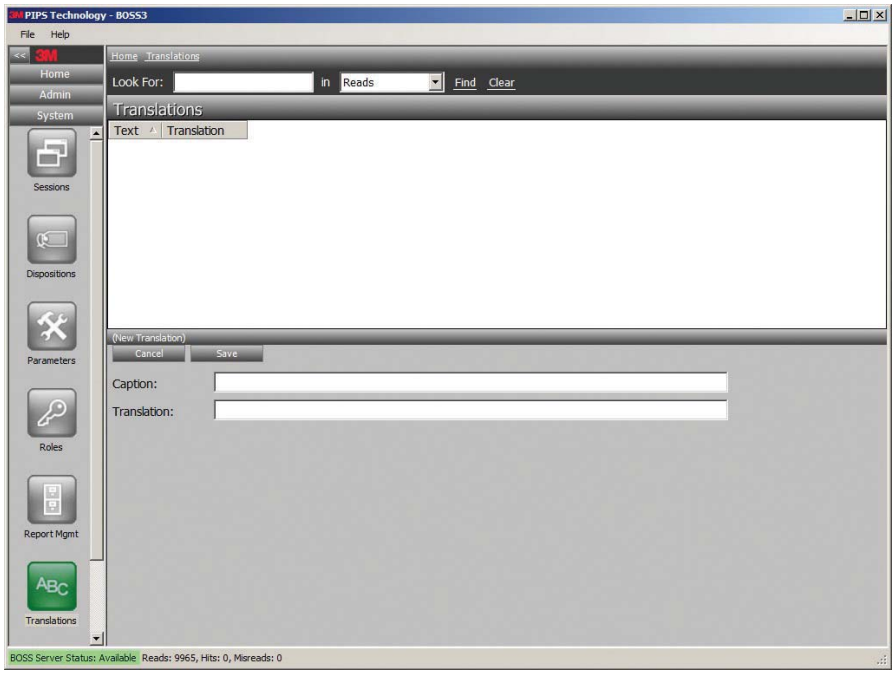


15.6 Translations

Across various organizations and agencies, terminology related to BOSS can differ significantly. For this reason, a new function added in the BOSS version 3 series gives customers flexibility in naming conventions used in the application. The Translations function provides for changing wording on BOSS screens, which allows a customer to tailor screen labeling to correspond to their own vernacular. Text items in the translations editor correspond to labels on BOSS screens. Authorized users can change these text items as necessary.

Note: This feature is not intended as a replacement for language-specific versions of BOSS. *For international versions of BOSS, please contact 3M Technical Support.*

15.6.1 Entering a New Translation



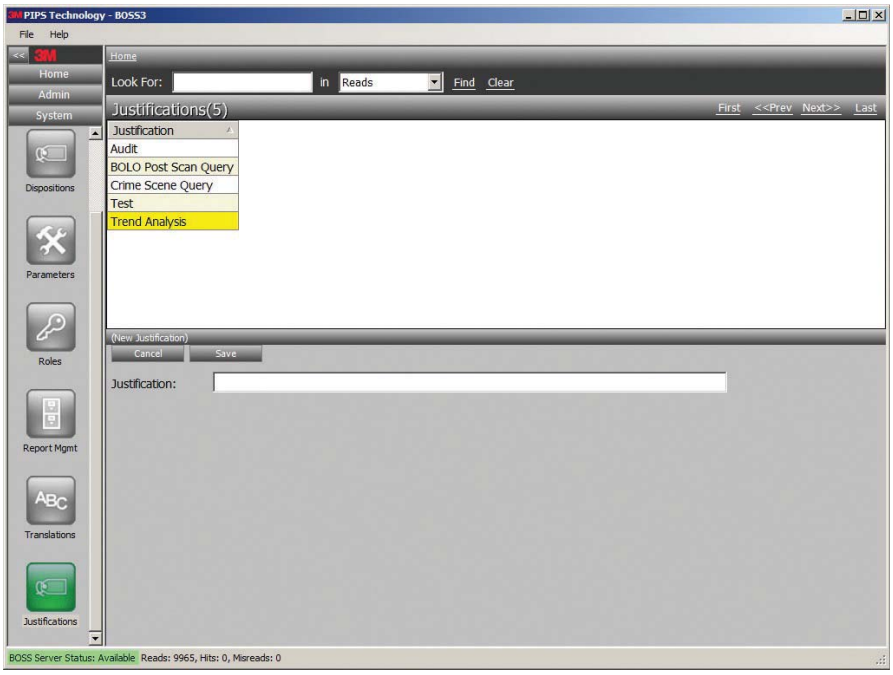
1. Select the **System** category on the Shortcut bar.
2. Click the **Translations** shortcut. A list of all current translations appears in the top of the Browse/Edit area.
3. Click the **New** button and the new Translations Entry screen appears in the bottom area.
4. Enter an existing label from the BOSS application in the Caption field, using the exact case and spelling that normally appears on the screen.
5. Enter the desired replacement text in the Translation field.
6. Click the **Save** button to complete the operation.

Note: The user must log off and on again for translation to take effect in the current session.

For Example: A customer preferring to see a label of “Plate” where the software normally uses the term “LPN” would use the translations feature to create the replacement for their installation. The translation Entry Caption field would contain “LPN,” while the Translation field would contain the replacement term “Plate.”

15.7 Justifications

To ensure that sensitive information is being kept secure, systems can be configured to require that users who are performing queries on reads have a valid reason for doing so. Enabling the audit_JustificationEnabled parameter requires users to justify their reason for querying reads. There are five justifications created by default: Audit, BOLO Post Scan Query, Crime Scene Query, Test and Trend Analysis. These queries will also be documented in audit reports.



15.7.1 Entering a New Justification

1. Select the **System** category on the Shortcut bar.
2. Click the **Justifications** shortcut. A list of all existing justifications appears in the top of the Browse/Edit area.
3. Click on the **New** button. The Justifications Entry screen appears in the bottom area.
4. Enter a justification. There is no validation on the entry for this field.
5. Click the **Save** button to complete the operation.

15.7.2 Deleting Justifications

1. Select the **System** category on the Shortcut bar.
2. Click the **Justifications** shortcut. A list of all existing justifications appears in the top of the Browse/Edit area.
3. Click on the justification to be deleted. The Justifications Edit screen appears in the bottom area.
4. Click the **Delete** button. Click on **Yes** when prompted to complete the operation.

16 Appendix: System Requirements

16.1 *Minimum* System Requirements

Please note that the minimum requirements are the *least* resources needed to run the software. We fully expect 3M Back Office System Software to run in these environments. However, the user may experience periods of slowness. There may also be other environmental factors that could impact the application's performance such as networks, the utilization of resources by other processes, etc.

16.1.1 Smart Client Minimum System Requirements

If the Smart Client is installed on a workstation, the minimum system resources needed for installing and running the 3M BOSS 3.2 or above Smart Client are:

- Pentium-compatible PC at 1.0 GHz
- Windows Vista, Windows 7, or Windows 8
- 1 GB of RAM
- 32-bit SVGA display at 1024 x 768 pixels
- 1 GB of hard drive space
- Keyboard and mouse

16.1.2 BOSS Server Minimum System Requirements

If 3M BOSS 3.2 or above is being run on a dedicated system, the minimum system resources needed for installing and running the BOSS Server are:

- Intel Xeon Quad Core CPU at 2.0 GHz
- Windows Vista, Windows 7, or Windows 8, 64-bit mode
- 8 GB of RAM
- 1 GB of hard drive space
- Microsoft SQL Server 2008 Express Edition, on a separate machine

If 3M BOSS 3.2 or above is being run on the same system as the SQL Server, the minimum system resources needed for installing and running both are:

- Intel Xeon Quad Core CPU at 2.0 GHz
- Windows Vista, Windows 7, or Windows 8, 64-bit mode
- 16 GB of RAM
- 1 GB/20,000 reads of hard drive space
- Microsoft SQL Server 2008 Express Edition, with memory usage constrained

16.1.3 SQL Server Minimum System Requirements

If SQL Server is being run on a dedicated system, the minimum system resources needed for installing and running the SQL Server are:

- Intel Xeon Quad Core CPU at 2.0 GHz
- Windows Vista, Windows 7, or Windows 8, 64-bit mode
- 16 GB of RAM
- 1 GB/20,000 reads of hard drive space
- Microsoft SQL Server 2008 Express Edition

16.1.4 Client Tools Minimum System Requirements

The minimum system resources needed for installing and running the 3M BOSS 3.2 series Client Tools are:

- Pentium-compatible PC at 1.0 GHz
- Windows Vista, Windows 7, or Windows 8
- 1 GB of RAM
- 32-bit SVGA display at 1024 x 768 pixels
- 1 GB of hard drive space
- Keyboard and mouse

16.2 Recommended System Requirements

16.2.1 Smart Client Recommended System Requirements

The recommended system requirements for installing and running the 3M BOSS 3.2 series Smart Client are:

- Pentium-compatible PC at 1.0 GHz
- Windows Vista, Windows 7, or Windows 8
- 2 GB of RAM
- 32-bit SVGA display at 1024 x 768 pixels
- 1 GB of hard drive space
- Keyboard and mouse

16.2.2 BOSS Server Recommended System Requirements

If the 3M BOSS 3.2 or above service is running in a dedicated environment, the recommended system requirements for installing and running the 3M BOSS Server are:

- Intel Xeon quad-core CPU at 2.0 GHz or faster
- Windows Server 2008 Standard Edition in 64-bit mode
- 16 GB of RAM
- SCSI or SAS hard drives at 10,000 RPM

- 1 GB of hard drive space
- Microsoft SQL Server 2008 R2 Standard Edition, on a separate system

If the 3M BOSS 3.2 or above is being run on the same system as the SQL Server, the recommended system requirements for installing and running both are:

- Intel Xeon quad-core CPU at 2.0 GHz or faster
- Windows Server 2008 Standard Edition in 64-bit mode
- 32 GB of RAM
- SCSI or SAS hard drives at 10,000 RPM
- 1 GB/20,000 reads of hard drive space
- Microsoft SQL Server 2008 R2 Standard Edition, with SQL memory usage constrained

16.2.3 SQL Server Recommended System Requirements

If the SQL Server is running on a dedicated system, the recommended system requirements for installing and running it are:

- Intel Xeon quad-core CPU at 2.0 GHz or faster
- Windows Server 2008 Standard Edition in 64-bit mode
- 32 GB of RAM
- SCSI or SAS hard drives at 10,000 RPM
- 1 GB/20,000 reads of hard drive space
- Microsoft SQL Server 2008 R2 Standard Edition

16.2.4 Client Tools Recommended System Requirements

The minimum recommended system requirements for installing and running the 3M BOSS series Client Tools are:

- Pentium-compatible PC at 1.0 GHz
- Windows Vista, Windows 7, or Windows 8
- 2 GB of RAM
- 32-bit SVGA display at 1024 x 768 pixels
- 1 GB of hard drive space
- Keyboard and mouse

17 Appendix: Installation and Configuration

This section is intended for authorized personnel in installation and configuration of a BOSS system. The information in this guide is organized sequentially, in the order that steps would be performed when initially setting up a new BOSS system, with the first section describing the software installation process, and the subsequent sections describing configuration options for a BOSS system.

Upon initial installation of a new BOSS system, the BOSS server application must be configured using the BOSS Controller application. BOSS Administrators may also find the need to modify configuration settings after the system has already been in use. Therefore, the configuration section can be used as an ongoing reference for authorized personnel responsible for maintaining the system.

IMPORTANT NOTE: It is critical that **only an IT Administrator or other knowledgeable personnel** attempt configuration modifications to a BOSS system. Incorrect configuration settings can cause serious issues with operation and/or adversely affect data integrity. When in doubt, you should consult 3M Technical Support before making system configuration changes.

17.1 Installing the BOSS Server Application Files

17.1.1 Running the Installer

This guide assumes that the Microsoft SQL Server 2008 instance for BOSS has already been installed and is available. If the SQL Server is not available, *stop now and continue installation after the SQL Server has been installed.* To install the Microsoft SQL Server, please follow the instructions provided by Microsoft.

Note: 1. It is not recommended that the installation be performed over a remote desktop connection.

2. It is recommended that antivirus utilities be disabled during the install.

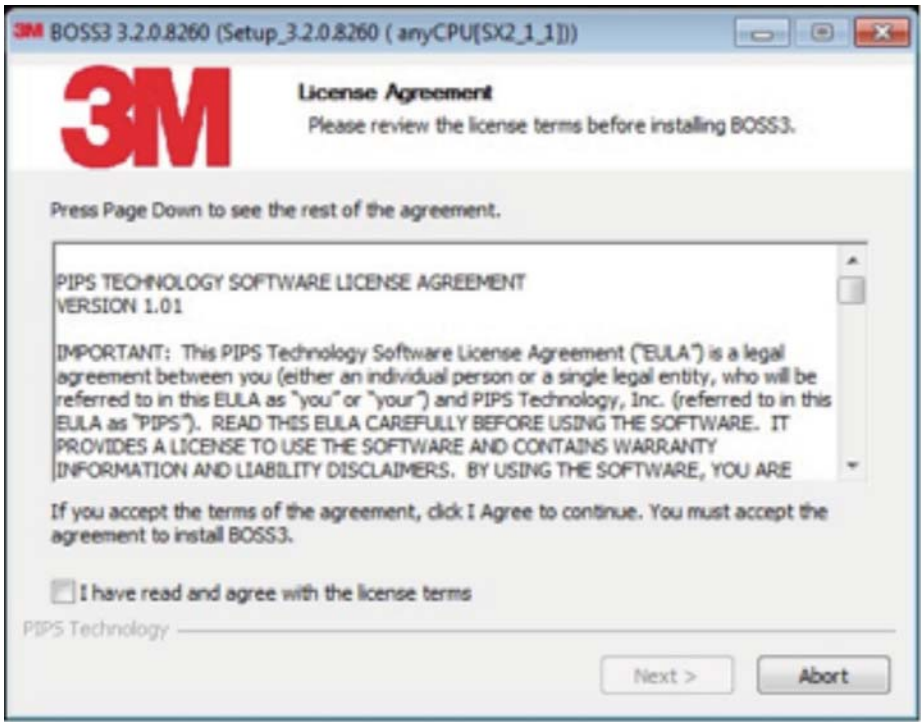
To commence the installation:

1. Select the link supplied by 3M to the BOSS 3.2 installation application.
2. Run the BOSS 3.2 Setup executable.

Note: Right-click on the installer icon and select **Run As Administrator**.

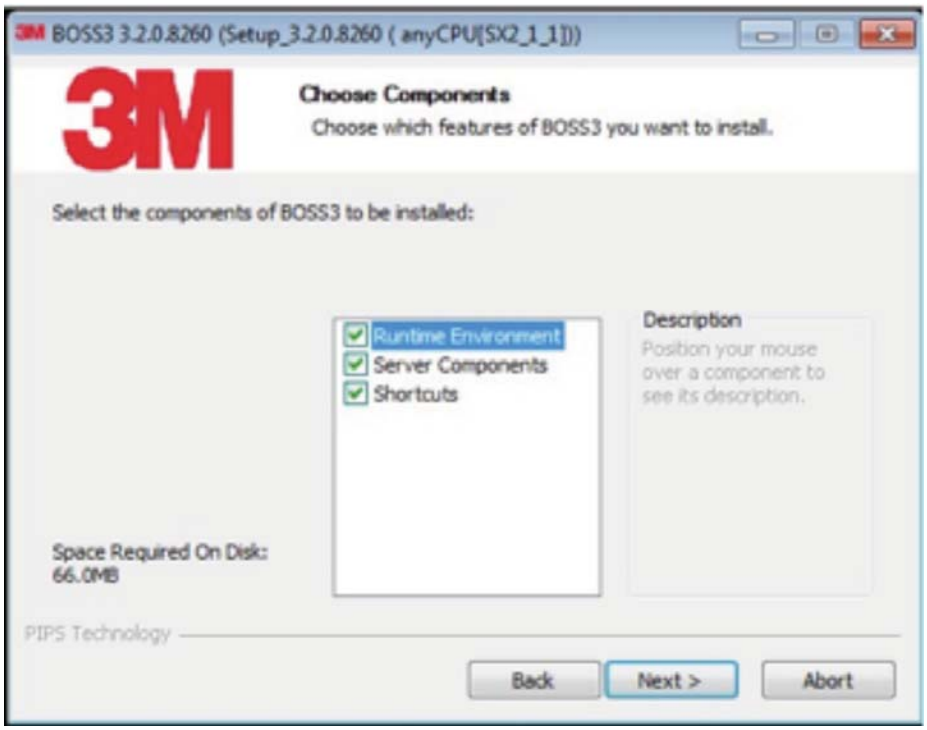
17.1.2 3M License Agreement

1. Click the license agreement checkbox to acknowledge agreement with the license terms.
2. Click **Next** to continue.



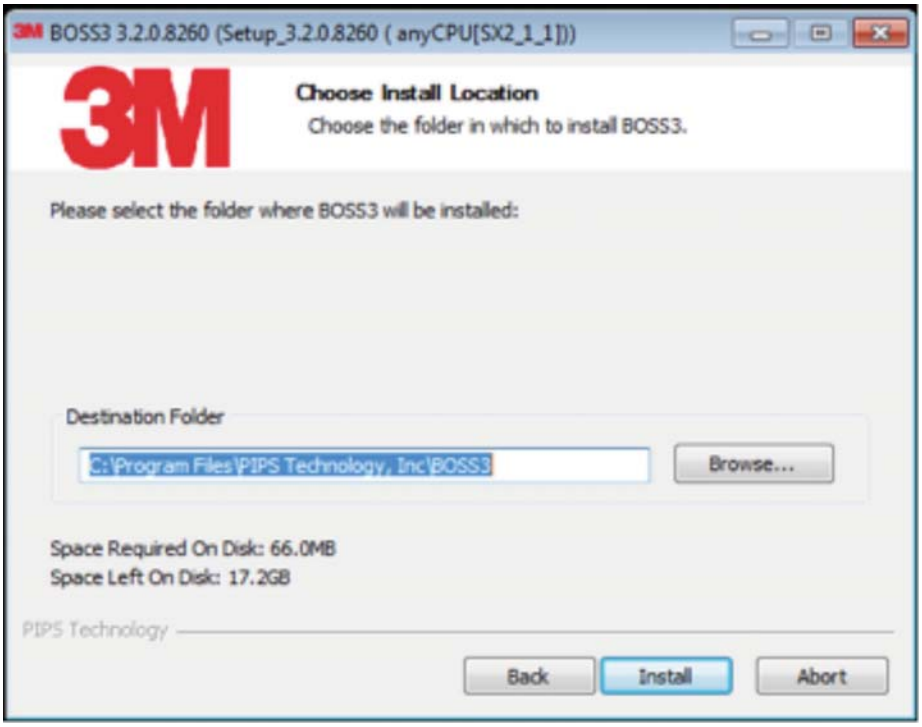
17.1.3 Selecting the Installed Components

1. Check the box for each component you wish to install for BOSS 3.2.
   - Runtime Environment (required)
   - Server Components (required)
   - Shortcuts (optional)
2. Click **Next** to continue.

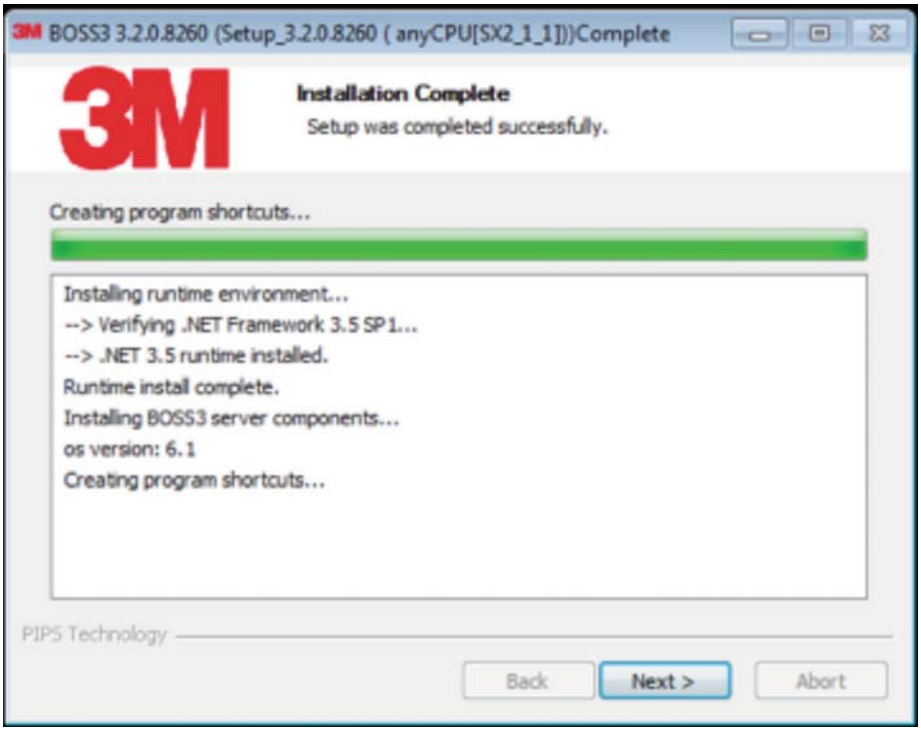


17.1.4 Selecting the Installation Folder

1. Select the location to install BOSS 3.2 by browsing your drive or typing a location.

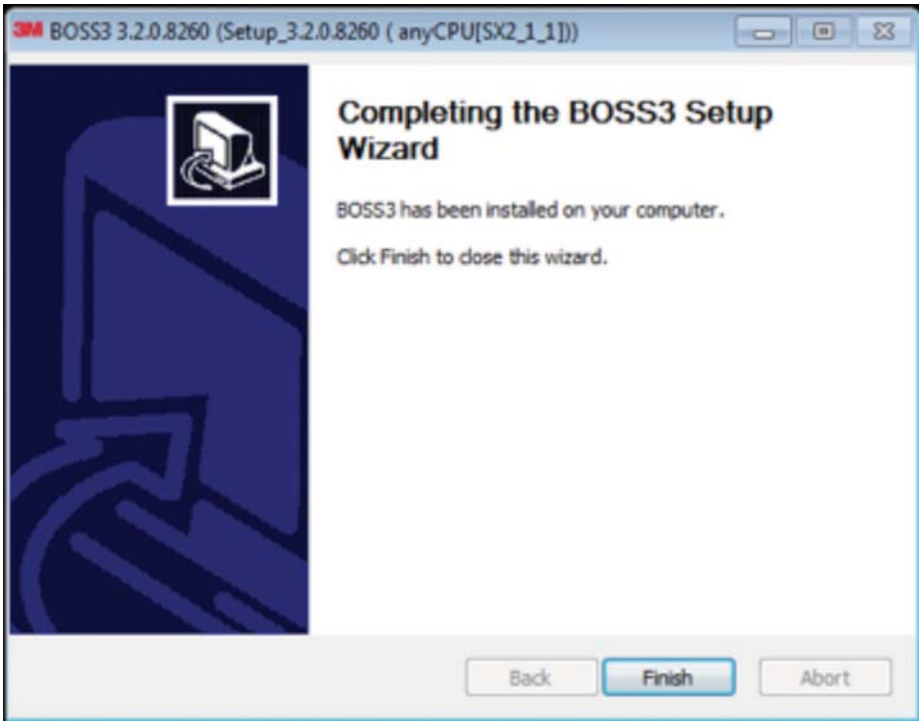


2. Click **Install.** The installation will then commence.



17.1.4 Selecting the Installation Folder *(continued)*

3. When the Installation Complete message is displayed, click **Finish** to proceed to the Licensing Wizard.

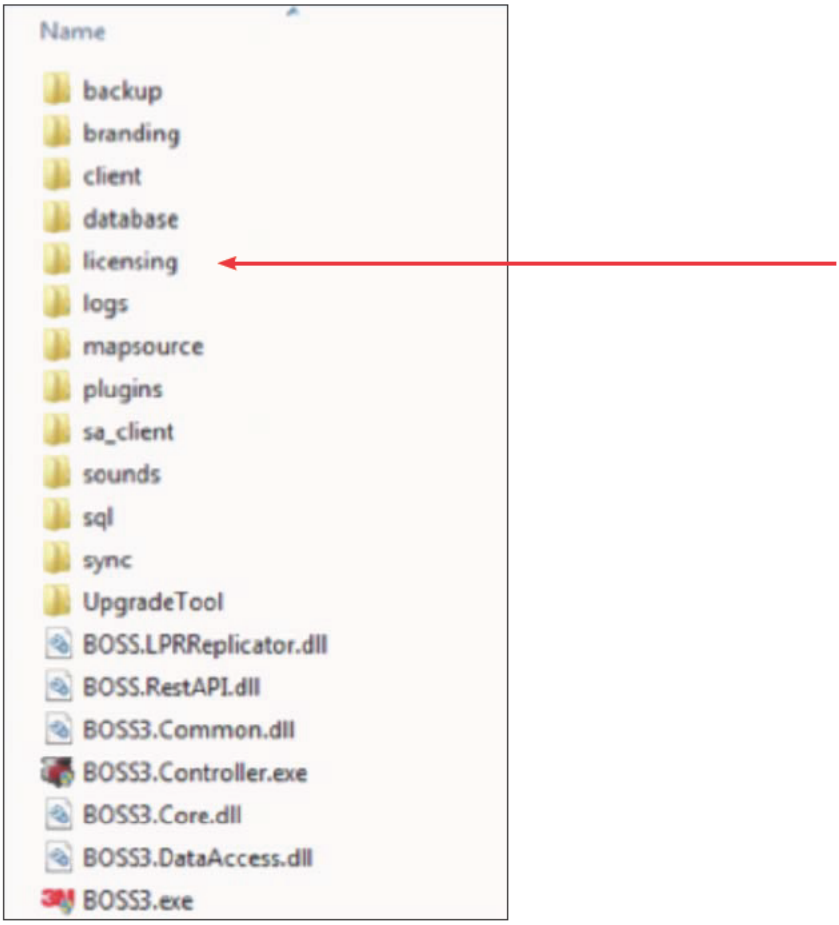


17.2 BOSS Version 3.2 and Above License Key Management

17.2.1 Activating the License Key

Following a new installation, a valid BOSS 3.2 license key must be entered. There are three options available discussed in the sections below that can be used to activate the license.

1. Navigate to the licensing folder in the BOSS 3.2 installation folder.



2. Start Microsoft License Manager (**Microsoft.Licensing.LicAdmin.exe**). This must be run as an Administrator.
3. In the License Manager User interface, select **File → Activation Wizard** to install the new license.
4. When the Activation Wizard dialog opens select one of the following:
    a. I want to activate the software over the Internet. *See Section 17.2.1.1.*

    or

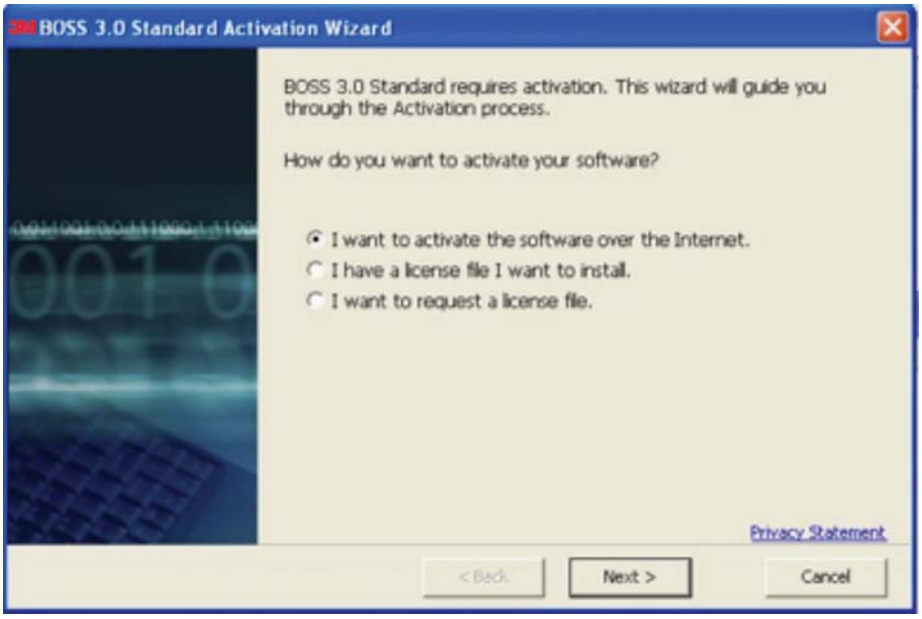
    b. I have a license file I want to install. *See Section 17.2.1.2.*

    or

    c. I want to request a license file. *See Section 17.2.1.3.*

17.2.1.1 Activating the License Key over the Internet

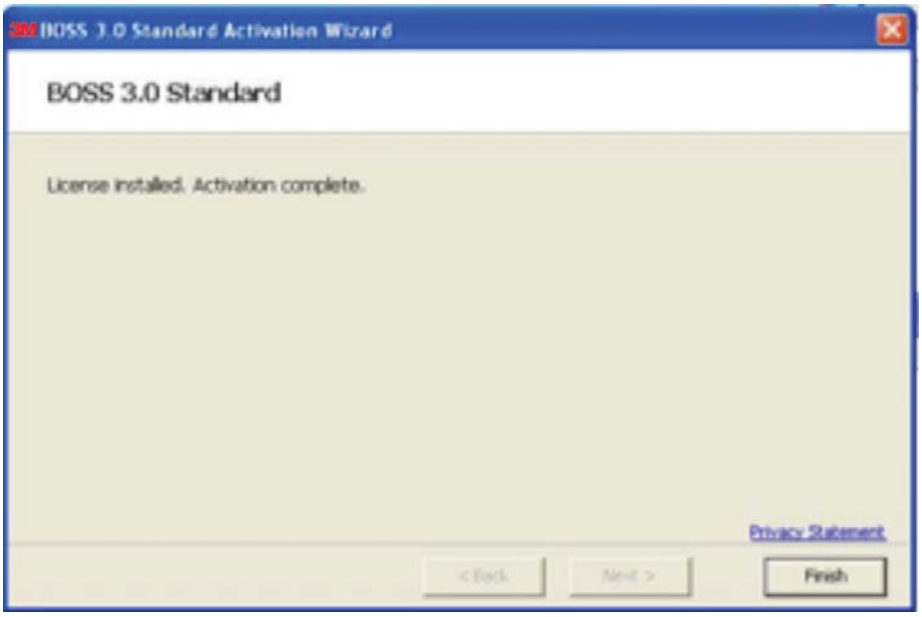
1. Check **I want to activate the software over the Internet**.
2. Click **Next** to continue.



3. Enter the activation key provided by 3M and click **Next.**



4. The license key will be activated over the Internet. The following screen will display. Click **Finish** to continue.



17.2.1.2 Activating the Software with a License File

1. Check **I have a license file I want to install.**
2. Click **Next** to continue.
3. Navigate to the location of the license file and select it.
4. Click **Next** to continue.
5. When the activation is completed click **Finish.**

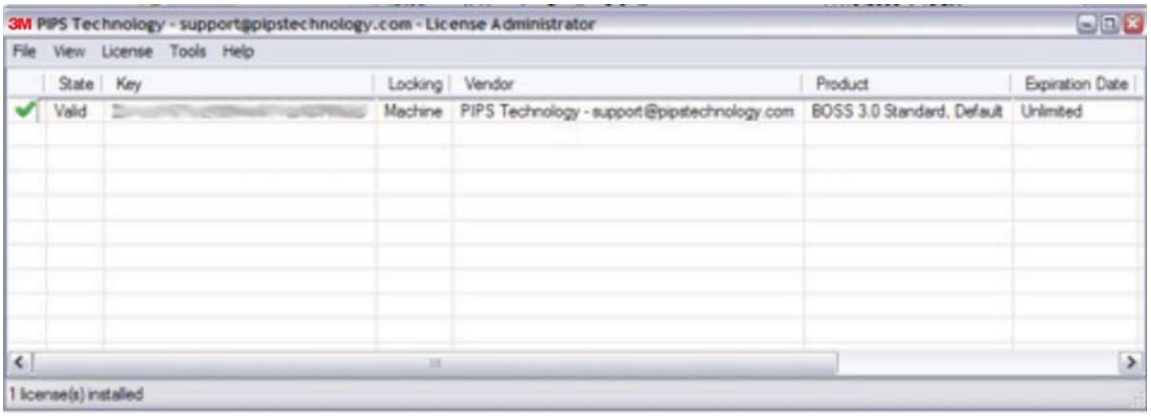
17.2.1.3 Request a License File to Activate the License

1. Click **I want to request a license file.** Press **Next.**
2. Enter the license key you received previously. Press **Next.**
3. In the screen that displays, copy the text block highlighted (starts with "—BEGIN Request") to the clipboard and paste it into an email. Send the email to 3M Technical Support (alprsupportus@mmm.com).
4. Close the Activation Wizard by clicking the **Finish** button.
5. You will be sent an activation file via email. Extract the license file (*.bin) and copy it to a folder on the computer where BOSS is installed. *Return to Section 17.2.2 and follow the steps to activate the license.*

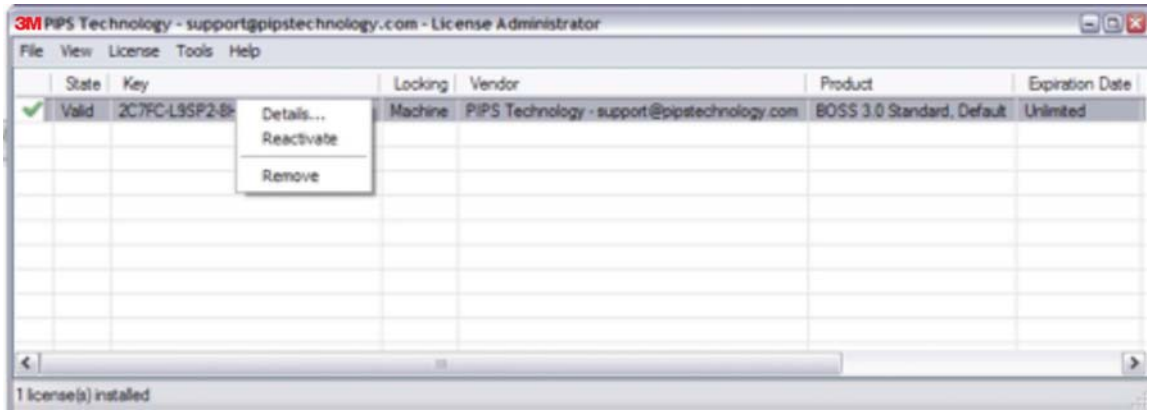
17.2.2 Updating a License Key

If the BOSS license key becomes invalid, or if the license is upgraded, follow these steps to reactivate a BOSS license key:

1. Start Windows Explorer on the BOSS server.
2. Navigate to the folder where the BOSS server application is installed (by default C:\Program Files\PIPS Technology, Inc\BOSS3).
3. Locate the licensing folder as described in Section 17.2.1.
4. Open the folder and right click on the application **Microsoft.Licensing.LicAdmin.exe.** Select to run as the Administrator. You will see the following screen:



5. Select the license key. Right-click, and from the context menu, select **Reactivate.**



6. Click **Next.**
7. When the Installation Complete message is displayed, click **Finish.**

17.3 Map Display Options with BOSS

BOSS version 3.2 and above can display collected plate read information plotted on a map. There are two different mechanisms for displaying maps within the BOSS Smart Client application.

17.3.1 U.S. Census Bureau TIGER Maps

BOSS supports downloading U.S. Census Bureau Topologically Integrated Geographic Encoding and Referencing (TIGER) maps data into BOSS. This data is available free of charge within BOSS. TIGER maps will work without an Internet connection once the data has been downloaded.

TIGER maps cover the United States and its territories. Because these are very large data files, geographical coverage of a download should be limited to a few counties. Also, because of the limited nature of Census information, address search with TIGER maps is approximate (per census block). If more coverage or more accuracy is required, other mapping options should be considered. Satellite imagery is not available with TIGER maps.

17.3.2 Advanced Mapping with Microsoft Bing Maps

3M provides an option to purchase an “Advanced Mapping” feature with BOSS. This option enables integration of Microsoft Bing® Maps, an Internet-based service that BOSS can use to display maps in the Smart Client application.

Note: In order to use Advanced Mapping, the BOSS server and each Smart Client workstation will need an unimpeded Internet connection to Microsoft.com (no proxy servers). Bing Maps supports accurate address search and satellite imagery.

For more information about Bing Maps, please go to: http://www.bing.com/maps

17.4 Configuring the BOSS Server Application

After the BOSS version 3.2 or above installation is completed, the application must be configured using the BOSS Controller program. The following sections explain how to use this program as well as the configuration settings that are available.

17.4.1 The BOSS Controller Application

17.4.1.1 Starting the Boss Controller

BOSS Controller (BOSS3.Controller.exe) is the application used to configure and control the BOSS service. The BOSS Controller is installed on the server computer along with the server application. After the installation is complete the Controller program will start automatically. If this is a new installation the license will need to be activated first. Choose to configure BOSS at a later time by clicking on **Cancel.**

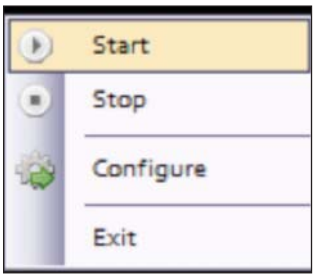
The shortcut to the BOSS Controller program can be found on the desktop or in the All Programs → PIPS Technology → BOSS3 menu. Right-click on the Controller icon and select **Run As Administrator.** When the BOSS Controller program is started an icon for the application will appear in the Windows System Tray at the lower right corner of the desktop.

17.4.1.2 Status Colors

The icon for the Controller program includes a “traffic light” that uses a color indicator to show the status of the BOSS service application. When the BOSS service application is running, the indicator is green. When the BOSS service application is not running, the indicator is red. Yellow color indicates that the application is changing state (starting or stopping).

17.4.1.3 Right-Click Menu

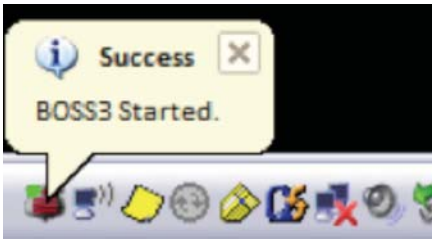
When you right-click the BOSS Controller System Tray icon, a pop-up menu will appear:



Start	Start the BOSS service.
Stop	Stop the BOSS service.
Configure	Present the BOSS Configuration Wizard.
Exit	Close the BOSS Controller application. (**Note:** This closes the BOSS Controller program, but does not stop the BOSS Service.)

17.4.1.4 Starting the BOSS Service

When the **Start** action is selected, and the service starts successfully, a Success message will be displayed:



The traffic light in the BOSS Controller icon will turn green to indicate the status.

17.4.1.5 Stopping the BOSS Service

When the **Stop** action is selected, and the service stops successfully, another Success message will be displayed, and the traffic light changes to red:



17.4.2 BOSS Configuration

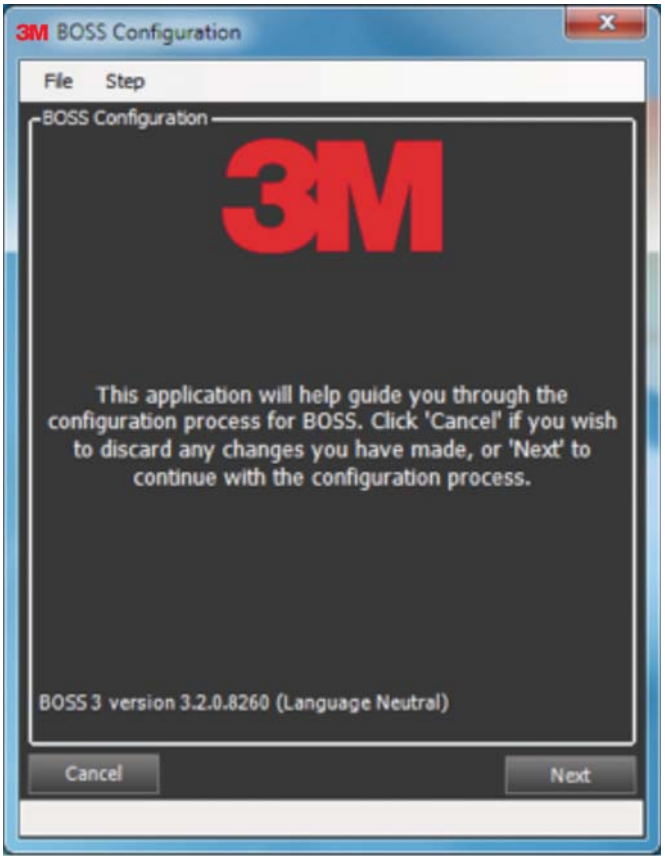
17.4.2.1 Activating the Configuration Wizard

If this is a new installation of the BOSS application, the Configuration Wizard will automatically display after the installation of the files is complete.

If the BOSS Configuration Wizard is displayed, go to Section 19.4.2.2, BOSS Configuration Wizard. If the Configuration Wizard is not displayed:

1. Right-click the **Controller System Tray** icon.
2. Select the **Configure** option. The Configuration Wizard options are explained in the following sections.

17.4.2.2 BOSS Configuration Wizard



Step through all configuration screens in the BOSS Configuration Wizard by simply clicking the **Next** button on this first screen. Click **Next** on each subsequent screen after entering in the desired settings. **Note:** This step-by-step process is recommended when you are configuring the system for the first time.

OR

Click the **Step** menu option to access the configuration menu and proceed to the step choice.

For each configuration step (described in Sections 17.4.2.3 – 17.4.2.9), clicking **Next** will take you to the next configuration screen, clicking **Previous** will take you to the previous one, and clicking **Cancel** will clear any changes you have made on the current screen.

17.4.2.3 SQL Server Configuration

SQL Server configuration is required for a new BOSS system, in order to specify the location and necessary authentication information for the SQL database.



SQL Server – Select the SQL Server 2008 instance for BOSS. Press **List** to choose from a list of available SQL Servers. The SQL Server Browser service must be running at this point. You may also type in the server IP address or host name. Enter a dot "." to use a local SQL Server that is running on the same machine as the BOSS service.

Use Windows Integrated Security – If checked, BOSS will use Windows Integrated Security to access the SQL Server database.

SQL Server Login and SQL Server Password – If Windows Integrated Security is not selected, enter the SQL Server username and password provided for BOSS to use to access the database.

Test – The **Test** button can be used to test the SQL Server settings currently in place. The **Test** button initiates a connection. A message box will appear to indicate whether the test connection fails or succeeds.

BOSS requires approximately 1 GB of hard drive space per 20,000 reads. In order to improve performance, the BOSS database can be divided among multiple locations as follows:

Primary Database Folder – The drive and folder where the BOSS primary database will reside

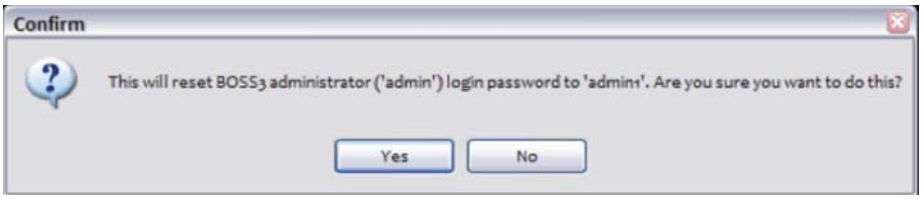
Images Database Folder – The drive and folder where the BOSS will store images

Reads Index Folder – The drive and folder where BOSS will store database indices for stored plate reads

Transaction Log Folder – The drive and folder where BOSS will store the database transaction log file

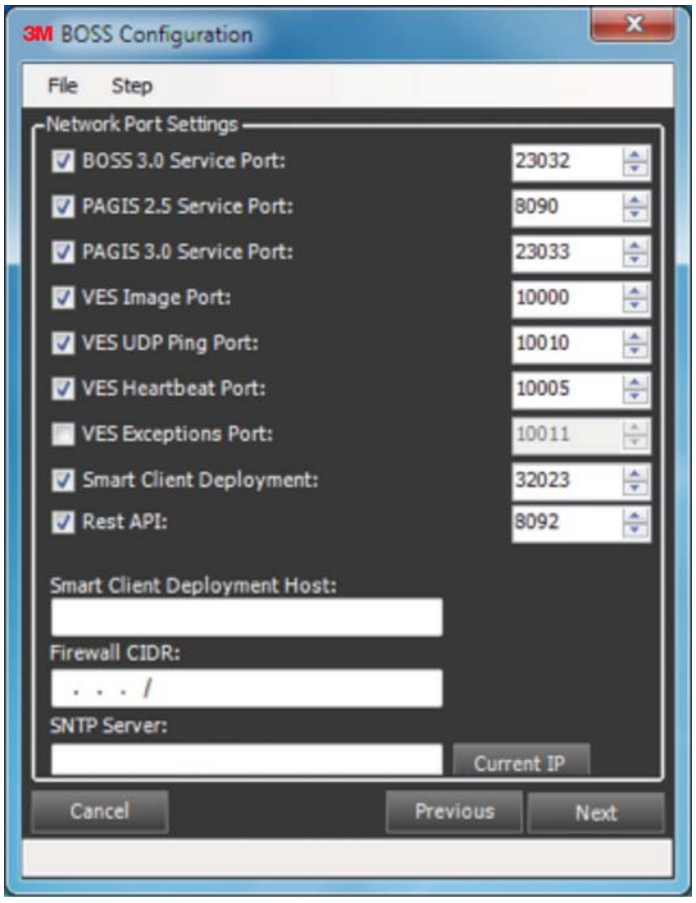
17.4.2.4 Resetting the Administrator Password

If you have forgotten the BOSS administrator (admin) password, you can press the **Reset 'admin' password** button to reset the password to "admin1."



Pressing **Yes** will immediately reset the password.

17.4.2.5 Network Port Settings



BOSS uses a number of TCP/IP and UDP network ports for communication between server and client applications and server and license plate reading devices.

17.4.2.5 Network Port Settings *(continued)*

FIELD	DESCRIPTION	DEFAULT PORT
BOSS 3.0 Service Port	TCP/IP port used to provide access for BOSS Smart Clients	23032
PAGIS 2.5 Service Port	TCP/IP port used to provide access for LPCS (formerly PAGIS) for older mobile client versions	8090
PAGIS 3.0 Service Port	TCP/IP port used to provide access to various mobile client versions	23033
VES Image Port	TCP/IP port used to receive reads from 3M fixed cameras	10000
VES UDP Ping Port	UDP port used to receive keep alive ping messages from 3M fixed cameras	10010
VES Heartbeat Port	TCP/IP port used to receive heartbeat status messages from 3M fixed cameras	10005
VES Exceptions Port	TCP/IP port used to receive exceptions messages from 3M fixed cameras	10011
Smart Client Deployment	TCP/IP port used for BOSS client installations via BOSS server	32023
REST API Port	HTML port used for the communication between the BOSS service and newer versions of LPCS	8092

If the checkbox in front of the port name is left unchecked, the corresponding connection will be disabled.

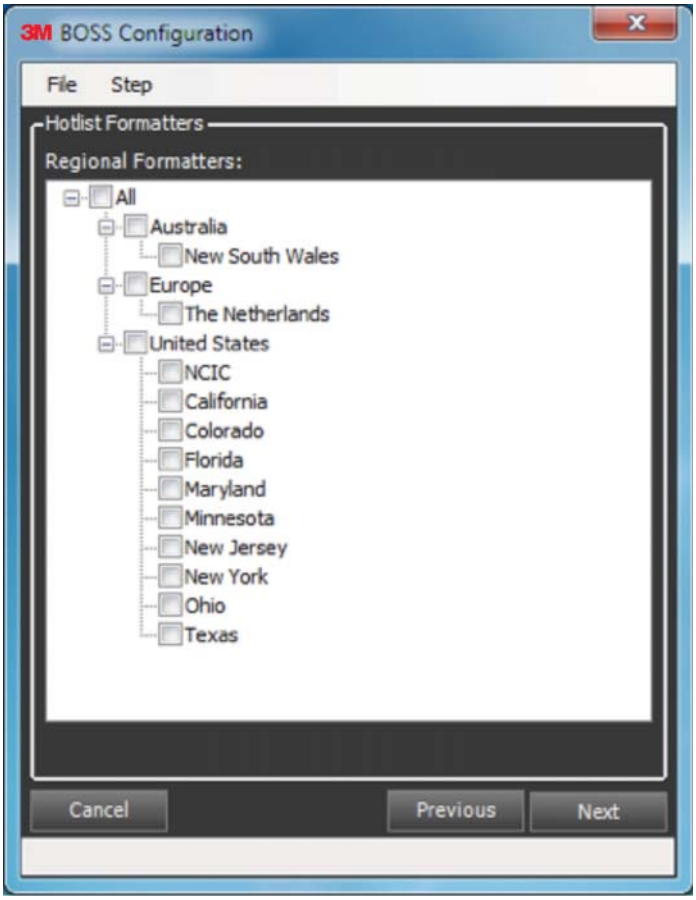
Smart Client Deployment Host – If this information is entered, BOSS Smart Clients will use the given hostname to distribute the smart client application. This can be left blank to use the local host name.

Firewall CIDR – BOSS provides a built-in firewall for incoming fixed camera connections. If a value is entered, only cameras with an IP address matching the CIDR will be allowed to connect. CIDR (Classless Inter-Domain Routing) is a standard industry method for specifying a range of included IP addresses. The format of the CIDR entry is A.B.C.D/N, in which the dotted decimal portion before the "/" is interpreted, like an IPv4 address, as a 32-bit binary number that has been broken into four octets. The value of N indicates the number of shared initial bits, counting from the left-hand side of the address.

For Example: For an entry of 10.200.200.255/24, the CIDR value 24 leaves 8 bits that can be changed. Therefore, addresses 10.200.200.x are permitted addresses.

SNTP Server – BOSS has a built-in time service. The 3M fixed ANPR/ALPR cameras do not support automatic daylight savings time (DST) adjustment. The BOSS time service provides a customized SNTP service for these cameras in order to support DST. To use the built-in time service, Windows Time Service has to be disabled in the Services Control panel, and the BOSS time server IP address entered in this field.

17.4.2.6 Regional Hotlist Formatters

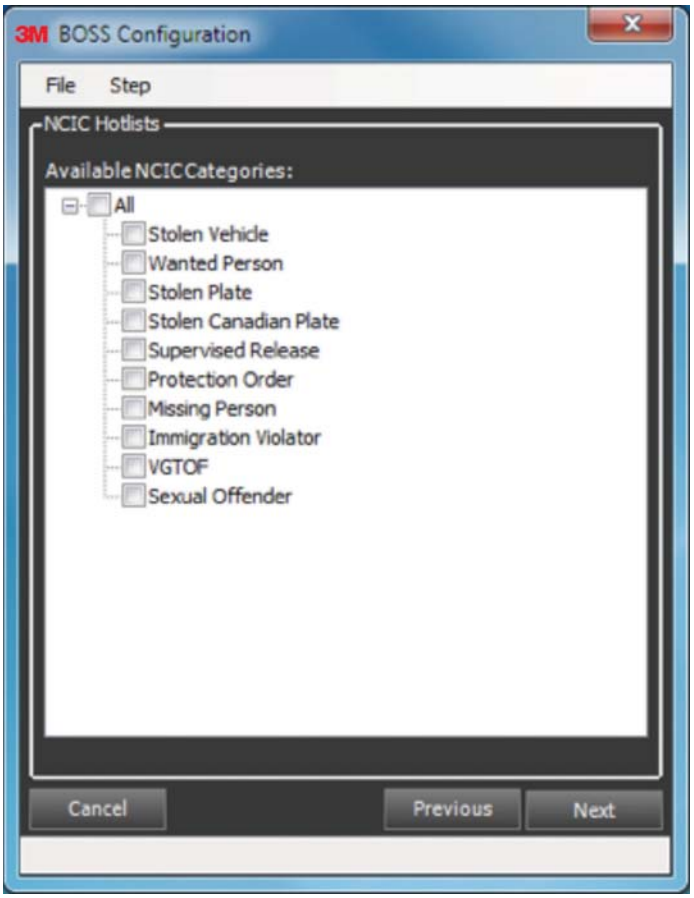


The BOSS 3.2 series allows the selection of predefined hotlist formatters. These formatters define the input format (structure) of hotlist data files. Custom formatters can be defined via the BOSS Smart Client application *(see Section 13 of this manual for more information).* Also, when installing BOSS in the United States, National Crime Information Center (NCIC) data formatters can be selected for specific states (see section following).

To select or unselect formatters, click on the formatter title to add or remove a check mark. Additional formatters can be added to a system as needed. These will be provided by 3M Technical Support upon request.

17.4.2.7 NCIC Hotlist Formatters

BOSS 3.2 and above supports hotlist import in the United States National Crime Information Center data format. This option is available only in the United States.



To configure formatters for the desired categories, check those categories.

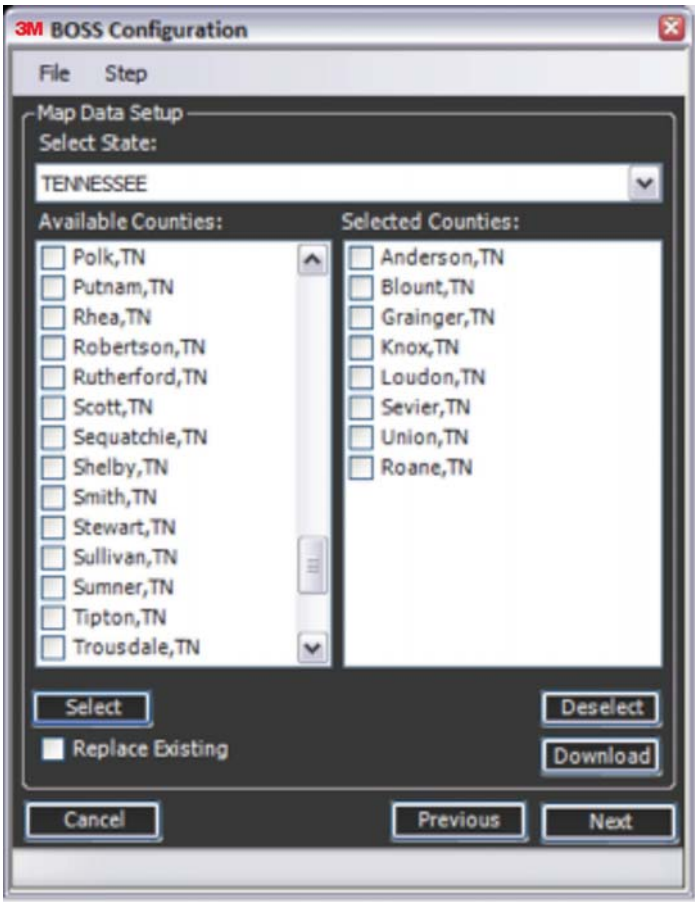
Once the desired categories have been selected, press **Next** to proceed.

17.4.2.8 TIGER Maps Configuration

BOSS 3.2 and above provides reporting on a map display by three alternative means. *See Section 17.3, Map Display Options with BOSS.* This option is available only in the United States.

Note: This section of configuration needs only be completed if U.S. Census Bureau TIGER maps are used.

BOSS provides for automated download of map data from the U.S. Census Bureau website. The U.S. Census Bureau offers yearly updated geographical information free of charge. In order to use TIGER maps, the BOSS server will need an established connection to the Internet **during the map download**. After the maps have been downloaded, the Internet connection is no longer needed.



To configure new maps for download:

1. Select the desired state from the drop-down menu. A list of counties for the selected state will appear.
2. Check the desired counties and click **Select.** Counties from multiple states can be selected

OR

3. Check undesired counties and click **Deselect.**

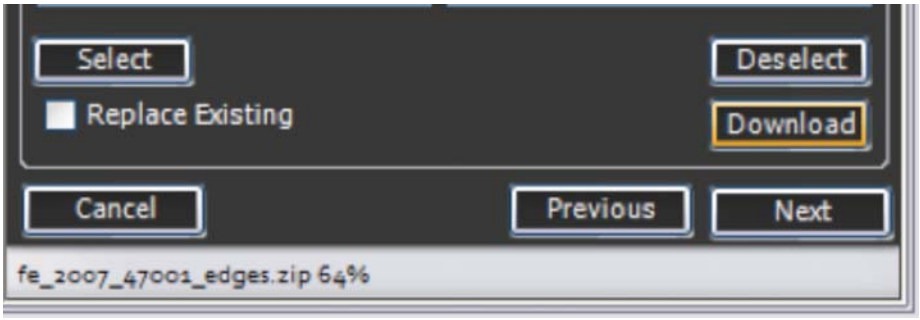
Once the desired counties have been selected:

4. Click **Download** to start the download process. BOSS will connect the U.S. Census Bureau website and extract the desired county data sets.

17.4.2.8 TIGER Maps Configuration *(continued)*

To replace existing maps:

BOSS maintains a copy of downloaded counties. To start anew and download a fresh set of data, check **Replace Existing** before clicking the **Download** button.

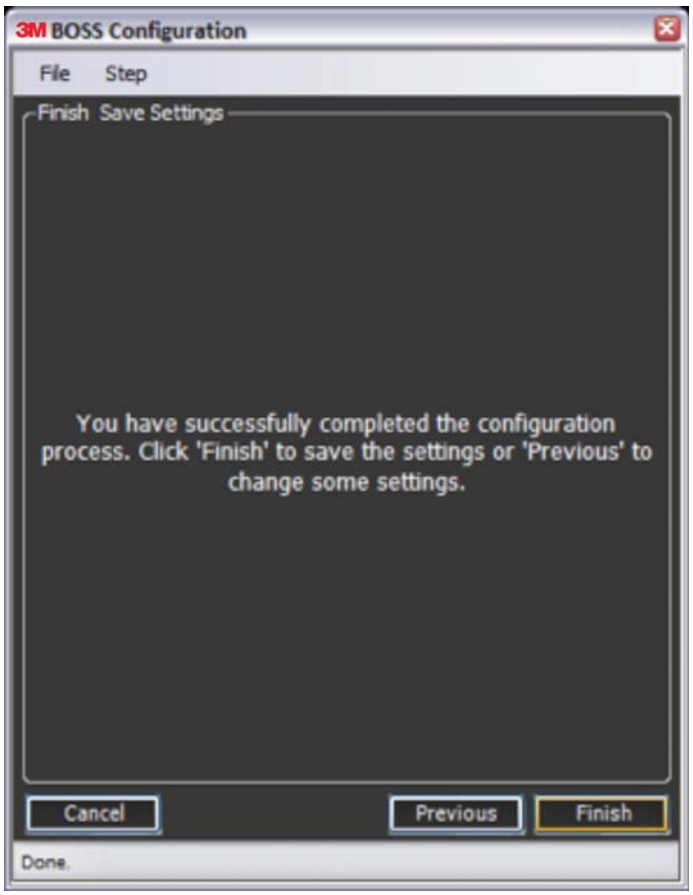


The status bar will indicate the download and extraction progress.

Note: The U.S. Census Bureau geospatial database has certain omissions and deficiencies. For more information, please consult the TIGER maps website: https://www.census.gov/geo/maps-data/data/tiger-line.html

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17.4.2.9 Finishing Configuration



Click **Finish** to complete configuration. BOSS will save the chosen configuration.

If U.S. Census Bureau TIGER maps were downloaded, BOSS will prepare the map package to download to the Smart Clients. This may take several minutes. Progress will be displayed in the status bar.



Once the configuration process is complete, the Configuration Wizard will close automatically. In order to put the changed configuration in effect, the BOSS service will need to be restarted.

17.5 Installing the BOSS Smart Client Application

17.5.1 Installation over the Web

To initiate a web installation on a workstation, start up Microsoft Internet Explorer and navigate to this web address: **http://{boss_server_IP_address}:32023/publish.htm**, where {boss_server_IP_address} is the address of the server running the BOSS server application.

For Example: To install the Smart Client on the BOSS server itself, navigate to http://127.0.0.1:32023/publish.htm. The installation webpage will be presented. The advantage of installing the Smart Client over a web browser is that the application will automatically check for updated versions every time it is started.

17.5.2 Stand-Alone Installation

The BOSS Smart Client is a zero-administration desktop application meant for administration of the BOSS server application and querying data collected in the BOSS database as described in this manual. The BOSS Smart Client is installed as a single executable program. This program can be copied to any Windows workstation, or to a shared network drive.

To install the stand-alone application:

5. Start Windows Explorer on the BOSS server.
6. Navigate to the folder where the BOSS server application is installed (**by default C:\Program Files\PIPS Technology, Inc\BOSS3**)
7. Locate folder **sa_client.**
8. Copy file **BOSS.UI.exe** to the workstation or shared network folder of choice.

17.6 Configuring Client Tools

Client Tools is used to transfer any files needed during an LPCS shift from BOSS to an LPCS system that is being run in the Disk Sync mode. *See Section 13, Client Tools, and the License Plate Capture Software User's Manual.*

Client Tools does not have a customary interface. Once the utility is started, the Client Tools icon will appear in the Windows System Tray.

Before use, Client Tools must be configured and can be quickly completed with the simple configuration wizard provided:

1. To start the wizard, right-click the icon and select **Configure.** The initial screen provides information about the tool.
2. Click **Next** to continue the configuration, or **Cancel** to exit the wizard.
3. Enter a path so that Client Tools knows where to store the files it creates and where to look for files to process. This path can be a local, network, or external drive. Enter the path or click on the **…** button and browse to the location.
4. If the Begin Shift files that Client Tools creates need to be encrypted, click **Encrypt Output.** Click **Previous** to return to the previous screen, or click **Next** to continue.
5. The data used to create the Begin Shift files is created and managed in BOSS. Client Tools needs to know where the BOSS Server is located. Enter the server IP and the port to use to connect to it. Click **Previous** to return to the previous screen, or click **Next** to continue.
6. The final screen provides additional information on how to use the wizard. Click **Previous** to return to the previous screen, or click **Finish** to save the changes and exit.

17.7 The BOSS Upgrade Tool

If the BOSS application is upgraded to a newer version, the Upgrade Tool must be run before starting the BOSS Server. This tool is used to perform any database changes that may be necessary.

1. Navigate to the Upgrade tool. By default it is installed at **C:\Program Files (x86)\PIPS Technology, Inc\BOSS3\UpgradeTool.**
2. Right click on **BOSS3.UpgradeTool.exe** and select **Run as Administrator.**
3. When all processing is completed, click **Enter** to close the window.

18 Appendix: Troubleshooting

When troubleshooting an issue, always start by looking for error messages in the Server log file, usually found at …\PIPS Technology, Inc\BOSS3\logs\BOSSServerLog.txt. Proceed based on the following information, recognizing that escalation may be necessary. If so, obtain a copy of the complete error message and include it with all escalated documentation.

ISSUE REPORTED	EXPLANATION	STEPS TO CORRECT
Just after an installation/upgrade, the UI won't start.	It takes several moments for the BOSS Server to be completely started and ready for information to be accessed.	After starting the BOSS server, wait for several moments before attempting to start the UI. If this is an upgrade this could be several minutes while the database is being updated.
I start the BOSS Controller, but it stops a moment later. The following error message may display "Error: Error in BOSS3 Controller. Please check the log files." (New installation scenario)	The license was not activated. When checking the BOSS Server Log, there will be two error messages : – 'Licensed for 0 concurrent clients' and – 'Failed to set registry parameter [_tmpbalikeda63] to value System.Byte[].'	Return to the licensing activation and updating checklist. *(See Section 17.2, BOSS Version 3.2 and Above License Key Management.)*
I start the BOSS Controller, but it stops a moment later. The following error message may display "Error: Error in BOSS3 Controller. Please check the log files." (Upgrade scenario)	The Upgrade Tool must be run before starting the Controller.	Run the Upgrade Tool. *(See Section 17.7 The BOSS Upgrade Tool.)*
I start the BOSS Controller, but it stops a moment later. The following error message may display "Error: Error in BOSS3 Controller. Please check the log files." (Other scenario)	If the Upgrade Tool has been run, there may be a problem with the database.	Look for error messages in the BOSS Server Log. Provide this information to Technical Support.
A fixed camera won't connect.	The firewall could be blocking the communications.	Ensure that the firewall is allowing communications through the VES ports, found in the BOSS Configuration Controller on the Ports screen.
LPCS won't connect.	The firewall could be blocking the communications.	– Ensure that the firewall is allowing communications through the REST API (for LPCS 2.7.x) and PAGIS 3.0 Service (for versions of LPCS) ports, found in the BOSS Configuration Controller on the Ports screen. – Ensure that the device has been enabled in the BOSS UI Devices screen.
Hotlist will not update.	There is typically a problem with the source file.	– If it is a network hotlist, ensure that the site can be reached by entering the address in a browser. – If a local hotlist, ensure that the file is on the system and can be opened.

ISSUE REPORTED	EXPLANATION	STEPS TO CORRECT
The NCIC Hotlist formatter that I need is not available. (New installation scenario)	The NCIC formatters were not added during the initial installation.	Stop the BOSS Service. Go to the Configure option on the BOSS Controller. Step to the NCIC screen. Select the desired NCIC formatters. Click **Save** and exit. Restart the BOSS Service. The formatters will now be available.
I am unable to see reads/hits in the Dispatch screen.	The time on the read/hit coming in must be relatively close, within a couple of minutes, to the BOSS server time.	For a mobile ALPR system, correct the time on the laptop or ALPR processor. A fixed camera can be configured to use a time server. If issue persists, the server that BOSS is running on could also be configured to sync with a time server.
An error message, “Compressed method not supported,” was found in the BOSS Server Log.	There is a problem with a source file for one of the hotlist.	Ensure that the source file can be opened. If not, update it with one that can be opened.
An error message, “Transaction has aborted,” was found in the BOSS Server Log.	There are various reasons that this message can occur.	Obtain a copy of the complete error message. Provide this information to Technical Support.
An error message. “Error #nn appeared in the db for Stored Procedure xxxx on line nn.” was found in the BOSS Server Log.	An error occurred when running the stored procedure listed in the message.	Obtain a copy of the complete error message. Provide this information to Technical Support.
An error message, “Timeout expired. The timeout period elapsed prior to completion of the operation or the server is not responding,” was found in the BOSS Server Log.	A SQL timeout error has occurred.	Obtain a copy of the complete error message. Provide this information to Technical Support.
An error message, “SNTP server not started, could not bind to InterNetwork 0.0.0.0:123,” was found in the BOSS Server Log.	This is an expected error message that occurs when BOSS has not been configured to access a time server.	If no time server has been configured, this message can be ignored. If one has been configured, this needs to be escalated for further assistance.
After a new installation, the BOSS server stops running with an error message, “Failed in working with the database. Ensure connectivity is properly defined. Try running the BOSS Controller again and checking settings,” was found in the BOSS Server Log.	When BOSS was started, there was a connection issue between it and the SQL Server.	Start by checking the information in the Controller. If that is all correct, then check to ensure that the SQL Server is running. If no issues are found there contact Technical Support Obtain a copy of the complete error message.
After a new installation, the BOSS Server stops with no error message in the BOSS Server Log.	The server needs to be run with Administrator privileges.	The server should be restarted in the Console as an Administrator. If running BOSS as a service then the BOSS Controller must be run as Administrator.
Error message in BOSS Server Log says that the file “httpconfig.exe” cannot be found.	This is an error that can occur when the system has not been updated in some time. It has been seen for other uncertain reasons as well.	Obtain a copy of the complete error message. Provide this information to Technical Support.

ISSUE REPORTED	EXPLANATION	STEPS TO CORRECT
After a new installation, the BOSS Server starts but stops moments later. The BOSS Server Log contains the error message. "The system cannot find the file specified Additional Exception Message: Unhandled exception from 'Name:BOSS3.exe. There are no context policies." However, no file is listed in the message.	This typically occurs on older systems, especially Windows Server 2003, or systems that have not been updated for a while.	The file **httpcfg.exe** needs to be copied into the c:\Windows\System32 directory.
The BOSS Server won't start, and there is an error message, "Transport Manager failed to listen on the supplied UIR using the NetTcpPortSharing service: failed to start the service because it is disabled," in the BOSS Server Log.	The NetTcpPortSharing Service is not running.	Obtain a copy of the complete error message. Provide this information to Technical Support.
The BOSS server stops running, and there is an error message, "Cannot open database "<Database Name>," in the BOSS Server Log.	There is an issue with the connection between the BOSS server and the SQL Server.	Start by checking the information in the Controller. If correct, then check to ensure that the SQL Server is running. If no issues are found contact Technical Support. Obtain a copy of the complete error message.
The BOSS Server won't start and there is an error message "A file activation error occurred. The physical file name '<filename>' may be incorrect." in the BOSS Server Log.	There could be multiple reasons, but it is probably due to a database connection issue.	Obtain a copy of the complete error message. Provide this information to Technical Support.
When running the upgrade tool, an error message is displayed. A message is included in the BOSS Server Log: "Current upgrade state: One of the upgrade scripts failed to run as expected. Please contact support for direction."	This most likely occurred due to upgrading from an old version of BOSS.	Obtain a copy of the complete error message. Provide this information to Technical Support.
An unexpected response or behavior occurs in BOSS, and there is an error message, "Object reference not set to an instance of an object," in the BOSS Server Log.	This is a generic error message that can occur for various reasons.	Unless the issue has an obvious cause contact Technical Support. Obtain a copy of the complete error message.
The following error message, "Discarding tmp buffer because it's corrupted," has been found in the BOSS Server Log.	This message is associated with a database issue.	Obtain a copy of the complete error message. Provide the information to Technical Support.
The following error message, "SMTP server is not defined, email alerts disabled," has been found in the BOSS Server Log.	This message is informational indicating, as it states, that an email server has not been configured.	If attempts have been made to configure an email server and this error message occurs, recheck the settings and the server. If the error remains contact Technical Support.
The BOSS Service stops running, and the BOSS UI indicates that the server is not available. The following error message, "Cannot access a disposed object," is found in the BOSS UI Log.	This is an informational message provided by the UI confirming that it is no longer able to communicate with the BOSS server.	Restart the BOSS server and the BOSS UI will reconnect. If this does not correct the issue contact Technical Support.

ISSUE REPORTED	EXPLANATION	STEPS TO CORRECT
The following error message, “The socket connection was aborted,” is found in the BOSS UI Log.	This is an informational message provided by the UI confirming that it is no longer able to communicate with the BOSS server.	Restart the BOSS server, and the BOSS UI will reconnect. If this does not correct the issue contact Technical Support.
A problem occurs while adding a hotlist and the following error message “Invalid object name ‘<hotlist name here>’,” has been found in the BOSS Server Log.	This indicates that there is an issue with the hotlist formatter being used.	Confirm that the correct formatter is being used. If so, confirm the source file is formatted correctly. If so, contact Technical Support. Provide a copy of the full error message.
While installing BOSS, an error message displays: “Error opening file for writing: <File Name>.”	This indicates that the application listed in the error message is still running.	Check the Windows System Tray for any BOSS applications still running on the system. Close the application(s) and continue the installation.
The BOSS applications are installed under one user, but are not found when another user logs in.	The application was not installed using administrative privileges.	The application will need to be uninstalled and reinstalled using administrative privileges.
While using Client Tools to create Begin Shift files, an error message displays: “Client has not been activated on the server.”	Mobile devices must be enabled on BOSS to synchronize data to it. This message is displayed the first time that Client Tools is used to create Begin Shift files because it has not been enabled yet.	Configure Client Tools on BOSS *(see Section 17.6)* so that BOSS adds Client Tools as a device.
When using Client Tools to synchronize End Shift files to BOSS, the following error message displays: “Error: Could not find <file and path name>.”	Client Tools was unable to find the End Shift files to be processed at the defined path.	Check that the location assigned for the End Shift file matches the location chosen when Client Tools was configured. If it does not, move the file to the configured location.

19 Appendix: Plug-Ins

BOSS allows the use of third-party code via a plug-in that serves the needs of BOSS customers with specific data requirements. Once a plug-in is created and compiled, a copy of the DLL and any other necessary files can be copied to the plug-ins directory under BOSS. BOSS will automatically detect the existence of the plug-in at that point and permit reads to be passed to the ReceiveData method of your plug-in.

The functions of the currently available BOSS plug-ins are described in Sections 19.1 and 19.2. For more information and guidance on installing a plug-in, contact 3M Technical Support for guidance.

19.1 The BOSS Truck Drayage Utility

Regulation of diesel-fueled heavy-duty trucks and a Drayage Truck Registry (DTR) were implemented by the California Air Resources Board (ARB) to help reduce both emissions from these vehicles and public exposure to contaminants in those emissions. Drayage trucks subject to regulation (Class 7 and Class 8) are registered and information about them is maintained on an ARB web service.

The Truck Drayage Utility is BOSS plug-in that provides access to the ARB web service. The utility is designed to contact the web service, retrieve data, and add it to a comma-separated values file. In BOSS, the Hotlist Administrator will then create a whitelist that uses this CSV file as the source file.

The connection to the ARB web service (managed by the Windows Task Scheduler) can be made once daily for a full download of the data, with subsequent connections allowed no more frequently then every 30 minutes for updates. This whitelist can then be deployed to a mobile or fixed camera in the monitored area. If a plate is read that is not included on the whitelist, a notification will be displayed in BOSS. Appropriate action can be taken at that time.

If the ARB web service is unavailable and downloads cannot be completed, the BOSS whitelist will not be updated. There will also be warning messages in the BOSS log such as “Could not connect to <web service address>. TCP error code nnnnn: <Error description>.” If this occurs, the utility will try again in 30 minutes. If the errors persist, it may be necessary to seek assistance.

19.2 The BOSS LPRD Plug-in

The BOSS LPRD plug-in relays the reads the BOSS server receives on to the national database at the Automated Regional Justice Information System (ARJIS), a joint powers agency that facilitates information-sharing among more than 70 law enforcement agencies—local, state, and federal—in the two California counties (San Diego and Imperial) that border Mexico. ARJIS operates a secure intranet (ARJISnet) with more than 11,000 users in San Diego County alone.

19.3 The BOSS DEA Plug-in

The BOSS DEA plug-in writes LPR messages to the file system as reads are received by the BOSS server. Those files will then be available for the Drug Enforcement Agency, DEA, File Transporter to act upon.

20 Appendix: GNU Lesser General Public License

Version 2. 1, February 1999

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This option is useful when you wish to copy part of the code of the Library into a program that is not a library.

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Glossary

Term	Definition
ALPR	Automatic license plate recognition (also called automatic number plate recognition, or ANPR)
Annotation	A note or comment that can be made about and added to a read.
Deployment	The distribution or making available of a hotlist to a device
Device	A source of ALPR data; an LPCS unit or a fixed or mobile camera
Disposition	The classification of a hit; e.g., a recovered stolen vehicle
Fixed Camera	An ALPR camera permanently mounted above a roadway
Group	A group of BOSS users that belong together administratively
Hit	A match on a plate read against a hotlist
Hotlist	A list or database of license plates of interest, e.g., the NCIC database
Justification	A purpose for running a query on the captured data. There are several justifications included in the system by default. The BOSS Administrator can also create custom justifications to be used.
LPN	License plate number; also known as the Vehicle Plate Number
LPCS	3M™ License Plate Capture Software, the ALPR Mobile application
Local Server	A server running on a local system, in relation to the SQL server or the BOSS UI
Misread	A read that was marked as a misread by a user
Mobile Unit	An ALPR system with cameras, a mobile processor, and software, such as 3M License Plate Capture Software, installed in a vehicle
Notification	Propagation or delivery of an alert resulting from a hit
Overview	A color image of the vehicle to which the license plate is attached
Patch	A small image of the license plate
Permission	Authorization to access specified functionality in BOSS
Read	A license plate detection event that results in the plate text optical recognition and pictures being taken
Remote Server	A BOSS server that is running in another location
Role	A position, such as Administrator, with the authorization to access specified functionality in BOSS
Site	A group of related devices
Translation	The interpretation from a word in English to a word in a selected language
User	An authorized BOSS user (with a username and password)
Whitelist	In BOSS a whitelist hit is the opposite of a hotlist hit. When a license plate read does not exist in an enabled whitelist database, the same Hits (Alert) screen will be displayed.

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Technical Report

BOSS3 3.5.0.0 upgrade manual

Document Description

This manual contains the instructions to follow for the upgrade of the BOSS system

Author:	Jose Antonio Padron Galeana
Place:	Ciudad de México, México
Elaboration date:	12/22/2017

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Preparing for the installation

1. Make a backup of the current database files. The files can be located with the following query:

   ```
   USE BOSS3;
   SELECT * FROM sys.database_files;
   ```

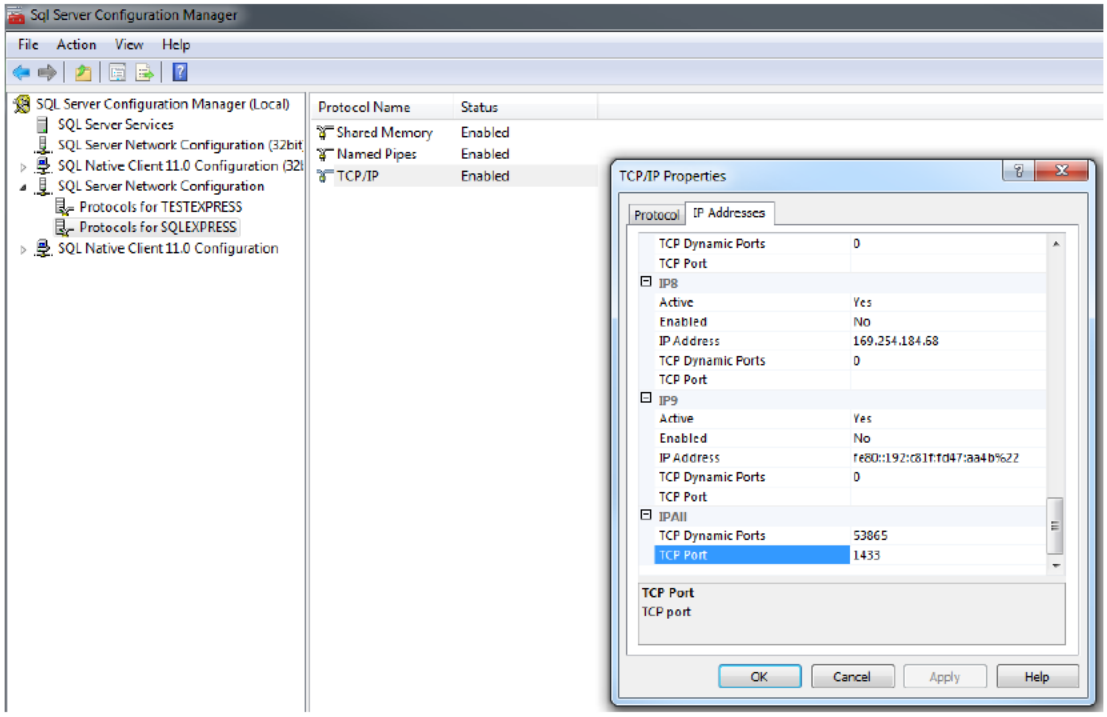
   This also applies to ARC files, if there is any.
   If your IT department has a preferred way to backup data, proceed accordingly.
   Note: This is not an optional step, and currently there is not a way to restore the database to be compatible with previous BOSS versions.
2. Backup the *"C:/Program files(x86)/PIPS Technology, Inc"* folder.
3. Uninstall the previous version of the application

Restart your computer, and proceed to install the provided new version. If your computer cannot be restarted, make sure the *"C:/Program files(x86)/PIPS Technology, Inc"* was deleted and the service was removed from the system.

Additional SQL Server Requirements

Settings under Sql Server Configuration Manger:

1. "SQL Server Network Configurations" Name Pips must be enabled.
2. "SQL Server Network Configurations" TCP/IP must be enabled, with "IP All" set to port 1433.
3. SQL restart required after changes.



Installing BOSS

1. Execute the provided BOSS installer and follow the steps.
2. Open the "BOSS Controller" by clicking the shortcut in your desktop.
3. Perform the BOSS configuration with the same values as the old installation. Select the original folder where the database files were stored, the new BOSS install will pick up and update the current database.

Start the service

Right click the icon located in the system tray, then click in Start. Wait for the message *"BOSS3 service has started"*, the icon should change to a green indicator.
In case of BOSS displaying the message "BOSS3 service has stopped" after a couple seconds, please check the Common Issues section to read more about documented errors and solutions related to getting the server started.

Installing the BOSS UI

To install the BOSS UI launch Internet Explorer and go to http://localhost:32023/publish.htm to download the BOSS UI application.
Note: The process of installing the UI will not work in Firefox or Google Chrome. In some instances, this will also not work with Microsoft Edge.

After the installation, the BOSS UI shortcut will appear on your desktop, start the application and put your credentials on the fields, then click OK to start the BOSS UI.

- If your able to log into the BossUI but it quickly closes after a few seconds, see "Additional SQL Requirements" above to resolve this issue.

Common Issues

Missing Permissions on the database user

The Service does not start: If the service does not start after two tries, go to the logs file located in *"C:\Program files(x86)\PIPS Technology, Inc\BOSS3\logs"*, there look for the following message:

- **The server principal "user"[1] is not able to access the database "BOSS3" under the current security context**: This problem is caused by missing permissions in the database user you are using.

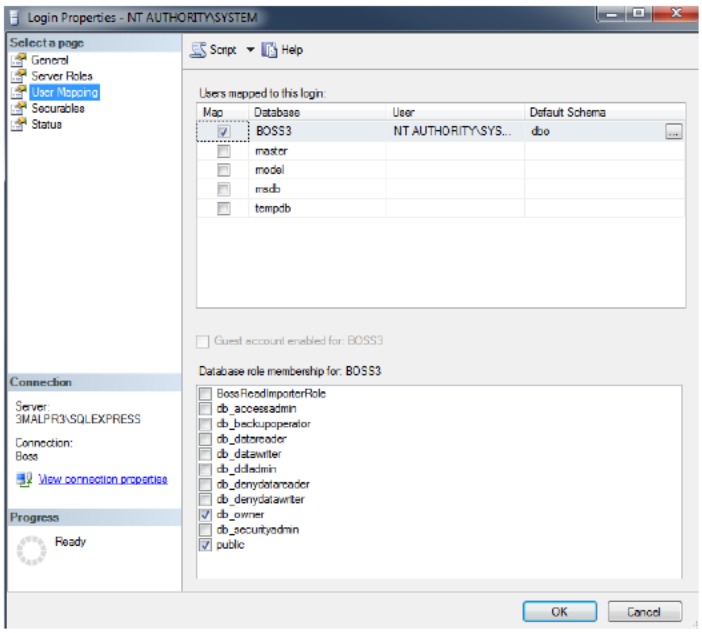
[1] Keep in mind that the name of the user may change.

To fix this problem you need to go to the Microsoft SQL Server Management Studio application and connect with an user with sysadmin privileges, inside the object explorer expand the folder Security, within the logins folder identify your user, right click on the user and select **Properties**. Inside "Server Roles" mark the sysadmin box.
After this restart the BOSS service.

The Underlying Provider failed

When a read query is made, the application shows the message "The Underlying Provider failed"

- Inside the logs file, look for the line with the message "Login failed for user" identify the user, example- "*Login failed for user 'NT AUTHORITY\SYSTEM*". If this occurs log into SQL Studio Manager and map the BOSS3 Db to that account, also add the membership role of "db_owner" to the account.



The login failed

Check that the service is running, and the credentials are valid, also, check the server configurations, if you have localhost instead of 127.0.0.1 replace it for 127.0.0.1[2]. If the problem persist go to the logs file and identify the error.

[2] Just in case you are running the boss UI in the same computer as the server.

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COMMONWEALTH CRITICAL INFRASTRUCTURE PROGRAM

Commonwealth Fusion Center

MASSACHUSETTS STATE POLICE

Commonwealth Critical Infrastructure Program (CCIP)

Program Background

The Commonwealth Critical Infrastructure Program (CCIP) was created by the Executive Office of Public Safety and Security in 2005, to implement a statewide, coordinated approach to the identification and protection of critical infrastructure in the Commonwealth of Massachusetts.

Critical infrastructure is defined as "the assets, systems, and networks, whether physical or virtual, so vital to the United States that their incapacitation or destruction would have a debilitating effect on security, national economic security, national public health or safety, or any combination thereof."



For more information about critical infrastructure and the 16 federally-defined sectors, visit http://www.dhs.gov/critical-infrastructure.

Intelligence Analysis

CCIP provides timely, concise, and relevant intelligence analysis as well as information from federal partners. CCIP intelligence products include:

- Infrastructure Protection Information Bulletins – Brief bulletins that highlight significant trends, threats, or vulnerabilities with implications for critical infrastructure in Massachusetts. Produced as-needed.
- Critical Infrastructure Monthly Open Source Review – In-depth review of open source reporting relating to each critical infrastructure sector, with additional analysis as needed. Produced monthly.

Geographic Information Systems (GIS) Capabilities

CCIP's GIS analyst develops mapping products and geospatial analyses for law enforcement and private sector partners. GIS products include:

- Reference maps for use in special event planning, tabletop exercises, evacuation routing, asset allocation, and awareness of critical infrastructure in a jurisdiction.
- Spatial Modeling of hazards and the affect that the loss or compromise of critical infrastructure sites would have on surrounding areas.
- Spatial Analysis and trend identification to assist in the prediction of incidents or threats.

Threat/Vulnerability Assessments

State Police Officers in the CCIP conduct site security assessments which identify site vulnerabilities and provide suggestions for upgrading facility hardening measures. CCIP also assists critical infrastructure managers to improve their security procedures and offers guidance to guard force staff in identifying suspicious behavior.

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FROM: Major Christopher S. Mason, #2401
Deputy Division Commander
Division of Investigative Services

DATE: May 31, 2017

SUBJECT: Commonwealth Fusion Center (CFC) Automated License Plate Reader Program

1. The Massachusetts State Police (MSP) and the Commonwealth Fusion Center (CFC) currently utilizes Automated License Plate Readers (ALPR) technology in both fixed and mobile environments. G.L. c. 4.sec. 7.cl.26 (n)(security), G.L. c. 4.sec. 7. cl.26(f)(investigative) [redacted]

2. G.L. c. 4.sec. 7.cl.26 (n)(security), G.L. c. 4.sec. 7. cl.26(f)(investigative) [redacted]

3. In addition to the fixed camera locations, the CFC has invested in several mobile ALPR platforms. The Department has purchased [redacted] Wanco trailers, each with one solar powered ALPR camera mounted on the trailer. Additionally, there is a smaller, digital Speed

Radar Sign trailer with a solar powered ALPR camera mounted covertly within the sign. There are also [redacted] message boards, each with a solar powered camera mounted to the trailer. All the trailers are powered through solar panels affixed to the trailers and the cameras are configured to capture plate reads from a vehicle's rear license plate. [redacted]

4. Within the recently submitted 2017 Homeland Security Grant Proposal (HSGP) the CFC has proposed to purchase an additional [redacted] with an ALPR camera affixed to each. A spare camera is also included in the budget, bringing the total new ALPR cameras proposed for purchase in [redacted] The spare ALPR camera is intended to be used as a replacement, as the current cameras operate in a harsh environment and are anticipated to fail with age.

5. Including the proposed 2017 camera and trailer purchases, the CFC ALPR inventory will be:

G.L. c. 4.sec. 7.cl.26 (n)(security), G.L. c. 4.sec. 7. cl.26(f)(investigative)	
[redacted]	

6. G.L. c. 4.sec. 7.cl.26 (n)(security), G.L. c. 4.sec. 7. cl.26(f)(investigative) [redacted] The server and database management software that support the ALPR system will need to be upgraded in approximately one (1) to two (2) years, with an anticipated annual subscription cost of approximately $40,000.00 dollars.

7. The use of these ALPR technologies is governed by Massachusetts State Police Policy SOC-11 (currently under review) and the Department of Criminal Justice Information Systems (DCJIS) ALPR Policy. The DCJIS policy establishes a data retention period of one (1) year, upon which time any reads not subject to a preservation letter are to be purged. Attached to this document are copies of the revised draft SOC-11 and the DCJIS ALPR Policy. The IACP Model Policy for ALPR is also attached for reference.

8. The CFC has elected to use 3M as the ALPR camera and software vendor. 3M ALPR cameras are dual cameras that incorporate infrared illumination for effective license plate imaging in most lighting conditions and a color camera to provide a vehicle overview image. The cameras are capable of streaming video, but significant networking challenges and costs would

have to be overcome to support this use. The still images that are captured tend to be focused on the rear license plate area of a vehicle and rarely include the operator or passengers. 3M announced on May 05, 2017 that it is in the process of selling off its ALPR program to a new vendor, SMARTRAC.

9. All plate reads and digital images captured by the ALPR cameras are transmitted wirelessly by each camera through a Verizon wireless data plan and network, which is funded separately from the camera. The data is transmitted to a central server hosted and maintained by DCJIS in Chelsea. As the ALPR program is expanded, periodic upgrades to the central server memory capacity will be required. As the data holder, DCJIS is responsible for FOIA requests.

10. The data held on the DCJIS server can be accessed through a 3M, web based graphic user interface portal which provides vetted, CORI cleared users to access the information. A criminal predicate or legitimate law enforcement purpose is required to query the database and users are required to enter a user name/password to access the database. The system also requires the entry of the query purpose and a case name or case number prior to initiating a plate query. An electronic audit system, similar to that used by DCJIS, is in place. Currently, user training and user accounts are created and managed by the MSP Traffic Operations Section. Users can conduct historical checks for user defined time periods and date ranges. Users can also establish hotlists that trigger notifications when a target plate is read by any of the cameras collecting plate reads and storing them on the central server. Currently all CFC ALPR data is sent to a single server in Chelsea.

11. Hotlists can be defined and modified by users with appropriate permissions. For example, Hotlists can be created for Amber and Silver Alerts, stolen vehicles, narcotic investigations and a variety of criminal investigations. Detailed entry of target plates and management of the hotlist is the responsibility of the entering user and most often occurs at the Unit or Troop level by designated personnel. Hotlists can also be automated. For instance, plate reads can be compared to the daily NCIC stolen plate list.

12. Once a target plate has been entered into a hotlist, a plate read by any of the contributing cameras will trigger a notification to users designated to receive them. Users can request that notification be through text (single or group), e-mail or audible/visual pop up on an in-cruiser MDT. Emails represent the best type of notification because they contain the overall vehicle image, which allows for confirmation of the plate read. ALPR technology does not distinguish between plate state type and the optical character read (OCR) technology can result in misreads of characters. User confirmation of all reads is a critical component of ALPR use. The time from a system plate read to receipt of an email notification is typically less than five seconds.

13. In addition to 3M, some law enforcement agencies in Massachusetts, have chosen Vigilant Systems as their ALPR vendor. The plate reads captured by Vigilant ALPR cameras are stored in a separate database from 3M. Currently there is no federated search available that will query both the 3M and Vigilant database simultaneously. Some agencies have elected to not store their ALPR data in Chelsea, and instead store their data in an agency hosted server, subject

to their own ALPR policy. The CFC conducts two separate searches of both the 3M and Vigilant systems when conducting ALPR plate checks.

14. The MSP Traffic Operations Section manages and deploys the cruiser mounted ALPR cameras utilized by the Division of Field Services. These ALPR plate reads are sent to the central DCJIS server and are accessed through the 3M data management software in the same manner as the Departments fixed and trailer mounted ALPR assets. There is often close coordination between the CFC and Traffic Ops on ALPR related issues and equipment purchases to ensure that Department's ALPR efforts are aligned.

15. The use of ALPR technologies and software analytics to assist law enforcement is likely to remain an area of growth in the future. This use must be coupled with sound policies and use protocols that ensure the protection of privacy, civil liberties and rights. The value of ALPR data has already proven itself and will continue to be a valuable tool to assist law enforcement in fulfilling its core mission of providing public safety and security for the community and for the nation.

Respectfully Submitted,

Christopher S. Mason
Major #2401
Massachusetts State Police

Special Events Job Duties:

- **WebEOC:**
  - Monitor all information being posted on WebEOC Significant Events Board and any other boards of relevance.
  - Manage the Intel Board -post all incidents on the WebEOC Intel board and update as necessary. Ensure situational awareness of all members of the intel community involved in the event support.
  - At the end of the night the WebEOC log with be saved as a pdf and uploaded into ACISS.
- **Homeland Security Information Network (HSIN):**
  - Monitor The HSIN- Situational Awareness Room for any significant information.
- **Social Media:**
  - Monitor social media sites for any threatening language directed at the special event being monitored, surrounding areas, or the law enforcement personal there to keep the event secure.
- **Background Checks:**
  - Perform any and all background checks that are requested through law enforcement out in the field, in the command post, or any other facilities monitoring the security of the event.
  - Request information from other state/local/federal agencies if necessary.
  - Checks to run
    - CJIS: BOP, WMS, BOPSI, FSI, RI, and III
    - CrimNtel
    - Coplink
    - ACISS
    - CLEAR if necessary.
    - ISO claim search if necessary.
    - LPR if requested.
    - Facial recognition if necessary.
    - Certain checks/individuals rise to a higher level of interest and they are pushed up to the federal level and federal checks with be run on those individuals.

- **SARS:**
  - Assist the BOSAR and Intel teams with identifying suspicious people and/or activity.
  - SARS filled out and the information obtained from the backgrounds run on these individual's will be entered into ACISS.
- **Communication:**
  - Communicate with agencies such as FBI, DHS, and any local police departments and private sector agencies involved as necessary during special events to assure all.pertinent information is being shared and there is no confusion.
  - Group emails are commonly set up when a background is initiated so each agency can report their findings on the individuals/vehicles/business etc. all in one place.

- All intelligence agencies have access to the WebEOC where they can see results from other agencies on a particular check.
- Group texts are also commonly established for swift communication with officers in the field to relay quick background information on a stop and hold.

General Overview of Commonwealth Fusion Center "Real Time" Special Event Capabilities:

1) Perform Intelligence Coordination Functions

2) Maintain Enhanced Communications with Internal and External Stakeholders
(*some resources are only available to fusion centers)

3) Enter / Vet / Process Suspicious Activity Reports

4) Perform Background Checks / Vetting

5) Provide access to on-call specialty units as warranted

6) Monitor Open Source Intelligence Feeds, WebEOC Feeds and CFC Comms

7) Access Downlink Data when relevant systems are operational

8) Utilize law enforcement sensitive investigative tools

9) Create and disseminate Intel Products and Bulletins

10) Enhance Real Time Alerting, Situational Awareness Messaging and Response Coordination

MASSACHUSETTS

Commercial Vehicle Safety Plan
for the
Federal Motor Carrier Safety Administration's
Motor Carrier Safety Assistance Program
Fiscal Year 2019

Part 1 - MCSAP Overview

1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of 49 CFR 350.201 and 205. The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to “prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety.”

The online CVSP tool (eCVSP) outlines the State’s CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements
- Part 3: National Emphasis Areas and State Specific Objectives
- Part 4: Financial Information (FY 2019)
- Part 5: Certifications and Documents

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit either a single year, a 3-year plan, or an Annual Update to a 3-year plan. As used within the eCVSP, the term ‘State’ means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

NEW FOR FY 2019:

Single Year and Multi-Year plans–For FY 2019, the primary difference in the single year and multi-year CVSP formats is that objectives, projected goals, and activities in the 3-year plan will cover an entire three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans–Those States in Year 2 of a 3-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in Year 1 and indicate whether anything needs to be updated for Year 2 via a Yes/No question provided in each Section of Parts 1-3. **NOTE: Answer carefully as there is one opportunity to check Yes/No and then the input is locked**.

- If Yes is indicated, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan.
- If No is indicated, the Year 1 information will not be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All single year, multi-year, and annual update plans have been pre-populated with data and information from their FY 2018 plans. States must carefully review and update this information to reflect FY 2019 activities prior to submission to FMCSA.

In addition, States are reminded to **not** include any personally identifiable information (PII) in the CVSP. The final

CVSP approved by FMCSA is required to be posted to a public FMCSA website.

2 - Mission/Goal Statement

Instructions:

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

***NOTE:** Please do not include information on any other FMCSA grant activities or expenses in the CVSP.*

The Commonwealth of Massachusetts is committed to reducing the number of traffic crashes and associated injuries/fatalities with coordinated enforcement and educational efforts focused on commercial vehicle operators and other vehicles and roadway users operating in the vicinity of commercial vehicles.

The Massachusetts State Police (MSP) has been the lead MCSAP agency in Massachusetts since the inception of the MCSAP program. The MSP Commercial Vehicle Enforcement Section (CVES) is responsible for implementing the MCSAP Program within Massachusetts. Under state statute, we have the authority to enforce all state laws and the appropriate FMCSA regulations anywhere in the territorial confines of Massachusetts.

The Department of Public Utilities (DPU) is a non-funded participating member. The DPU addresses the safety of equipment and operation of motorcoach companies and transit authority buses. The DPU also regulates commercial common carriers that perform residential household goods moved within the Commonwealth. The CVES and DPU continue to have an outstanding working relationship and as a result, passenger and household goods enforcement activities are jointly pursued. The FMCSA, MSP CVES, and DPU conduct quarterly meetings. In addition, the MSP CVES coordinates various safety programs with the Massachusetts Highway Safety Division, Department of Transportation and Registry of Motor Vehicles.

The University of Massachusetts Traffic Safety Research Program (UMassSafe) continues to provide state specific data to help direct safety activities including crash causation, high crash regions and corridors as well as training development.

3 - MCSAP Structure Explanation

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

***NOTE:** Please do not include activities or expenses associated with any other FMCSA grant program.*

The MSP CVES is commanded by a Lieutenant and currently has a total of 35 personnel assigned to the section, 33 sworn personnel, and 2 civilian personnel. There are six teams deployed on a regional basis. One sergeant and three full time officers are assigned to the New Entrant Program.

4 - MCSAP Structure

Instructions:

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements —Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	MA STATE POLICE (MSP) COMMERCIAL VEHICLE ENFORCEMENT SECTION (CVES)
Enter total number of personnel participating in MCSAP activities	35
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	33
Traffic Enforcement Activities	33
Investigations*	4
Public Education and Awareness	33
Data Collection and Reporting	33
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	NONE
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	
Traffic Enforcement Activities	
Investigations*	
Public Education and Awareness	
Data Collection and Reporting	
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	1
Total # of MCSAP Participating Personnel:	9

Part 2 - Crash Reduction and National Program Elements

1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2019 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2017, these areas have been merged and categorized by the National Program Elements as described in 49 CFR 350.109. This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

***Note**: For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the State Quarterly Report and CVSP Data Dashboard, and/or the CVSP Toolkit on the A&I Online website. The Data Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: http://ai.fmcsa.dot.gov/StatePrograms/Home.aspx. A user id and password are required to access this system.*

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/ objectives.

2 - CMV Crash Reduction

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2013 - 2017

***Instructions for all tables in this section**:*

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- *Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.*
- *In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.*
- *The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).*
    - *In the Goal column, enter the goal from the corresponding CVSP for the measurement period.*
    - *In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.*
- *Include the data source and capture date in the narrative box provided below the tables.*
- *If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.*

ALL CMV CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:
Fatal Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	12/31/2017	24	0.0547	0.0389
01/01/2016	12/31/2016	31	0.0547	0.0547
01/01/2015	12/31/2015	32	0.0497	0.0540
01/01/2014	12/31/2014	36	0.0643	0.0655
01/01/2013	12/31/2013	37	0.0657	0.0657

MOTORCOACH/PASSENGER CARRIER CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
fatalities (2-8 per year) too low to measure a goal

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/31/2017	12/31/2017	2		
01/01/2016	12/31/2016	8		
01/01/2015	12/31/2015	3		
01/01/2014	12/31/2014	2		
01/01/2013	12/31/2013	3		

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
There have been no fatals. However there is a state specific goal regarding inspections.

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	12/31/2017	0		
01/01/2016	12/31/2016	0		
01/01/2015	12/31/2015	0		
01/01/2014	12/31/2014	0		
01/01/2013	12/31/2013	0		

Enter the data sources and capture dates of the data listed in each of the tables above.
--Fatal Count Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 06/29/2018, including crash records through 02/28/2018 - https://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx. VMT Source: FHWA Annual Highway Statistics 2011-2014 Table VM-2 as of 6/29/16; 2015 was projected. --MC: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 06/29/2018, including crash records through 02/28/2018. The data presented are subject to update as new or additional information may be reported to MCMIS following the snapshot date - https://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx. --HM: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 06/29/2018, including crash records through 02/28/2018. The data presented are subject to update as new or additional information may be reported to MCMIS following the snapshot date - http://ai.fmcsa.dot.gov/CrashStatistics/rptHazmat.aspx?rpt=HMPL.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Massachusetts consistently has a lower CMV fatality rate per 100 million vehicle miles traveled than most states and the nation as a whole.

The MSP CVES does not have a goal specific to the reduction of motorcoach/passenger fatalities because the number of such fatalities is too low to measure change. Instead, a goal to reduce all CMV crashes exists which includes strategies to reduce motorcoach/passenger fatalities. The MSP CVES does implement motorcoach enforcement and inspection strategies and has a specific passenger transportation safety goal regarding inspections that is outlined in the State Specific Goals section of this CVSP.

Although Massachusetts has not had any HazMat fatalities involving a release/spill during the five years reviewed, MA does have a higher OOS rate associated with HazMat inspections than the nation as a whole (FY17 17.07% vs 4.01% and FY18 thus far 19.73% vs. 3.98% nationally). Due to the risk factors associated with the products in transport, it is necessary to preserve vigilant oversight of HazMat transportation by motor carriers. Therefore, MA truck teams will continue conducting HazMat roadside inspections as well as cargo tank task forces in order to maintain safe operating practices.

Crash reduction report attached in appendix.

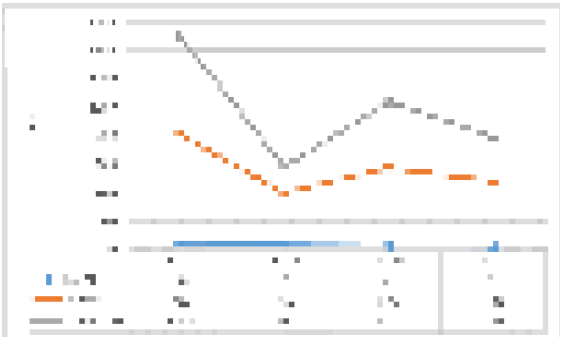
Narrative Overview for FY 2019

Instructions*:*

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.
In general, over the last several years, there has been a steady decline in the number of commercial motor vehicle (CMV) crashes in Massachusetts from 2,353 in FY2014 to 1,297 in FY2017 and 479 in FY2018 thus far. However, the number of reported injury and property damage only (PDO) crashes did increase from 2015 to 2016 as did all motor vehicle crashes. The chart below demonstrates the changes by fiscal year for fatalities, injuries and towaway crashes.

Massachusetts CMV Crash Related Fatalities, Injuries and Towaways, Fiscal Year 2014-2017



To further reduce the number and severity of crashes involving CMVs, UMassSafe conducted a extensive crash data analysis that included a study of crash locations and characteristics. The findings of this analysis are attached to this E-CVSP and will be utilized by the MSP CVES in planning and conducting crash prevention efforts.

Enter the data source and capture date:
FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 06/29/2018, including crash records through02/28/2018 (https://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx).

Projected Goal for FY 2019
Enter Crash Reduction Goal:
Reduce the number of injuries and fatalities from crashes involving CMVs in Massachusetts by 5% from the three-year average of 513 (FFY 2015-2017) to 487 by the end of FY 2020.

Program Activities: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

The MSP CVES will implement the following activities toward reducing CMV crashes and specifically the proportion of injury/fatality resulting CMV crashes.

- Conduct Driver and Vehicle Inspections
- Conduct Traffic Enforcement Activities
- Conduct Public Education and Awareness Activities
- Conduct Effective Data Collection and Reporting
- Target enforcement by analyzing crash causation data for CMVs and passenger cars; including location, driver behavior, day of week, and time of day, as well as violation types and specific unsafe driving behaviors.
- Provide CMV traffic enforcement training and technical assistance to MSP and local police who conduct traffic enforcement in order to ensure traditional traffic enforcement include unsafe CMV driving behaviors.
- Target 30% (at minimum) of roving patrols using crash causation data for CMVs and passenger cars, aiming to mitigate high crash zones, times, and days of week.
- Target 30% (at minimum) of driver/vehicle inspections in high crash zones, during high crash times and days of week.
- Focus 10% of traffic enforcement on unsafe operating behaviors of non-CMVs around CMVs.
- Targeted I90 enforcement for following too closely, lane changes and other infractions.
- Participate in NTC Electronic Logging Device (ELD) training for new officers and refresher training as necessary.
- Maintain current ELD software on all laptops and run when available.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

UMassSafe will examine quarterly CMV injury and fatality data from both the MassDOT Registry of Motor Vehicles Crash Data System and MCMIS to track progress towards the goal. Furthermore, a quarterly and annual review of inspections, citations, and carrier interventions will be conducted, along with public education and awareness campaigns. In addition, the ASPEN activity report will be reviewed by the MCSAP manager, ensuring that the enforcement is conducted in the crash zones. The number of enforcement and roadside inspections conducted, POV citations issued (citations with TE notation), and hours spent patrolling high crash areas will be counted and reviewed on a quarterly basis, and then measured against baseline data from FY17 and FY18.

3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2019.

***Note**: In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.*

Trend Analysis for 2013 - 2017

Inspection Types	2013	2014	2015	2016	2017
Level 1: Full	3621	2486	2554	2244	2135
Level 2: Walk-Around	7657	7409	7396	10278	14132
Level 3: Driver-Only	8333	3758	3165	4692	5812
Level 4: Special Inspections	1	126	12	16	6
Level 5: Vehicle-Only	1	1061	830	946	853
Level 6: Radioactive Materials	3	2	2	3	0
Total	**19616**	**14842**	**13959**	**18179**	**22938**

Narrative Overview for FY 2019

***Overview**:*

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.
The CVES operates a mixture of fixed weight station and mobile patrols in crash zones and local community "hot spots".

Projected Goals for FY 2019

***Instructions for Projected Goals**:*

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Year 2019. For FY 2019, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit Part 1, MCSAP Structure.

***Note**:Per the MCSAP Comprehensive Policy, States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.*

MCSAP Lead Agency

Lead Agency is: MA STATE POLICE (MSP) COMMERCIAL VEHICLE ENFORCEMENT SECTION (CVES)

Enter the total number of certified personnel in the Lead agency: 33

Projected Goals for FY 2019 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3300	1255	200	4755	25.77%
Level 2: Walk-Around	6000	500	1200	7700	41.72%
Level 3: Driver-Only	5200	200	600	6000	32.51%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	**14500**	**1955**	**2000**	**18455**	

MCSAP subrecipient agency

Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.

Subrecipient is: NONE

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2019 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	**0**	**0**	**0**	**0**	

Non-Funded Agencies

Total number of agencies:	1
Enter the total number of non-funded certified officers:	9
Enter the total number of inspections projected for FY 2019:	550

Summary

Projected Goals for FY 2019 - Roadside Inspections Summary

Projected Goals for FY 2019 Summary for All Agencies					
MCSAP Lead Agency: MA STATE POLICE (MSP) COMMERCIAL VEHICLE ENFORCEMENT SECTION (CVES) # certified personnel: 33					
Subrecipient Agencies: NONE # certified personnel: 0					
Number of Non-Funded Agencies: 1 # certified personnel: 9 # projected inspections: 550					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3300	1255	200	4755	25.77%
Level 2: Walk-Around	6000	500	1200	7700	41.72%
Level 3: Driver-Only	5200	200	600	6000	32.51%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	**14500**	**1955**	**2000**	**18455**	

Note:If the minimum numbers for Level 1 and Level 3 inspections are less than described in the MCSAP Comprehensive Policy, briefly explain why the minimum(s) will not be met.

4 - Investigations

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.

☐ **The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.**

Trend Analysis for 2013 - 2017

Investigative Types - Interstate	2013	2014	2015	2016	2017
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	1	2	2	0	0
CSA Off-Site	1	0	0	0	0
CSA On-Site Focused/Focused CR	5	10	4	2	0
CSA On-Site Comprehensive	6	6	17	18	18
Total Investigations	**13**	**18**	**23**	**20**	**18**
Total Security Contact Reviews	0	2	4	0	0
Total Terminal Investigations	0	0	0	4	27

Investigative Types - Intrastate	2013	2014	2015	2016	2017
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	**0**	**0**	**0**	**0**	**0**
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2019

Instructions:

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

Projected Goals for FY 2019

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2019.

Projected Goals for FY 2019 - Investigations		
Investigative Type	**Interstate Goals**	**Intrastate Goals**
Compliance Investigations	0	0
Cargo Tank Facility Reviews	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0
CSA Off-Site	0	0
CSA On-Site Focused/Focused CR	4	0
CSA On-Site Comprehensive	4	0
Total Investigations	**8**	**0**
Total Security Contact Reviews	0	0
Total Terminal Investigations	0	0

Add additional information as necessary to describe the carrier investigation estimates.
NA

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.
One investigator will conduct an estimated 8 carrier interventions in FY19.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.
The State will review the number of carrier interventions quarterly.

5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).

Trend Analysis for 2013 - 2017

Instructions:

Please refer to the MCSAP Comprehensive Policy for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. *Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).*
2. *Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.*
3. *Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.*

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2017	12/31/2017	10654	14913
01/01/2016	12/31/2016	8246	12076
01/01/2015	12/31/2015	5156	7264
01/01/2014	12/31/2014	6098	8329
01/01/2013	12/31/2013	6900	9268

☐ ***The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the "CMV Traffic Enforcement Stops without an Inspection" table is not required to be completed and won't be displayed.***

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2017	12/31/2017		
01/01/2016	12/31/2016		
01/01/2015	12/31/2015		
01/01/2014	12/31/2014		
01/01/2013	12/31/2013		

☐ ***The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the "Non-CMV Traffic Enforcement Stops" table is not required to be completed and won't be displayed.***

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2017	12/31/2017	201	201
01/01/2016	12/31/2016	524	524
01/01/2015	12/31/2015	1244	417
01/01/2014	12/31/2014	417	417
01/01/2013	12/31/2013	454	454

Enter the source and capture date of the data listed in the tables above.
Number of CMV Traffic Stops with an Inspection and Number of Citations/Warnings Issued: FMCSA's Motor Carrier Management Information System (MCMIS) Traffic Enforcement Activity Summary, data snapshot as of 6/29/18 - https://ai.fmcsa.dot.gov/SafetyProgram/spRptRoadside.aspx?rpt=TEAS. Number of Non-CMV Traffic Enforcement Stops & Number of Citations Issued: MSP Internal Records, June, 2018.

Narrative Overview for FY 2019

Instructions:

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the MCSAP Comprehensive Policy.

The Statewide CMV traffic enforcement program is a comprehensive program targeting unsafe driver behaviors associated with Massachusetts specific crash causation factors in high crash regions during high crash times of day and days of week as determined by UMassSafe conducted crash data analysis. 33 sworn personnel and 2 civilian personnel will be used for the implementation of the program. Targeting both CMV and non-CMV involvement in crashes, the CVES conducts highly visible enforcement. The goal is to maintain the MSP CVES annual level of effort in traffic enforcement associated with and without inspections.

Projected Goals for FY 2019

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2019. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

			Enter Projected Goals (Number of Stops only)
Yes	No	Traffic Enforcement Activities	FY 2019
◉	○	CMV with Inspection	8000
◉	○	CMV without Inspection	100
◉	○	Non-CMV	200
◉	○	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	2000

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the FAST Act requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier

investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

FY 2019 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2019 Activities	Average 2004/05 Activities
19005	8	550	19563	19496

Describe how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.
The State will monitor and evaluate the effectiveness of its traffic enforcement activities through a monthly and annual review of the enforcement and inspection data.

6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in 49 CFR 350.201 (aa). States must achieve full participation by October 1, 2020. FMCSA defines "fully participating" in PRISM, for the purpose of determining eligibility for MCSAP funding, as when a State's or Territory's International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM (49 CFR 350.201(aa) (cc)). For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of full participation in PRISM, O&M costs are eligible expenses. O&M expenses must be included and described in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	Yes
PRISM	Exceeds Full Participation	Yes

Avaliable data sources:

- FMCSA website ITD information
- FMCSA website PRISM information

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency: MassDOT Registry of Motor Vehicles

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency: MassDOT Registry of Motor Vehicles

Narrative Overview for FY 2019

Problem Statement Narrative and Projected Goal:
If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

The Massachusetts Registry of Motor Vehicles leads the PRISM and CVISN projects. Massachusetts is at PRISM Step 8. The Massachusetts RMV needs funding for OM costs related to the CVIEW and MassIRP components necessary to support and maintain PRISM Level 8 certification. The annual cost in $225,000. (Vendors are Explore Information Services LLC and ITERIS.) The performance measures are maintenance of PRISM Level 8 and the number of carrier registrations revoked.

Program Activities: Describe any actions that will be taken to implement full participation in PRISM.
The MassDOT Registry of Motor Vehicles is responsible for PRISM and ITD implementation. The MSP CVES supports their efforts through MCSAP funding.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.
The MSP CVES reviews quarterly updates from the RMV to determine they are continuing to meet compliance standards.

7 - Public Education and Outreach

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMVs that operate around large trucks and buses.

Trend Analysis for 2013 - 2017

In the table below, provide the number of public education and outreach activities conducted in the past 5 years.

Public Education and Outreach Activities	2013	2014	2015	2016	2017
Carrier Safety Talks	10	10	10	9	4
CMV Safety Belt Education and Outreach	0	0	0	0	0
State Trucking Association Meetings	2	2	0	2	1
State-Sponsored Outreach Events	0	0	0	1	0
Local Educational Safety Events	0	0	0	0	0
Teen Safety Events	20	20	20	15	0

Narrative Overview for FY 2019

Performance Objective: To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.

Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safely initiatives. Include the number of personnel that will be participating in this effort.
The MSP CVES will conduct 11 public education and awareness activities on passenger transportation, safety belts, hazardous materials, general crash reduction and best safety practices.

Projected Goals for FY 2019

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

			Performance Goals
Yes	No	Activity Type	FY 2019
◉	○	Carrier Safety Talks	5
◉	○	CMV Safety Belt Education and Outreach	1
◉	○	State Trucking Association Meetings	1
◉	○	State-Sponsored Outreach Events	1
◉	○	Local Educational Safety Events	1
◉	○	Teen Safety Events	2

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.
Every month, the MSP CVES Commander will review the number of presentations as well as the content and subject matter to ensure compliance with goals and objectives. In addition, the Commander will review feedback and comments from motor carriers and driving schools, and make appropriate adjustments to class content. The MSP CVES will report the quantity, duration and number of attendees in its quarterly Performance Progress Report.

8 - State Safety Data Quality (SSDQ)

The FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	No

Available data sources:

- FMCSA website SSDQ information

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2019.

SSDQ Category	Current SSDQ Rating	Goal for FY 2019
Crash Record Completeness	Good	Good
Fatal Crash Completeness	Good	Good
Crash Timeliness	Good	Good
Crash Accuracy	Good	Good
Crash Consistency	No Flag	No Flag
Inspection Record Completeness	Good	Good
Inspection VIN Accuracy	Good	Good
Inspection Timeliness	Good	Good
Inspection Accuracy	Fair	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.
Data current as of June 29, 2018

Narrative Overview for FY 2019

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary.
Massachusetts currently has a 'good' SSDQ ranking in all categories except Inspection Accuracy which is 'fair'. However there has been an increase in the percent accurate from 84% (red/poor) in May of 2017 to a current 89% (yellow/fair).

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.
The MSP CVES will continue to monitor each SSDQ category rating on a quarterly basis and make any adjustments if needed. An analyst will be hired to assist with data entry and analysis. Training and internal software improvements will continue to be implemented to improve inspection accuracy.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.
The quarterly FMCSA SSDQ ratings will be monitored and compared to FY18 baseline data on a quarterly basis.

9 - New Entrant Safety Audits

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP (49 CFR 350.201.) The Act allows a State to conduct intrastate New Entrant safety audits at the State's discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Note: The FAST Act also says that a State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

Yes	No	Question
◉	○	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
◉	○	Does your State conduct Group safety audits at non principal place of business locations?
○	◉	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2013 - 2017

In the table below, provide the number of New Entrant safety audits conducted in the past 5 years.

New Entrant Safety Audits	2013	2014	2015	2016	2017
Interstate	501	417	242	536	580
Intrastate	0	0	0	0	0
Total Audits	**501**	**417**	**242**	**536**	**580**

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2019

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency:
Massachusetts State Police

***Program Goal**: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.*

Program Objective: Statutory time limits for processing and completing interstate safety audits are:

- *If entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier —safety audit must be completed within 18 months.*
- *If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later—safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.*

Projected Goals for FY 2019

For the purpose of completing the table below:

- ***Onsite safety audits*** *are conducted at the carrier's principal place of business.*
- ***Offsite safety audit*** *is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.*
- ***Group audits*** *are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).*

Projected Goals for FY 2019 - New Entrant Safety Audits		
	FY 2019	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	200	0
# of Safety Audits (Offsite)	350	0
# Group Audits	0	0
TOTAL Safety Audits	**550**	**0**
# of Non-Audit Resolutions	300	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.
The CVES employs four full time officers to conduct New Entrant Investigations. Three investigators are deployed regionally and one officer is the program administrator.

New Entrant training will be offered to any officer who is interested in performing audits.

The program administrator vets the applicant to ensure a review is needed, assigns investigations, and monitors the queue to ensure the audits are completed in a timely manner.

It should be noted the CVSP measures audits completed. However the actual number of NE applicants who must be vetted by SP personnel is 40% greater than the audits completed.

Activity Plan: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.
The CVES utilizes a combination of off-site and on-site audits. Approximately 60 percent of audits are conducted off-site and 40 percent on-site. If we see an opportunity to improve efficiency by using group audits we may implement this technique.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.
The program administrator monitors the queue, makes assignments, check audits for completeness and accuracy, assembles monthly activity/performance reports, and provides a monthly and quarterly performance report.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary.

1 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

Check this box if:

☑ **As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.**

2 - Passenger Carrier Enforcement

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

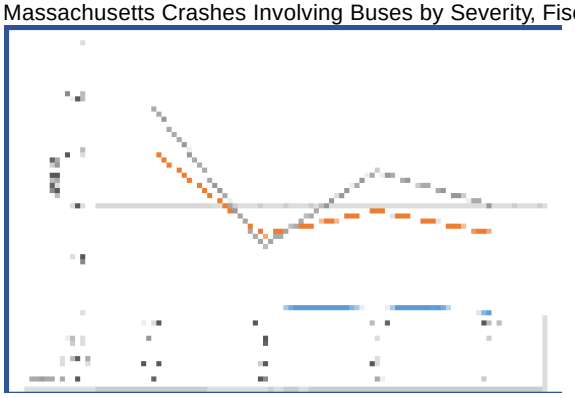
☐ **As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the MCSAP Comprehensive Policy as described either below or in the roadside inspection section.**

Narrative Overview for FY 2019

Problem Statement Narrative: Describe the problem as identified by performance data and include the baseline data.

The number of Massachusetts crashes involving passenger carriers (buses – all types) has been declining since 2014 with the exception of an increase in 2016 similar to the increase in all motor vehicle crashes. As shown in the chart below, all crash types – fatal, injury and property damage only- declined between FY16 and FY17. In FY18 to date, there have been no fatal crashes, 84 injury crashes and 77 property damage only (PDO) crashes. (See attached Problem Statement in Appendix.)

Massachusetts Crashes Involving Buses by Severity, Fiscal Year 2014-2017



To further reduce the number of crashes involving passenger carriers, UMassSafe conducted a extensive crash data analysis that included a study of crash locations and characteristics. The findings of this analysis are attached to this E-CVSP and will be utilized by the MSP CVES in planning and conducting all passenger carrier crash prevention efforts.

Projected Goals for FY 2019: Enter performance goals.
To maintain the number of passenger carrier inspections at the FY18 projection of 2,000.

Data Source: FMCSA Motor Carrier Management Information System (MCMIS) - https://ai.fmcsa.dot.gov/ProgramReport/pcReport.aspx?rpt=reg_ROI.

Program Activities: Provide additional information regarding how these activities will be implemented.
In addition to conducting the inspections, enforcement activities, CSAs, public education/awareness and effective data collection, Massachusetts will participate in national and regional strike force and task force activities.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.
Passenger transportation safety activities will be monitored and evaluated by the State during a monthly and annual evaluation of activities, inspections, enforcement efforts, CSA SMS scores, and presentations. The performance measures and milestones described in this document will be used to measure progress. Passenger Carrier Enforcement goals will be monitored quarterly and annually through evaluation of both the number and percent of passenger carrier inspections.

3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2018 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2018 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2018 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

Activity: Describe State-specific activity conducted from previous year's CVSP.
In FY18, the following activities were implemented to address the safety of workers on roadways: enforcement of Move Over Law in Work Zones, driver and vehicle inspections, and extensive traffic enforcement utilizing CMV crash causation analysis to target enforcement.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
To conduct 3,500 truck inspections in work zones in FY18.

Actual: Insert year to date progress (#, %, etc., as appropriate).
Although a large number of the total truck inspections were conducted in work zones, unfortunately the data collection system does not enable the MSP CVES to determine how many were specifically conducted in work zones. The MSP CVES implemented an extensive program to address work zone crashes leading to a reduction from 4.5% in 2015 to 3% of crashes in work zones in 2016. The percent of CMV crashes in work zones involving an injury or fatality was reduced from 40% in 2015 to 32% in 2016. Note that the 2016 crash data from the Massachusetts Registry of Motor Vehicles is not closed and therefore may not be complete. The data source for number of truck inspections is the MSP CVES, Snapshot - June 2017 and that for crashes is the UMassSafe Traffic Safety Data Warehouse (using Registry of Motor Vehicles Crash data), Snapshot- June 2017.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
Although a large number of the total truck inspections were conducted in work zones, unfortunately the data collection system does not enable the MSP CVES to determine how many were specifically conducted in work zones.

4 - State Specific Objectives – Future

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2019. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.
Target OOS Carriers at Roadside as well as Reinspection

Narrative Overview for FY 2019

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
Massachusetts OOS rates from driver, vehicle and HazMat inspections are significantly higher than that for the Nation. In FY17, the MA driver OOS rate was 10.45% compared to the national rate of 8.58%, the vehicle OOS rate was 34.79% compared to 25.94% nationally and the HazMat OOS rate was 23.48% compared to the national rate of 10.20%. OOS rates in FY18 thus far were also higher than the national rates.

Projected Goals for FY 2019:
Enter performance goal.
Conduct 1,000 inspections/reinspections

Program Activities: Describe the activities that will be implemented including level of effort.
In order to address the high OOS rates, the MSP CVES will conduct enforcement of OOS at roadwise as well as target high OOS carriers for reinspections.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.
The State will monitor and evaluate the effectiveness of its focus on OOS at roadways and of carriers for reinspection through a monthly and annual review of the inspection data as well as enforcement in high crash corridors. Furthermore, to monitor and evaluate the effectiveness of the OOS safety objective, Massachusetts will measure the number and locations of OOS rates and enforcement/inspections on a monthly basis against the FY18 baseline data as well as examine our overall progress on a quarterly and annual basis.

Part 4 - Financial Information

1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include 2 CFR part 200, 2 CFR part 1201, 49 CFR part 350 and the MCSAP Comprehensive Policy.

Before any cost is billed to or recovered from a Federal award, it must be allowable (2 CFR §200.403, 2 CFR §200 Subpart E – Cost Principles), reasonable and necessary (2 CFR §200.403 and 2 CFR §200.404), and allocable (2 CFR §200.405).

- ***Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.*
- ***Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.*
- ***Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.*
    - *For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.*

What's New for FY 2019

The Spending Plan budget activity tables have been restructured to permit Maintenance of Effort (MOE) expenditures to be added on each line item of the budget activity tables. In the FY 2018 eCVSP, States indicated MOE costs as a single cost in each budget activity area. Please review the FY 2019 changes and instructions below prior to completing your Spending Plan.

- *A new column (% of Time on MCSAP Grant) has been added in each of the budget activity tables to capture the percentage of time each item entered is dedicated to the MCSAP grant.*
- *A new column (MOE) has been added in each of the budget activity tables to capture MOE amounts. This allows users the ability to add MOE expenditures by each line item. MOE expenditures must not be included in the calculation of Total Project Costs, Federal share, or State share.*

Instructions

The Spending Plan should include costs for FY 2019 only. This applies to States completing a single-year CVSP, multi-year CVSP, or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- ***Federal Share** means the portion of the total project costs paid by Federal funds. Federal share is 85 percent of the total project costs for this FMCSA grant program.*
- ***State Share** means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.*
- ***Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.*
- ***Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with 49 CFR § 350.301. The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP*

Comprehensive Policy (MCP) in section 3.6.

Expansion of On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- *Calculation of Federal and State Shares*

  Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

  The system calculates an 85 percent Federal share and 15 percent State share automatically and populates these values in each line. Federal share is the product of Total Project Costs x .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system and should be reviewed and updated by users as necessary.

  States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

  An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

  Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

- *MOE Expenditures*

  States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

  - *If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal $0.00.*
  - *If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.*
  - *If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs minus "system-calculated Total Project Costs".*

  An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

  The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- *Financial Summary*

  The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

  The system will confirm that:

  - *Overtime value does not exceed the FMCSA limit.*
  - *Planned MOE Costs equal or exceed FMCSA limit.*
  - *States' proposed Federal and State share totals are each within $5 of FMCSA's Federal and State share estimated amounts.*
  - *Territories' proposed Total Project Costs are within $5 of $350,000.*

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$4,347,546.00	$767,214.00	$5,114,760.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	$767,214.00
MOE Baseline:	$335,450.37

2 - Personnel

Personnel costs are salaries for employees working directly on a project.

***Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website**.*

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

***Note**: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see 2 CFR §200.430.*

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	$767,214.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Administrative	2	100.0000	$88,151.87	$176,303.74	$149,858.17	$26,445.57	$0.00
Lieutenant	1	53.0000	$318,000.00	$168,540.00	$143,259.00	$25,281.00	$0.00
Sergeant	5	35.0000	$298,000.00	$521,500.00	$443,275.00	$78,225.00	$0.00
TROOPER	15	35.0000	$280,000.00	$1,470,000.00	$1,249,500.00	$220,500.00	$2,711,050.00
Subtotal: Salary				**$2,336,343.74**	**$1,985,892.17**	**$350,451.57**	**$2,711,050.00**
Overtime Project Costs							
Administrative	2	100.0000	$15,217.73	$30,435.46	$25,870.14	$4,565.32	$0.00
Lieutenant	1	100.0000	$24,000.00	$24,000.00	$20,400.00	$3,600.00	$0.00
Sergeant	6	100.0000	$20,000.00	$120,000.00	$102,000.00	$18,000.00	$0.00
Trooper	26	100.0000	$17,150.00	$445,900.00	$379,015.00	$66,885.00	$0.00
Subtotal: Overtime				**$620,335.46**	**$527,285.14**	**$93,050.32**	**$0.00**
TOTAL: Personnel				**$2,956,679.20**	**$2,513,177.31**	**$443,501.89**	**$2,711,050.00**
Accounting Method:	**Cash**						

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.
Costs are based upon FMCSA policies and guidance, the FMCSA grants manuals, and OMB circulars. MCSAP activities delineated in this eCVSP are funded by MCSAP funds. Without MCSAP funding, these activities would not be conducted. The State Police has adequate policies and monitoring to ensure compliance with federal grant rules.There are 2 civilian and 33 sworn personnel assigned to the Commercial Vehicle Enforcement Section. MCSAP funds only support MCSAP activities.

Funding for staffing is provided in the following manner:
1 Full-time civilian administrative personnel assigned to MCSAP and funded by MCSAP grant 85 % / 15% state match.
1 Full-time civilian administrative personnel assigned to MCSAP part-time and funded by MCSAP 50% / 50% state match.
21 Troopers including (1 Lieutenant, 5 Sergeants, 15 Troopers) are assigned to MCSAP duties. MCSAP funds are utilized to fund 29.75% of these positions.Their daily activities are 1/3 MCSAP eligible activities.The MCSAP hours are verified by daily activity sheets.
All sworn personnel (33) perform off-hour MCSAP inspections as part of the MCSAP program. This time is tracked by a separate activity sheet and operational activity reports are maintained and verified by administrative staff. Since the overtime rate is equal to the regular hourly rate plus one-half of regular hourly rate, only 1/3 of the overtime rate is assessed against the Overtime line in the budget. The other 2/3 of the overtime pay (regular hourly rate) is assessed against the Regular Salary line in the budget. So, the regular salary amount above represents 1/3 regular time plus 2/3 of the overtime. The calculation fields above make this difficult to represent.

*Please see attached excel spreadsheet with detailed breakdown of salary calculation.

3 - Fringe Benefits

*Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference 2 CFR §200.431(b).*

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided through grants.gov. For more information on this item see 2 CFR §200.431.

Show how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS Statewide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The cost of fringe benefits are allowable if:

- *Costs are provided under established written policies.*
- *Costs are equitably allocated to all related activities, including Federal awards.*
- *Accounting basis (cash or accrual) selected for each type of leave is consistently followed by the non-Federal entity or specified grouping of employees.*

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

- *For each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.*
- *The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.*
- *Health Insurance and Pensions can vary greatly and can be averaged; and like Workers' Compensation, can sometimes to be broken into sworn and unsworn.*

In the Position column include a brief position description that is associated with the fringe benefits.

*The **Fringe Benefit Rate** is:*

- *The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.*
- *For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.*

*The **Base Amount** is:*

- *The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.*
- *For example, if the total wages for all grant-funded staff is $150,000 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $150,000 x 64.8 x 50% / 100 = $48,600 Total Project Costs.*

Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Administrative, Troopers, Sergeants, Lieutenant	42.8700	100.0000	$1,170,776.94	$501,912.07	$426,625.26	$75,286.81	$0.00
TOTAL: Fringe Benefits				**$501,912.07**	**$426,625.26**	**$75,286.81**	**$0.00**

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.
These rates are established by the Commonwealth of Massachusetts and the cognizant federal agency – The US Department of Justice.
The Fringe rate effective 7/1/2018 is 41.14 %. Fringe benefit is only assessed against regular salary.
The Payroll Tax rate effective 7/1/2018 is 1.73%. Payroll tax is assessed against both regular salary and overtime.
*Please see attached excel spreadsheet with detailed breakdown of fringe and payroll tax calculation.

4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, lodging, meals, transportation, registration, etc. Explain in detail how the MCSAP will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see 2 CFR §200.474.

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Training Travel	6	6	100.0000	$21,500.00	$18,275.00	$3,225.00	$0.00
Routine MCSAP Travel	3	3	100.0000	$7,500.00	$6,375.00	$1,125.00	$0.00
Conference Travel	3	3	100.0000	$4,000.00	$3,400.00	$600.00	$0.00
TOTAL: Travel				**$33,000.00**	**$28,050.00**	**$4,950.00**	**$0.00**

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.
Training travel is for NTC approved and required courses for Troopers who are NTC Instructors. Travel includes CVSA conferences, Level 6 recertification, and the FMCSA Annual Grants conference. MCSAP funds are only used for FMCSA approved travel and MCSAP eligible travel.

5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or $5,000.

- *If your State's equipment capitalization threshold is below $5,000, check the box below and provide the threshold amount. See §200.12 Capital assets, §200.20 Computing devices, §200.48 General purpose equipment, §200.58 Information technology systems, §200.89 Special purpose equipment, and §200.94 Supplies.*

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for $5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is $1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost (2 CFR §200.436 and 2 CFR §200.439). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs

Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Three Tahoes	3	$48,000.00	100	$144,000.00	$122,400.00	$21,600.00	$0.00
laptops with docking station	8	$5,000.00	100	$40,000.00	$34,000.00	$6,000.00	$0.00
TOTAL: Equipment				**$184,000.00**	**$156,400.00**	**$27,600.00**	**$0.00**
Equipment threshold is $1,000							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.
The computer expense if for replacement of 8 older laptops. The users are MCSAP funded personnel.
The vehicles are for MCSAP personnel and are procured by competitive bid.

6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or $5,000, regardless of the length of its useful life. See also §200.20 Computing devices and §200.33 Equipment.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

Supplies Project Costs

Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Office Supplies	10 ea	$223.00	100.0000	$2,230.00	$1,895.50	$334.50	$0.00
Uniforms	19 each	$1,000.00	100.0000	$19,000.00	$16,150.00	$2,850.00	$0.00
TOTAL: Supplies				**$21,230.00**	**$18,045.50**	**$3,184.50**	**$0.00**

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.

Uniform expense is for replacement uniform parts for inspectors to include patrol coats, boots, gloves, etc.
Office supplies are for general office supplies, paper, toner, etc.
Individuals assigned to this unit are 100% dedicated to CMV activities. However only 35-53% of their time is paid for with federal funding, which explains the difference between the personnel dollars and fact that the equipment is 100% allocated to the program.

7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

***Contractual** – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award (2 CFR §200.22). All contracts issued under a Federal award must comply with the standards described in 2 CFR §200 Procurement Standards.*

***Note**: Contracts are separate and distinct from subawards; see 2 CFR §200.330 for details.*

***Subaward** – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract (2 CFR §200.92 and 2 CFR §200.330).*

***Subrecipient** - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency (2 CFR §200.93).*

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

***Operations and Maintenance**-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.*

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs

Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
UMASS	DUNS 153926712	Contract	100.0000	$75,000.00	$63,750.00	$11,250.00	$0.00
Description of Services: Data Analysis							
RMV	DUNS 877222257	Subrecipient	100.0000	$250,000.00	$212,500.00	$37,500.00	$0.00
Description of Services: prism OM							
intelligent imaging systems	DUNS 240387154	Contract	100.0000	$22,500.00	$19,125.00	$3,375.00	$0.00
Description of Services: alpr trailer support and Maintenance							
shi	DUNS 0	Contract	100.0000	$35,236.00	$29,950.60	$5,285.40	$0.00
Description of Services: ITERIS INSPECT CLOUD APPLICATION							
TOTAL: Contractual and Subaward				**$382,736.00**	**$325,325.60**	**$57,410.40**	**$0.00**

Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.

The Massachusetts RMV funding is to maintain the IRP and CVIEW databases adminstered by the Registry of Motor Vehicles at the current PRISM Level 8, which are eligible under the current MCSAP Comprehensive Policy under the current FAST Act MCSAP structure.

UMassSafe develops a data based CVSP, crash data analysis and enforcement planning as well as developing quarterly performance metrics and monitoring the data stream for possible issues that might affect the SSDQ rating. UMassSafe was selected following a statewide RFP solicitation.

An annual subscription to "INSPECT" will be purchased so that real-time inspection data is available road-side to the inspectors. This software is necessary to insure we are able to maintain our 100% Out of Service Match rate. The approval request for this software has been sent to FMCSA / Volpe.

Intelligent imaging systems will provide support and maintenance to ALPR trailers

8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

***Operations and Maintenance**-If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.*

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for $2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is $400.

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

Indirect Costs

Information on Indirect Costs (2 CFR §200.56) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base (2 CFR §200.68).

- ***Cost Basis** — is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.*
- ***Approved Rate** — is the rate in the approved Indirect Cost Rate Agreement.*
- ***Eligible Indirect Expenses** — means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.*
- ***Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.*

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Salaries and Wages (SW)	30.70	$2,956,682.41	$907,701.49	$771,546.27	$136,155.22
TOTAL: Indirect Costs			**$907,701.49**	**$771,546.27**	**$136,155.22**

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Mail Machine Postage	10 Each	$350.00	100.0000	$3,500.00	$2,975.00	$525.00	$0.00
CVSA DUES	1 EACH	$11,000.00	100.0000	$11,000.00	$9,350.00	$1,650.00	$0.00
CVES air cards and phones	15 months	$1,000.00	100.0000	$15,000.00	$12,750.00	$2,250.00	$0.00
Training Fees Crash Investigations	1 annual	$14,000.00	100.0000	$14,000.00	$11,900.00	$2,100.00	$0.00
Conference Costs	1 each	$5,000.00	100.0000	$5,000.00	$4,250.00	$750.00	$0.00
CVSA Decails	10000 each	$0.25	100.0000	$2,500.00	$2,125.00	$375.00	$0.00
Equipment - Other Vehicle	100 each	$100.00	100.0000	$10,000.00	$8,500.00	$1,500.00	$0.00
Equipment Non Vehicle	12 each	$3,000.00	100.0000	$36,000.00	$30,600.00	$5,400.00	$0.00
Training Costs CMVE Crtash Reconstruction	1 0	$25,500.00	100.0000	$25,500.00	$21,675.00	$3,825.00	$0.00
Training Costs - Hazwoper	1 each	$5,000.00	100.0000	$5,000.00	$4,250.00	$750.00	$0.00
TOTAL: Other Costs				**$127,500.00**	**$108,375.00**	**$19,125.00**	**$0.00**

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.
CVES air cards, phones, data plans are for communications necessary to upload to FMCSA systems. This covers the cost of air cards and data plans for cell phones and iPads as well as the internet services for the CVES unit in Concord.
Equipment - Non-Vehicle is for replacement of PBTs, LIDARS, Radars, etc.
Equipment - Other Vehicle Equipment expense is to provide floot/spot lights, push bumpers, bumper covers, police lights, tools, and CB radios for CVES vehicles.
Training Fees - Crash Investigation: For fees associated with commercial motor vehicle crash investigation training for CVES personnel. The fee is the class instructor cost to provide the class at the Massachusetts State Police Academy.
Training Fees - Hazwoper: HazMat training provided for troopers in order to stay in compliance with state worker safety laws.
Training Fees - CMVE Reconstruction: For fees associated with commercial motor vehicle crash reconstruction training for MCSAP personnel as allowed by the FMCSA grant manual and FMCSA policy.

9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$4,347,546.00	$767,214.00	$5,114,760.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	$767,214.00
MOE Baseline:	$335,450.37

Estimated Expenditures

Personnel

	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Administrative	$149,858.17	$26,445.57	$176,303.74	$0.00
Lieutenant	$143,259.00	$25,281.00	$168,540.00	$0.00
Sergeant	$443,275.00	$78,225.00	$521,500.00	$0.00
TROOPER	$1,249,500.00	$220,500.00	$1,470,000.00	$2,711,050.00
Salary Subtotal	**$1,985,892.17**	**$350,451.57**	**$2,336,343.74**	**$2,711,050.00**
Administrative	$25,870.14	$4,565.32	$30,435.46	$0.00
Lieutenant	$20,400.00	$3,600.00	$24,000.00	$0.00
Sergeant	$102,000.00	$18,000.00	$120,000.00	$0.00
Trooper	$379,015.00	$66,885.00	$445,900.00	$0.00
Overtime subtotal	**$527,285.14**	**$93,050.32**	**$620,335.46**	**$0.00**
Personnel total	**$2,513,177.31**	**$443,501.89**	**$2,956,679.20**	**$2,711,050.00**

Fringe Benefits

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Administrative, Troopers, Sergeants, Lieutenant	$426,625.26	$75,286.81	$501,912.07	$0.00
Fringe Benefits total	**$426,625.26**	**$75,286.81**	**$501,912.07**	**$0.00**

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Training Travel	$18,275.00	$3,225.00	$21,500.00	$0.00
Routine MCSAP Travel	$6,375.00	$1,125.00	$7,500.00	$0.00
Conference Travel	$3,400.00	$600.00	$4,000.00	$0.00
Travel total	**$28,050.00**	**$4,950.00**	**$33,000.00**	**$0.00**

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Three Tahoes	$122,400.00	$21,600.00	$144,000.00	$0.00
laptops with docking station	$34,000.00	$6,000.00	$40,000.00	$0.00
Equipment total	**$156,400.00**	**$27,600.00**	**$184,000.00**	**$0.00**

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Supplies	$1,895.50	$334.50	$2,230.00	$0.00
Uniforms	$16,150.00	$2,850.00	$19,000.00	$0.00
Supplies total	**$18,045.50**	**$3,184.50**	**$21,230.00**	**$0.00**

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
UMASS	$63,750.00	$11,250.00	$75,000.00	$0.00
RMV	$212,500.00	$37,500.00	$250,000.00	$0.00
intelligent imaging systems	$19,125.00	$3,375.00	$22,500.00	$0.00
shi	$29,950.60	$5,285.40	$35,236.00	$0.00
Contractual and Subaward total	**$325,325.60**	**$57,410.40**	**$382,736.00**	**$0.00**

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Mail Machine Postage	$2,975.00	$525.00	$3,500.00	$0.00
CVSA DUES	$9,350.00	$1,650.00	$11,000.00	$0.00
CVES air cards and phones	$12,750.00	$2,250.00	$15,000.00	$0.00
Training Fees Crash Investigations	$11,900.00	$2,100.00	$14,000.00	$0.00
Conference Costs	$4,250.00	$750.00	$5,000.00	$0.00
CVSA Decails	$2,125.00	$375.00	$2,500.00	$0.00
Equipment - Other Vehicle	$8,500.00	$1,500.00	$10,000.00	$0.00
Equipment Non Vehicle	$30,600.00	$5,400.00	$36,000.00	$0.00
Training Costs CMVE Crtash Reconstruction	$21,675.00	$3,825.00	$25,500.00	$0.00
Training Costs - Hazwoper	$4,250.00	$750.00	$5,000.00	$0.00
Other Costs total	**$108,375.00**	**$19,125.00**	**$127,500.00**	**$0.00**

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	**$3,575,998.67**	**$631,058.60**	**$4,207,057.27**	**$2,711,050.00**
Indirect Costs	$771,546.27	$136,155.22	$907,701.49	NA
Total Costs Budgeted	**$4,347,544.94**	**$767,213.82**	**$5,114,758.76**	**$2,711,050.00**

10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

- *The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the "**Total Costs Budgeted**" line only.*
- *The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the "**Total Costs Budgeted**" line only.*
- *The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the "**Overtime subtotal**" line.*

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$4,347,546.00	$767,214.00	$5,114,760.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	$767,214.00
MOE Baseline:	$335,450.37

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	$1,985,892.17	$350,451.57	$2,336,343.74	$2,711,050.00
Overtime Subtotal	$527,285.14	$93,050.32	$620,335.46	$0.00
Personnel Total	$2,513,177.31	$443,501.89	$2,956,679.20	$2,711,050.00
Fringe Benefits Total	$426,625.26	$75,286.81	$501,912.07	$0.00
Travel Total	$28,050.00	$4,950.00	$33,000.00	$0.00
Equipment Total	$156,400.00	$27,600.00	$184,000.00	$0.00
Supplies Total	$18,045.50	$3,184.50	$21,230.00	$0.00
Contractual and Subaward Total	$325,325.60	$57,410.40	$382,736.00	$0.00
Other Costs Total	$108,375.00	$19,125.00	$127,500.00	$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	$3,575,998.67	$631,058.60	$4,207,057.27	$2,711,050.00
Indirect Costs	$771,546.27	$136,155.22	$907,701.49	NA
Total Costs Budgeted	**$4,347,544.94**	**$767,213.82**	**$5,114,758.76**	**$2,711,050.00**

Part 5 - Certifications and Documents

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Colonel Kerry Gilpin
2. What is this person's title? Colonel / Superintendent
3. Who is your Governor's highway safety representative? Mr. Jeffrey Larason
4. What is this person's title? Director Highway Safety

The State affirmatively accepts the State certification declaration written below by selecting 'yes'.

- (●) Yes
- ( ) Yes, uploaded certification document
- ( ) No

State Certification declaration:

I, Colonel Kerry Gilpin, Colonel / Superintendent, on behalf of the Commonwealth of MASSACHUSETTS, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, certify that the Commonwealth satisfies all the conditions required for MCSAP funding, as specifically detailed in 49 C.F.R. § 350.211.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Colonel Kerry Gilpin
2. What is the title of your certifying State offical? Colonel / Superintendent
3. What are the phone # and email address of your State official? (50) 820-2300

The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.

- (●) Yes
- ( ) Yes, uploaded certification document
- ( ) No

I, Colonel Kerry Gilpin, certify that the Commonwealth has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the Commonwealth's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means Commonwealth laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

3 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

○ Yes ◉ No

Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?

◉ Yes ○ No

In the table below, provide the section changed and the effective date of the administrative change or policy adoption. Include a brief description of the policy or action. Please include a hyperlink or URL, in the summary if available.

Administrative and Policy Adoption		
Section Changed	Effective Date	Summary of Changes
Mass. Adoption of FMCSRs Updated	03/19/2018	https://www.mass.gov/files/documents/2018/03/14/540cmr14.pdf

Commonwealth Watch Center

470 Worcester Rd. Framingham, MA 01702 | fusion@pol.state.ma.us

Phone: (508) 820-2233 | Fax: 978.451.3707 | Tip Line: 1.888.USA.5458

Situational Awareness Capabilities:

- HSIN Connect Situational Awareness Room
  - The HSIN National Situational Awareness Room (SitRoom) is a secure "chatroom" accessible by authorized LE users to share intelligence and maintain situational awareness with respect to events of regional or national significance. Representatives from the National Network of Fusion Centers, as well as other authorized law enforcement agencies, are able to log-in, view, and share FOUO and LES intelligence in a secure environment. Material posted to the HSIN SitRoom should be considered LES unless otherwise indicated, and cannot be released to non-law enforcement parties.
- MSP/BPD/MBTA/MassDOT Federated Camera Systems
  - Security Desk
  - Avigilon Control Center
  - FLIR
- MSP Airwing Downlink + AeryonLive Drone
- Asset Tracking: SilverEye/CompassTrac
- Local/Regional/National Media Monitoring
- Open Source Monitoring/OSINT
  - Facebook
    - Public Gatherings
      - Daily Situational Awareness Bulletin
      - Real-time Event Monitoring
        - Protests/Rallies
        - Boston Marathon
        - 4th of July
        - Sail Boston
        - Events of local/state/regional significance with significant anticipated impact on public safety or security
    - Facebook Live
  - Twitter
    - Tweetdeck
  - Periscope
- Video Teleconference Technology
  - Broadcast real-time information/intelligence to stakeholders (ex: Governor's Situational Awareness Room, MSP Crime Lab, etc)
- Fox Messenger
- ShotSpotter Respond
- Barco Video Wall

Law Enforcement Investigative Tools:

- CJISWeb 3.0
- Commercial Databases:
  - CLEAR
  - TLO
- Coplink
- CrimeNtel
- ACISS
- RAMS
- Issuance 360 Facial Recognition
- Boss 3M ALPR
- ISO
- HSIN Exchange

Bulletin and Intelligence Product Dissemination (Internally/Externally Generated):

- BOLO/Wanted
- Officer Safety
- Situational Awareness
- Missing Persons/Silver Alert
- Identification Wanted
- Request for Information
- Intelligence Bulletins/Analytic Products

Commonwealth Watch Center Operations

- Hours of Operation:
  - Monday – Friday
  - 0700-2300 Hours
- Staffing:
  - MA State Police Sworn Personnel
  - Intelligence Analysts
  - MA State Police Dispatcher
- Objectives:
  - Provide investigative support to local, state, and federal law enforcement agencies, partners, and stakeholders
  - Maintain and contribute to real-time situational awareness within the agency and Commonwealth through the monitoring of open source information, media broadcast, and criminal intelligence and timely dissemination of relevant information
  - Serve as a point of contact and liaison for local/state/federal entities seeking to receive information and/or investigative support from law enforcement agencies in the Commonwealth, as well as across the country through the National Network of Fusion Centers

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The Commonwealth Watch Center (CWC) is currently available Monday-Friday, 0700-2300. The CWC is staffed with a combination of Sworn Members, Intelligence Analysts (IA) and Dispatch personnel.

The CWC is designed as a real time operations center enhancing the situational awareness of both the Massachusetts State Police and other departments and agencies across the Commonwealth. Utilizing the 3 disciplines above, the CWC monitors events in real time and is able to communicate current information impacting police operations.

Commonwealth Watch Center Capabilities

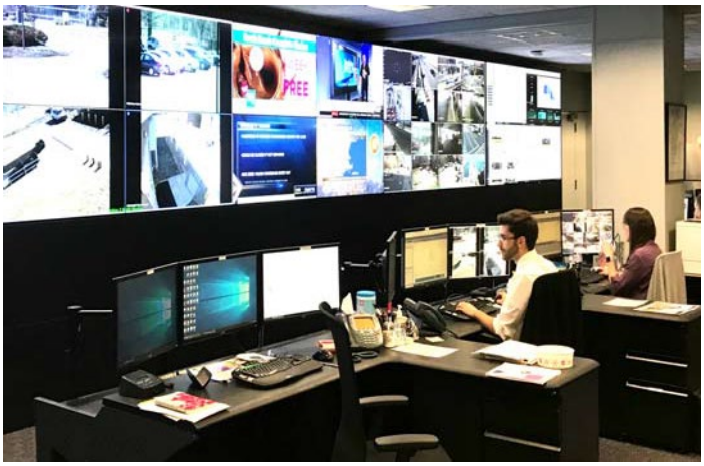
- Database platforms including, but not limited to, the following: CJIS, Cop Link, Crime Ntel, ISO, Clear. These databases can be leveraged by the IA's to assist agencies in obtaining background information on subjects to include current address information, phone numbers, identifying information including photos and tattoos, criminal associations and other data that may readily assist you with a subject that is the focus of your investigation.
- Camera coverage to include major interstate roadways, MBTA properties and many larger communities. This will allow real time monitoring of traffic incidents to provide assistance with traffic management.
- License Plate Readers (LPRs) are utilized to identify suspect vehicles in various areas across the Commonwealth including the possible identification of specific attributes of identified vehicles such as identifying stickers or paint schemes which can provide assistance during pursuits, follow up investigations and surveillance operations.
- Facial recognition is available to assist with the true identification of suspects.
- Photo array creation can assist with investigations.
- Monitoring of Air Wing downlink enhancing situational awareness of searches and emerging incidents.
- Bulletin Creation: BOLO's, wanted suspects, Silver Alerts and other investigative bulletins can be created to assist you with investigations.
- Web Streaming Gateway is a tool allowing access to all CWC information via a mobile platform utilizing a provided link and password.



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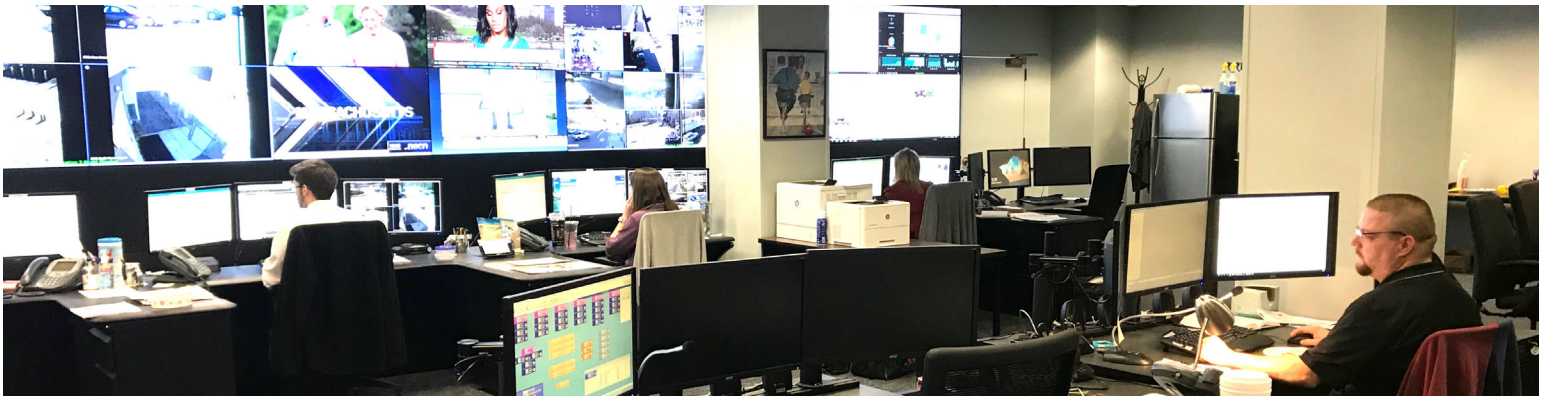


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New Initiatives / Projects

Title	Description
State Police Emergency Awareness and Response Center	Creation of a 24/7 situational awareness center focused on providing information to decision makers. This center will leverage technologies such as License Plate Readers, Facial Recognition, video feeds, records databases, Shotspotter and provide tactical intelligence for use in the field.
Automated License Plate Readers	Addition of ALPR cameras to the current inventory.
Interstate Information Sharing	Creating of a network of state police officers in New England utilizing ipad technologies and a common records database (ACISS) to exchange information concerning interstate opioid trafficking.
WebEOC	Institutionalize the use of WebEOC at the Troop level to manage and share information concerning planned and unplanned events.
Mobile Fingerprint Collection	Pilot program to test functionality and capabilities of mobile fingerprint capture technologies to support field based Units in identification of suspects.
HISIN Exchange	The Commonwealth Fusion Center signs onto HSIN Exchange to facilitate the secure sharing and tracking of requests for information between other fusion centers throughout the country.

New State Police Units / Responsibilities

Unit	Description
IMAT	Form Unit to coordinate MSP response to critical incidents and special events.
Technical Services Unit	Consolidate services related to covert and overt cameras, LPR, GPS trackers and wire intercept support in one Unit.
SPEAR Unit	Mans the SPEAR Center and works with analysts to provide situational awareness updates and intelligence to end users.

Training & Equipment Updates

Equipment	Description/Use
Callyo	Purchase of Callyo software to allow for covert audio, video recording and GPS tracking of mobile phone for use in undercover operations and officer safety situations
CellHawk	Purchase of software designed to conduct cell phone call detail records analysis and mapping.
Aeryon Skyranger drone	Purchase of all weather drone to aid in public safety missions such as search and rescue, article searches, damage assessments, etch.
BARCO Video Wall	Acquired video wall to visualized data and incorporate video and AVL feeds foe SPEAR Center.
Wire Intercept Infrastructure	Purchase computer infrastructure to support wire intercepts for TDU.

Policy & Procedure Updates

Policy	Description
Review of all existing MSP Policies to account for the creation of DHS.	Review of policies

Community Based Initiatives

City	Initiative

New Initiatives / Projects

Title	Description

New State Police Units / Responsibilities

Unit	Description

Training & Equipment Updates

Equipment	Description/Use

Policy & Procedure Updates

Policy	Description

Community Based Initiatives

City	Initiative

New Initiatives / Projects

Title	Description
State Police Emergency Awareness and Response Center	Creation of a 24/7 situational awareness center focused on providing information to decision makers. This center will leverage technologies such as License Plate Readers, Facial Recognition, video feeds, records databases, Shotspotter to provide tactical intelligence for use in the field.
Automated License Plate Readers	Addition of ALPR cameras to the current MSP nventory. Coordination with other agencies relative to data collection.
Interstate Information Sharing	Creating of a network of state police officers within New England states utilizing ipad technologies and a common records database (ACISS) to exchange and document information concerning interstate opioid trafficking.
WebEOC	Institutionalize the use of WebEOC at the Troop level to manage and share information concerning planned and unplanned events. Examples include the recent use of WebEOC to manage Gillette events and the Boston Free Speech Rally response.
Mobile Fingerprint Collection	Pilot program to test functionality and capabilities of mobile fingerprint capture technologies to support field based Units in the identification of suspects in the fuield.
HISIN Exchange/SitRoom	The Commonwealth Fusion Center signs onto HSIN Exchange to facilitate the secure sharing and tracking of requests for information between other fusion centers throughout the country. The SitRoom is used to provide real time updates to Fusion Centers on emerging events in a secure platform.
Marine Unit	Provided maritime security as part of Sail Boston 2017 which was designated by the USCG as a "Maritime Event of National Significance." Continued upgrade of engines and marine electronics (radar, chart plotters, FLIR) on 6 Marine Unit vessels is ongoing. Funding was from 2015 FEMA Port Security Grant Program. Negotiated and obtained dock space for forward strategic deployment of Marine Unit vessel to Sandwich Marina at east end of Cape Cod Canal. Wrote 2017 PSGP proposal for funds for two vessel replacements for GHQ review/submission.
BOSAR – Behavioral Observation & Suspicious Activity Recognition	During the course of the year to date, in addition to deploying at numerous large scale events throughout the Commonwealth and supplying updated/current trend pre-operational briefings for these events, members of the BOSAR training team have conducted (7) Two- Day BOSAR training sessions for approximately 150 federal, state, and local law enforcement officers. These include members of the Department of State Police, members of the Foxborough Police Department in preparation for events at Gillette Stadium, members of the United States Coast Guard in preparation for deployment during Sail Boston 2017, and members of the West Springfield Police Department in preparation for assignments at the 2017 Eastern States Exposition. In addition, members traveled to Queensland Australia in early 2017 to train 24

	members of the Queensland Police Service in BOSAR, in preparation for their agency to train members of their service in BOSAR for deployments at the 2018 Commonwealth.
Air Wing Unit	Started an ongoing program of cross training with MSP K-9 and STOP team. In process of purchasing UAV for use when helicopter use may be impractical. Ongoing collaborative training with DCR for Forest Fire training.
RAMS to ACISS Integration	Devlop and roll out the ability to electronically send approved reports from RAMS to ACISS case management system. This allows for the transfer of intelligence and information, such as narcotics information or suspicious activity reports, from a DFS member to a DIS or DHS Unit.
Special Event Support	Provide support for the major planned events such as Boston Marathon, SailBoston and Boston 4th of July. Also responded to a number of public gatherings and protests for public safety planning purposes.
Mass Cybersecurity Program (MCP)	Develop information sharing and training program at the Commonwealth Fusion Center for cyber security related issues. Develop distribution list of approximately 325 that regularly receive cybersecurity updates. Participate in cyber security panels and training sessions designed to heighten cyber security awareness.

New State Police Units / Responsibilities

Unit	Description
IMAT (Name to TBD)	Form Unit to coordinate MSP response to critical incidents and special events. Designed to provide a MINS based response and management structure upon request.
Technical Services Unit	Consolidate services related to covert and overt cameras, LPR, GPS trackers and wire intercept support into one Unit.
SPEAR Unit	Operates the 24/7 SPEAR Center and works with analysts, dispatchers and Troops to provide situational awareness updates and intelligence to end users. The SPEAR will serve as the aggregation point for video feeds, AVL feeds and other data feeds.
BOSAR	Form part-time Unit to assist with security at special events, fixed targets, national media events, dignitary visits, large crowd attended events, civil disturbances, homeland security related missions and other events as designated by the DHS Division Commander
New England Regional Computer Forensics Lab (NERCFL)	Assigned a member of the MSP Computer Crimes Unit to the New England Regional Computer Forensics Lab in a full time capacity. The NERCFL conducts computer and cellular forensics for criminal investigations.
Division of Homeland Security and Preparedness	Create a 5th division within the MSP to coordinate the Department's Homeland Security operational and intelligence assets. DHS will also contribute to the Department's opioid enforcement through the creating of new Narcotics Units focused on large DTOs. The division will also oversee the High Risk Victims Unit and Units engaged in biometric and fingerprint identification (Compliance Unit and State Identification Unit)

Training & Equipment Updates

Equipment	Description/Use
Callyo	Purchase of Callyo software to allow for covert audio, video recording and GPS tracking of mobile phone for use in undercover operations and officer safety situations
CellHawk	Purchase of software designed to conduct cell phone call detail records analysis and mapping.
Aeryon Skyranger drone	Purchase of all-weather drone to aid in public safety missions such as search and rescue, article searches, damage assessments, etc. To be deployed and operated by Airwing pilots in conformance with Policy and FAA Regulations.
BARCO Video Wall	Acquired video wall to visualized data and incorporate video and AVL feeds foe SPEAR Center.
Wire Intercept Infrastructure	Purchase computer infrastructure to support wire intercepts for TDU.
Marine Unit	Five unit members completed training class for USCG Merchant Mariners 100 ton Captain's license. Funding was provided by MSP. The completion of USCG licensing requirements is ongoing. Completed retrofit (paint, electronics, engines, ect.) of 25' Safeboat for patrol of the Quabbin Reservoir, funding obtained by via UASI grant. Vessel deployed to Quabbin and has logged over 300 hours of security use since July 2017. Began retrofit (paint, electronics, engines etc.) of second 25' Safeboat for Marine Unit use also using USAI funding.
Air Wing Unit	Beginning phases of fleet replacement program. Solidifying our mission profile and identifying needs in upgrading our fleet. Currently two TFO's are training. We have three pilots in training DCR has purchased a new "Bambi Bucket" for use in fighting forest fires. Waiting on delivery. Fixed wing Piper Saratoga is up and running. Available for transports, surveillance and training. Cessna 182 in process of being rebuilt.

Policy & Procedure Updates

Policy	Description
Review of all existing MSP Policies to account for the creation of DHS.	Review of policies

Community Based Initiatives

City	Initiative
Air Wing Unit	Working on outreach program to local police and fire departments. We are taking local officers on flights to demonstrate our capabilities and what we offer them. In addition, Plymouth Air Base is formulating a schedule to have an Air Wing member lecture at the Plymouth Police Academy In-service program for local officers.
BRDIGES (Building Respect in Diverse Groups to Enhance Sensitivity)	Participate in monthly USAO BRIDGES roundtable program as MSP representative to group providing outreach efforts to address discrimination in underserved communities.

EOPSS Remote Access VPN
Client and Certificate Installation

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Prepared by the Massachusetts Executive Office of Public Safety and Security's
Office of Technology and Information Services
Enterprise and Field Services Support Division

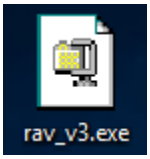
Last Updated: January 12, 2024

Client Retrieval

From a command prompt:
Type ***cd *** and enter
Type ***md vpn*** and enter
Type ***cd vpn*** and enter
type ***ftp cjisftp.chs.state.ma.us*** and enter
Type the username ***vpn*** and enter
Type the password ***vpn@OT1S*** and enter
Type ***bin*** and enter
Type ***get rav_v3.exe*** and enter
Type ***bye*** and enter

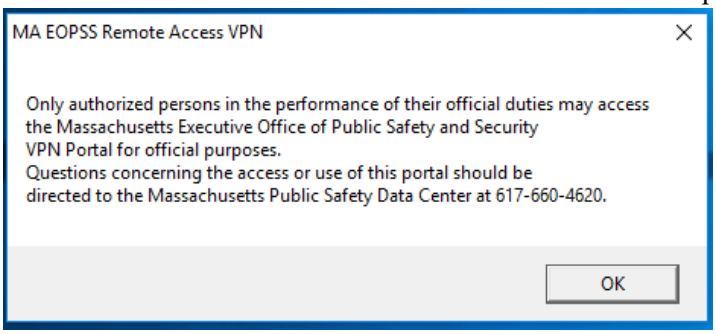
Client Unpacking

Move the **rav_v3.exe** file to the desktop.
Double click on the **rav_v3.exe** icon

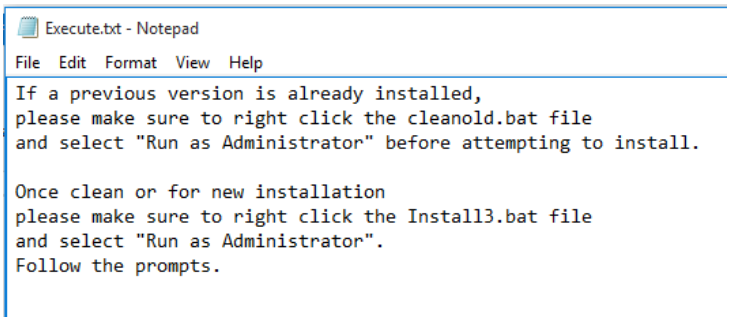


If prompted by Windows, **Click Yes to allow rav_v3.exe** to run

Click **Ok** in the "MA EOPSS Remote Access VPN"/WinZip Self-Extractor box

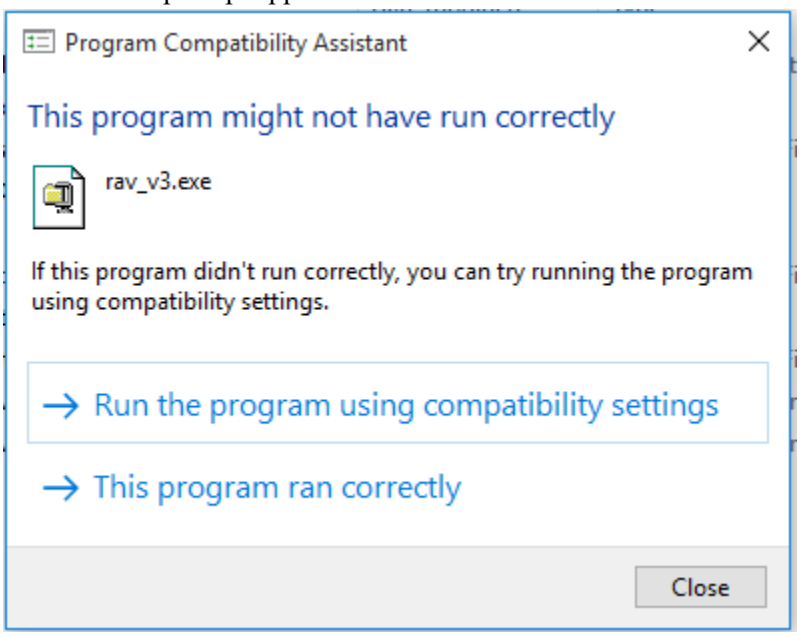


Several boxes will appear, please read the "Execute.txt notepad" file for installation instructions.



You may close the notepad file after reading.

If a windows prompt appears like below:



Select “This program ran correctly”.

Manual Old Client Removal

Prior to installing, please remove any previous versions of the client from Control Panel\All Control Panel Items\Programs and Features.

*** Note – If no previous client was installed, proceed to “Client Installation” ***

Also remove the below folders from the PC if they are not removed during uninstall:

C:\Program Files\Juniper Networks

C:\Users\Public\Juniper Networks

C:\Users\<username>\AppData\Roaming\Juniper Networks

C:\Program Files (x86)\Common Files\Juniper Networks

C:\Program Files (x86)\MA CJIS VPN

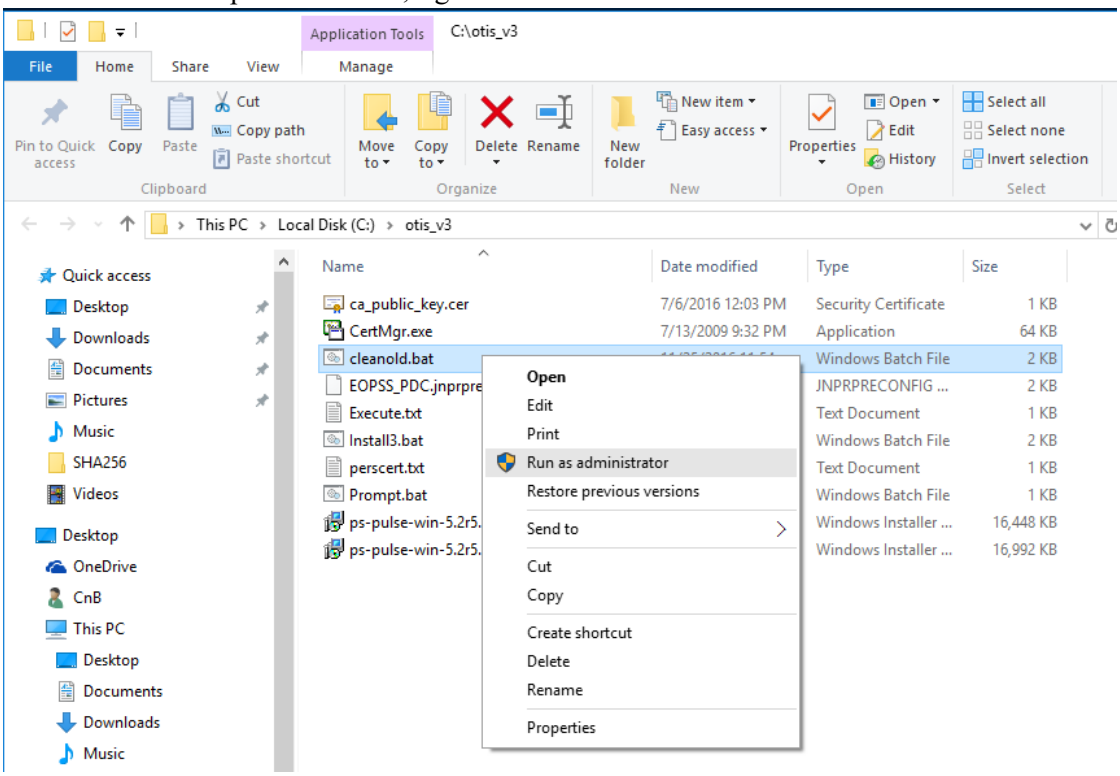
Searching the windows registry for all references to Juniper may be necessary.

The PC may restart automatically to complete the uninstallation, if it does NOT please initiate a restart before proceeding to the install.

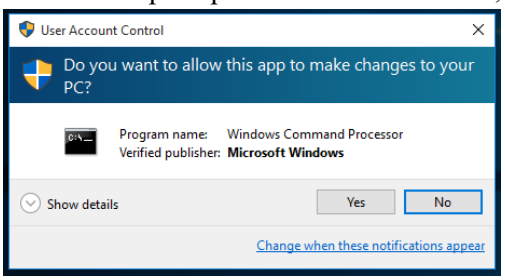
Old Client Removal

****If there was a client previously installed**,

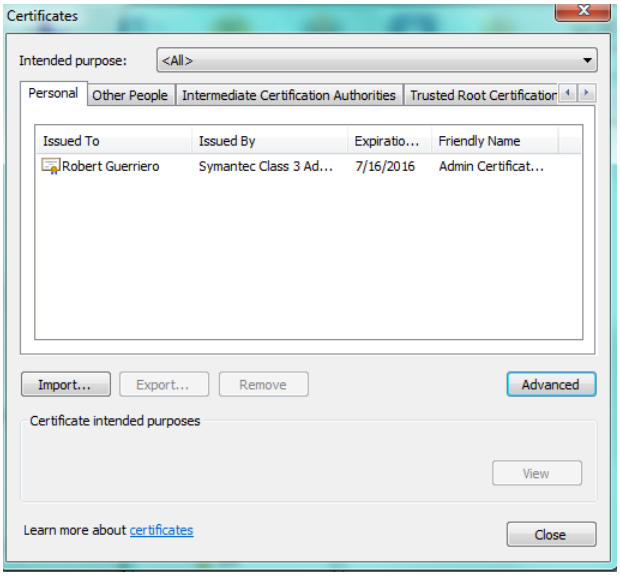
In the Windows Explorer window, right click on the **cleanold.bat** file and select “Run as administrator”:



You will be prompted with the below box, click **Yes**:



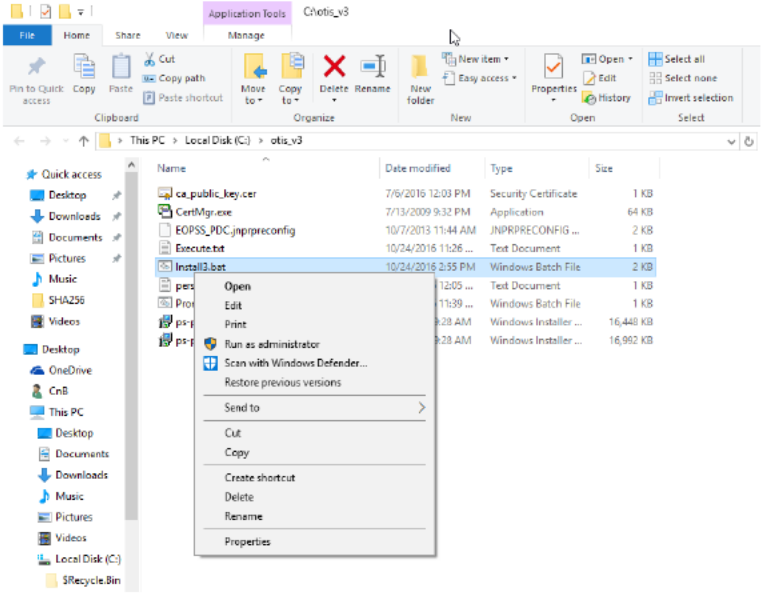
Another text file will appear, instructing you to remove the old personal certificate, in addition to a box labelled Certificates where the old personal certificate needs to be deleted. Select the name of the person's certificate on the "Personal" Tab, then click **Remove** and then **Close**.



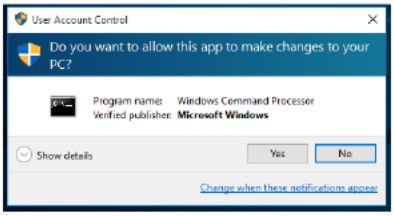
The PC may restart automatically to complete the uninstallation, if it does NOT please initiate a restart before proceeding to the install.

Client Installation

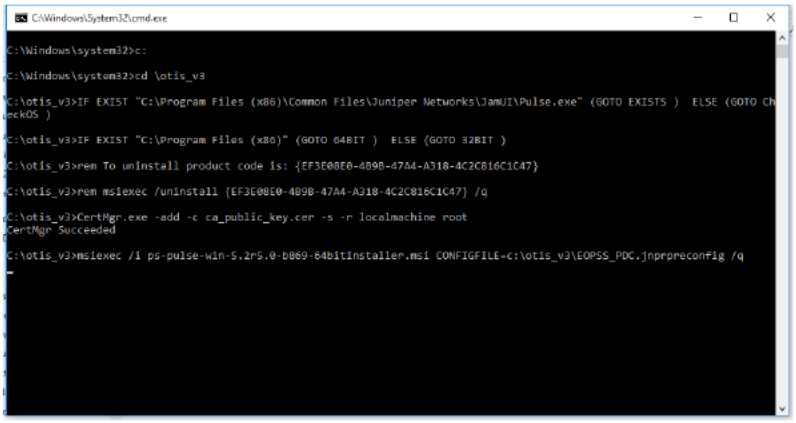
In the Windows Explorer window, navigate to "*C:\otis_v3*" and right click on the **install3.bat** file and select "Run as administrator":



You will be prompted with the below box, click **Yes**:



The following screen will appear for several minutes while the client install in the background.



Once completed the CMD/DOS window will disappear

Pulse icon will appear in the PC's tray



This completes the installation of the client, please proceed to personal certificate installation.

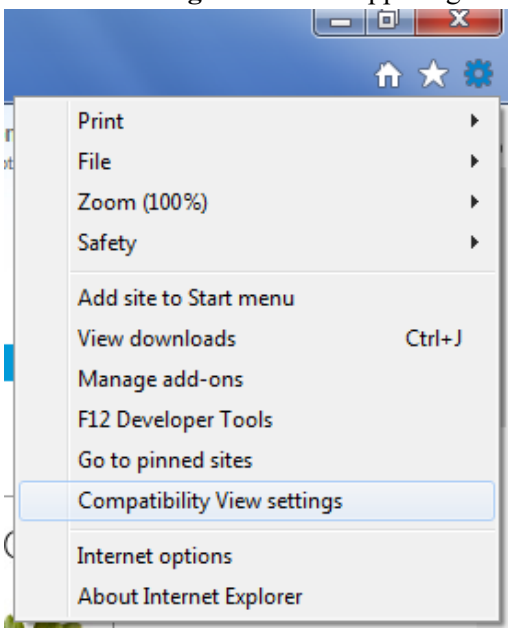
Personal Certificate Installation

Open Internet Explorer, (do *NOT* use any other browser as the certificate will not get stored properly)

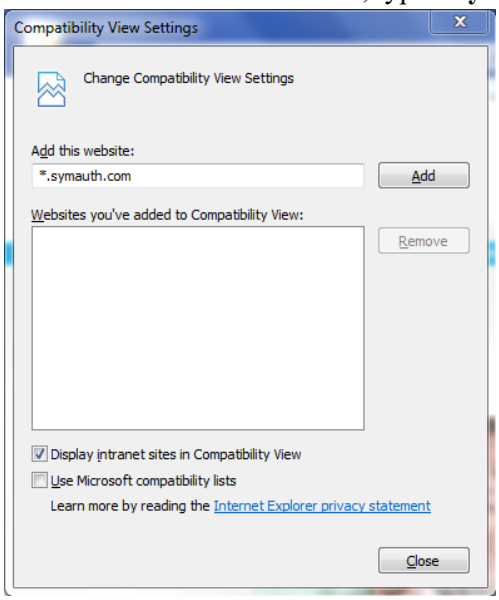
NOTE - ONLY IE 8, 9 10 OR 11 ARE SUPPORTED.

FOR IE11 ONLY, FOLLOW THE STEPS BELOW, OTHERWISE SKIP TO THE NEXT PAGE THAT BEGINS WITH PASTING THE ENROLLMENT CODE:

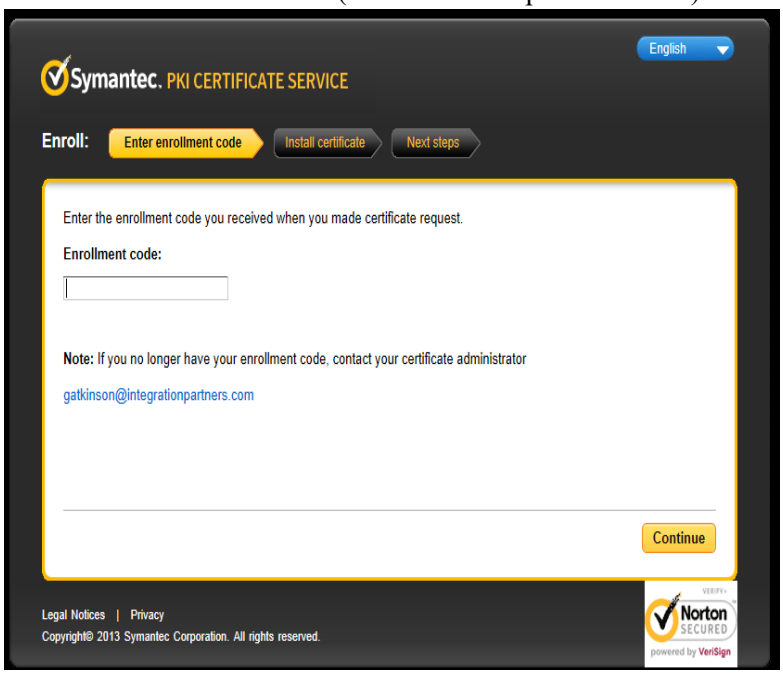
Click the **Settings** Icon in the upper right hand side, then click "**Compatibility View Settings**"



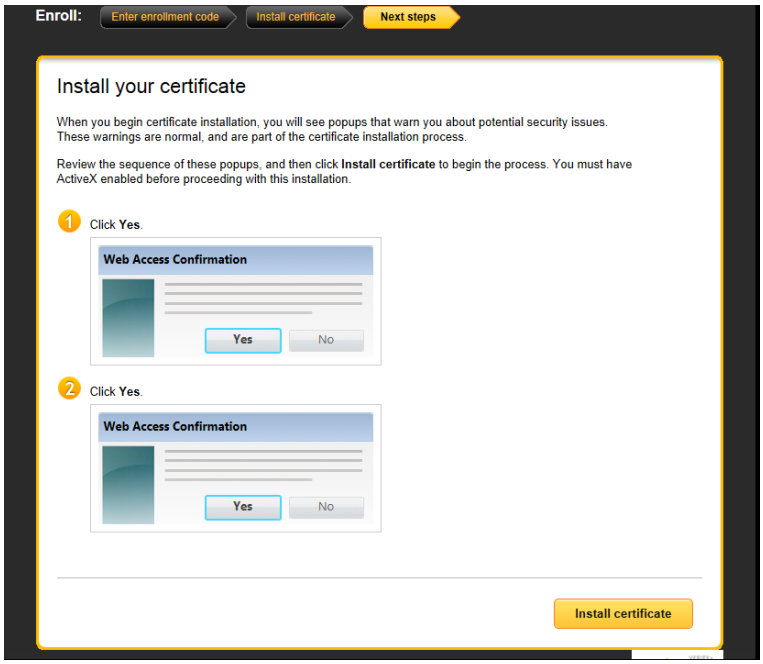
In the "*Add this website:*" field, type ***.symauth.com** then click **Add**, then **Close.**



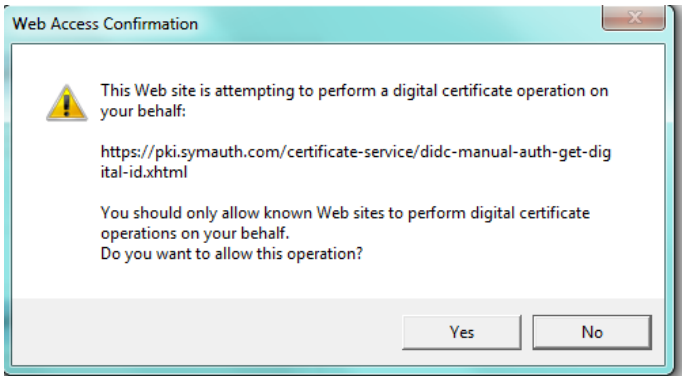
Paste **Enrollment link** into Internet Explorer from the Notepad document
Enter the **Enrollment Code** (also in the notepad document) and click **Continue**.



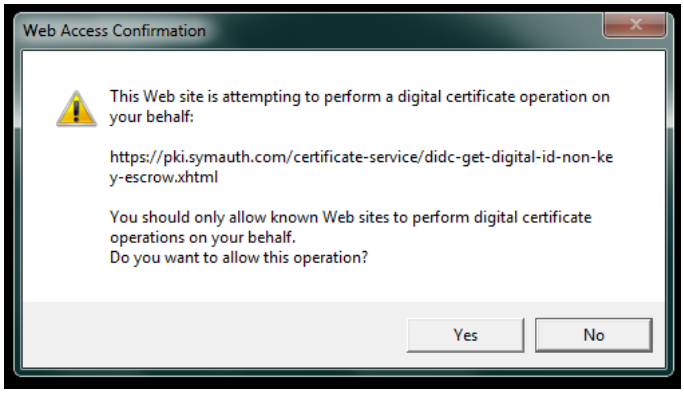
Click **Install Certificate**



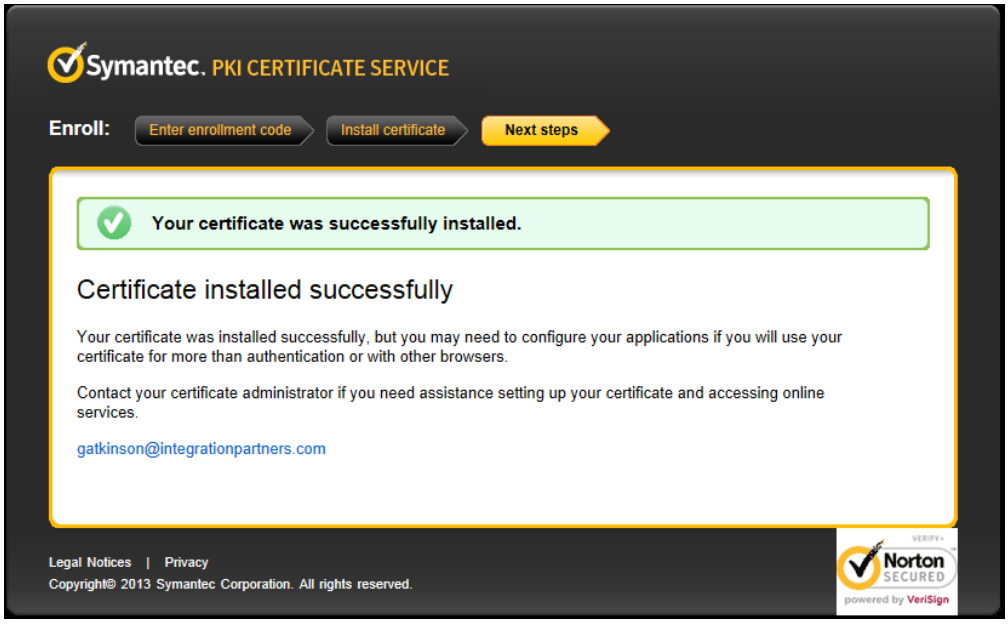
Click **Yes**



Click **Yes**



The certificate should now be installed and you should see this screen

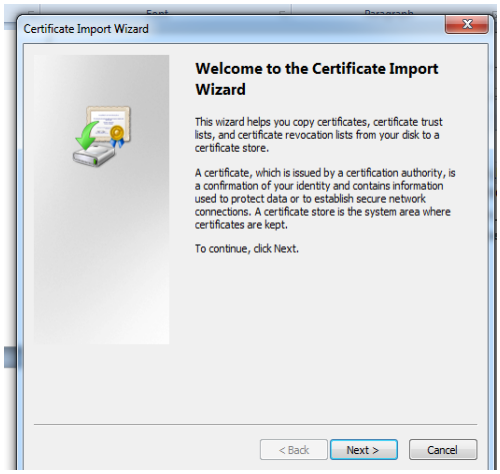


Close the browser.

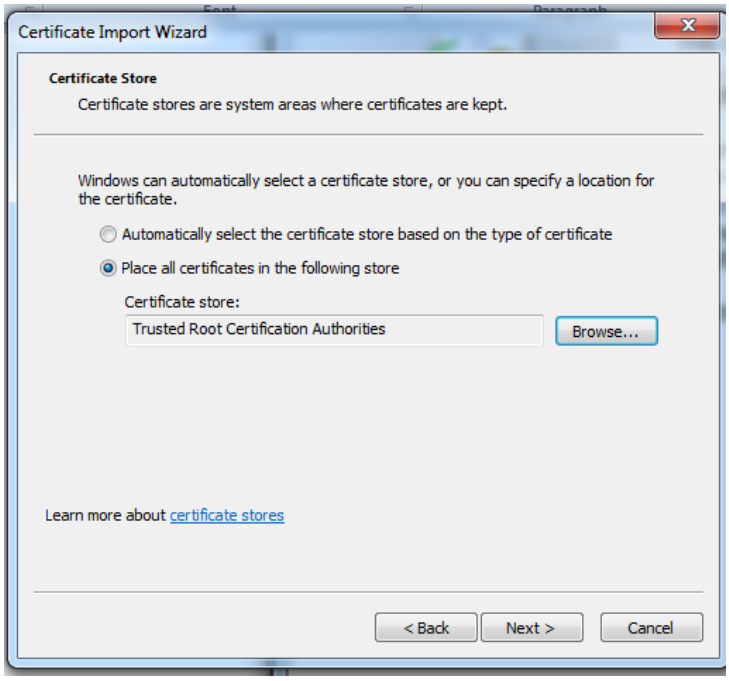
Manual Client Installation

If the automatic process fails, then follow manual steps listed below

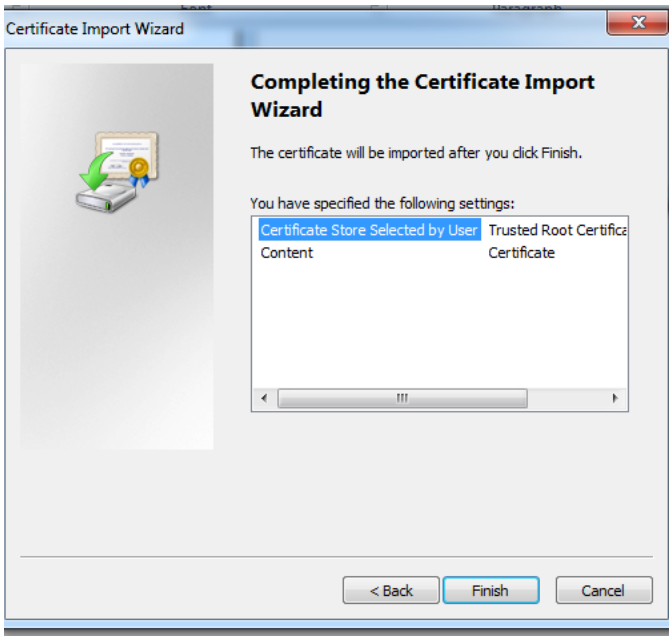
Navigate with Windows Explorer to the C:\otis_v3 folder
Select **ca_public_key.cer** and right click
Click **Install certificate**
Click **next**



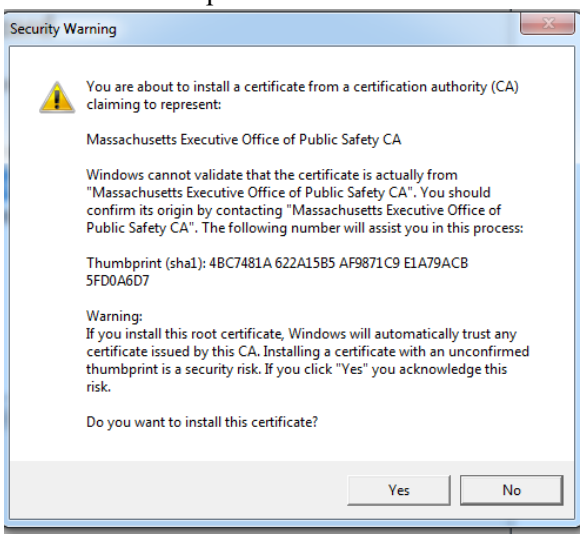
Select the second option, *place all certificates in following store*
Click **Browse** and select Trusted Root Certificate Authorities
Click **next**



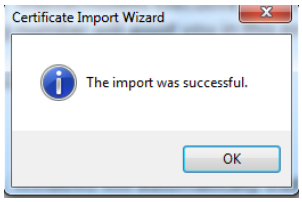
Click **Finish**



Click **Yes** to accept

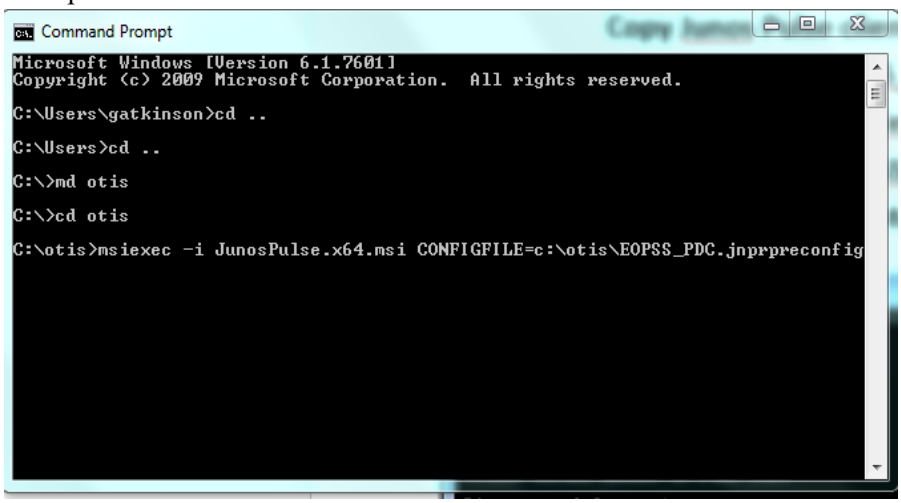


Click **OK**

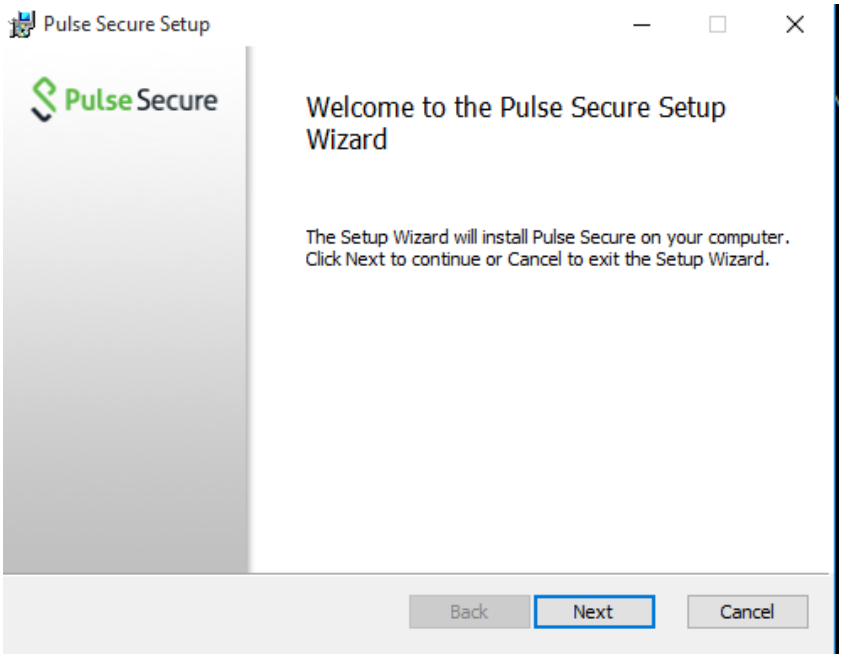


From the DOS prompt
type **c:** then **Enter**
type **CD \otis_v3** then **Enter**
If 64-bit Windows:
Type:
msiexec /i ps-pulse-win-5.2r5.0-b869-64bitinstaller.msi CONFIGFILE=c:\otis_v3\EOPSS_PDC.jnprpreconfig
If 32-bit Windows:
Type:
msiexec /i ps-pulse-win-5.2r5.0-b869-32bitinstaller.msi CONFIGFILE=c:\otis_v3\EOPSS_PDC.jnprpreconfig

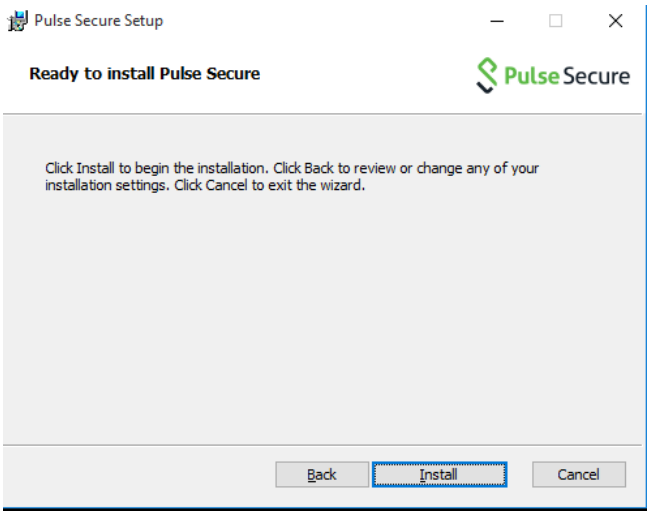
Then press **enter**



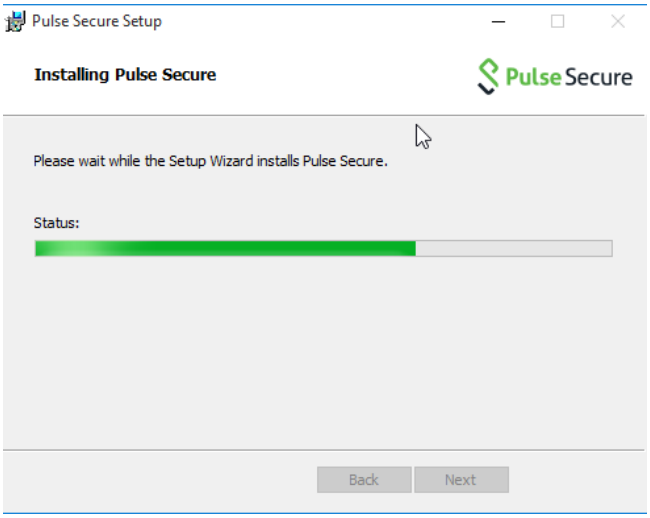
Click **next**



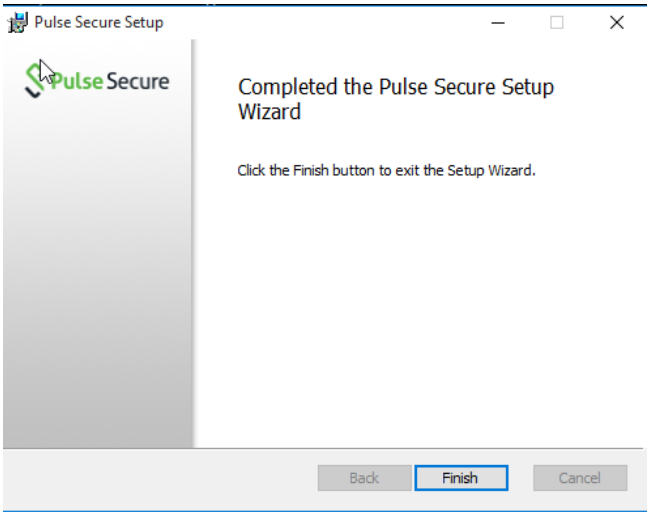
Click **Install**



Installation will begin:



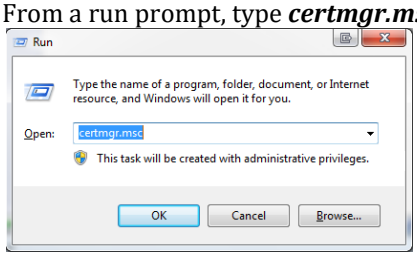
Click **Finish**



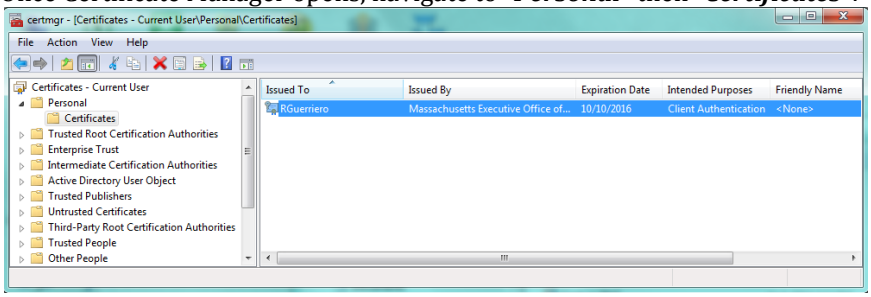
Manual Export of Personal Certificate for Backup purposes or for use on another device

This process can also be used to export a user's certificate from another device in the case where the user has Internet Explorer 11, another non-supported browser or privilege issues.

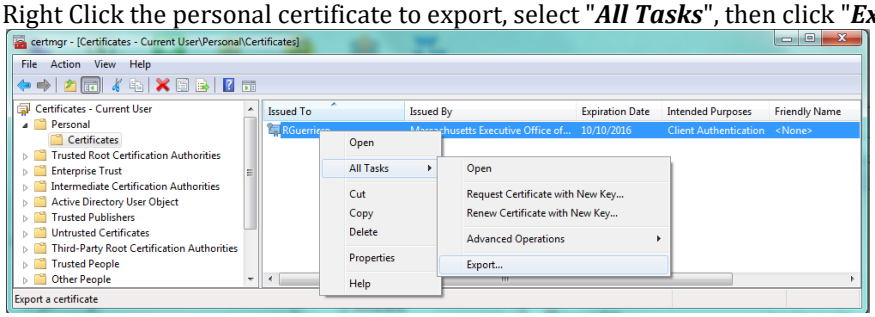
From a run prompt, type ***certmgr.msc*** and click ***OK***:



Once Certificate Manager opens, navigate to "***Personal***" then "***Certificates***":



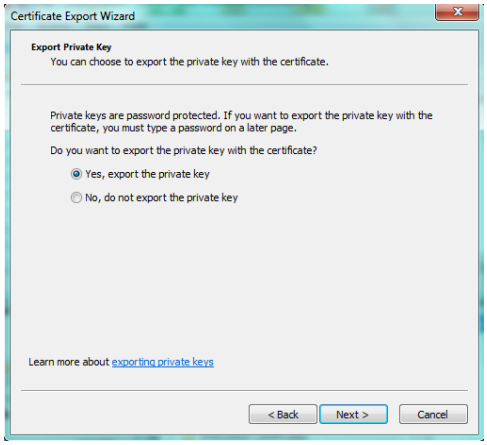
Right Click the personal certificate to export, select "***All Tasks***", then click "***Export...***":



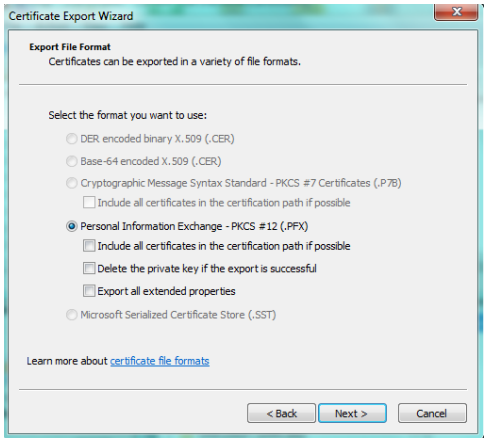
The Certificate Export Wizard will begin, click "***Next***":



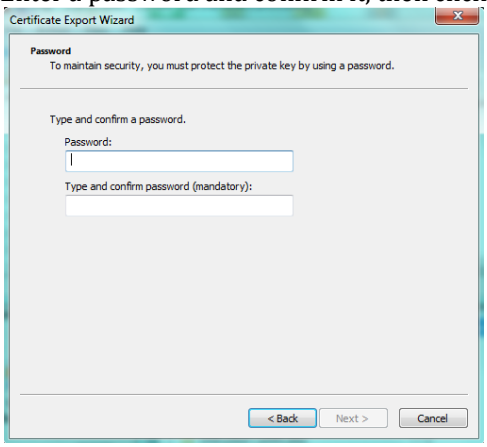
Click the radio button to select "***Yes, export the private key***", then click "***Next***":



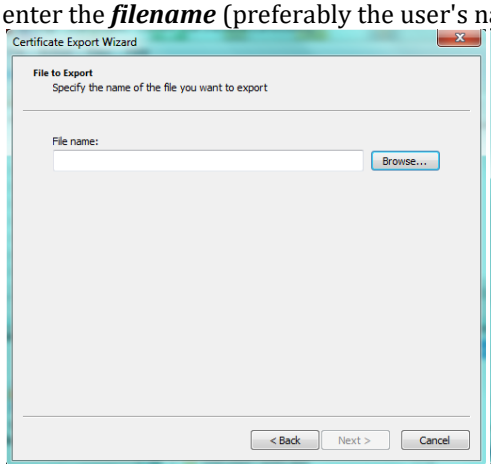
The radio button next to "*Personal Information Exchange*" should be selected and the 3 check boxes blank, click "***Next***":

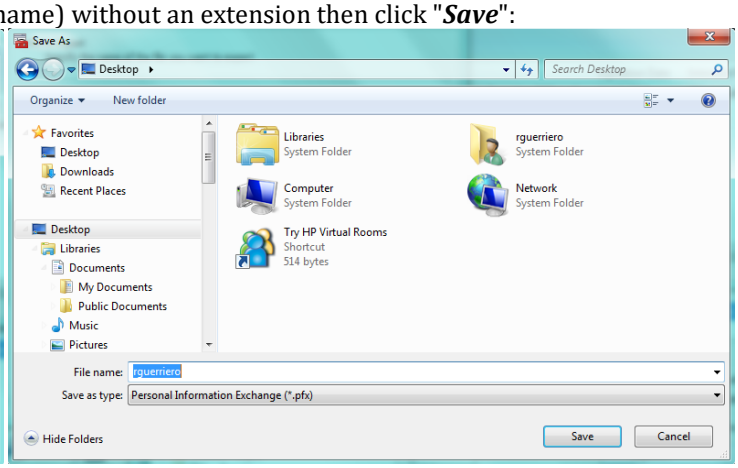


Enter a password and confirm it, then click "***Next***":

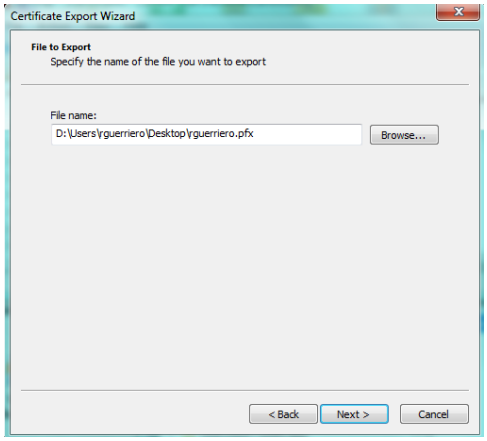


Click "***Browse***", then navigate to a location to store the exported file (in this example, the desktop was used), enter the ***filename*** (preferably the user's name) without an extension then click "***Save***":

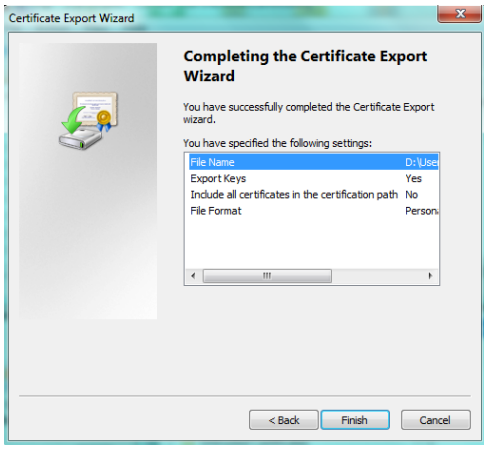




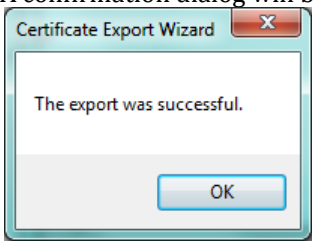
Click "***Next***":



Then click "***Finish***":



A confirmation dialog will be displayed indicating the export was successful, click "***OK***":



Manual Import of Previously Exported Personal Certificate

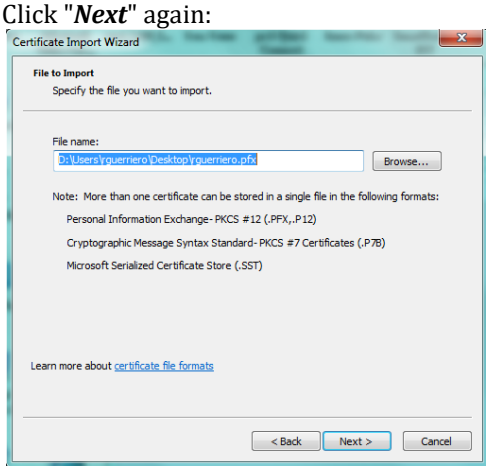
Browse to the location of the exported personal information exchange file (.pfx), then double-click the file:



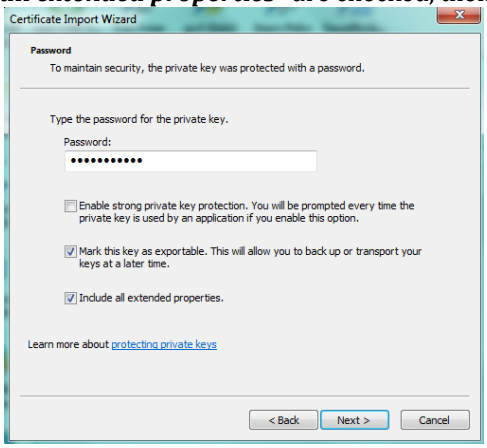
The Certificate Import Wizard will start, click "***Next***":



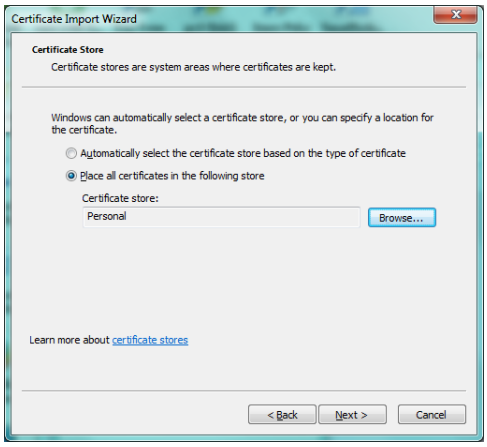
Click "***Next***" again:



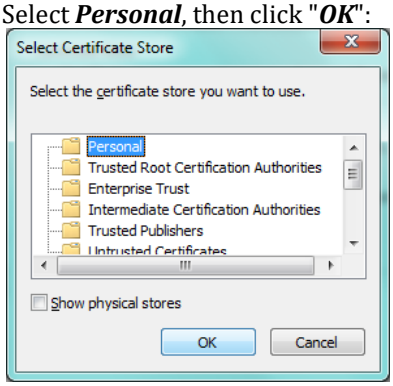
Enter the password the certificate was exported with and ensure "***Mark this key as exportable***" and "***Include all extended properties***" are checked, then click "***Next***":



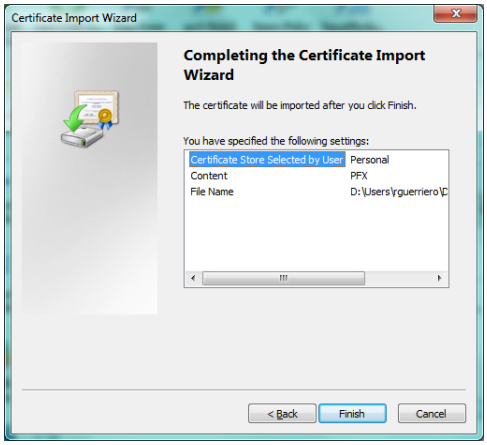
On the next screen, select the radio button next to "***Place all certificates in the following store***" and click the "***Browse...***" button:



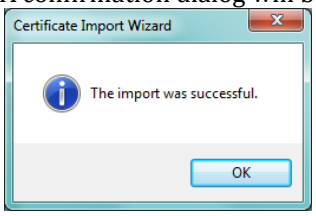
Select ***Personal***, then click "***OK***":



Then click "Finish":



A confirmation dialog will be displayed indicating the import was successful, click "***OK***":



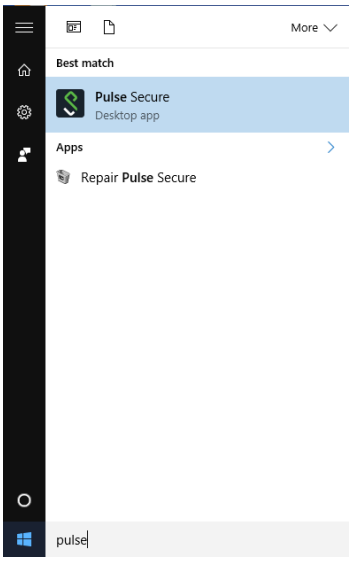
How to use the EOPSS Remote Access Client.

The client should already be installed and configured.

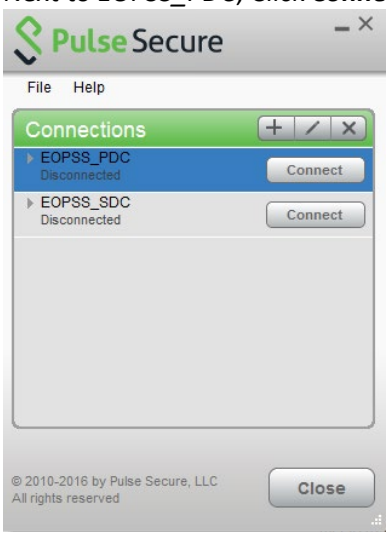
Connecting:

Double Click the Pulse icon that appears in the system tray in the bottom right corner OR Click the Windows icon in the lower left and type Pulse to search for it and click it.





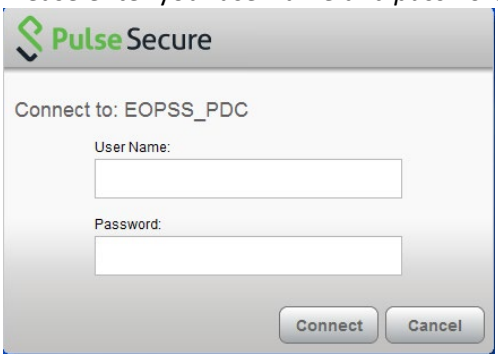
Next to *EOPSS_PDC*, Click ***Connect***



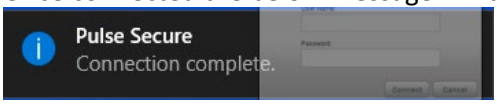
Please note that EOPSS_PDC refers to Primary Data Center which is in Chelsea and EOPSS_SDC refers to Secondary Data Center which is housed in Springfield. ***Either can be used and will provide identical connectivity.***

If you do not get prompted when trying either location, please verify the device has internet connectivity.

Please enter your *username* and *password* and click **Connect**.



Once connected the below message will appear:



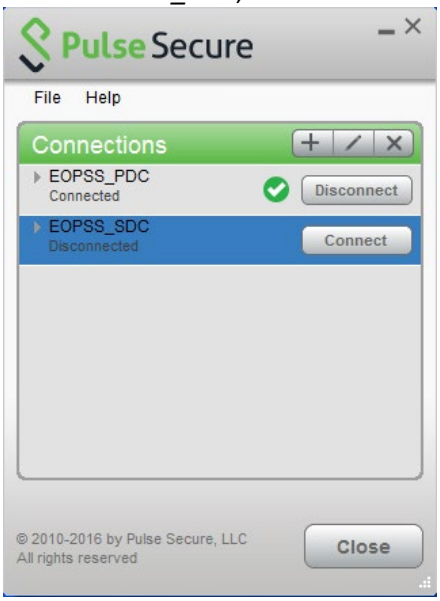
Disconnecting:

Double Click the Pulse icon that appears in the system tray in the bottom right corner OR Click the icon on the desktop

Double Click the Pulse icon that appears in the system tray in the bottom right corner.



Next to *EOPSS_PDC*, Click ***Disconnect***



1902

Access Control Systems

PO Box 7521
Milford, NH 03055

Estimate

Date	Quote #
8/17/2018	Q18-2421

Name / Address
MA State Police Lieutenant Daniel Griffin Traffic Program Sector 470 Worcester Road Framingham, MA 01701

Phone #	Fax #	Terms	Project	Rep
603-249-9820	603-249-9818	Net 30		CRP

Description	Qty	Cost	Total
IIS - Intelligent Imaging Systems Service Plan Per Attached Quote.		0.00	0.00

Accepted Quotes Must Be Signed and Returned With A Purchase Order or Check

Accepted By: _____

Signature: _____

Acceptance Date: _____

This estimate is a "Good Faith" quote of the items proposed. ACS will not be responsible for typos, errors or omissions. Unless otherwise specified, this estimate is valid for acceptance for 30 days from the date issued.

Total **$0.00**

Smart Roadside™

Automated Electronic Screening System

Revolutionizing
the delivery of
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Support & Maintenance Services (SMS) Plan

For: Massachusetts State Police
Smart Roadside Mobile Trailer

Submitted to:
Access Control Systems, Inc.

Q2018715
August, 2018



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6325 Gateway Blvd NW, Suite 170
Edmonton, Alberta T6H 5H6
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Site Location/Name	Hardware & Software Included

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Task	Response Time	Resolution Time

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SMS Plan	SMS Period	Payment Schedule	Totals
Year 1	9/1/18 - 8/31/19		
		Total Year 1	**$ 27,500.00**
Year 2	9/1/19 - 8/31/20		
		Total Year 2	**$ 24,750.00**
Year 3	9/1/20 - 8/31/21		
		Total Year 3	**$ 24,750.00**
		3-year Term SMS Plan	**$ 77,000**

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Manpower Category	Standard Office Rate/Hour	Standard Field Rate/Day*	SMS Office Rate/Hour	SMS** Field Rate/Day	% Discount off Standard Rate

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Item	Description	Price*

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Item	Description	Price

BJA
Bureau of Justice Assistance
U.S. Department of Justice

Face Recognition

Policy Development Template



For Use in Criminal Intelligence and Investigative Activities

December 2017

Where to Locate This Resource

This resource is available at www.it.ojp.gov and www.ncirc.gov. To request printed copies, send requests to information@ncirc.gov.

To Request a Word Version of the Template

To request a Word version, send requests to information@ncirc.gov.

Updates

This resource is considered a living document. Submission of feedback and content suggestions for periodic updates are encouraged and may be provided by e-mail to information@ncirc.gov.

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Face Recognition Policy Template for State, Local, and Tribal Criminal Intelligence and Investigative Activities

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I. Introduction



Face recognition technology can be a valuable investigative tool to detect and prevent criminal activity; reduce an imminent threat to health or safety; protect the public; help identify persons unable to identify themselves, or deceased persons; and improve security and officer safety. The National Center for Missing and Exploited Children (NCMEC), for example, is using face recognition software to search the internet for these children. In the past, determining someone's identity was a manual drawn-out process of viewing mug shot images. The use of face recognition software is helping to streamline this process by returning investigative results quicker. The purpose of face recognition technology is not a new one, it's simply enabling law enforcement entities to complete an existing process more efficiently.

However, law enforcement's use of face recognition tools in investigative and criminal intelligence activities has been the subject of much scrutiny regarding concerns about the accuracy of the technology, use at First Amendment-protected events, and assertions that face recognition systems are being used without appropriate safeguards, such as law, policy, training, and audits. Since images of individual persons are the source of face recognition information, there are higher expectations for the protection of privacy, civil rights, and civil liberties (P/CRCL). Currently, there is no uniform set of rules in the United States governing the gathering, collection, use, sharing, and dissemination of information available through face recognition tools. The potential for misuse of face recognition information may expose agencies participating in such systems to civil liability and negative public perceptions. The lack of rules and protocols also raises concerns that law enforcement agencies will use face recognition systems to systematically, and without human intervention, identify members of the public and monitor individuals' actions and movements. Strong control and oversight of face recognition use are critical considerations in policy development and program implementation. Such efforts not only enhance mission effectiveness but also safeguard P/CRCL of individuals.

This policy development template was developed by state, local, and federal law enforcement, privacy, and criminal justice partners to provide law enforcement, fusion centers, and other public safety agencies with a framework for developing face recognition policies that comply with applicable laws, reduce privacy risks, implement minimum required training for authorized users and examiners, and establish entity accountability and oversight. In addition, this template includes policy provisions on collection, access, use, dissemination, data quality, security, redress, retention and purging, and accountability and enforcement, with an overall focus on ensuring the integration of P/CRCL protections in face recognition processes. Established Fair Information

Practice Principles form the core of the privacy framework for this template (see Appendix B). Note: The term "entity" is used throughout this resource to refer to the policy-authoring organization.[1]

When an entity determines to develop and implement a face recognition policy, it is important to note that crafting such a policy is not a one-time project; it is just one stage in an ongoing entity privacy program cycle:[2]

Stage 1. Educate and raise awareness on the importance of having P/CRCL protections.
Stage 2. Assess entity P/CRCL risks by evaluating the process through which the entity collects, receives, accesses, uses, disseminates, retains, and purges face recognition information.
Stage 3. **Develop a face recognition policy** to articulate the legal framework and policy position on how the entity handles face recognition.
Stage 4. Perform a policy evaluation and engage with community stakeholders, prior to publishing, to determine whether the policy adequately addresses current standards, P/CRCL protections, and the law.
Stage 5. Implement and train personnel and authorized users on the established rules and procedures.
Stage 6. Perform an annual policy review and make appropriate changes in response to implementation experience, guidance from oversight or advisory bodies, applicable laws, technology, and public expectations.
Stage 7. Audit the processes described in the face recognition policy.



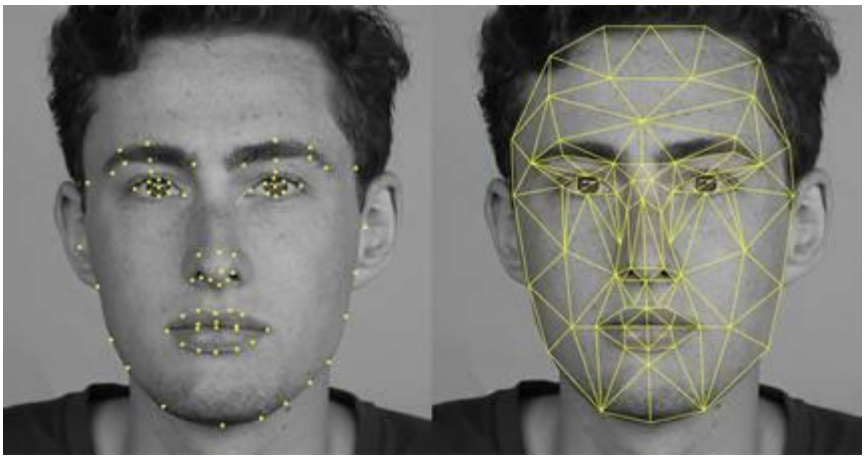
The implementation of proven policies and practices can mitigate the risk of negative impacts while improving mission effectiveness. As face recognition use expands, it is necessary for law enforcement, fusion centers, and other public safety agencies to ensure that comprehensive policies are developed, adopted, and implemented in order to guide the entity and its personnel in the day-to-day access and use of face recognition technology. Policies that are developed in a transparent manner and which are properly enforced foster trust—not only within and between justice partners but also by the public. This process helps ensure that justice entities are serving as responsible stewards of face recognition information and operating with respect for individual P/CRCL and the law.

BIOMETRICS POLICIES

This template was developed to address the use of face recognition technology by state, local, tribal, and territorial (SLTT) law enforcement and public safety entities and fusion centers through the development of P/CRCL policies. It was not, however, designed to cover all possible biometric modalities, such as fingerprints, palm prints, DNA, familial DNA searching, iris recognition, retina scan, voiceprint, etc. Specific and comprehensive policies are recommended that will appropriately address the use of each biometric technology, unique capture methods, complex processes and procedures, and P/CRCL protections.

[1] The term "entity" is used throughout this resource to identify the policy-authoring organization and differentiate it from external or participating agencies. Refer to the terms "agency," "entity," and "participating agency" in Appendix A—Glossary of Terms and Definitions for more information.
[2] Global Justice Information Sharing Initiative Privacy Resources, Bureau of Justice Assistance, Office of Justice Program, U.S. Department of Justice, https://it.ojp.gov/privacy.

A. Face Recognition Overview



Considering the potential benefits to public safety that face recognition technology can offer, it is important that law enforcement and public safety agencies establish the appropriate framework for ensuring that the technology will be used in a responsible manner that does not violate P/CRCL.

Use of face recognition technology is often misunderstood. It is not being used as an all-knowing big brother that keeps track of an individual's weekly—or daily—trips to a business. More accurately, it is a lead generator for law enforcement to investigate criminal activity, akin to a more reliable eye witness. Moreover, facial recognition is not a machine-dominated technology. Generally, entities use—and it is a good practice to do so—a two-part machine-human process—facial recognition, which is software based, and facial comparison, which is human based.[3]

1. How Do Face Recognition Systems Work?

During enrollment, an image (e.g., a photograph, a digital capture, or a video still) of a face of the known individual (such as a mug shot) is submitted to the face recognition system. While each system's techniques may vary, in general, the distinctive characteristics of each face, such as the distance between the eyes, the width of the nose, and the depth of the eye sockets, are measured. These characteristics are known as "nodal points." Nodal points are extracted from the face image and are transformed through the use of algorithms into a unique file called a "biometric template."[4] A biometric template is a reduced set of data that, in face recognition systems, represents the unique features of the enrolled person's face.

Biometric templates are then stored in a repository for future comparison with probe images of unknown persons, such as images gathered during a criminal investigation. During a face recognition search, the system compares the biometric template created from a probe (unknown) image with all of the face templates (of known persons) stored in the repository. The system then provides a list of the most likely candidate photographs (sometimes referred to as a "gallery"[5]). At this point in the process, the face recognition system has not made a formal identification.

Algorithms

Algorithms are mathematical equations—calculations, data processing, or automated reasoning—that are widely used throughout information technology and are the biggest factors in face recognition accuracy. Since the development of, and improvements in, algorithm performance are ongoing and ever evolving, they are not discussed in depth within this resource. However, policy provisions on data quality are provided in section H. Data Quality in the P/CRCL template contained in Chapter II. Entities are strongly encouraged to consider algorithm performance prior to purchasing a face recognition system.

Refer to the National Institute of Standards and Technology's (NIST's) Face Recognition Vendor Tests (FRVT), which provide independent government evaluations of commercially available and prototype face recognition technologies, https://www.nist.gov/programs-projects/face-recognition-vendor-test-frvt.

[3] Ibid.

[4] The term "template," in this usage (e.g., biometric template), is not to be confused with the term used in the title of this document, which means a template, or guide, for developing a face recognition policy. To avoid confusion, the term biometric template is not used in the rest of this document but is used here for informational purposes only.

[5] The term "gallery" is sometimes used by entities when referring to the resulting candidate list. For the purposes of this document, the phrase "list of most likely candidates" will be used.

After the list is generated, trained human examiners follow-up on the list of most likely candidates by performing analysis to compare the probe photograph with the candidate photographs.

While **face recognition** is an automated computer evaluation of similarities between face images, **face comparison** is a manual examination of the differences and similarities between two face images or a live subject and a face image (one-to-one) for the purpose of determining whether they represent the same or different persons. The process is used in concert with standard investigative techniques.

2. Are Face Recognition Results Considered an Identification?

Face recognition search results are not considered positive identification and do not establish probable cause, without further investigation; rather, they are advisory in nature as an investigative lead only. Any possible connection or involvement of an individual to a criminal investigation must be determined through further analysis and investigation.

3. Is Face Recognition Information Considered Criminal Intelligence?

The policy template in Chapter II was developed to articulate entity policies and P/CRCL protections for the collection, receipt, access, use, dissemination, retention, and purging of face recognition information that is ***not yet*** part of a criminal intelligence or investigative file. If, after completing the analytic process, face recognition information is downloaded into a criminal intelligence or investigative file, the information is then considered criminal intelligence or investigative information and the laws, regulations, and policies applicable to that type of information govern its use.[6]



Law enforcement, fusion centers, criminal intelligence units, and other public safety entities utilize different types of information, such as criminal history, suspicious activity reports (SARs), and criminal intelligence as part of their criminal intelligence or investigative activities. Each type is governed by laws, regulations, and policies to authorize and ensure appropriate collection, receipt, access, use, dissemination, retention, and purging. Face recognition information—probe photographs, image repositories, lists of most likely candidates, etc.—is not considered criminal intelligence,[7] criminal history, or SAR information. As such, the laws, regulations, and policies that specifically apply to those types of situations may not apply to face recognition information ***until*** such time as it is downloaded and incorporated into a criminal intelligence or investigative case file. It is the further analytic and investigative processes by trained examiners that associate face recognition results with an identifiable individual.

B. How to Use This Resource

This resource contains a P/CRCL policy template in Chapter II. The provisions suggested in the template can be incorporated into the entity's general operational policies and day-to-day operations which must provide explicit and detailed P/CRCL protection guidance to entity personnel and other authorized sources

[6] This does not mean that face recognition information is not accorded protections until it is incorporated into a criminal intelligence or investigative file; rather, the provisions of this template were designed to articulate such protections. For example, use and dissemination of face recognition is addressed in Chapter II, Section F. Use of Face Recognition Information, and Section G. Sharing and Disseminating Face Recognition Information.

[7] The operating principles of 28 CFR Part 23 provide guidance to law enforcement regarding how to effectively operate criminal intelligence information systems while safeguarding P/CRCL. The regulation applies, as a matter of law, to state, local, tribal, or territorial agencies if they are operating interjurisdictional or multijurisdictional criminal intelligence systems that are supported with Omnibus Crime Control and Safe Streets Act funding. See 28 CFR Part § 23.3. For participating or member agencies, the intelligence project's operating policies, as set forth in a participation or membership agreement, govern their submission, access, use, retention/destruction, and any third-party dissemination of criminal intelligence information received from the intelligence project. For further information, see https://28cfr.iir.com/Resources/Executive-Order. Those entities that are not subject to 28 CFR Part 23 may voluntarily adopt the protections articulated in 28 CFR Part 23 as a matter of policy.

and participating agencies. Each section of the template is a fundamental component of an overall comprehensive face recognition policy.

The template in Chapter II groups policy concepts together (e.g., governance, accountability, security, etc.) into categories, with each category containing policy provisions that relate to that category. Policy provisions are presented as questions to the policy drafter and the drafter then answers by writing policy language, working through each question to build a complete policy. Policy questions and guidance and best practices are shown in **bold type**. To assist policy authors in drafting a policy, sample policy language is provided below each bolded question in regular type, as follows:

> **1. A bolded policy question that the entity will answer with written policy provisions.**
>
> **Notes and best practices are also shown under each question in bold.**
> **[Special instructions, if any, are bolded and bracketed under each question.]**
>
> Sample policy language is provided underneath each policy question in plain text. If used, this language MUST be customized by filling in the bracketed items, such as the **[name of the entity]**.

In addition, throughout the template, several terms are **underlined and hyperlinked** to their definitions in Appendix A. Glossary of Terms and Definitions, to assist policy drafters in understanding the terminology used.

1. Program Versus System

To aid in the reader's understanding, the following describes this resource's use of the terms "face recognition program" and "face recognition system."

- **Face Recognition Program**—A term used in this resource to describe an entity's face recognition initiative, which includes the management of human components (management, analysts, examiners, authorized users), ownership and management of the face recognition system (technical components, see below), and the establishment and enforcement of entity-wide processes, policies, and procedures.
- **Face Recognition System—**A term used in this resource to describe the technical components of a face recognition program, such as hardware, software, interfaces, image repositories, templates, autogenerated candidate lists, etc. While some entities own such a system (see above), others may have authorized access to another entity's face recognition system.

2. What Entities Should Use the Policy Template?

The policy template, contained in Chapter II, is designed for use by state, local, tribal, and territorial (SLTT) law enforcement entities, fusion centers, and other public safety agencies that either own and operate their own face recognition program or only have direct access to, and authorized use of, another entity's face recognition system. Entities are guided to adopt and customize the provisions of the template that apply to the entity's face recognition system or program.

An entity must set forth in a formalized agreement, such as a memorandum of understanding (MOU) or interagency agreement, the essential requirements for submitting face recognition search requests by external agencies to the entity. The policy provisions in Chapter II's template may be useful to inform the key components of the formalized agreement. For example, the entity may require requesting agencies to complete specialized training, as referenced in Chapter II, Section N. Training, item 4.

3. Transparency and Referencing Other Policies

Frequently, agencies already have established privacy-related policies and procedures that may be contained in broader policy documents (e.g., concept of operations, standard operating procedures, user agreements, and employee handbooks). There may also be cross over between the provisions in this template and other policies, such as an entity's social media or general privacy policy. In accordance with Chapter II, Section M. Accountability and Enforcement, and Subsection M.1. Transparency, agencies are strongly encouraged to make their face recognition policies available to the public, even if the other existing policies or procedures are not made publicly available.

Agencies are cautioned against providing cross-references within their face recognition policies to policy provisions contained in other policies that are not available to the public, without excerpting the relevant text. Providing a cross-reference to, for example, a numbered section (e.g., "policy number 201.56-B, section 6.a.") within a non-publicly available policy, without excerpting the relevant text will confuse the reader (e.g., if the reader is not an employee and does not have access to policy 201.56-B). As such, the reader will not know what is meant by the numeric cross-reference. For this reason, it is better to excerpt (or restate) the actual language of the specific policy provision the entity wants to emphasize within the face recognition policy. As a best practice, only cross reference policies that are publicly available or restate (excerpt) the applicable language within the face recognition policy.

CAUTION

Do not assume that an existing policy (for example, on fingerprints) will automatically apply to other biometric technologies without a thorough assessment of similarities and differences of biometrics, regulations, etc.

4. Mobile Face Recognition Use

Mobile face recognition applications generally use an image of an individual, which is captured in the presence of a law enforcement officer in the field. Then, using a mobile interface, the image is submitted as a probe photograph to search image repositories, which can result in a list of most likely candidate images. Trained law enforcement officers evaluate the candidate images using standard investigative techniques to make a determination of whether the person in front of them is an individual shown in the candidate result listing.

Law enforcement use of mobile face recognition devices and applications is an area where public concern has been raised. This resource does not take an official position on mobile use of this technology. However, it is highly recommended that if an entity makes a decision to implement and utilize mobile face recognition applications, it should do so **only** after vetting the decision, requiring appropriate training for officers who are authorized to capture remote face images and use mobile search applications, and developing comprehensive policies to address such use. To assist entities in policy development to specifically address mobile use of this technology, the following provisions were added to the policy template and are contained in Chapter II of this resource.

- Section A, Purpose Statement, provision number 3
- Section F, Use of Face Recognition Information, provision number 6
- Section F, Use of Face Recognition Information, provision number 7
- Section F, Use of Face Recognition Information, provision number 8
- Section N, Training, provision number 5

Additional face capture training and other provisions may also be needed, depending on the entity's unique use of this technology in the field. If the entity does not utilize mobile face recognition, these provisions will not apply when the entity is developing a non-mobile face recognition policy. Another option is for the entity to add policy provisions that specifically articulate the entity's exclusion of mobile face recognition use. Either choice is acceptable. What is important is the entity develop a face recognition policy that accurately describes its operations and compliance with applicable laws, regulations, policies, rules, or other constraints in all uses of the technology.

5. Face Recognition Analysis on Live Video

Face recognition analysis on live video is different than mobile face recognition. While mobile face recognition entails using a mobile device to capture a photo of a subject who is in the presence of a law enforcement officer, such as during a traffic stop, face recognition analysis on live video means that face recognition searches may be performed on images of any individual captured within the frame of a live feed video camera (such as a closed circuit television).

It is important for the entity to articulate a clear and affirmative statement regarding the entity's position regarding face recognition analysis on live video. To assist entities during policy development, provision F. Use of Face Recognition Information, item 3., was added to the policy template, in Chapter II of this resource, to specifically address face recognition analysis on live video.

6. Template Modifications—Customizing Your Policy

It is important to note that the policy development template in Chapter II **is not intended to be used as is** without modification. Nor is it intended to create inconsistencies with applicable laws and regulations. The sections represent the suggested foundational components of an effective face recognition policy but do not cover all situations, processes and procedures, or the applicable constitutional provisions, laws, ordinances, or regulations that may be unique within your state. The template represents a starting point for your entity to establish baseline face recognition policy guidelines. Law enforcement and public safety entities are encouraged to complete as many of the template questions as are applicable; to enhance sections to include items such as references to applicable statutes, rules, standards, or policies; and to add sections for provisions that are not addressed in the template.

To facilitate this process, the following appendices have been developed for review and customization, as appropriate, and should be referenced in each entity's face recognition policy:

- Appendix A—Glossary of Terms and Definitions
- Appendix B—Fair Information Practice Principles (FIPPs)
- Appendix C—Listing of Federal Laws

It is important that entities review each of the policy questions, as well as the notes, references, and instructional information provided with each, when drafting entity policy language. However, to assist entities in the drafting and customization process, all of the sample policy language contained in the template has been extracted and provided in Appendix D, Sample Face Recognition Policy.

C. Resource List

The following list provides useful face recognition and biometric-related resources, policy development templates, privacy regulations and authorities, and other resources that may be of interest:

1. Face Recognition and Biometric-Related Resources

- ***Biometric Specifications for Personal Identity Verification***, NIST Special Publication 800-76-2, National Institute of Standards and Technology (NIST), U.S. Department of Commerce, July 2013, http://nvlpubs.nist.gov/nistpubs/SpecialPublications/NIST.SP.800-76-2.pdf.

- ***Capture and Equipment Assessment for Face Recognition Systems***, Version 1.0, Facial Identification Scientific Working Group (FISWG), May 5, 2011, https://www.fiswg.org/FISWG_CaptureAndEquipmentAssessmentForFRSystems_v1.0_2011_05_05.pdf.

- ***Data Format for the Interchange of Fingerprint, Facial, and Other Biometric Information***, 2011 American National Standard for Information Systems, Information Technology Laboratory (ITL),

American National Standards Institute/National Institute of Standards and Technology (ANSI/NIST), Update 2015, http://nvlpubs.nist.gov/nistpubs/SpecialPublications/NIST.SP.500-290e3.pdf.

- ***Electronic Biometric Transmission Specification*** (EBTS), NGI-DOC-01862-x.x., Criminal Justice Information Services (CJIS), Federal Bureau of Investigation (FBI), www.fbibiospecs.cjis.gov.

- **Face Recognition Challenges and Evaluations** (FaCE), NIST, https://www.nist.gov/programs-projects/face-challenges.

- **Face Recognition Technology (FERET) Program**, Department of Defense (DoD) Counterdrug Technology Development Program Office, https://www.nist.gov/programs-projects/face-recognition-technology-feret.

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- ***Video Evidence: A Law Enforcement Guide to Resources and Best Practices***, Global, BJA, OJP, DOJ, March 2014, http://it.ojp.gov/gist/164/Video-Evidence--A-Law-Enforcement-Guide-to-Resources-and-Best-Practices.

2. Policy Development Templates

In addition to this resource, the following policy templates were developed through support of the Global Justice Information Sharing Initiative's Criminal Intelligence Coordinating Council, sponsored by the Bureau of Justice Assistance, Office of Justice Programs, U.S. Department of Justice, in collaboration with the U.S. Department of Homeland Security (DHS). Each is designed to assist justice entities in developing P/CRCL policies, including the use of social media and license plate readers in intelligence and investigative activities.

- ***Developing a Policy on the Use of Social Media in Intelligence and Investigative Activities: Guidance and Recommendations***, Global, BJA, OJP, DOJ, February 2013, https://it.ojp.gov/GIST/132/Developing-a-Policy-on-the-Use-of-Social-Media-in-Intelligence-and-Investigative-Activities--Guidance-and-Recommendations-.

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- ***License Plate Reader Policy Development Template for Use in Intelligence and Investigative Activities***, Global, BJA, OJP, DOJ, February 2017, https://it.ojp.gov/GIST/1197/License-Plate-Reader-Policy-Development-Template-for-Use-in-Intelligence-and-Investigative-Activities.



3. Privacy Regulations and Authorities

Refer to Appendix C for synopses of primary federal laws that an entity should review and, where appropriate, consider citing in the face recognition policy to protect face recognition data and any personally identifiable information later associated with the face recognition information. As face recognition information may be incorporated as only one piece of information into a larger case file, the federal laws described in Appendix C may be applicable.

- Code of Federal Regulations (CFR), Title 28 (28 CFR)—Judicial Administration, Chapter 1—U.S. Department of Justice, Part 23—***Criminal Intelligence Systems Operating Policies***, http://it.ojp.gov/documents/28CFR_Part_23.pdf.

- ***Fair Information Practice Principles***, refer to Appendix B.

- ***Health Insurance Portability and Accountability Act (HIPAA) Privacy Rule: A Guide for Law Enforcement****,* U.S. Department of Health and Human Services (HHS), September 2013, https://www.hhs.gov/sites/default/files/ocr/privacy/hipaa/understanding/special/emergency/final_hipaa_guide_law_enforcement.pdf.

4. Additional Privacy and Security-Related Resources

- ***Criminal Justice Information Services (CJIS) Security Policy***, Version 5.5, CJISD-ITS-DOC-08140-5.5., June 1, 2016, CJIS, FBI, https://www.fbi.gov/services/cjis/cjis-security-policy-resource-center.

- **Federal Privacy Council**, https://www.fpc.gov/federal-privacy-council/.

- ***Guidelines to Ensure That the Information Privacy and Other Legal Rights of Americans Are Protected in the Development and Use of the Information Sharing Environment*** (ISE Privacy Guidelines), Office of the Program Manager, Information Sharing Environment (ISE), https://www.dni.gov/index.php/ic-legal-reference-book/guidelines-to-ensure-that-the-information-privacy-and-other-legal-rights-of-americans-are-protected-in-the-development-and-use-of-the-information-sharing-environment.

- **Office of Privacy and Civil Liberties, U.S. Department of Justice,** https://www.justice.gov/opcl.

- ***Preparing for and Responding to a Breach of Personally Identifiable Information****,* Office Management and Budget (OMB) Memorandum M-17-12, (January 13, 2017), https://www.whitehouse.gov/sites/whitehouse.gov/files/omb/memoranda/2017/m-17-12_0.pdf.

- ***Privacy, Civil Rights, and Civil Liberties Audit Guidance for the State, Local, Tribal, and Territorial Intelligence Component***, Global, BJA, OJP, DOJ, September 30, 2015, https://it.ojp.gov/GIST/181/Privacy--Civil-Rights--and-Civil-Liberties-Audit-Guidance-for-the-State--Local--Tribal--and-Territorial-Intelligence-Component.

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- ***Scenarios for PII Identification and Handling*****, Appendix A,** ***Guide to Protecting the Confidentiality of Personally Identifiable Information (PII)***, NIST, NIST Special Publication 800-122, April 2010, http://nvlpubs.nist.gov/nistpubs/Legacy/SP/nistspecialpublication800-122.pdf.

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II. Face Recognition Policy Development Template for State, Local, and Tribal Criminal Intelligence and Investigative Activities

A. Purpose Statement

1. Why did the entity implement a face recognition program or establish access and use of a face recognition system?

Facial recognition technology involves the ability to examine and compare distinguishing characteristics of a human face through the use of biometric algorithms contained within a software application. This technology can be a valuable investigative tool to detect and prevent criminal activity, reduce an imminent threat to health or safety, and help in the identification of persons unable to identify themselves or deceased persons. The **[name of entity]** has **[implemented or, if applicable, established access and use of]** a face recognition **[program or, if applicable, system]** to support the investigative efforts of law enforcement and public safety agencies both within and outside **[state name]**.

2. What is the purpose of establishing a face recognition policy (i.e., what does the entity hope to accomplish in adopting this policy)? Provide a succinct, comprehensive statement of purpose.

It is the purpose of this policy to provide **[name of entity]** personnel with guidelines and principles for the collection, access, use, dissemination, retention, and purging of images and related information applicable to the implementation of a face recognition (FR) program. This policy will ensure that all FR uses are consistent with authorized purposes while not violating the privacy, civil rights, and civil liberties (P/CRCL) of individuals.

Further, this policy will delineate the manner in which requests for face recognition are received, processed, catalogued, and responded to. The Fair Information Practice Principles (FIPPs) form the core of the privacy framework for this policy.

This policy assists **[name of entity]** and its personnel in:

- Increasing public safety and improving state, local, tribal, territorial, and national security.
- Minimizing the threat and risk of injury to specific individuals.
- Minimizing the threat and risk of physical injury or financial liability to law enforcement and others responsible for public protection, safety, or health.

- Minimizing the potential risks to individual privacy, civil rights, civil liberties, and other legally protected interests.
- Protecting the integrity of criminal investigatory, criminal intelligence, and justice system processes and information.
- Minimizing the threat and risk of damage to real or personal property.
- Fostering trust in the government by strengthening transparency, oversight, and accountability.
- Making the most effective use of public resources allocated to public safety entities.

3. What are the entity's authorized uses for face recognition information?[8]

All deployments of the face recognition system are for official use only/law enforcement sensitive (FOUO/LES). The provisions of this policy are provided to support the following authorized uses of face recognition information.

[List any of the following that may be applicable and add any other authorized uses that apply to the entity. Note: Uses must be specifically authorized for your entity and must be in accordance with laws, statutes, policies, and procedures governing the entity.

- **A reasonable suspicion that an identifiable individual has committed a criminal offense or is involved in or planning criminal (including terrorist) conduct or activity that presents a threat to any individual, the community, or the nation and that the information is relevant to the criminal conduct or activity.**
- **An active or ongoing criminal or homeland security investigation.**
- **To mitigate an imminent threat to health or safety through short-term situational awareness surveillance or other means.**
- **To assist in the identification of a person who lacks capacity or is otherwise unable to identify him- or herself (such as an incapacitated, deceased, or otherwise at-risk person).**
- **To investigate and/or corroborate tips and leads.**
- **For comparison to determine whether an individual may have obtained one or more official state driver's licenses or identification cards that contain inaccurate, conflicting, or false information.**
- **To assist in the identification of potential witnesses and/or victims of violent crime.**
- **To support law enforcement in critical incident responses.]**

[For those entities using mobile face image capture devices, there may be narrowly tailored purposes for use. Insert the following language and list the purposes that are applicable, and any others that are relevant, to the entity:

Mobile face image searches may be performed only by an officer who has completed training and only during the course of an officer's lawful duties, in furtherance of a valid law enforcement purpose and in accordance with the conditions set forth in section F.7 (Refer to F. Use of Face Recognition Information, item 7). Some suggested valid law enforcement purposes include:

- **For persons who are detained for offenses that:**
  - **Warrant arrest or citation or**
  - **Are subject to lawful identification requirements and are lacking positive identification in the field.**
- **For a person who an officer reasonably believes is concealing his or her true identity and has a reasonable suspicion the individual has committed a crime other than concealing his or her identity.**
- **For persons who lack capacity or are otherwise unable to identify themselves and who are a danger to themselves or others.**
- **For those who are deceased and not otherwise identified.]**

[8] Entities should reference the classification of information established in entity policies and procedures.

B. Policy Applicability and Legal Compliance

1. What information is subject to the face recognition policy?

This policy was established to ensure that all images are lawfully obtained, including face recognition probe images obtained or received, accessed, used, disseminated, retained, and purged by the **[name of entity]. This policy also applies to:**

- Images contained in a known identity face image repository and its related identifying information,
- **The face image** searching process.
- Any results from face recognition searches that may be accessed, searched, used, evaluated, retained, disseminated, and purged by the **[name of entity].**
- Lawfully obtained probe images of unknown suspects that have been added to unsolved image files (refer to section L.3), pursuant to authorized criminal investigations.

2. Who is subject to the face recognition policy? Identify who must comply with the face recognition policy; for example, entity personnel, participating agencies, and private contractors.

All **[name of entity]** personnel, participating agency personnel, and authorized individuals working in direct support of **[name of entity]** personnel (such as interns), personnel providing information technology services to the **[name of entity]**, private contractors, and other authorized users will comply with the **[name of entity]**'s face recognition policy and will be required to complete the training referenced in section N.2. In addition, authorized **[name of entity]** personnel tasked with processing face recognition requests and submissions must also complete the specialized training referenced in section N.3. An outside agency, or investigators from an outside agency, may request face recognition searches to assist with investigations only if **[insert applicable requirement(s) from those recommended below or insert the entity's established requirements:**

- **Prior to making requests, the outside agency has a formalized agreement (e.g., a memorandum of understanding or an interagency agreement) between the [name of entity] and the outside agency and the agreement acknowledges that requesting investigators have an understanding of the training concepts listed in section N. Training, item 4.**
- **The outside agency first provides examples of its applicable policies (e.g., privacy) and acknowledges in writing that its requesting investigators have an understanding of the training concepts listed in section N. Training, item 4.**
- **The outside agency completes the [name of entity]'s training identified in section N. Training, item 4.**
- **The outside agency is a law enforcement agency that is making the request based on a valid law enforcement purpose that falls within the authorized uses listed in section A. Purpose Statement, item 3. and the requestor provides a case number and contact information (requestor's name, requestor's agency, address, and phone number) and acknowledges an agreement with the following statement:**

  The result of a face recognition search is provided by the [name of entity] only as an investigative lead and IS NOT TO BE CONSIDERED A POSITIVE IDENTIFICATION OF ANY SUBJECT. Any possible connection or involvement of any subject to the investigation must be determined through further investigation and investigative resources.]

3. How is the entity's face recognition policy made available to personnel, participating entities, and individual users (e.g., in print, online, etc.), and does the entity require acknowledgment, in writing, of receipt and agreement to comply with this policy?

The **[name of entity]** will provide a printed or electronic copy of this face recognition policy to all:

- **[name of entity]** and non-**[name of entity]** personnel who provide services
- Participating agencies
- Individual authorized users

The **[name of entity]** will require both a written acknowledgement of receipt of this policy and a written agreement to comply with this policy and its applicable provisions.

4. **This entity requires *personnel and participating information-originating and user agencies* to be in compliance with all applicable constitutional and statutory laws. What are the primary laws with which personnel and participating agencies must comply?**

   Cite the primary laws with which personnel and participating users must comply that protect privacy, civil rights, and civil liberties (P/CRCL) in the collection, receipt, access, use, dissemination, retention, and purging of face recognition information.

   This should include any statute enacted by state or local government regarding deployed face recognition systems by affiliated entities. It might also include relevant provisions of the U.S. Constitution and state constitutions; open records or sunshine laws; information breach notification laws; other laws, regulations, orders, opinions, or policies impacting or protecting P/CRCL; local ordinances; and relevant federal laws, such as the Driver's Privacy Protection Act and regulations. (For synopses of primary federal laws, refer to Appendix C, Listing of Federal Laws.)

   All **[name of entity]** personnel, participating agency personnel, and authorized individuals working in direct support of **[name of entity]** personnel (such as interns or volunteers), personnel providing information technology services to the **[name of entity]**, private contractors, agencies from which **[name of entity]** information originates, and other authorized users will comply with applicable laws and policies concerning P/CRCL, including, but not limited to **[include a specific reference to any relevant state statutes or other binding state or local policy specific to face recognition systems, then provide a list of other applicable state and federal P/CRCL laws and/or include a reference to the section or appendix containing a list of applicable laws]**.

C. Governance and Oversight

1. **Who has primary responsibility for the entity's overall operation, including the entity's justice information systems, face recognition program and system, information collection and retention procedures, coordination of personnel, and enforcement of this policy? Which individual will ultimately be held accountable for any problems or errors?**

   Primary responsibility for the operation of the **[name of entity]**'s justice information systems, face recognition program and system, operations, and the coordination of personnel; the receiving, seeking, retention, evaluation, data quality, use, purging, sharing, disclosure, or dissemination of information; and the enforcement of this policy is assigned to the **[position/title]** of the **[name of entity]**.

2. **Who is assigned primary responsibility for overseeing and administering the entity's face recognition program?**

   The **[name of entity]**'s **[insert title]** will designate **[a face recognition administrator or face recognition unit or department who/that]** will be responsible for the following **[include any of the following responsibilities that apply to the face recognition administrator or other responsibilities:**
   - **Overseeing and administering the face recognition program to ensure compliance with applicable laws, regulations, standards, and policy.**
   - **Acting as the authorizing official for individual access to face recognition information.**
   - **Ensuring that user accounts and authorities granted to personnel are maintained in a current and secure "need-to-know" status.**
   - **Reviewing face recognition search requests, reviewing the results of face recognition searches, and returning the most likely candidates—or candidate images—if any, to the requesting agency.**

- **Ensuring that protocols are followed to ensure that face recognition information (including probe images) is automatically purged in accordance with the entity's retention policy (refer to section L.1. Information Retention and Purging), unless determined to be of evidentiary value.**
- **Ensuring that random evaluations of user compliance with system requirements and the entity's face recognition policy and applicable law are conducted and documented (refer to section M.2. Accountability).**
- **Confirming, through random audits, that face recognition information is purged in accordance with this policy and to ensure compliance with applicable laws, regulations, standards, and policy.**
- **Ensuring and documenting that personnel (including investigators from external agencies who may make face recognition search requests) meet all prerequisites stated in this policy prior to being authorized to use the face recognition system.]**

3. **What is the operating entity's role with regard to the face recognition program?**

   [Select the option that is applicable to the entity.]

   Option 1: The entity operates its own face recognition program.

   The **[name of entity]** face recognition program was established on **[date]** in conjunction with **[other agency partners, if applicable]**. Personnel from the following agencies are authorized to request face recognition searches:
   - **[Insert list of agencies authorized to request face recognition searches]**.

   Option 2: The entity has authorized access to a face recognition system.

   The **[name of entity]** has authorized access to and can perform face recognition searches utilizing the **[insert name of entity that owns the face recognition program]** face recognition system.

4. **Is there is a commercial entity or vendor involved and, if so, what is that vendor's role?**

   The **[name of entity]** contracts with **[insert name of commercial entity or vendor]** to provide **[insert applicable vendor role, such as "software and system development services for the entity's face recognition system"]**. The **[name of entity]** retains ownership of the face recognition system and the images and information it contains.

5. **What is the process for developing, reviewing, and updating the face recognition policy?**

   The **[name of entity]** is guided by a **[insert guiding authority, for example, a "designated face recognition oversight committee"]** that ensures that P/CRCL are not violated by this face recognition policy and by the **[name of entity]**'s face recognition information collection, receipt, access, use, dissemination, retention, and purging processes and procedures. The **[insert guiding authority, for example, a "designated face recognition oversight committee"]** engages with the community regarding **[name of entity]'s** face recognition policy prior to publishing.

   It is suggested that the committee will annually review and update the face recognition policy in response to changes in law and program implementation experience, including the results of audits and inspections, and may ***solicit input from the entity's stakeholders*** **[insert, if applicable "and may provide notice to and solicit comment from the public"]** on the development of the face recognition policy or proposed updates to the face recognition policy.

6. **Who is the designated and trained privacy officer (or entity) who will handle reported errors and violations of this policy and who will oversee the implementation of this policy and face recognition P/CRCL protections?**

[Provide the title of the individual or name of the entity. This may be the privacy officer; legal counsel; internal affairs; external entities such as the U.S. Attorney or the Office of Inspector General; or other personnel who have independent authority to perform oversight responsibilities.]

The **[insert title of individual or name of entity]** will:

- Receive reports regarding alleged errors and violations of the provisions of this face recognition policy or applicable state law.
- Receive and coordinate complaint resolution under the [name of entity]'s face recognition redress policy.
- Ensure that the provisions of this policy and P/CRCL protections are implemented through efforts such as training, business process changes, and system designs that incorporate privacy-enhancing technologies.

The **[insert title of individual but not the name or name of entity]** may be contacted at the following address: **[insert phone number, mailing address, or e-mail address]**, which is also posted on **[insert website where this information is listed for purposes of public redress]**.

7. **Who, or what entity, is responsible for ensuring that enforcement procedures and sanctions for noncompliance with the face recognition policy are adequate and enforced?**

   The **[insert title of individual or name of entity]** will ensure that enforcement procedures and sanctions outlined in **[insert section number of policy (see Section M.3. Enforcement)]** are adequate and enforced.

D. Definitions

1. **What key words or phrases are regularly used in the face recognition policy for which the entity wants to specify particular meanings?**

   This may include terms that are not commonly known or have multiple meanings that may need to be clarified to indicate which one applies to the face recognition policy. There may be legal definitions for terms in the statutes governing the operation of justice information or face recognition systems or programs. For examples of definitions of key terms commonly used throughout this template, refer to Appendix A, Glossary of Terms and Definitions.

   For examples of primary terms and definitions used in this face recognition policy, refer to **[insert section or appendix citation]**.

E. Acquiring and Receiving Face Recognition Information

1. **What image repositories are searched using the entity's face recognition system? Select all options that are applicable to the entity.**

   Option 1: The entity maintains or operates an entity-owned image repository.

   The **[name of entity]** face recognition system can access and perform face recognition searches utilizing the following entity-owned face image repositories:

   - **[Insert a list of entity-owned and maintained repositories, including information types.]**

Option 2: The entity has authorized access to and can perform face recognition searches utilizing image repositories not owned by the entity. Indicate the authority/source of the repository (e.g., driver's license images).

The **[name of entity]** is authorized to access and perform face recognition searches utilizing the following external repositories:

[List the image type and authority/source for each repository accessed. These may include:

- **Mug-shot images [check state authority and insert source]**
- **Driver's license photographs [check state authority and insert source]**
- **State identification card photographs [check state authority and insert source]**
- **Sex Offender Registry [check state authority and insert source]**
- **[Specify any other image repositories that are accessed and cite state authority.]]**

Option 3: In addition to the above, the entity is authorized to request that face recognition searches be performed by an external entity that operates a face recognition program.

In addition to above, the **[name of entity]** is authorized to submit requests for face recognition searches to be performed by the following external entities that own and maintain face image repositories:

[List the image type and authority/source for each repository accessed. These may include:

- **Mug-shot images [check relevant state law and insert source]**
- **Driver's license images [check relevant state law and insert source]**
- **State identification card images [check relevant state law and insert source]**
- **Sex Offender Registry [check relevant state law and insert source]**
- **[Specify any other image repositories that are accessed and cite state authority.]]**

2. **For use in performing a face recognition search, describe the conditions under which the entity will obtain or accept probe images. Note: State and federal law and/or policies may restrict queries to commercial repositories.**

   For the purpose of performing face recognition searches, the **[name of entity]** and authorized **[name of entity]** personnel will obtain probe images or accept probe images from authorized requesting or participating agencies only for the authorized uses identified in A. 2.

3. **If the entity receives probe images from other law enforcement agencies, identify the mechanism by which this occurs (e.g., memorandum of understanding [MOU], law, intergovernmental agreement [IGA]).**

   The **[name of entity]** will receive probe images only from **[list other law enforcement agency or agencies]** in accordance with **[insert mechanisms, e.g., MOU, law, intergovernmental or interagency agreement]** established between the **[name of entity]** and the law enforcement agency(ies). If a non-law enforcement entity wants to submit a probe image for the purpose of a face recognition search, the entity will be required to file a criminal complaint with the appropriate law enforcement entity prior to the search.

4. **Identify the federal or state constitutional prohibitions or prohibitions in federal, state, local, or tribal laws under which the entity and/or participating agencies will not request or perform face recognition searches.**

   Best Practice: Entities should consider an additional level of review and approval in order to enhance protection and ensure appropriate use of this technology in sensitive locations or populations.

The **[name of entity]** and, if applicable, any authorized requesting or participating agencies will not violate First, Fourth, and Fourteenth Amendments and will not perform or request face recognition searches about individuals or organizations based solely on their religious, political, or social views or activities; their participation in a particular noncriminal organization or lawful event; or their races, ethnicities, citizenship, places of origin, ages, disabilities, genders, gender identities, sexual orientations, or other classification protected by law.

However, the **[name of entity]** accords special consideration to the collection of face images relating to First Amendment-protected events, activities, and affiliations. Because of the sanctity of the First Amendment, law enforcement's role at First Amendment-protected events is usually limited to crowd control and public safety.[9] If, however, during the planning assessment and approval process for the particular event, before proceeding with the collection, the **[name of entity]** anticipates a need for the collection of face images, the **[name of entity]** will articulate whether collection of face images by law enforcement officers at the event is permissible; the legal or justified basis for such collection (including specifics regarding the criminal behavior that is suspected); and how face images may be collected, used, or retained, in accordance with this policy, as appropriate. If face images will be collected, the plan will specify the type of information collection that is permissible, identify who will collect face images (uniform or plainclothes officers), and define the permissible acts of collection.

[Note: Some law enforcement purposes may be stated generally in the Operations Plan or communicated to officers, but objectives that may risk interference with the exercise of First Amendment rights should be stated narrowly and be expressly tied to a specific law enforcement function (e.g., public safety, investigative).]

The use of mobile face image capture devices relating to First Amendment-protected events, activities, and affiliations will be specially authorized by **[title of entity supervisor/director/administrator]** of the **[name of entity]** in advance of the event.

The **[name of entity]** will reassess the need for and use of face recognition during the First Amendment-protected event. The **[name of entity]** will utilize face images from a First Amendment-protected event should the public safety mission change or in support of an active or ongoing criminal or homeland security investigation that occurs during or resulted from a First Amendment-protected event.

5. **If the entity contracts with a commercial face recognition vendor, does the entity require an assurance that the vendor or subcontractor is in legal compliance in its information collection, receipt, access, retention, dissemination, and purging procedures?**

   The **[name of entity]** will contract only with commercial face recognition companies or subcontractors that provide assurances that their methods for collecting, receiving, accessing, disseminating, retaining, and purging face recognition information comply with applicable local, state, tribal, territorial, and federal laws, statutes, regulations, and policies and that these methods are not based on unfair or deceptive information collection practices.

F. Use of Face Recognition Information

1. **Describe the authorized access to or disclosure of face recognition search results *within the entity or in other governmental agencies*. Entities may consider developing policies for addressing use of face recognition in conjunction with certain "sensitive" locations or populations (e.g., places of worship, academia). In addition, indicate if the entity has certain restrictions or allowances for the use of images in briefings or trainings, and whether there are any distinctions for hard copy versus digital images.**

[9] For further information about these processes, see *Recommendations for First Amendment-Protected Events for State and Local Law Enforcement Agencies* at 4, Global Justice Information Sharing Initiative, https://it.ojp.gov/GIST/35/Recommendations-for-First-Amendment-Protected-Events-for-State-and-Local-Law-Enforcement-Agencies.

Best Practice: Entities should consider an additional level of review and approval in order to enhance protection and ensure appropriate use of this technology in sensitive locations or populations.

Access to or disclosure of face recognition search results will be provided only ***to individuals within the entity or in other governmental agencies*** who are authorized to have access and have completed applicable training outlined in section N. Training, and only for valid law enforcement purposes (e.g., enforcement, reactive investigations), and to IT personnel charged with the responsibility for system administration and maintenance. Authorized uses are described in A.3 of this policy. [**Insert, if applicable, any additional restrictions or allowances regarding the use of images in briefings or trainings, and whether there are any distinctions for hard-copy versus digital images.]**

2. **For what purposes does the entity prohibit accessing and using the face recognition system and disseminating face recognition search results?**

   The **[name of entity]** will prohibit access to and use of the face recognition system, including dissemination of face recognition search results, for the following purposes:
   - Non-law enforcement (including but not limited to personal purposes).
   - Any purpose that violates the U.S. Constitution or laws of the United States, including the protections of the First, Fourth, and Fourteenth Amendments.
   - Prohibiting or deterring lawful individual exercise of other rights, such as freedom of association, implied by and secured by the U.S. Constitution or any other constitutionally protected right or attribute.
   - Harassing and/or intimidating any individual or group.
   - Any other access, use, disclosure, or retention that would violate applicable law, regulation, or policy.

3. **Does the entity allow face recognition analysis on live or recorded video?**

   Best Practice: It is important for the entity to articulate a clear and affirmative statement regarding the entity's position regarding face recognition analysis on live or recorded video.[10]

   The **[name of entity] [does not/does]** connect the face recognition system to any interface that performs live video surveillance, including surveillance cameras, drone footage, and body-worn cameras. The face recognition system **[will not/will]** be configured to conduct face recognition analysis on live or recorded video.

4. **What types of user actions and permissions are controlled by the entity's face recognition access limitations?**

   Best Practice: Least privilege administration is a recommended security practice in which every user is provided with only the minimum privileges needed to accomplish the tasks he or she is authorized to perform. It is suggested that entities specify their method for identifying user actions and permissions as it relates to face recognition information within their face recognition policies.

   The **[name of entity]** will employ credentialed, role-based access criteria, as appropriate, to control:
   - Categories of face recognition information to which a particular group or class of users may have access, based on the group or class.
   - The assignment of roles (e.g., administrator, manager, operator, and user).
   - The categories of face recognition information that a class of users are permitted to access, including information being utilized in specific investigations.

[10] Face recognition analysis on live video is different than mobile face recognition. While mobile recognition entails using a mobile device to capture a photo of a subject who is in the presence of a law enforcement officer (e.g., during a traffic stop), face recognition analysis on live video means that face recognition searches may be performed on images of any individual captured within the frame of a live feed video camera (such as a closed circuit television).

- Any administrative or functional access required to maintain, control, administer, audit, or otherwise manage the information or equipment.

5. What is the entity's standard face recognition search procedure?

The following is a suggested sample procedure which should be customized by the entity to reflect its actual face recognition search standard procedures. Each agency will determine which of the following steps, and others, are necessary to support its various operations, acknowledging that each step may not be executed (e.g., using a filtered search as a secondary search) in every instance.

Note: Entities are encouraged to refer to the National Institute of Standards and Technology's (NIST) Face Recognition Vendor Test (FRVT) Ongoing website for information on matching algorithms from independent government evaluations of commercially available and prototype face recognition technologies at https://www.nist.gov/programs-projects/face-recognition-vendor-test-frvt-ongoing.

The following describes the **[name of entity]**'s manual and automated face recognition search procedure, which is conducted in accordance with a valid law enforcement purpose and this policy.

- Authorized **[name of entity]** personnel **[and/or authorized requesting agency personnel]** will submit a probe image of a subject of interest.
- Trained **[name of entity]** authorized examiners will initially run probe images without filters, using a filtered search as a secondary search, if needed. In some cases, enhancements may be considered after running an image as is against the image repository.
- In the automated search, most likely candidates are returned to the requestor ranked in order based on the similarity or confidence level.
- The resulting candidates, if any, are then manually compared with the probe images and examined by an authorized, trained examiner. Examiners shall conduct the comparison of images, biometric identifiers, and biometric information in accordance with their training.
    - If no likely candidates are found, the requesting entity will be informed of the negative results. In the case of a negative result, the images examined by the examiner will not be provided to the requesting entity.
- Examiners will submit the search and subsequent examination results for a peer review of the probe and candidate images for verification by other authorized, trained examiners.
- All results of most likely candidate images from the face recognition search must be approved by a supervisor prior to dissemination.
- All entities receiving the results of a face recognition search, must be cautioned that the resulting candidate images do not provide positive identification of any subject, are considered advisory in nature as an investigative lead only, and do not establish probable cause, without further investigation, to obtain an arrest warrant without further investigation.
- The following statement will accompany the released most likely candidate image(s) and any related records:

  The **[name of entity]** is providing this information as a result of a search, utilizing face recognition software, of records maintained by the **[name of records entity]**. This information is provided only as an investigative lead and **IS NOT TO BE CONSIDERED A POSITIVE IDENTIFICATION OF ANY SUBJECT**. Any possible connection or involvement of any subject to the investigation must be determined through further investigation and investigative resources.

6. Does the entity operate a mobile face recognition search capability and, if so, what is the process?

The **[name of entity]** has established the following process for mobile face recognition searches:

- Only **[name of entity]** authorized and trained officers may utilize the mobile face recognition application and only on department-authorized devices. **[If personal devices are permitted, insert entity policy regarding use of mobile face recognition on personal devices.]**

- Prior to utilizing a face recognition search, an officer should first attempt to ascertain an individual's identity by means other than a face recognition search, such as requesting identification, using a fingerprint scanner, etc.
- Mobile searches may be performed during the course of an officer's lawful duties and only for the entity-established authorized uses listed in section A. Purpose Statement, item 3.
- In addition, officers may only capture an individual's image when one of the conditions listed in section F.7 exist.
- **[Use the following language, if the process is applicable to the entity. "The face recognition system does not work over standard cellular internet. Officers must log in and be authenticated into the [name of entity]'s law enforcement network in order to access the face recognition system."]**
- The log-in screen will prompt the user to acknowledge and agree to the following statement before granting access to the system:
  - Face recognition is not a form of positive identification of a subject. Images returned as a result of a face recognition search may be considered investigative lead information only and are not probable cause to arrest, without further investigation.
  - Face recognition searches shall not be performed by the user on behalf of others who have not been trained and authorized to perform the searches.
  - All face recognition searches are subject to audit and require case numbers and file class/crime types.
  - Misuse may result in administrative and/or criminal penalties.
- Prior to executing the search, the officer must enter the reason for the search within the application. **[List the reasons that are prompted by the entity's face recognition application. Reasons may include the following:**
  - **Consent**
  - **Reasonable suspicion of a crime**
  - **Probable cause**
  - **Physical/mental incapacity**
  - **Test/training**
  - **Other—[enter written reason]**
- The captured image (probe image) will be submitted to the face recognition system, which will compare the probe image with those contained in the **[indicate the name(s) of repository/ies searched]**.
- A list of most likely candidate images is returned ranked by computer-evaluated similarity.
- The officer then completes a visual or manual morphological comparison of the candidate images with the subject's probe image to make a visual judgment, as well as uses standard investigative techniques, to determine whether the subject is the same as a candidate image.

7. What are the conditions by which a mobile face recognition search may be conducted?

Authorized and trained **[name of entity]** officers may only perform a mobile face recognition search during the course of lawful duties, in accordance with entity-established authorized uses (refer to section A. Purpose Statement, item 3), and when one of the following conditions exist:

- Public Place: In accordance with applicable law, the individual's image is captured in a public place for the purpose of identification and the individual has no reasonable expectation of privacy. The **[name of entity]** will not authorize the collection of the individual's face image when the individual raises an objection that is recognized by law (e.g., religious objection).
- Consent: The individual consents to have his or her image captured for the purpose of identification. The individual may withdraw consent at any time. If consent is withdrawn and neither of the other conditions applies, then use of a face recognition search is not authorized and the search must stop immediately.
- Incapacitation, Defect, or Death: When an individual is unable to provide reliable identification because of physical incapacitation or defect, mental incapacitation or defect, or death, and an immediate identification is needed to assist the officer in the performance of his or her lawful duties.

8. **When, if ever, is force used to capture a subject's image?**

   At no time is the use of force permitted to capture a subject's image.

G. Sharing and Disseminating Face Recognition Information

1. **What requirements must be met before external law enforcement agencies can request face recognition searches?**

   The **[name of entity]** will establish requirements for external law enforcement agencies to request face recognition searches. These will be documented in an interagency agreement or MOU, which will include an assurance from the external agency that it complies with the laws and rules governing it, including applicable federal and state laws. The agreement will specify only those agency personnel who have been authorized by the **[name of entity]**, who have completed the required training identified in section N.2, and that requests are for official use only/law enforcement sensitive (FOUO/LES). Each request must be accompanied by a complaint number or case number.

2. **Under what circumstances will the entity or contracted vendor *not disclose* face recognition information?**

   The **[name of entity]**'s face recognition search information **will not** be:
   - Sold, published, exchanged, or disclosed to commercial or private entities or individuals except as required by applicable law and to the extent authorized by the **[name of entity]**'s agreement with the commercial vendor.
   - Disclosed or published without prior notice to the originating entity that such information is subject to disclosure or publication. However, the **[name of entity]** and the originating agency may agree in writing in advance that the **[name of entity]** will disclose face recognition search information as part of its normal operations, including disclosure to an external auditor of the face recognition search information.
   - Disclosed on a discretionary basis unless the originating agency has provided prior written approval or unless such disclosure is otherwise authorized by the MOU or agreement between the **[name of entity]** and the originating agency.
   - Disclosed to unauthorized individuals or for unauthorized purposes.
   - **[For commercial face recognition vendors, the entity should closely review its vendor agreement.]**

3. **State the entity's policy on confirming the existence or nonexistence of face recognition information to individuals or agencies that are not authorized to receive the information.**

   Note: This provision is unrelated to policy transparency and is not intended to imply that entities not make their face recognition policies available to the public. Rather, this template promotes entity face recognition policy transparency. Refer to Chapter 1. Introduction, Section B. How to Use This Resource, item 3. Transparency and Referencing Other Policies, for guidance on this subject. In addition, refer to section M. Accountability and Enforcement, subsection M.1. Transparency, item 1 within this chapter for the policy provision addressing entity policy transparency.

   The **[name of entity]** will not confirm the existence or nonexistence of face recognition information to any individual or agency that would not be authorized to receive the information unless otherwise required by law.

H. Data Quality Assurance

1. **What is the entity's policy for ensuring that the original image is not altered, changed, or modified?**

   Original probe images will not be altered, changed, or modified in order to protect the integrity of the image. Any enhancements made to a probe image will be made on a copy, saved as a separate image, and documented to indicate what enhancements were made, including the date and time of change.

2. **Does the entity review the quality and suitability of probe images prior to performing a face recognition search?**

   [Name of entity] examiners will analyze, review, and evaluate the quality and suitability of probe images, to include factors such as the angle of the face image, level of detail, illumination, size of the face image, and other factors affecting a probe image prior to performing a face recognition search.

3. **What is the entity's policy regarding use of the face recognition search results for law enforcement action?**

   The **[name of entity]** considers the results, if any, of a face recognition search to be advisory in nature as an investigative lead only. Face recognition search results are **not** considered positive identification of a subject and do not, on their own, establish probable cause, without further investigation. Any possible connection or involvement of the subject(s) to the investigation must be determined through further investigative methods.

   [Add the following statement if the entity utilized mobile face recognition searches.

   All potential matches are considered advisory in nature and any subsequent verification of the individual's identity, such as through a fingerprint check, or follow-on action should be based on an agency's standard operating procedures.]

4. **What is the entity's procedure for ensuring proper face recognition system performance? Routine testing of the face recognition system build, or enhancement, should be performed to ensure the system is operating as designed, continuously available to users without malfunctions or deficiencies, and delivering search results within the accuracy rate of the specific system requirement. Testing also confirms, when system enhancements are made, whether they result in improved performance, (e.g., increased accuracy, speed, filtered search capabilities).**

   The **[name of entity]** will make every reasonable effort to perform routine maintenance, upgrades and enhancements, testing, and refreshes of the face recognition system to ensure proper performance, including the following:
   - Designated, trained personnel shall assess the face recognition system on a regular basis to ensure performance and accuracy.
   - Malfunctions or deficiencies of the system will be reported to the **[insert position/title]** within **[insert time period, e.g., number of days]** of discovering the malfunctions or deficiencies.

5. **Does the entity research alleged errors and malfunctions or deficiencies of face recognition information (or requests that the originating agency or vendor investigates)?**

   The integrity of information depends on quality control and correction of recognized errors which is key to mitigating the potential risk of misidentification or inclusion of individuals in a possible identification. The **[name of entity]** will investigate, in a timely manner, alleged errors and malfunctions or deficiencies of face recognition information or, if applicable, will request that the originating agency or vendor investigate the alleged errors and malfunctions or deficiencies. The **[name of entity]** will correct the information or advise the process for obtaining correction of the information.

I. Disclosure Requests

1. **Does the entity provide face recognition information *to a member of the public* in response to a request based on state open records, sunshine law, or the Freedom of Information Act (FOIA)? For this policy provision, consult with legal counsel to determine under what conditions, if any, face recognition information would be disclosed to a member of the public.**

   Notes:
   - **This issue does not apply to circumstances in which an entity chooses to provide sensitive information in accordance with entity policy in response to an emergency situation or provide nonsensitive information to the public.**
   - **Personal biometric data is generally inaccessible under FOIA. Additional information surrounding face recognition systems and policies may be accessible pursuant to FOIA and state open government laws.**

   Face recognition information will be disclosed to the public in accordance with **[cite applicable state retention laws, public records laws, and policy]**. A record will be kept of all requests and of what information is disclosed to an individual. **[If the state law prohibits disclosure, revise provision to reflect this.]**

J. Redress

J.1 Complaints

1. **What is the entity's procedure for handling individuals' complaints with regard to face recognition information received, maintained, disclosed, or disseminated by the entity?**

   If an individual has a complaint with regard to face recognition information that is exempt from disclosure, is held by the **[name of entity]**, and allegedly has resulted in demonstrable harm to the complainant, the **[name of entity]** will inform the individual of the procedure for submitting (if needed) and resolving such complaints. Complaints will be received by the entity's **[Privacy Officer, Face Recognition Administrator, Internal Affairs Representative, or other position title]** at the following address: **[insert mailing address, e-mail address, and/or link to page if complaints can be submitted electronically]**. The **[Privacy Officer, Face Recognition Administrator, Internal Affairs Representative, or other position title]** will acknowledge the complaint and state that it will be reviewed but will not confirm the existence or nonexistence of the information to the complainant unless otherwise required by law.

   If the face recognition information did not originate with the entity, the **[Privacy Officer, Face Recognition Administrator, Internal Affairs Representative, or other position title]** will notify the originating agency within 30 days in writing or electronically and, upon request, assist such agency to correct any identified data/record deficiencies in the information or verify that the record is accurate.

   All face recognition information held by the entity that is the subject of a complaint will be reviewed within 30 days and confirmed or corrected/purged if determined to be inaccurate or incomplete, to include incorrectly merged or out-of-date information. If there is no resolution within 30 days, the entity will not share the information until such time as the complaint has been resolved. A record will be kept by the entity of all complaints and the resulting action taken in response to them.

J.2 Requests for Corrections

1. **If, in accordance with state statute, the entity is subject to disclosure, what is the entity's procedure for handling individuals' requests for correction involving *face recognition information it can change because it originated the information*? Is a record kept of requests for corrections?**

   If, in accordance with state law, an individual requests correction of face recognition information *originating with the* **[name of entity]** that has been disclosed, the **[name of entity]**'s **[insert title of designee]** will inform the individual of the procedure for requesting a correction. The **[name of entity]** will investigate, in a timely manner, alleged errors and malfunctions or deficiencies of face recognition information or, if applicable, will request that the originating agency or vendor investigate the alleged errors and malfunctions or deficiencies. The **[name of entity]** will correct the information or advise the process for obtaining correction of the information. A record will be kept of all requests and the **[name of entity]**'s response.

J.3 Appeals

1. **If requests for disclosure or corrections are denied, what is the entity's procedure for appeal? Refer to state public records laws and explain the appeals process, including the identity of the office or officer charged with enforcing the public records act; the mailing or e-mail address of the office or officer charged with this responsibility; the time frame for filing the appeal; and the requisite documentation that must be submitted (e.g., a copy of the request, a copy of the response, and a written statement explaining why the requestor asserts that the record is a public record).**

   The individual who has requested disclosure or to whom face recognition information has been disclosed will be informed of the reason(s) why the **[name of entity]** or originating agency denied the request for disclosure or correction. The individual will also be informed of the procedure for appeal when the **[name of entity]** or originating agency has cited an exemption for the type of information requested or has declined to correct challenged face recognition information to the satisfaction of the individual to whom the information relates.

K. Security and Maintenance

1. **What are the entity's physical, procedural, and technical safeguards for ensuring the security and privacy of face recognition information?**

   Describe how the entity will protect the face recognition information from compromise, such as:
   - **Unauthorized access**
   - **Modification**
   - **Theft**
   - **Sabotage (whether internal or external)**
   - **Natural or human-caused disasters**
   - **Intrusions**
   - **Deletion**

   Consider procedures, practices, system protocols, use of software, information technology tools, and physical security measures.

   <u>Best Practice</u>: Reference generally accepted industry or other applicable standard(s) for security with which the entity complies (e.g., National Institute of Standards and Technology guidance).

   The entity will comply with generally accepted industry or other applicable standards for security, in accordance with **[insert the name of the entity security policy or reference applicable standard(s)]** to protect data at rest, in motion, or in use. Security safeguards will cover any type of medium (printed or

electronic) or technology (e.g., physical servers, virtual machines, and mobile devices) used in a work-related **[name of entity]** activity.

The **[name of entity and, if applicable, the name of entity's face recognition vendor]** will operate in a secure facility protected with multiple layers of physical security from external intrusion and will utilize secure internal and external security and privacy safeguards against network intrusions, such as strong multifactor authentication; encrypted communications; firewalls; and other reasonable physical technological, administrative, procedural, and personnel security measures to minimize the risks of unauthorized access to the system. Access to **[name of entity]** face recognition information from outside the facility will be allowed only over secure networks.

All results produced by the [name of entity] as a result of a face recognition search are disseminated by secured electronic means (such as an official government e-mail address). Non-electronic disseminations will be conducted personally or by phone with the requestor or designee.

2. What are the entity's procedures for adhering to data breach notification laws or policies?

All individuals with access to **[name of entity]**'s information or information systems will report a suspected or confirmed breach to the **[Privacy Officer, Face Recognition Administrator, or other position title]** as soon as possible and without unreasonable delay, consistent with applicable laws, regulations, policies, and procedures. This includes a breach in any medium or form, including paper, oral, and electronic.

Best Practice: Provide prompt notification to originating agencies when face recognition information they provided to the entity has been the subject of a suspected or confirmed data breach.

[To the extent allowed by existing data breach notification law] Following assessment of the suspected or confirmed breach and as soon as practicable, the **[name of entity]** will notify the originating agency from which the entity received face recognition information of the nature and scope of a suspected or confirmed breach of such information.

[In addition to the above, the entity should identify any existing laws or policies governing its breach response procedures and, in accordance with these laws and policies, provide specific guidance on breach response procedures, including notification to individuals affected by the breach. Determine whether your state has a data breach notification law and select the appropriate provision.]

Option 1: State, Local, Tribal, or Territorial Data Breach Notification Law

The **[name of entity]** adheres to **[insert citation to applicable data breach notification law.]**. The **[name of entity]** will determine whether a data breach requires notification to an affected individual, in accordance with applicable laws, regulations, policies, and procedures.

Option 2: Office Management and Budget (OMB) Memorandum M-17-12, Preparing for and Responding to a Breach of Personally Identifiable Information (January 13, 2017), https://www.whitehouse.gov/sites/whitehouse.gov/files/omb/memoranda/2017/m-17-12_0.pdf. For additional information on the development of incident response plans, entities may refer to DOJ's *Best Practices for Victim Response and Reporting of Cyber Incidents*, https://www.justice.gov/sites/default/files/opa/speeches/attachments/2015/04/29/criminal_division_guidance_on_best_practices_for_victim_response_and_reporting_cyber_incidents2.pdf.

[Where no applicable state, local, tribal, or territorial law exists, or where entities choose to supplement existing law or policy, M-17-12 may be used as a guide. Entities do not need to adopt OMB M-17-12 in full. Rather, entities should review OMB M-17-12

to determine which provisions are applicable and may adapt those provisions to the specific needs of the entity.]

The **[name of entity]** will adhere to breach procedures established by Office Management and Budget (OMB) Memorandum M-17-12 (January 13, 2017). The provisions adopted by the **[name of entity]** are cited below. In accordance with OMB M-17-12 **[insert citations to the sections and paragraphs of OMB M-17-12 that will be adopted]** and relevant laws, regulations, policies, and procedures, the **[name of entity]** will determine if, when, and how to provide notification to potentially affected individuals and other relevant entities.

Option 3: No State Data Breach Notification Law and Entity Does Not Follow OMB M-17-12

a. Entity Follows an Existing Data Breach Notification Policy

The **[name of entity]** will adhere to the **[name of entity]**'s policy governing data breach notification. In accordance with **[insert citation(s) to the existing policy and procedures]**, the **[name of entity]** will **[insert excerpted language from the policy and procedures, as appropriate here]**. The **[name of entity]** will determine whether a data breach requires notification to an affected individual, in accordance with applicable laws, regulations, policies, and procedures.

b. Entity Does Not Have an Existing Data Breach Notification Policy

[Review and adapt the following template language to reflect the entity's data breach notification policy and procedures.]

When the **[Privacy Officer, Face Recognition Administrator, or other position title]** is notified of a suspected or confirmed breach, the **[Privacy Officer, Face Recognition Administrator, or other position title]** will determine whether the entity's response can be conducted at the staff level or whether a breach response team, consisting of the **[Privacy Officer, Face Recognition Administrator, or other position title, and others (e.g., individual with oversight responsibility for entity operation, the entity security officer, legal counsel, privacy oversight committee, and/or other designee(s))]** must be convened to respond to the breach. The **[Privacy Officer, Face Recognition Administrator, or other position title]**, in coordination with the breach response team, when applicable, will assess the risk of harm to individuals potentially affected by a breach (e.g., the nature and sensitivity of the personally identifiable information [PII] potentially compromised by the breach, the likelihood of access and use of PII, and the type of breach involved), evaluate how the entity may best mitigate the identified risks, and provide recommendations to the **[title of individual with oversight responsibility for entity operation]** on suggested countermeasures, guidance, or other actions.

The **[title of individual with oversight responsibility for entity operation]** will determine whether a data breach requires notification to an affected individual, in accordance with applicable laws, regulations, policies, and procedures. If required, the **[name of entity]** will notify an individual whose PII was or is reasonably believed to have been breached and access to which threatens physical, reputational, or financial harm to that person. If notice to the individual is required, it will be made promptly and without unreasonable delay following discovery of the breach. Notice will be provided consistent with the legitimate needs of law enforcement to investigate the breach or any measures necessary to determine the scope of the breach and, if necessary, to reasonably restore the integrity of any information system affected by the breach.

The **[Privacy Officer, Face Recognition Administrator, or other position title]** is responsible for developing and updating the entity's data breach response plan on an annual basis and in accordance with any changes in law, guidance, standards, agency

policy, procedures, staffing, and/or technology; for maintaining documentation about each data breach reported to the entity and the entity's response; and for keeping entity administrators informed of the status of an ongoing response. The **[title of individual with oversight responsibility for entity operation]** will determine when the response to a breach is concluded, based on input from the **[Privacy Officer, Face Recognition Administrator, or other position title]**.

3. **Is the entity's face recognition system maintained in compliance with the manufacturer's recommendations?**

   All face recognition equipment and face recognition software and components will be properly maintained in accordance with the manufacturer's recommendations, including routine updates as appropriate.

4. **What requirements exist to ensure that the face recognition information will be stored in a secure format and secure environment?**

   The **[name of entity or, if applicable, the name of the entity's face recognition vendor]** will store face recognition information in a manner that ensures that it cannot be modified, accessed, or purged except by personnel authorized to take such actions.

5. **What are the requirements for authorizing personnel to have access to the entity's face recognition system?**

   Authorized access to the **[name of entity]'s** face recognition system will be granted only to personnel whose positions and job duties require such access and who have successfully completed a background check and the training referenced in section N. Training.

6. **Does the entity prohibit sharing of passwords?**

   Usernames and passwords to the face recognition system are not transferrable, must not be shared by **[name of entity]** personnel, and must be kept confidential.

7. **Does the entity require specific configuration of strong passwords and require the replacement of manufacturer default passwords for all web-based system access within a specified time frame?**

   The system administrator will ensure that all manufacturer-generated default passwords are replaced with secure passwords before web-based interfaces of the system become operational. User passwords must meet the following standards **[insert rules, such as no English words and a combination of upper and lowercase letters, numbers, and at least two special characters]**. Authorized users are not permitted to use the same password over time and are required to change their password every **[insert period of time]**.

8. **Does electronic access to the entity's face recognition system identify the user? Is the identity of the user retained in the audit log?**

   Queries made to the **[name of entity]**'s face recognition system will be logged into the system identifying the user initiating the query. All user access, including participating agency access, and queries are subject to review and audit.

9. **Is a log kept of accessed and disseminated entity-owned face recognition information, and is an audit trail maintained? Refer to section M.2. Accountability, for more information on audit logs.**

   The **[name of entity]** will maintain an audit trail of requested, accessed, searched, or disseminated **[name of entity]**-held face recognition information. An audit trail will be kept for a minimum of **[specify the retention period for your jurisdiction/entity for this type of request]** of requests, access, and

searches of face recognition information for specific purposes and of what face recognition information is disseminated to each individual in response to the request.

Audit logs will include:
[Provide a list of the information maintained in the audit log, such as:

- **The name, agency, and contact information of the law enforcement user**
- **The date and time of access**
- **Case number**
- **Probe images (refer to section L.5)**
- **The specific information accessed**
- **The modification or deletion, if any, of the face recognition information**
- **The authorized law enforcement or public safety justification for access (criminal investigation, criminal intelligence, imminent threat, or identification), including a relevant case number if available. Note: The justification should be consistent with section E.]**

L. Information Retention and Purging

Agencies vary on their face recognition image retention policies regarding the specific laws and regulations of their jurisdictions and their strategic and tactical objectives in using the technology. Reference laws, if applicable. If images are stored in multiple repositories (mobile information computer [MDC]/laptops, mobile image capture devices, entity or nonentity servers, etc.), identify each repository and its associated retention period.

1. What is the entity's retention policy for images contained in the entity's image repository?

Notes:

- **The retention decision focuses on the face recognition record as a whole. Individual components of the face recognition record should not have different retention periods. However, if there are different categories of images that are retained, based on valid law enforcement purposes for retaining the images, include the retention policy for each category of images.**

  For example: "When, in accordance with an official law enforcement activity and this policy, face recognition searches are used for short-term situational awareness surveillance, the [name of entity] will purge face recognition images of nonviolators within [insert time period]. However, with respect to the retention of face recognition images relating to First Amendment-protected events, the [name of entity] limits the retention of face recognition images to [insert time period]."

- **In accordance with *Recommendations for First Amendment-Protected Events for State and Local Law Enforcement Agencies*,[11] "[a]gencies should limit the retention of information as much as possible to avoid the perception of maintaining files on groups or persons who engage in protected First Amendment activities."**

[Select all options that are applicable to the entity.]

Option 1: The entity maintains or operates an entity-owned image repository.

All images contained within the **[name of entity]**'s **[name of image repository, e.g., mug shot repository]** will be stored for a period not to exceed **[insert a time frame]**. After **[insert time period]**, the information will be automatically purged in accordance with purging

[11] For further information about these processes, see *Recommendations for First Amendment-Protected Events for State and Local Law Enforcement Agencies* at 22–23, Global Justice Information Sharing Initiative, https://it.ojp.gov/GIST/35/Recommendations-for-First-Amendment-Protected-Events-for-State-and-Local-Law-Enforcement-Agencies.

protocols (i.e., permanently removed from the repository). Refer to section K. Security and Maintenance, item 9, regarding face recognition information stored in audit logs.

Option 2: The entity has authorized access to and can perform face recognition searches utilizing image repositories not owned by the entity.

Images accessed by the **[name of entity]** for face recognition searches, in accordance with section E.1, are not maintained or owned by the **[name of entity]** and are subject to the retention policies of the respective agencies authorized to maintain those images.

Option 3: The entity is authorized to request that face recognition searches be performed by an external entity that operates a face recognition program.

The **[name of entity]** is authorized to submit face recognition search requests, in accordance with section E.1, to external agencies that own and maintain face image repositories. The images searched are subject to the retention policies of the respective agencies that maintain or own the face image repositories.

Once a face recognition image is downloaded by **[name of entity]** personnel and incorporated into a criminal intelligence record or an investigative case file, the face recognition information is then considered criminal intelligence or investigative information, and the laws, regulations, and policies applicable to that type of information or criminal intelligence govern its use.

Any images that do not originate with the **[name of entity]** will remain in the custody and control of the originating agency and will not otherwise be transferred to any other entity without authorization from the originating agency.

If the face recognition image has become or there is reason to believe that it will become evidence, including Rosario material or evidence that tends to inculpate or exculpate a suspect, in a specific criminal or other law enforcement investigation or action, the following provisions apply:

a. In those circumstances in which an image is identified as being Rosario material or having evidentiary value, the face recognition **[insert administrator or other title]** or designee will review the facts of the specific case and determine whether the image should be retained beyond the established retention period. If it is determined that it is reasonable to believe the image is Rosario material or has evidentiary value, the face recognition **[insert administrator or other title]** will authorize the transfer of the applicable image from the image repository to **[insert appropriate response; for example, "the entity's investigative case file," "the entity's case management system," or "a form of digital storage media (CD, DVD, etc.) or other portable storage device"]** and will purge the image from the repository.
b. Agencies requiring images be retained by the **[name of entity]** beyond the established retention period may make a formal, written request to the **[name of entity]** to extend retention. Each request must specify the need for extended retention, the circumstances surrounding the request, the requesting agency's case number, and a specific point of contact within the requesting agency. The **[name of entity]** reserves the right to grant or deny agency requests based on the information provided.

The **[name of entity]** retains the right to remove images from the repository earlier than the retention period, based on the limitations of information storage requirements and subject to any applicable record retention laws and statutory disclosure mandates. Early removal, however, will not be used as a means for intentionally interfering with a lawful complaint or a public records request. The retention period may be modified at any time by the **[name of entity]**, subject to applicable legal requirements.

2. **What is the entity's retention policy for probe images?**

   Probe images are not enrolled (stored) in the image repository. Retention of probe images will be the same as for the type of file (criminal case file, criminal intelligence file), whether paper or electronic, in which the information is stored.

3. **Does the entity store unidentified images in an unsolved image file?**

   Note: If the entity does not store images in an unsolved image file, then this provision would not apply. If the entity is going to maintain an unsolved image file, there must be a legal standard and retention period.

   A lawfully obtained probe image of an unknown suspect *may* be added to an unsolved image file pursuant to an authorized criminal investigation. Images in an unsolved image file are periodically compared with those in an image repository (of known persons). If a most likely candidate meets a minimum threshold of computer-evaluated similarity results, the contributor of the probe image is notified and requested to validate the continued need to store the image or determine whether the image can be purged. If, in accordance with this policy, the contributor has not validated the need to retain the image in the unsolved file, the image will be purged.

4. **Does the entity store the results—or generated list of the most likely candidates—of a face recognition search?**

   The list of most likely candidate images is not enrolled (stored) in the image repository. For **[name of entity]** investigations, the case agent will maintain the list of most likely candidates from a face recognition search within the case file.

5. **Are probe images or the results of a face recognition search retained in an audit log?**

   Probe images and face recognition search results are saved within the entity's system audit log for audit purposes only. The audit log is available only to the **[insert position, such as a face recognition administrator]** and will be purged within **[insert time period]**. The audit log is not searchable and face recognition searches cannot be performed using the audit log.

M. Accountability and Enforcement

M.1 Transparency

1. **Is the entity's face recognition policy available to the public?**

   The **[name of entity]** will be open with the public with regard to face recognition information collection, receipt, access, use, dissemination, retention, and purging practices. The **[name of entity]**'s face recognition policy will be made available in printed copy upon request and posted prominently on the **[name of entity]**'s website **[or web page]** at **[insert web address]**.

2. **Does the entity have a point of contact for handling inquiries or complaints?**

   The **[name of entity]**'s **[Privacy Officer, Face Recognition Administrator, or other position title]** will be responsible for receiving and responding to inquiries and complaints about the entity's use of the face recognition system, as well as complaints regarding incorrect information or P/CRCL protections in the image repository maintained and face recognition system accessed by the **[name of entity]**. The **[Privacy Officer, Face Recognition Administrator, or other position title]** may be contacted at **[insert mailing address or e-mail address]**.

M.2 Accountability

1. **What procedures and practices does the entity follow to enable evaluation of user compliance with system requirements, the entity's face recognition policy, and applicable law?**

   The **[name of entity]** will adopt and follow procedures and practices by which it can ensure and evaluate the compliance of users with the face recognition system requirements and with the provisions of this policy and applicable law. This will include logging access to face recognition information, may include any type of medium or technology (e.g., physical servers, virtual machines, and mobile devices) used in a work-related activity, and will entail periodic random auditing of these systems so as not to establish a discernable pattern that may influence users' actions. These audits will be mandated at least **[insert quarterly, semiannually, annually, or other time period]**, and a record of the audits will be maintained by the **[Privacy Officer, Face Recognition Administrator, or title of designee]** of the **[name of entity]** pursuant to the retention policy. Audits may be completed by an independent third party or a designated representative of the **[name of entity]**.

   Appropriate elements of this audit process and key audit outcomes will be compiled into a report and may be provided to command staff and oversight entities or governance boards.[12]

   [Entities may also release a summary of findings to the public, pursuant to law or as a matter of discretion. If so, entities should consider the optional language below.]

   Optional: The **[name of entity]** will provide an overview of audit findings to the public to enhance transparency with respect to P/CRCL protections built into the **[name of entity]**'s operations.

   Note: Statistical data may be incorporated into the publication, but the entity should be mindful of operational considerations. Actual audit logs, statistical data, or summary findings may contain PII. No PII should be included in the summary of audit findings released to the public.

2. **Does the entity have a mechanism for users or other personnel to report errors, malfunctions, or deficiencies of face recognition information and suspected or confirmed violations of face recognition policies?**

   The **[name of entity]**'s personnel or other authorized users shall report errors, malfunctions, or deficiencies of face recognition information and suspected or confirmed violations of the **[name of entity]**'s face recognition policy to the **[name of entity]**'s **[insert title of Face Recognition Administrator]**.

3. **How often does the entity review and update the provisions contained within this face recognition policy (for example, annually)?**

   The **[Privacy Officer, Face Recognition Administrator, or other position title]** will review and update the provisions contained in this face recognition policy annually and will make appropriate changes in response to changes in applicable law, technology, and/or the purpose and use of the face recognition system; the audit review; and public expectations.

[12] *Privacy, Civil Rights, and Civil Liberties Audit Guidance for the State, Local, Tribal, and Territorial Intelligence Component*, Global Justice Information Sharing Initiative, https://it.ojp.gov/GIST/181/Privacy--Civil-Rights--and-Civil-Liberties-Audit-Guidance-for-the-State--Local--Tribal--and-Territorial-Intelligence-Component.

M.3 Enforcement

1. **What is the entity's procedure for enforcement if entity personnel, a participating agency, or an authorized user is suspected of being or has been found to be in noncompliance with the provisions of this policy?**

   If **[name of entity]** personnel, a participating agency, or an authorized user is found to be in noncompliance with the provisions of this policy regarding the collection, receipt, access, use, dissemination, retention, and purging, the **[title of entity director]** of the **[name of entity]** will:
   - Suspend or discontinue access to information by the **[name of entity]** entity personnel, the participating agency, or the authorized user.
   - Apply appropriate disciplinary or administrative actions or sanctions.
   - Refer the matter to appropriate authorities for criminal prosecution, as necessary, to effectuate the purposes of the policy.

2. **What is the entity's policy with regard to the qualifications and number of participating agency personnel authorized to access the entity's face recognition system, and what additional sanctions are available for violations of the entity's face recognition policy?**

   The **[name of entity]** reserves the right to establish the qualifications and number of personnel having access to the **[name of entity]**'s face recognition system and to suspend or withhold service and deny access to any participating agency or participating agency personnel violating this face recognition policy.

N. Training

1. **Which personnel are required to participate in training programs before authorized access to the entity's face recognition system?**

   Before access to the **[name of entity]**'s face recognition system is authorized, the **[name of entity]** will require the following individuals to participate in training regarding implementation of and adherence to this face recognition policy:
   - All authorized **[name of entity]** personnel, including examiners
   - All authorized participating agency personnel
   - All authorized personnel providing information technology services to the **[name of entity]**

2. **What is covered by the entity's face recognition training program (for example, purpose of the face recognition policy, substance and intent of the provisions of the face recognition policy, impact of infractions, and possible penalties for violations)?**

   The **[name of entity]**'s face recognition policy training program will cover both:

   a. Elements of the operation of the face recognition program, including:
      - Purpose and provisions of the face recognition policy.
      - Substance and intent of the provisions of this face recognition policy and any revisions thereto relating to collection, receipt, access, use, dissemination, retention, and purging of the **[name of entity]**'s face recognition information.
      - Policies and procedures that mitigate the risk of profiling.
      - How to implement the face recognition policy in the day-to-day work of the user, whether a paper or systems user.
      - Security awareness training.
      - How to identify, report, and respond to a suspected or confirmed breach.
      - Cultural awareness training, including:

   b. Elements related to the results generated by the face recognition system
      - Originating and participating agency responsibilities and obligations under applicable federal, state, or local law and policy.

- The P/CRCL protections on the use of the technology and the information collected or received, including constitutional protections, and applicable state, local, and federal laws.
- Face recognition system functions, limitations, and interpretation of results.
- Mechanisms for reporting violations of **[name of entity]** face recognition policy provisions.
- The nature and possible penalties for face recognition policy violations, including possible transfer, dismissal, criminal liability, and immunity, if any.

3. What specialized training does the entity require face recognition examiners to complete prior to performing comparisons and analysis of face recognition probe and candidate images?

In addition to the training described in M.2, the **[name of entity]** face recognition examiners are required to complete advanced specialized training to include:

- Face recognition system functions, limitations, and interpretation of results.
- Use of image enhancement **[if applicable, "and video editing software"].**
- Appropriate procedures and how to assess image quality and suitability for face recognition searches.
- Proper procedures and evaluation criteria for one-to-many and one-to-one face image comparisons.
- Candidate image verification process.

4. Does the entity require that investigators (those requesting the entity perform face recognition searches) complete training before they are permitted to make face recognition search requests?

Investigators from outside agencies are permitted to request face recognition searches from the **[name of entity]** only if prior to making requests the outside agency **[select applicable entity requirement(s) from the following list or insert the entity's established requirements:**

- **There is a formalized agreement (e.g., a memorandum of understanding or an interagency agreement) between the [name of entity] and the outside agency, and the agreement acknowledges that requesting investigators have an understanding of the following concepts.**
- **The outside agency first provides examples of its applicable policies (e.g., privacy) and acknowledges in writing that its requesting investigators have an understanding of the following concepts.**
- **There is a law enforcement agency that is making the request based on a valid law enforcement purpose that falls within the authorized uses listed in section A. Purpose Statement, item 3. And the requestor provides a case number and contact information (requestor's name, requestor's agency, address, and phone number), and acknowledges an agreement with the following statement:**

  The result of a face recognition search is provided by the [name of entity] only as an investigative lead and IS NOT TO BE CONSIDERED A POSITIVE IDENTIFICATION OF ANY SUBJECT. Any possible connection or involvement of any subject to the investigation must be determined through further investigation and investigative resources.

- **The agency completes the [name of entity]'s training on the following concepts:**
  - **Originating and participating agency responsibilities and obligations under applicable federal, state, or local law and policy.**
  - **P/CRCL protections on the use of the technology and the information collected or received.**
  - **Conditions and criteria under which the face recognition searches may be requested.**
  - **Face recognition system functions, limitations, and interpretation of results.**
  - **Use of face recognition search results as investigative leads only.**
  - **Mechanisms for reporting violations of [name of entity] face recognition policy provisions.**
  - **The nature and possible penalties for face recognition policy violations, including dismissal, criminal liability, and immunity, if any.**
  - **Operational policies.]**

5. What training does the entity require field personnel—who are authorized to run mobile searches—to complete prior to utilizing mobile face recognition search capabilities?

In addition to the training described in N.2, the **[name of entity]** requires all personnel who are authorized to run a mobile search to be trained in the following areas prior to utilizing mobile face recognition search capabilities:

- The proper and lawful use of face images for face recognition purposes.
- How to capture high quality face images in the field for most accurate results.
- The rules and procedures for obtaining an individual's consent to having their image captured.
- The appropriate use and sharing of information obtained from a face recognition search.
- The deletion of field-acquired probe images.

Personnel who have not received this training shall not utilize mobile face recognition search capabilities.

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Appendix A—Glossary of Terms and Definitions

The following is a list of terms and definitions used within the policy or provided for the purpose of enhancing the reader's understanding of the topics discussed.

Access—Information access is being able to get to particular information on a computer (usually requiring permission to use). Web access means having a connection to the internet through an access provider or an online service provider.

Access Control—The mechanisms for limiting access to certain information, based on a user's identity and membership in various predefined groups. Access control can be mandatory, discretionary, or role- or user-based.

Acquisition—The means by which an entity obtains face recognition information through the exercise of its authorities.

Agency—See Participating Agency.

Algorithm—An algorithm is a procedure or formula for solving a problem, based on conducting a sequence of specified actions. A computer program can be viewed as an elaborate algorithm. Algorithms can perform calculation, data processing, and automated reasoning tasks and are widely used throughout all areas of information technology.

Analysis—Refer to Image Analysis.

Attributes—Physical characteristics, such as gender, race, age, hair color, etc. that can be applied to a face recognition search.

Audit Trail—A generic term for recording (logging) a sequence of activities. In computer and network contexts, an audit trail tracks the sequence of activities on a system, such as user log-ins and log-outs. More expansive audit trail mechanisms would record each user's activity in detail, such as what commands were issued to the system, what records and files were accessed or modified, etc.

Audit trails are a fundamental part of computer security and used to trace (albeit usually retrospectively) unauthorized users and uses. They can also be used to assist with information recovery in the event of a system failure.

Authentication—The process of validating the credentials of a person, computer process, or device. Authentication requires that the person, process, or device making the request provides a credential that proves it is what or who it says it is. Common forms of credentials are digital certificates, digital signatures, smart cards, biometrics data, and a combination of user names and passwords. See Biometrics.

Authorization—The process of granting a person, a computer process, or device with access to certain information, services, or functionality. Authorization is derived from the identity of the person, a computer process, or a device requesting access that is verified through authentication. See Authentication.

Automated Face Recognition (AFR)—Automated face recognition (AFR) software compares patterns within the field of computer vision. Such approaches do not rely upon intrinsic models of what a face is, how it should appear, or what it may represent. In other words, the matching is not based on biological or anatomical models of what a face–or the features that make up a face—look like. Instead, the algorithm

performance is entirely dependent upon the patterns which the algorithm developer finds to be most useful for finding similarities. The patterns used in AFR algorithms do not correlate to obvious anatomical features such as the eyes, nose or mouth in a one-to-one manner, although they are affected by these features.

Biometric Template—A biometric template is a set of biometric measurement data [or features] prepared by a face recognition system from a face image.[13] The prepared set can be compared to a probe image. An enrolled image, on its own, is not a biometric template. See Features.

Biometrics—A general term used alternatively to describe (1) a characteristic or (2) a process—(1) a measureable biological (anatomical and physiological) and behavioral characteristic that can be used for automated recognition or (2) automated methods of recognizing an individual based on measureable biological (anatomical and physiological) and behavioral characteristics.[14]

Candidates—See Candidate Images.

Candidate Images—The possible results of a face recognition search. When face recognition software compares a probe image against the images contained in a repository (See Repository.), the result is a list of most likely candidate images that were determined by the software to be sufficiently similar to or most likely resemble the probe image to warrant further analysis. A candidate image is an investigative lead only and does not establish probable cause to obtain an arrest warrant without further investigation.

Candidate List—One or more most likely candidate images resulting from a face recognition search. See Candidate Images.

Center—See Fusion Center.

Civil Liberties—According to the U.S. Department of Justice's Global Justice Information Sharing Initiative, the term "civil liberties" refers to fundamental individual rights, such as freedom of speech, press, or religion; due process of law; and other limitations on the power of the government to restrain or dictate the actions of individuals.[15] They are the freedoms that are guaranteed by the Bill of Rights—the first 10 amendments to the Constitution of the United States. Civil liberties offer protection to individuals from improper government action and arbitrary governmental interference.

Civil Rights—The term "civil rights" refers to those rights and privileges of equal protection that government entities must afford to all individuals in the United States regardless of race, ethnicity, gender, national origin, religion, sexual orientation, gender identity, or other characteristics unrelated to the worth of the individual. Protection of civil rights means that government entities will take action to ensure that individuals are not discriminated against on the basis of any federal- or state- protected characteristic. For example, a state may have constitutional or statutory language regarding parental status. Generally, the term "civil rights" involves positive (or affirmative) government action to protect against infringement, while the term "civil liberties" involves restrictions on government.[16]

Collect—For purposes of this document, "gather" and "collect" mean the same thing.

Comparison—The observation of two or more faces to determine the existence of discrepancies, dissimilarities, or similarities.[17] See Face Comparison.

Computer Security—The protection of information technology assets through the use of technology, processes, and training.

Confidentiality—Refers to the obligations of individuals and institutions to appropriately use information and data under their control once they have been disclosed to them and in accordance with applicable data security laws and policies. See Privacy.

Consent—In general use, consent means compliance in or approval of what is done or proposed by another; specifically, the voluntary agreement or acquiescence by a person of age or with requisite mental capacity who is not under duress or coercion and usually who has knowledge or understanding. Related to mobile face recognition, consent means an individual agrees

[13] Glossary, FISWG, Version 1.1, February 2, 2012, https://www.fiswg.org/FISWG_Glossary_v1.1_2012_02_02.pdf.
[14] Ibid.
[15] *Civil Rights and Civil Liberties Protections Guidance*, at 4 (August 2008), https://www.dni.gov/files/ISE/documents/DocumentLibrary/Privacy/CR-CL_Guidance_08112008.pdf.
[16] The definition of "civil rights" is a modified version of the definition contained in the *National Criminal Intelligence Sharing Plan* (NCISP), at pp. 5–6. *Civil Rights and Civil Liberties Protections Guidance* (August 2008), https://www.dni.gov/files/ISE/documents/DocumentLibrary/Privacy/CR-CL_Guidance_08112008.pdf.
[17] Glossary, FISWG, Version 1.1, February 2, 2012, https://www.fiswg.org/FISWG_Glossary_v1.1_2012_02_02.pdf.

to have his or her image taken by a law enforcement officer for purposes of identification. See Revocation.

Continuous Monitoring—A system security process that comprises ongoing situational awareness of information security, vulnerabilities, threats, and incidents for each user level to support entity risk management decisions.

Credentials—Information that includes identification and proof of identification that are used to gain access to local and network resources. Examples of credentials are usernames, passwords, smart cards, and certificates.

Criminal Activity—A behavior, an action, or an omission that is punishable by criminal law.

Criminal Case Support—Administrative or analytic activities that provide relevant information to law enforcement personnel regarding the investigation of specific criminal activities or trends or specific subject(s) of criminal investigations.

Criminal Intelligence Information—Information deemed relevant to the identification of and the criminal activity engaged in by an individual who or organization that is reasonably suspected of involvement in criminal activity. Criminal intelligence records are maintained in a criminal intelligence system per 28 CFR Part 23.

Data—Inert symbols, signs, descriptions, or measures; elements of information.

Data Breach—The loss of control, compromise, unauthorized disclosure, unauthorized acquisition, or any similar occurrence where (1) a person other than an authorized user accesses or potentially accesses personally identifiable information (PII) or (2) an authorized user accesses or potentially accesses PII for a purpose other than authorized purposes. An entity's response to a data breach may be addressed in state law or agency policy. This may include incidents such as:

- Theft or loss of digital media—including computer tapes, hard drives, or laptop computers containing such media—upon which such information is stored unencrypted.
- Posting such information on the internet.
- Unauthorized employee access to certain information.
- Moving information to a computer otherwise accessible from the internet without proper information security precautions.
- Intentional or unintentional transfer of information to a system that is not completely open but is not appropriately or formally accredited for security at the approved level, such as unencrypted e-mail.
- Transfer of information to the information systems of a possibly hostile agency or environment where it may be exposed to more intensive decryption techniques.

Data Protection—Encompasses the range of legal, regulatory, and institutional mechanisms that guide the collection, receipt, use, dissemination, retention, purging, and protection of information.

Data Quality—Refers to various aspects of the information, such as the accuracy and validity of the actual values of the data, information structure, and database/information repository design. Traditionally, the basic elements of data quality have been identified as accuracy, completeness, currency, reliability, and context/meaning. Today, data quality is being more fully described in multidimensional models, expanding conventional views of the topic to include considerations of accessibility, security, and privacy. This concept is also addressed as one of the Fair Information Practice Principles (FIPPs), Data Quality/Integrity. See Appendix B for a full set of FIPPs.

Direct Face Recognition Collection—The entity is owner of the face recognition equipment that captures face recognition information.

Disclosure—The release, transfer, provision of access to, sharing, publication, or divulging of PII in any manner—electronic, verbal, or in writing—to an individual, agency, or organization outside the agency that collected it. Disclosure is an aspect of privacy, focusing on information which may be available only to certain people for certain purposes but which is not available to everyone.

Dissemination—See Disclosure.

Electronically Maintained—Information stored by a computer or on any electronic medium from which the information may be retrieved by a computer, such as electronic memory chips, magnetic tape, magnetic disk, compact disc optical media, or cloud technologies.

Electronically Transmitted—Information exchanged with a computer using electronic media, such as movement of information from one location to another by magnetic or optical media, or transmission over the internet, intranet, extranet, leased lines, dial-up lines, private networks, telephone voice response, or faxback systems. It does not include faxes, telephone calls, video teleconferencing, or messages left on voicemail.

Enhancement—Image enhancement is the process of adjusting digital images so that the results are more suitable for display or further image analysis. For example, removing noise, sharpening or brightening an image may make it easier to identify key features.

Enroll—The process of storing and maintaining information. Specifically in the face recognition context, biometric enrollment is capturing a face image, creating a biometric template from the image, and entering the template into a face recognition repository.[18] See Biometric Template and Repository.

Enrolled Image—An image that is loaded to, and may be stored in, an image repository (see Repository) and used as a reference image for face recognition comparisons (searches). Enrolled images do not include probe images. Some images of individuals may not be enrolled because they do not meet established criteria.

Enrollment—See Enroll.

Entity—The **[name of entity],** which is the subject and owner of the face recognition policy.

Evaluation—Refer to Image Evaluation.

Examiner—An individual who has received advanced training in the face recognition system and its features. Examiners have at least a working knowledge of the limitations of face recognition and the ability to use image editing software. They are qualified to assess image quality and appropriateness for face recognition searches and to perform one-to-many and one-to-one face image comparisons.

Examiners determine if probe images are suitable for face recognition searches, and may enhance images for the purpose of conducting a face recognition search. Though enhancements to the probe image are permissible, the examiner does not base any conclusions on a comparison between an enhanced probe image and a potential candidate photo. Examiners shall evaluate search results by comparing the original unknown probe image with the potential candidate photo.

Expression—Facial aspects resulting from muscle movement or position.[19]

Face Comparison—The manual examination of the differences and similarities between two face images or a live subject and a face image (one-to-one) for the purpose of determining if they represent the same or different persons.[20] See Face Recognition, One-to-One Face Image Comparison, and Verification.

Face Detection—Automated determination of the locations and sizes of human faces in digital images.[21]

Face Examiner—See Examiner.

Face Recognition—The automated searching for a reference image in an image repository (see Repository) by comparing the facial features of a probe image with the features of images contained in an image repository (one-to-many search). A face recognition search will typically result in one or more most likely candidates—or candidate images—ranked by computer-evaluated similarity or will return a negative result. See Candidate Images.

Face Recognition Program—An entity's face recognition initiative that includes the management of human components (management, analysts, examiners, authorized users), ownership and management of the face recognition system (technical components), and the establishment and enforcement of entity-wide processes, policies, and procedures. See Face Recognition System.

Face Recognition Software/Technology—Third-party software that uses specific proprietary algorithms to compare facial features from one specific picture—a probe image—to many others (one-to-many) that are stored in an image repository (see Repository) to determine most likely candidates for further investigation. See Candidate Images.

Face Recognition System—The technical components of a face recognition program, such as hardware, software, interfaces, image repositories, biometric templates, autogenerated candidate lists, etc. While some entities own such a system, others may only have authorized access to another entity's face recognition system. See Face Recognition Program.

Facial Recognition—See Face Recognition.

Fair Information Practice Principles—The Fair Information Practice Principles (FIPPs) are a set of internationally recognized principles that inform information privacy policies both within government and the private sector. Although specific articulations of FIPPs vary and have evolved since their genesis in the 1970s, core elements are consistent among nations, states, and economic sectors. These core elements are incorporated into information privacy

[18] Ibid.
[19] Ibid.
[20] Ibid.
[21] Ibid.

laws, policies, and governance documents around the world. They provide a straightforward description of underlying privacy and information exchange principles and a simple framework for the legal use that needs to be done with regard to privacy in integrated justice systems. Because of operational necessity, it may not always be possible to apply all of the principles equally. For example, the Individual Participation Principle (#8) may be of limited applicability in intelligence operations, as entities do not generally engage with individuals and under federal law, the Privacy Act of 1974 contains exemptions in the law enforcement context. That said, law enforcement entities and all other integrated justice systems should endeavor to apply FIPPs where practicable and ensure compliance with applicable law.

The eight principles are:
1. Purpose Specification
2. Data Quality/Integrity (See definition.)
3. Collection Limitation/Data Minimization
4. Use Limitation
5. Security Safeguards (See definition.)
6. Accountability/Audit
7. Openness/Transparency
8. Individual Participation

See Appendix B for one description of how the U.S. Department of Homeland Security applies these principles.

Features—Observable class or individual characteristics. The components of biometric templates. [22]

Filtering—In the face recognition context, filtering uses relevant physical facial attributes such as eye color, nose shape, eyebrow position, hairline, and other attributes to compare, select, and narrow results. See Attributes.

Firewall—A security solution that segregates one portion of a network from another portion, allowing only authorized network traffic to pass through according to traffic-filtering rules.

Frontal Pose—A face image captured from directly in front of the subject with the focal plane approximately parallel to the plane of the subject's face.[23]

Fusion Center—A fusion center is a collaborative effort of two or more federal, state, local, tribal, or territorial (SLTT) government agencies that combines resources, expertise, or information with the goal of maximizing the ability of such agencies to detect, prevent, investigate, apprehend, and respond to criminal or terrorist activity.[24] State and major urban area fusion centers serve as focal points within the state and local environment for the receipt, analysis, gathering, and sharing of threat-related information between federal and SLTT government agencies and private-sector partners.

Holistic Comparison—The process of comparing faces by looking at the face as a whole and not the component parts in isolation.[25]

Identity—Within a biometric system, the collective set of biographic data, images, and biometric templates assigned to one person.[26] See Face Comparison.

Image—See Probe Image and Repository.

Image Analysis—The assessment of an image to determine suitability for comparison, including the ability to discriminate significant features.[27]

Image Enhancement—See Enhancement.

Image Evaluation—Ascertaining the value of dissimilarities and similarities between two face images, where an examiner assesses the value of the details observed during the analysis and comparison steps and reaches a conclusion.[28]

Image Repository—See Repository.

Individual Characteristics—Characteristics allowing one to differentiate between individuals having the same class of characteristics (e.g., freckles, moles, and scars).[29]

Individual Responsibility—Because a privacy notice is not self-implementing, an individual within an organization's structure must also be assigned responsibility for enacting and implementing the notice.

Individualization—The determination by an examiner that there is sufficient agreement in the quality and quantity of detail to conclude that two

[22] Ibid.
[23] Ibid.
[24] ISE-SAR Functional Standard, version 1.5.5. Source: Section 511 of the 9/11 Commission Act.
[25] Glossary, FISWG, Version 1.1, February 2, 2012, https://www.fiswg.org/FISWG_Glossary_v1.1_2012_02_02.pdf.
[26] Ibid.
[27] Ibid.
[28] Ibid.
[29] Ibid.

images depict the same person.[30] Such results are generally referred for peer and supervisory reviews and approval before any dissemination of results is made.

Information—Includes any data about people, organizations, events, incidents, or objects, regardless of the medium in which it exists. Information received by law enforcement agencies can be categorized into three general areas: general data, including investigative information; tips and leads data, including suspicious activity reports; and criminal intelligence information.

Information Protection—Encompasses the range of legal, regulatory, and institutional mechanisms that guide the collection, receipt, use, dissemination, retention, purging, and protection of information.

Information Quality (IQ)—Refer to Data Quality.

Information Sharing Environment (ISE)—In accordance with Section 1016 of the Intelligence Reform and Terrorism Prevention Act of 2004 (IRTPA), as amended, the Information Sharing Environment (ISE) is a conceptual framework composed of the policies, procedures, and technologies linking the resources (people, systems, databases, and information) of SLTT agencies, federal agencies, and the private sector to facilitate terrorism-related information sharing, access, and collaboration.

Intelligence—See Criminal Intelligence Information.

Invasion of Privacy— Intrusion on an individual's solitude or into an individual's private affairs, public disclosure of embarrassing private information, publicity that puts an individual in a false light to the public, or appropriation of an individual's name or picture for personal or commercial advantage. See also Right to Privacy.

Investigative Lead—Any information which could potentially aid in the successful resolution of an investigation, but does not imply positive identification of a subject or that the subject is guilty of a criminal act.

Known Image—The image of an individual associated with a known or claimed identity and recorded electronically or by other medium (also known as exemplars).[31] Known images are enrolled and stored in an image repository. See Repository.

Law—As used by this policy, law includes any local, state, or federal constitution, statute, ordinance, regulation, executive order, policy, or court rule, decision, or order as construed by appropriate local, state, or federal officials or agencies.

Law Enforcement (LE) Agency—An organizational unit, or subunit, of a local, state, federal, or tribal government with the principal functions of prevention, detection, and investigation of crime, apprehension of alleged offenders, and enforcement of laws. LE agencies further investigations of criminal behavior based on prior identification of specific criminal activity with a statutory ability to perform arrest functions.

Law Enforcement Information—For purposes of the ISE (see Information Sharing Environment), law enforcement information means any information obtained by or of interest to a law enforcement agency or official that is both (a) related to terrorism or the security of our homeland and (b) relevant to a law enforcement mission, including, but not limited to, information pertaining to an actual or potential criminal, civil, or administrative investigation or a foreign intelligence, counterintelligence, or counterterrorism investigation; assessment of or response to criminal threats and vulnerabilities; the existence, organization, capabilities, plans, intentions, vulnerabilities, means, methods, or activities of individuals or groups involved or suspected of involvement in criminal or unlawful conduct or assisting or associated with criminal or unlawful conduct; the existence, identification, detection, prevention, interdiction, or disruption of or response to criminal acts and violations of the law; identification, apprehension, prosecution, release, detention, adjudication, supervision, or rehabilitation of accused persons or criminal offenders; and victim/witness assistance.

Lawful Permanent Resident—A foreign national who has been granted the privilege of permanently living and working in the United States.

Least Privilege Administration—A recommended security practice in which every user is provided with only the minimum privileges needed to accomplish the tasks he or she is authorized to perform.

Logs—A necessary part of an adequate security system which ensures that information is properly tracked and that only authorized individuals are getting access to the data. See also Audit Trail.

Maintenance of Information—Applies to all forms of information storage. This includes electronic systems (for example, databases or repositories) and nonelectronic storage systems (for example, filing

[30] Ibid.

[31] Ibid.

cabinets). To meet access requirements, an organization is not required to create new systems to maintain information or to maintain information beyond a time when it no longer serves an organization's purpose.

Manual Face Examination—Comparison and evaluations of the probe image and the candidate images by a trained biometric images specialist.

Match/Matching—For the purposes of face recognition, see Candidate Images.

Morphological Comparison—The direct comparison of class and individual face characteristics without explicit measurement.[32] See Comparison and Manual Face Examination.

Need to Know—As a result of jurisdictional, organizational, or operational necessities, access to sensitive information or intelligence is necessary for the conduct of an individual's official duties as part of an organization that has a right to know the information to perform or assist in a law enforcement, homeland security, or counterterrorism activity or other lawful and authorized government activity, such as to further an investigation or meet another law enforcement requirement.

Nodal Points—Measurements of distinctive face characteristics, including, but not limited to, the distance between the eyes, width of the nose, and the depth of the eye sockets. Nodal points are extracted from the face image and are transformed through the use of algorithms into a unique file called a biometric template. See Biometric Template.

No Match—A negative result from a face recognition search in which the probe image was determined not to be sufficiently similar to or resemble any of the reference images contained in an image repository.

Non-Criminal Justice Agency—An entity or any subunit thereof that provides services primarily for purposes other than the administration of criminal justice.

One-to-Many Face Image Comparison—The process whereby a probe image from one subject is compared with the features of reference images contained in an image repository, generally resulting in a list of most likely candidate images (one-to-many). See Candidate Images.

One-to-One Face Image Comparison—The process whereby a probe image from one subject is compared with a most likely candidate image that is also from one subject (one-to-one). See Comparison, Face Comparison, and Verification.

Participating Agency—An organizational entity that is authorized to contribute images and/or biometric information to a face recognition system and/or is authorized to access or receive, request, or use face recognition information from the **[name of entity]**'s face recognition system for lawful purposes through its authorized individual users. Participating agencies adhere to conditions defined in a formal agreement (e.g., MOU or interagency agreement) between the **[name of entity]** operating the face recognition program and the participating agency.

Peer Review—An additional layer of verification of face recognition results in a face recognition search process. Examiners submit face recognition search results to other authorized and trained examiners—or peers—for an independent review and cross-verification of the probe and most likely candidate images. If verified by peer(s), this step is generally followed by a supervisor's review and approval prior to dissemination. Refer to Verification.

Permissions—Authorization to perform operations associated with a specific shared resource, such as a file, a directory, or a printer. Permissions must be granted by the system administrator to individual user accounts or administrative groups.

Personally Identifiable Information (PII)—
Information that can be used to distinguish or trace an individual's identity, either alone or when combined with other information, that is linked or linkable to a specific individual." [33]

Pose—The orientation of the face with respect to the camera, consisting of pitch, roll, and yaw. Common poses are frontal and profile.[34]

Privacy—Refers to individuals' interests in preventing the inappropriate collection, use, and release of PII. Privacy interests include privacy of personal behavior, privacy of personal communications, and privacy of personal data. Other definitions of privacy include the

[32] Ibid.

[33] For further information about the breadth of PII and how to perform an assessment of the specific risk that an individual can be identified using the information, see Revision of Office of Management and Budget Circular A-130: Managing Information as a Strategic Resource, July 2016, https://www.whitehouse.gov/sites/whitehouse.gov/files/omb/memoranda/2017/m-17-12_0.pdf.

[34] Ibid.

capacity to be physically left alone (solitude); to be free from physical interference, threat, or unwanted touching (assault, battery); and to avoid being seen or overheard in particular contexts.

Privacy Policy—Short term for a privacy, civil rights, and civil liberties (P/CRCL) policy which is a printed, published statement that articulates the policy position of an organization on how it handles the PII that it gathers or receives and uses in the normal course of business. The policy should include information relating to the processes of information collection, receipt, access, use, dissemination, retention, and purging. It is likely to be informed by the FIPPs. The purpose of the P/CRCL policy is to articulate that the entity will adhere to those legal requirements and entity policy determinations that enable collection, receipt, access, use, dissemination, retention, and purging of information to occur in a manner that protects personal privacy interests. A well-developed P/CRCL policy uses justice entity resources wisely and effectively; protects the entity, the individual, and the public; and promotes public trust.

Probe Image—Any face image used by face recognition software for comparison with the face images contained within a face image repository. See Repository.

A front-facing image of an individual lawfully obtained pursuant to an authorized criminal investigation. Examples of probe images include:

- Face images captured from closed circuit TV cameras
- Face images captured from an ATM camera
- Face images provided by a victim or witness of a crime
- Face images gained from evidence (fraudulent bank card or photograph ID)
- Face sketches (for example, police artist drawings)

Protected Information—For the nonintelligence community, protected information is information about United States citizens and lawful permanent residents that is subject to information privacy or other legal protections under the Constitution and laws of the United States.

For the (federal) intelligence community, protected information includes information about "United States persons" as defined in Executive Order 12333. Protected information may also include other information that the U.S. government expressly determines by Executive Order, international agreement, policy, or other similar instrument.

For state, local, tribal, and territorial governments, protected information may include information about individuals and organizations that is subject to information privacy or other legal protections by law, including the U.S. Constitution; applicable federal statutes and regulations, such as civil rights laws and 28 CFR Part 23; applicable state and tribal constitutions; and applicable state, local, tribal, and territorial laws, ordinances, and codes. Protection may be extended to other individuals and organizations by a law enforcement entity or other state, local, tribal, or territorial agency policy or regulation.

Public—Includes:

- Any individual and any for-profit or nonprofit entity, organization, or association.
- Any governmental entity for which there is no existing specific law authorizing access to the entity's information.
- Media organizations.
- Entities that seek, receive, or disseminate information for whatever reason, regardless of whether it is done with the intent of making a profit and without distinction as to the nature or intent of those requesting information from the entity or participating entity.

Public does not include:

- Any employees of the entity or participating entity.
- People or entities, private or governmental, who assist the entity in the operation of the justice information system.
- Public entities whose authority to access information collected or received and retained by the entity is specified in law.

Public Access—Relates to what information can be seen by the public; that is, information whose availability is not subject to privacy interests or rights.

Purge—A term that is commonly used to describe methods that render data unrecoverable in a storage space or destroy data in a manner that it cannot be reconstituted. There are many different strategies and techniques for data purging, which is often contrasted with data deletion (e.g., made inaccessible except to system administrators or other privileged users).

Recognition—See Face Recognition.

Record—Any item, collection, or grouping of information that includes PII and is collected, received, accessed, used, disseminated, retained, and purged by or for the collecting agency or organization.

Redress—Laws, policies, and procedures that address public agency responsibilities with regard to

access/disclosure and correction of information and the handling of complaints from persons regarding *protected information* about them which is under the entity's control and which is exempt from disclosure and not disclosed to the individual to whom the information pertains.

Protected information includes personal information about individuals that is subject to information privacy or other legal protections by law. Protection may also be extended to organizations by entity policy or state, local, tribal, or territorial law.

Relative Frequency—How often facial features or combinations thereof occur in a given population.[35]

Repository—A location where a group of images of known individuals and biometric templates are stored and managed. An image repository is searched during a face recognition search process whereby a probe image is used by face recognition software for comparison with the images (or features within images) contained in the image repository.

Request—A request received by the **[name of entity]** to utilize face recognition in support of a criminal investigation. Submissions will not contain original evidence. Images received in a request or submission will not be stored as enrolled images within the face recognition system.

Retention—See Storage.

Revocation—In general use, revocation is the act of recall or annulment. It is the reversal of an act, the recalling of a grant or privilege, or the making void of some deed previously existing. As it relates to the revocation of consent to be photographed or the individual's image captured by a law enforcement officer to perform a mobile face recognition search for purposes of identification, once consent to capture an individual's image is given, an individual may withdraw consent with an unequivocal act or statement of withdrawal. Consent may be withdrawn by statements, actions, or a combination of statements and actions. However, the revocation of consent must clearly be a statement revoking consent; an expression of impatience or dislike is not sufficient to terminate consent.

Revoke—See Revocation.

Right to Information Privacy—The right to be left alone, in the absence of some reasonable public interest in collecting, accessing, retaining, and disseminating information about an individual's activities. Invasion of the right to privacy can be the basis for a lawsuit for damages against the individual or entity violating an individual's privacy.

Right to Know—A requirement for access to specific information to perform or assist in a lawful and authorized government function. Right to know is determined by the mission and functions of a law enforcement, homeland security, counterterrorism, or other lawful and authorized government activity, or the roles and responsibilities of particular personnel in the course of their official duties.

Role-Based Access—A type of access authorization that uses roles to determine access rights and privileges. A role is a symbolic category of users that share the same security privilege.

Search—For the purposes of face recognition, the act of comparing a probe image against an image repository.[36] See Repository.

Search Filters—See Filtering.

Search Result Set—The candidate list returned from a face recognition search.[37] See Candidate Images.

Security—Refers to the range of administrative, technical, and physical business practices and mechanisms that aim to preserve privacy and confidentiality by restricting information access to authorized users for authorized purposes. Computer and communications security efforts also have the goal of ensuring the accuracy and timely availability of information for the legitimate user set, as well as promoting failure resistance in the electronic systems overall. Security safeguarding of information is a Fair Information Practice Principle (FIPP). See Appendix B.

Source Entity—Refers to the entity or organizational entity that originates face recognition information.

Storage—In a computer, storage is the place where data is held in electromagnetic or optical form for access by a computer processor. There are two general usages:

- Storage is frequently used to mean the devices and data connected to the computer through input/output operations—that is, hard disk and tape systems and other forms of storage that do not include computer memory and other in-

[35] Glossary, FISWG, Version 1.1, February 2, 2012, https://www.fiswg.org/FISWG_Glossary_v1.1_2012_02_02.pdf.

[36] Ibid.

[37] Ibid.

computer storage. This is probably the most common meaning in the IT industry.
- In more formal usage, storage has been divided into (1) primary storage, which holds data in memory (sometimes called "random access memory," or RAM) and other built-in devices, such as the processor's L1 cache, and (2) secondary storage, which holds data on hard disks, tapes, and other devices requiring input/output operations. Primary storage is much faster to access than secondary storage because of the proximity of the storage to the processor or because of the nature of the storage devices. On the other hand, secondary storage can hold much more data than primary storage.

Submission—See Request.

System Bias—Errors repeatedly introduced through automation (e.g., errors in biometric template generation or comparison). Errors repeatedly introduced through operational practices in an organization or unit (e.g., improper lighting or camera position guidance).[38]

Template—See Biometric Template.

Uncontrolled Image—An image for which the subject did not pose (e.g., security camera images, cell phone photograph taken by a witness).

Unsolved Image File—A lawfully obtained probe image of an unknown suspect *may* be added by authorized law enforcement users to an unsolved image file pursuant to an authorized criminal investigation and if a search has produced no candidates and the subject remains unknown. Images in an unsolved image file are periodically compared with the known images in an image repository. Images enrolled in an unsolved image file should be required to be validated periodically by the contributors to ensure that the criminal investigation remains active and that the image remains relevant to the investigation.

User—An **[name of entity]** employee or an individual representing a participating agency who is authorized and trained to access and use, or receive results from, an entity's face recognition system for lawful purposes.

Valid Law Enforcement Purpose—A purpose for information/intelligence gathering, development, or collection, use, retention, or sharing that furthers the authorized functions and activities of a law enforcement agency, which may include the prevention of crime, ensuring the safety of the public, protection of public or private structures and property, furthering officer safety (including situational awareness), and homeland and national security, while adhering to law and agency policy designed to protect the P/CRCL of Americans.[39] Similar terms include "reasonable law enforcement purpose,"[40] "legitimate law enforcement purpose," and "authorized law enforcement activity."[41]

Verification—In a biometric system, the process of conducting a one-to-one comparison. A task where the face recognition system attempts to confirm an individual's claimed identity by comparing the biometric template generated from a submitted face image with a specific known template generated from a previously enrolled face image.

A review and independent analysis of the conclusion of another examiner.[42]

[38] Ibid.

[39] See *Developing a Policy on the Use of Social Media in Intelligence and Investigative Activities: Guidance and Recommendations*, Global, BJA, OJP, DOJ, February 2013, https://it.ojp.gov/GIST/132/Developing-a-Policy-on-the-Use-of-Social-Media-in-Intelligence-and-Investigative-Activities--Guidance-and-Recommendations- and also in the *Real-Time and Open Source Analysis (ROSA) Resource Guide*, Criminal Intelligence Coordinating Council (CICC), Global, BJA, OJP, DOJ, July 2017, https://it.ojp.gov/GIST/1200/Real-Time-and-Open-Source-Analysis--ROSA--Resource-Guide (using "valid law enforcement purpose").

[40] *Recommendations for First Amendment-Protected Events for State and Local Law enforcement Agencies*, CICC, Global, OJP, DOJ, and DHS, December 2011, https://it.ojp.gov/GIST/35/Recommendations-for-First-Amendment-Protected-Events-for-State-and-Local-Law-Enforcement-Agencies.

[41] The term "authorized law enforcement activity" is used, for example, in *The Attorney General's Guidelines For Domestic FBI Operations*, as provided in sections 509, 510, 533, and 534 of title 28, United States Code, and Executive Order 12333, September 29, 2008.

[42] Glossary, FISWG, Version 1.1, February 2, 2012, https://www.fiswg.org/FISWG_Glossary_v1.1_2012_02_02.pdf.

Appendix B—Fair Information Practice Principles (FIPPs)

The Fair Information Practice Principles (FIPPs) are a set of internationally recognized principles that inform information privacy policies within both government and the private sector.

Although specific articulations of FIPPs vary and have evolved since their genesis in the 1970s, core elements are consistent among nations, states, and economic sectors. These core elements are incorporated into data privacy laws, policies, and governance documents around the world. For example, FIPPs are:

- At the core of the Privacy Act of 1974, which applies these principles to U.S. federal agencies.[43]
- Internationally influential, especially as articulated by the Organisation for Economic Co-operation and Development.
- Mirrored in many states' laws and in law enforcement entities' and fusion centers' privacy policies.
- Used by numerous foreign countries and international organizations.

The following formulation of FIPPs is used and implemented for the Information Sharing Environment (ISE) by the U.S. Department of Homeland Security (DHS).[44] For a definition of the Information Sharing Environment, refer to Appendix A, Glossary of Terms and Definitions. Note, however, that under certain circumstances, FIPPs may be superseded by authorities paralleling those provided in the federal Privacy Act; state, local, tribal, or territorial law; or entity policy.

1. **Purpose Specification—**Agencies should specifically articulate the authority that permits the collection of personally identifiable information (PII). The purpose(s) for which PII is collected should be specified at the time of data collection. Subsequent use of this data should be limited to the original purpose for which the PII was collected (or other purposes *compatible* with the original collection purpose).

   Implementing the Purpose Specification Principle—Agencies are bound by specific constitutional and statutory authorities that circumscribe their ability to collect PII. The following are examples of ways agencies may implement this principle:
   - Ensure that a valid lawful purpose exists and is documented for all collection of PII.
   - Include the source and authority for the data so that access restrictions can be applied.
   - Upon receipt of data containing PII from third parties, if possible, identify the purpose for which it was collected initially and limit agency use to only those uses compatible with the original purpose supporting collection.
   - Ensure that metadata or other tags are associated with the data as it is shared.
   - Institute a two-individual review and approval process to consider any Privacy Act or other legal or policy limitation before permitting use or sharing of data for purposes other than that for which it was collected.

[43] 5 U.S.C. § 552a.
[44] 6 U.S.C. § 142.

2. **Data Quality/Integrity—**PII collected should be relevant to the purposes identified for its use and should be accurate, complete, and up to date.

   Implementing the Data Quality/Integrity Principle—One important way to minimize potential downstream privacy and civil liberties concerns is to ensure that any information collected, stored, and disseminated is accurate. This includes ensuring that the information provides sufficient context for any PII. Possible approaches include:
   - Properly labeling PII.
   - Determining a policy for safeguarding PII if there are "mixed" databases (i.e., those databases with personal information on U.S. individuals and others, regardless of nationality).
   - Instituting a source verification procedure to ensure that reporting is based only on authorized data.
   - Reconciling and updating PII whenever new relevant information is collected.
   - Developing a protocol for ensuring that data corrections are passed to those entities with which information has been shared.
   - Creating a documented process for identifying and addressing situations in which data has been erroneously received, is inaccurate, or has been expunged.

3. **Collection Limitation/Data Minimization—**PII should be collected only if the data is directly relevant and necessary to accomplish the specified purpose. PII should be obtained by lawful and fair means and retained only as long as is necessary to fulfill the specified purpose.

   Implementing the Collection Limitation/Data Minimization Principle—Collection limitation may be implemented by:
   - Designing a data storage system to pull data for review and then, if appropriate, automatically purging data after the specified retention period has been reached.
   - Limiting data field elements to only those that are relevant.
   - Ensuring that all distributed reports and products contain only that personal information that is relevant and necessary (nothing extraneous or superfluous).
   - Ensuring that all shared information with PII meets the required thresholds for sharing, such as reasonable suspicion.

4. **Use Limitation—**PII should not be disclosed, made available, or otherwise used for purposes other than those specified except (a) with the consent of the individual or (b) by authority of the law.

   Implementing the Use Limitation Principle—Sharing information should be tempered by adherence to key principles, such as "authorized access." Use limitation may be implemented by:
   - Limiting users of data to those with credential-based access.
   - Requiring that justifications be entered and logs maintained for all queries with sensitive PII and that an internal review process of those logs takes place at specified intervals.
   - Requiring senior analysts to review all reports that use PII before dissemination to ensure (a) that PII is relevant and necessary and (b) that the recipient is authorized to receive the information in the performance of an authorized activity.
   - Prior to sharing information, verify that partners have a lawful purpose for requesting information.
   - Creating multiple use-based distribution lists and restricting distribution to those authorized to receive the information.

5. **Security/Safeguards—**Agencies should institute reasonable security safeguards to protect PII against loss, unauthorized access, destruction, misuse, modification, or disclosure.

   Implementing the Security/Safeguards Principle—This principle can be implemented by:
   - Maintaining up-to-date technology for network security.
   - Ensuring that access to data systems requires that users meet certain training and/or vetting standards and that such access is documented and auditable.
   - Ensuring that physical security measures are in place, such as requiring an identification card, credentials, and/or passcode for data access; disabling computers' USB ports; and implementing firewalls to prevent access to commercial e-mail or messaging services.
   - Implementing a protocol with technical and manual safeguards to ensure the accuracy and completeness of data system purges when records are deleted at the end of their retention period.

- Ensuring that data system purge protocols include complete record deletion on all backup systems.
- Transitioning older repositories into more modern systems to improve access controls.
- Masking data so that it is viewable only to authorized users.
- Maintaining an audit log to record when information is accessed and by whom for review by senior staff at specified intervals.
- Requiring authorized users to sign nondisclosure agreements.

6. **Accountability/Audit—**Agency personnel and contractors are accountable for complying with measures implementing FIPPs, for providing training to all employees and contractors who use PII, and for auditing the actual use and storage of PII.

   Implementing the Accountability/Audit Principle—Strong policies must not only be in place but also be effectively implemented. Accountability can be demonstrated by:
   - Ensuring that upon entry for duty, all staff members take an oath to adhere to the privacy and civil liberties protections articulated in the entity's or host agency's mission, core values statements, other key documents, and/or the U.S. Constitution.
   - Conducting effective orientation and periodic refresher training, including privacy, civil rights, and civil liberties (P/CRCL) protections, for all individuals handling PII.
   - Tailoring training to specific job functions, database access, or data source/storage requirements.
   - Conducting regular audits of all systems in which records are kept to ensure compliance with P/CRCL policies and all legal requirements.
   - Following a privacy incident, establishing a handling procedure for any data breaches or policy violations.
   - Denying database access to individuals until they have completed mandatory systems access training (including training for handling of PII), show a mission need for access, and have any necessary clearances.
   - Developing targeted and consistent corrective actions whenever noncompliance is found.

7. **Openness/Transparency—**To the extent feasible, agencies should be open about developments, practices, and policies with respect to the collection, use, dissemination, and maintenance of PII. Agencies should publish information about policies in this area, including the P/CRCL policy, and contact information for data corrections and complaints.

   Implementing the Openness/Transparency Principle—Agencies can implement the Openness/Transparency principle by:
   - Providing reports to an internal or external oversight body concerned with P/CRCL issues, including P/CRCL audit results.
   - Publishing the P/CRCL policy and redress procedures.
   - Meeting with community groups through initiatives or other opportunities to explain the agency's mission and P/CRCL protections.
   - Responding in the fullest way possible to freedom of information and/or sunshine requests and fully explaining any denial of information requests from the public.
   - Conducting and publishing Privacy Impact Assessments and Privacy Impact Analysis in advance of implementing any new technologies that affect PII, thereby demonstrating that P/CRCL issues have been considered and addressed.

8. **Individual Participation—**To the extent practicable, involve the individual in the process of using PII and seek individual consent for the collection, use, dissemination, and maintenance of PII. Agencies should also provide mechanisms for appropriate access, correction, and redress regarding the agency's use of PII.

   Implementing the Individual Participation Principle—To the extent appropriate, agencies can implement the Individual Participation principle by:
   - Collecting information directly from the individual, to the extent possible and practical.
   - Providing the individual with the ability to find out whether an agency maintains a record relating to him or her and, if not (i.e., access and/or correction is denied), then providing the individual with notice as to why the denial was made and how to challenge such a denial.
   - Putting in place a mechanism by which an individual is able to prevent information about him or her that was obtained for one purpose from being used for other purposes without his or her knowledge.

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Appendix C—Listing of Federal Laws

The U.S. Constitution is known as the primary authority that applies to federal as well as state, local, tribal, and territorial (SLTT) entities. State constitutions cannot provide a lower level of privacy and other civil liberties protection than that established by the U.S. Constitution, but states may broaden constitutional rights guaranteed by their own constitutions.

Civil liberties protections are primarily founded in the Bill of Rights. They include the basic freedoms, such as free speech, assembly, and religion; freedom from unreasonable search and seizure; due process; etc. Statutory civil rights protections in the U.S. Constitution may, in addition, directly govern state action. These include the Civil Rights Act of 1964, as amended; the Rehabilitation Act of 1973; the Equal Educational Opportunities Act of 1974; the Americans with Disabilities Act of 1990; Title VIII of the Civil Rights Act of 1968 (Fair Housing Act); the Voting Rights Act of 1965; and the Civil Rights of Institutionalized Individuals Act.

While in general, SLTT entities may not be bound directly by most statutory federal privacy and other civil liberties protection laws in the face recognition information collection sharing context, compliance may be required **indirectly** by funding conditions (e.g., Title VI of the Civil Rights Act of 1964), operation of the Commerce Clause of the U.S. Constitution, or a binding agreement between a federal agency and an SLTT entity (e.g., a memorandum of agreement or a memorandum of understanding). When relevant or possibly relevant, entities/agencies are advised to list laws, regulations, and policies within their face recognition policies, noting those that may potentially affect the sharing of information.

The development of a face recognition policy is primarily designed for entity personnel and authorized users to ensure that they are aware of the legal and privacy framework within which they and the entity must operate. If the applicability and requirements of various laws, regulations, or sharing agreements are not spelled out or referenced in an entity's face recognition policy, staff and user accountability is greatly diminished; mistakes are made; privacy violations occur; and the public's (and other agencies') confidence in the ability of the entity to protect face recognition information is compromised. When staff members know the rules through sound policy and procedure communicated through ongoing training activity, face recognition information sharing is enhanced.

Currently, U.S. federal laws do not specifically address face recognition. A few states have enacted or introduced legislation regarding biometric information. These generally fall into one of three categories regarding the collection, retention, and use of biometric information: (1) of students; (2) by businesses; and (3) by government actors. Three states—Texas,[45] Illinois,[46] and Washington[47]—have adopted laws regulating commercial use of biometric identifiers gathered through certain types of face recognition technology. Five state legislatures (as of

[45] Capture or Use of Biometric Identifier, Texas Business and Commerce Code §503.001.
[46] Biometric Information Privacy Act, 740 Illinois Compiled Statutes 14.
[47] Biometric Identifiers, Washington House Bill 1493, Chapter 299, effective July 23, 2017.

January 1, 2017)—Alaska,[48] Connecticut,[49] Massachusetts,[50] Montana,[51] and New Hampshire[52]—have also introduced bills that would regulate the collection, retention, and use of biometric data. Arizona and Missouri have pending bills regarding student privacy and limitations on the collection of student biometric data without parental consent. Finally, many state laws governing data security and breach response include biometric information in their definitions of covered personal information. For example, North Carolina's Identity Theft Protection Act lists biometric data as an element of identifying information that, in combination with a person's name, constitutes personal information. This law requires any entity conducting business in the state and maintaining personal information of a resident to take reasonable measures to protect the information against unauthorized access.[53]

As of February 2011, there is no U.S. federal law requiring that an individual identify him- or herself during a *Terry*[54] stop, but *Hiibel*[55] held that states may enact such laws, provided the law requires the officer to have reasonable and articulable suspicion of criminal involvement.[56] Twenty-four states have enacted stop and identify laws. Although the *Hiibel* case did not directly involve the deputy's use of a biometric technology, the opinion lays the foundation for state legislatures to authorize law enforcement officials to use face recognition systems. Unresolved by *Hiibel* is whether the possible loss of privacy posed by automated face recognition applications is outweighed by improved law enforcement. Nevertheless, many of the privacy issues raised by the intersection of *Hiibel* and biometric technologies can be addressed through reasonable controls over how face recognition systems are utilized in the field and how the data they capture and create will be managed.[57]

The following are synopses of primary federal laws that an entity should review and, where appropriate, consider citing in a face recognition policy to protect face recognition data and any personally identifiable information later associated with the face recognition information. As face recognition information may be incorporated as one piece of information into a larger case file, the following federal laws may be applicable. The list is arranged in alphabetical order by popular name.

1. **Applicants and Recipients of Immigration Relief Under the Violence Against Women Act of 1994 (VAWA), Public Law 103-322, September 13, 1994, and the Victims of Trafficking and Violence Prevention Act of 2000 (T and U nonimmigrant status for victims of trafficking and other serious crimes), Public Law 106-386, Oct. 28, 2000, 8 U.S.C. § 1367, Penalties for Disclosure of Information—**The governing statute prohibits the unauthorized disclosure of information about VAWA, T, and U cases to anyone other than an officer or employee of the U.S. Department of Homeland Security, the U.S. Department of Justice, the U.S. Department of State, or parties covered by exception when there is a need to know. This confidentiality provision is commonly referred to as "Section 384" because it originally became law under Section 384 of the Illegal Immigration Reform and Immigrant Responsibility Act (IIRIRA) of 1996, which protects the confidentiality of victims of domestic violence, trafficking, and other crimes who have filed for or have been granted immigration relief. 8 U.S.C. § 1367 Information is defined as any information relating to aliens who are seeking or have been approved for nonimmigrant or immigrant status as (1) battered spouses, children, or parents under provisions of VAWA; (2) victims of a severe form of human trafficking who generally are cooperating with law enforcement authorities (T nonimmigrant status); or (3) aliens who have suffered substantial physical

[48] *Introduced* Collection of Biometric Information, House Bill 72, 2017 Regular Session.
[49] *Introduced* Connecticut House Bill 5522, 2017 Regular Session.
[50] *Introduced* Massachusetts Senate Bill 750, Chapter 93H, Section 1 and 2 2017 Regular Session.
[51] *Introduced* Montana Biometric Information Privacy Act, House Bill 518, 2017 Regular Session.
[52] *Introduced* Biometric Information Privacy Act, New Hampshire House Bill 523, 2017 Regular Session.
[53] *Developing Laws Address Flourishing Commercial Use of Biometric Information,* Claypoole, Ted, and Stoll, Cameron, Business Law Today, American Bar Association, May 2016, https://www.americanbar.org/publications/blt/2016/05/08_claypoole.html.
[54] *Terry v. Ohio*, 392 U.S. 1 (1968).
[55] *Hiibel v. Sixth Judicial District Court*, 542 U.S. 177 (2004).
[56] The *Hiibel* Court held, "The principles of *Terry* permit a State to require a suspect to disclose his name in the course of a *Terry* stop."—542 U.S. at 187.
[57] *Privacy Impact Assessment Report for the Utilization of Facial Recognition Technologies to Identify Subjects in the Field,* Nlets—The International Justice and Public Safety Network, June 30, 2011.

or mental abuse as the result of qualifying criminal activity and have been, are being, or are likely to be helpful in the investigation or prosecution of that activity (U nonimmigrant status). This includes information pertaining to qualifying family members who receive derivative T, U, or VAWA status. Because 8 U.S.C. § 1367 applies to any information about a protected individual, this includes records or other information that do not specifically identify the individual as an applicant for or a beneficiary of T nonimmigrant status, U nonimmigrant status, or relief under VAWA.

2. **Criminal Intelligence Systems Operating Policies, 28 CFR Part 23, Code of Federal Regulations, Title 28, Chapter 1, Part 23**—This is a guideline for law enforcement agencies that operate federally funded multijurisdictional criminal intelligence systems. The operating principles of 28 CFR Part 23 provide guidance to law enforcement regarding how to operate criminal intelligence information systems effectively while safeguarding privacy, civil rights, and civil liberties (P/CRCL) during the collection, storage, and dissemination of criminal intelligence information. The regulation governs the intelligence information systems' process, which includes information submission or collection, secure storage, inquiry and search capability, controlled dissemination, and review and purge processes.

3. **Driver's Privacy Protection Act (DPPA) of 1994, 18 U.S.C. 2721 and 2725—**18 U.S.C. 2725 (4) defines "highly restricted personal information" as **an individual's photograph or image**, social security number, medical or disability information. 18 U.S.C. 2721(b)(1) states that personal information (as described in 18 U.S.C. 2725(4), above) may be disclosed for use by any government agency, including any court or law enforcement agency, in carrying out its functions, or any private person or entity acting on behalf of a federal, state, or local agency in carrying out its functions. § 2721-2725 restricts access and prohibits the release of personal information from state motor vehicle records to ensure the privacy of persons whose records have been obtained by that department in connection with a motor vehicle record unless certain criteria are met.

4. **E-Government Act of 2002, Public Law 107–347, 208, 116 Stat. 2899 (2002)—**Office of Management and Budget (OMB) (03-22, OMB Memorandum, M-03-22, OMB Guidance for Implementing the Privacy Provisions of the E-Government Act of 2002)**—**OMB implementing guidance for this act requires federal agencies to perform privacy impact assessments (PIAs) for new information technologies that develop or procure new information technology involving the collection, maintenance, or dissemination of information in identifiable form or that make significant changes to existing information technology that manages information in identifiable form. A PIA is an evaluation of how information in identifiable form is collected, stored, protected, shared, and managed. The purpose of a PIA is to demonstrate that system owners and developers have incorporated P/CRCL protections throughout the entire life cycle of a system. The act requires an agency to make PIAs publicly available, except when an agency, in its discretion, determines that publication of the PIA would raise security concerns or reveal classified (i.e., national security) or sensitive information. Although this act does not apply to SLTT partners, this tool is useful for identifying and mitigating privacy risks and for notifying the public what PII the SLTT agency is collecting, why PII is being collected, and how the PII will be collected, used, accessed, shared, safeguarded, and stored.

5. **Enhanced Border Security and Visa Reform Act of 2002, H.R. 3525**—In the Enhanced Border Security and Visa Entry Reform Act of 2002, the U.S. Congress mandated the use of biometrics in U.S. visas. This law requires that U.S. embassies and consulates abroad must issue to international visitors, "only machine-readable, tamper-resistant visas and other travel and entry documents that use biometric identifiers." Additionally, the Homeland Security Council decided that the U.S. standard for biometric screening is 10 fingerprint scans collected at all U.S. embassies and consulates for visa applicants seeking to come to the United States.

6. **Family Educational Rights and Privacy Act (FERPA), 20 U.S.C. § 1232g; 34 CFR Part 99**—FERPA governs the disclosure of students' biometric information, to the extent that it is contained in student records. A student's biometric record is included in the definition of personally identifiable information, and is a type of information that may be included in students' education records. As such, FERPA prohibits schools from releasing students' biometric information without parental consent, to the extent that it is contained

in students' education records, with some limited exceptions.[58]

7. **Federal Civil Rights laws, 42 U.S.C. § 1983, United States Code, Title 42, Chapter 21, Subchapter I, § 1983—**This is a federal statute that allows an individual to sue public officials in federal court for violations of the individual's civil rights. Civil rights include such things as the Fourth Amendment's prohibitions against unreasonable search and seizure, violations of privacy rights, and violations of the right to freedom of religion, free speech, and free association. It serves as a deterrent to unlawful collection, use, or sharing of information rather than providing specific authority or a prohibition to the collection, use, or sharing of information.

8. **Federal Records Act, 44 U.S.C. § 3301, United States Code, Title 44, Chapter 33, § 3301**—This chapter contains the laws governing disposal of records made or received by a federal agency in the normal course of business. It discusses procedures and notices, if required, and the role of the federal archivist. The law applies only to federal agencies, but there may be similar state or local laws applicable to state and local agencies.

9. **Freedom of Information Act (FOIA), 5 U.S.C. § 552, United States Code, Title 5, Part I, Chapter 5, Subchapter II, § 552—**The federal FOIA, enacted in 1966, provides access to federal agency records or information. It does not, however, allow access to state or local government records. Nearly all states have their own public access statutes that provide access to state- and local-agency records. The interaction of federal and state FOIA laws can create complex issues. Federal statutes, in essence, provide a baseline of legal protections for individuals. While state legislatures may pass laws to supplement these federal guidelines, state laws that interfere with or are contrary to a federal law are preempted. By virtue of the Supremacy Clause of the U.S. Constitution (Article VI, Clause 2), federal law may restrict access to records otherwise available pursuant to a state's FOIA by requiring that certain information be kept confidential. Thus, federal confidentiality requirements may supersede a state FOIA statute mandating public disclosure of a record, but only when there is a specific federal statute (other than the federal FOIA) that mandates the records be kept confidential. In short, records may be available under one FOIA statute but not pursuant to another.

10. **Health Insurance Portability and Accountability Act (HIPAA) of 1996, 42 U.S.C. § 201, United States Code, Title 42, Chapter 6A, Subchapter I, § 201; Public Law 104-191**—HIPAA was enacted to improve the Medicare and Medicaid programs and the efficiency and effectiveness of the nation's health care system by encouraging the development of a national health information system through the establishment of standards and requirements for the electronic transmission of health information. To that end, Congress directed the U.S. Department of Health and Human Services (HHS) to issue safeguards to protect the security and confidentiality of health information. To implement HIPAA's privacy requirements, HHS promulgated regulations setting national privacy standards for health information: the Standards for Privacy of Individually Identifiable Health Information (the "Privacy Rule")—42 U.S.C. §1320d-2; 45 CFR Parts 160, 164 (2003).

11. **HIPAA, Standards for Privacy of Individually Identifiable Health Information, 45 CFR Parts 160 and 164, Code of Federal Regulations, Title 45, Parts 160 and 164**—This "Privacy Rule" sets forth national standards for the privacy and security of individually identifiable health information (45 CFR Part 164, Subpart E (2003)). This rule has been described as providing a "federal floor" of safeguards to protect the confidentiality of medical information. State laws that provide stronger privacy protection will continue to apply over and above the federal privacy protection. The general rule under these standards states that a covered entity may not use or disclose protected health information except as permitted or required by the rules (45 CFR Part 164.502(a) and §164.103 [defining protected health information and use]). The Privacy Rule applies to the following covered entities: (1) a health plan, (2) a health care clearinghouse, and (3) a health care provider who transmits any health information in electronic form in connection with certain transactions (42 U.S.C. §1320d-1(a) (2003); 45 CFR Part 160.102 (2003). Since the Privacy Rule applies only to a covered entity, a governmental body begins its inquiry by first determining whether it is a covered entity under the Privacy Rule (45 CFR Part 160.103

[58] *Developing Laws Address Flourishing Commercial Use of Biometric Information,* Claypoole, Ted, and Stoll, Cameron, Business Law Today, American Bar Association, May 2016, https://www.americanbar.org/publications/blt/2016/05/08_claypoole.html.

(2003) [defining health plan, health care clearinghouse, health care provider]). If it is a covered entity, it then looks to the Privacy Rule for a permitted or required disclosure.

Section 164.510(b)(3) permits (but does not require) a health care provider, when a patient is not present or is unable to agree or object to a disclosure due to incapacity or emergency circumstances, to determine whether disclosing a patient's information to the patient's family, friends, or other persons involved in the patient's care, is in the best interests of the patient. Where a provider determines that such a disclosure is in the patient's best interests, the provider would be permitted to disclose only the protected health information (PHI) that is directly relevant to the person's involvement in the patient's care.

This permission clearly applies where a patient is unconscious. However, there may be additional situations in which a health care provider believes, based on professional judgment, that the patient does not have the capacity to agree or object to the sharing of PHI at a particular time and that sharing the information is in the best interests of the patient at that time. These may include circumstances in which a patient is suffering from temporary psychosis or is under the influence of drugs or alcohol.

12. **Indian Civil Rights Act of 1968, 25 U.S.C. § 1301 et seq., United States Code, Title 25, Chapter 15, Subchapter I—**This act contains definitions of relevant terms and extends certain constitutional rights to Indian tribes exercising powers of self-government.

13. **National Child Protection Act of 1993, Public Law 103-209 (December 20, 1993), 107 Stat. 2490—**In each state, an authorized criminal justice agency of the state shall report child abuse crime information to or index child abuse crime information in the national criminal history background check system. A criminal justice agency can satisfy the requirement by reporting or indexing all felony and serious misdemeanor arrests and dispositions. The U.S. Attorney General (AG) is required to publish an annual statistical summary of child abuse crimes. The act requires that 80 percent of final dispositions be entered in the state databases by December 1998, with steps being taken toward 100 percent entry.

    A 1994 amendment required that the AG—in consultation with federal, state, and local officials, including officials responsible for criminal history record systems, and representatives of public and private care organizations and health, legal, and social welfare organizations—shall develop guidelines for the adoption of appropriate safeguards by care providers and by the state for protecting children, the elderly, and individuals with disabilities from abuse.

14. **NIST Special Publication 800-53 (Appendix J)** ***Security and Privacy Controls for Federal Information Systems and Organizations—*** Federal agencies are required to ensure that privacy protections are incorporated into information security planning. To that end, SP 800-53 Rev. 4 features eight families of privacy controls that are based on FIPPs. The proliferation of social media, Smart Grid, mobile, and cloud computing as well as the transition from structured to unstructured information and metadata environments have added significant complexities and challenges for federal organizations in safeguarding privacy. These challenges extend well beyond the traditional information technology security view of protecting privacy, which focused primarily on ensuring confidentiality. The use of these standardized privacy controls will provide a more disciplined and structured approach for satisfying federal privacy requirements and demonstrating compliance with those requirements. Like their federal partners, SLTT agencies may use the privacy controls when evaluating their systems, processes, and programs.

15. **Preparing for and Responding to a Breach of Personally Identifiable Information, OMB Memorandum M-17-12 (January 2017)**—This Memorandum sets forth the policy for federal agencies to prepare for and respond to a breach of PII. It includes a framework for assessing and mitigating the risk of harm to individuals potentially affected by a breach, as well as guidance on whether and how to provide notification and services to those individuals. This memorandum is intended to promote consistency in the way agencies prepare for and respond to a breach by requiring common standards and processes.

16. **Privacy Act of 1974, 5 U.S.C. § 552a, United States Code, Title 5, Part I, Chapter 5, Subchapter II, § 552a—**The Privacy Act establishes a code of fair information practices that governs the collection, maintenance, use, and dissemination of information about individuals that is maintained in systems of records by federal

agencies. A system of records is a group of records under the control of an agency from which information is retrieved by the name of the individual or by some identifier assigned to the individual. The Privacy Act prohibits the disclosure of a record about an individual from a system of records without the written consent of the individual, unless the disclosure is pursuant to one of 12 statutory exceptions. The act also provides individuals with a means by which to seek access to and amendment of their records and sets agency record-keeping requirements. In addition, the Privacy Act requires that agencies give the public notice of their systems of records by publication in the *Federal Register*.

17. **Protection of Sensitive Agency Information, Office of Management and Budget Memorandum M-06-16 (June 2006)—**This memorandum provides a security checklist from the National Institute of Standards and Technology (NIST) to protect remote information removed from or accessed from outside an agency's physical location specific to personally identifiable information (PII). The NIST checklist requires that agencies verify PII in need of protection, confirm the adequacy of organization policy surrounding PII protection, and implement any necessary protections for PII transported or stored off-site or accessed remotely. In addition to the NIST checklist, the memorandum recommends implementing information encryption on all mobile devices, allowing remote access only with two-factor authentication, using timeout functions on devices, and logging all computer-readable information extracts from databases with sensitive information, while verifying that each extract has either been erased within 90 days or its use is still required.

18. **REAL ID Act of 2005, Public Law 109–13, Division B, 119 Statute 302, enacted May 11, 2005—**The REAL ID Act requires states to issue driver's licenses and identification cards that comply with standards established by the U.S. Department of Homeland Security if those identifying documents will be used to gain access to federal facilities, board federally regulated commercial aircraft, or enter nuclear power plants. Of particular note, the REAL ID Act requires that a face image be captured for each person ***applying*** for a driver's license or identification card versus existing practices in most states that only capture face images that are ultimately ***issued*** a card. While all states capture face images as part of the routine issuance process for driver's licenses and identification cards, laws in 32 states grant exceptions to the photograph requirement for individuals, including religious objectors, overseas military personnel, and persons unable to visit a service center due to physical disabilities. The REAL ID act further requires departments of motor vehicles to make reasonable efforts to ensure that an applicant does not have more than one driver's license or identification card already issued by that state under a different identity. Many states are already complying with this requirement through the use of face recognition systems. It not only requires the collection of face images but implicitly authorizes the creation of biometric templates used by face recognition systems.

19. **Section 210401 of the Violent Crime Control and Law Enforcement Act of 1994, 42 U.S.C. § 14141—**This is a federal statute that provides that it shall be unlawful for any governmental authority or its agent to engage in a pattern or practice of conduct by law enforcement officers that violates the Constitution or laws of the United States. It authorizes the Attorney General to bring civil actions to obtain injunctive or declaratory relief to eliminate the unlawful or unconstitutional pattern or practice.

20. **U.S. Constitution, First, Fourth, Fifth, Sixth, and Fourteenth Amendments—**The Bill of Rights establishes minimum standards for the protection of the civil rights and civil liberties of persons within the United States. The First Amendment protects religious freedom, speech, the press, the right to peaceably assemble, and the right to petition the government for a redress of grievances. The Fourth Amendment protects the people from unreasonable searches and seizures and requires that warrants be issued only upon probable cause, supported by oath or affirmation, and particularly describing the place to be searched and the individual or things to be seized. The Sixth Amendment establishes the right of an accused individual to a speedy and public trial by an impartial jury, to be informed of the nature and cause of the charges, to confront witnesses, to have compulsory process to obtain witnesses, and to have the assistance of legal counsel. The Fourteenth Amendment addresses citizenship rights and equal protection of the laws. Although the equal protection clause applies explicitly only to state governments, equal protection requirements apply to the federal government through the Fifth Amendment Due Process Clause.

Appendix D—Sample Face Recognition Policy

The following is a sample face recognition policy that contains all of the sample policy language shown after each question in the template section (Chapter II) of this document. However, while drafting a face recognition policy that includes this language, it is important that the policy author review each question and its associated guidance in the template section while customizing this language. To facilitate this task, the policy language contained in this appendix mirrors the same structure and policy categories as those in the template so that the author can follow each template question, item by item, to customize this language.

It is critical that the policy author not cut and paste the policy language from this appendix (or from the template) and use it as is, without making modifications. There are many areas that prompt the author to insert or customize language. These are shown **bolded and in brackets [ ]**. It is also important to note that this sample policy may not cover all concepts that are unique to your entity's specific face recognition program, and there may be provisions that are not applicable that should be deleted. When developing their policies, law enforcement entities and fusion centers are encouraged to enhance the language with references to applicable statutes, rules, standards, guidelines, and policies.

Finally, since this guidance promotes transparency with the public, each entity should ensure that its policy is written in a manner that is understandable by both entity personnel and members of the public. While some of the provisions in this guidance may reflect concepts and processes long understood and integrated into the daily work of law enforcement such that an entity may not feel they are necessary to be included in its policy, the provisions are included in the sample policy for the purposes of informing the general public and articulating the entity's policies and procedures for P/CRCL throughout the entity face recognition program.

A. Purpose Statement

1. Facial recognition technology involves the ability to examine and compare distinguishing characteristics of a human face through the use of biometric algorithms contained within a software application. This technology can be a valuable investigative tool to detect and prevent criminal activity, reduce an imminent threat to health or safety, and help in the identification of persons unable to identify themselves or deceased persons. The **[name of entity]** has **[implemented or, if applicable, established access and use of]** a face recognition **[program or, if applicable, system]** to support the investigative efforts of law enforcement and public safety agencies both within and outside **[insert state name]**.

2. It is the purpose of this policy to provide **[name of entity]** personnel with guidelines and principles for the collection, access, use, dissemination, retention, and purging of images and related information applicable to the implementation of a face recognition (FR) program. This policy will ensure that all FR uses are consistent with authorized purposes while not violating the privacy, civil rights, and civil liberties (P/CRCL) of individuals.
   Further, this policy will delineate the manner in which requests for face recognition are received, processed, catalogued, and responded to. The Fair Information Practice Principles (FIPPs) form the core of the privacy framework for this policy.

This policy assists **[name of entity]** and its personnel in:

- Increasing public safety and improving state, local, tribal, territorial, and national security.
- Minimizing the threat and risk of injury to specific individuals.
- Minimizing the threat and risk of physical injury or financial liability to law enforcement and others responsible for public protection, safety, or health.
- Minimizing the potential risks to individual privacy, civil rights, civil liberties, and other legally protected interests.
- Protecting the integrity of criminal investigatory, criminal intelligence, and justice system processes and information.
- Minimizing the threat and risk of damage to real or personal property.
- Fostering trust in the government by strengthening transparency, oversight, and accountability.
- Making the most effective use of public resources allocated to public safety entities.

3. All deployments of the face recognition system are for official use only/law enforcement sensitive (FOUO/LES). The provisions of this policy are provided to support the following authorized uses of face recognition information.

[List any of the following that may be applicable and add any other authorized uses that apply to the entity. Note: Uses must be specifically authorized for your entity and must be in accordance with laws, statutes, policies, and procedures governing the entity.

- **A reasonable suspicion that an identifiable individual has committed a criminal offense or is involved in or planning criminal (including terrorist) conduct or activity that presents a threat to any individual, the community, or the nation and that the information is relevant to the criminal conduct or activity.**
- **An active or ongoing criminal or homeland security investigation.**
- **To mitigate an imminent threat to health or safety through short-term situational awareness surveillance or other means.**
- **To assist in the identification of a person who lacks capacity or is otherwise unable to identify him- or herself (such as an incapacitated, deceased, or otherwise at-risk person).**
- **To investigate and/or corroborate tips and leads.**
- **For comparison to determine whether an individual may have obtained one or more official state driver's licenses or identification cards that contain inaccurate, conflicting, or false information.**
- **To assist in the identification of potential witnesses and/or victims of violent crime.**
- **To support law enforcement in critical incident responses and special events.]**

[For those entities using mobile face image capture devices, there may be narrowly tailored purposes for use. Insert the following language and list the purposes that are applicable, and any others that are relevant, to the entity:

Mobile face image searches may be performed only by an officer who has completed training and only during the course of an officer's lawful duties in furtherance of a valid law enforcement purpose and in accordance with the conditions set forth in section F.7 (Refer to F. Use of Face Recognition Information, item 7). Some suggested valid law enforcement purposes include:

- **For persons who are detained for offenses that:**
  - **Warrant arrest or citation or**
  - **Are subject to lawful identification requirements and are lacking positive identification in the field.**
- **For a person who an officer reasonably believes is concealing his or her true identity and has a reasonable suspicion the individual has committed a crime other than concealing his or her identity.**
- **For persons who lack capacity or are otherwise unable to identify him- or herself and who are a danger to themselves or others.**
- **For those who are deceased and not otherwise identified.]**

B. Policy Applicability and Legal Compliance

1. This policy was established to ensure that all images are lawfully obtained, including face recognition probe images obtained or received, accessed, used, disseminated, retained, and purged by the **[name of entity]. This policy also applies to:**
   - Images contained in a known identity face image repository and its related identifying information.
   - **The face image** searching process.
   - Any results from face recognition searches that may be accessed, searched, used, evaluated, retained, disseminated, and purged by the **[name of entity]**.
   - Lawfully obtained probe images of unknown suspects that have been added to unsolved image files (refer to section L.3), pursuant to authorized criminal investigations.

2. All **[name of entity]** personnel, participating agency personnel, and authorized individuals working in direct support of **[name of entity]** personnel (such as interns), personnel providing information technology services to the **[name of entity]**, private contractors, and other authorized users will comply with the **[name of entity]**'s face recognition policy and will be required to complete the training referenced in section N.2. In addition, authorized **[name of entity]** personnel tasked with processing face recognition requests and submissions, must also complete the specialized training referenced in section N.3. An outside agency, or investigators from an outside agency, may request face recognition searches to assist with investigations only if **[insert applicable requirement(s) from those recommended below or insert the entity's established requirements:**
   - **Prior to making requests, the outside agency has a formalized agreement (e.g., a memorandum of understanding or an interagency agreement) between the [name of entity] and the outside agency and the agreement acknowledges that requesting investigators have an understanding of the training concepts listed in section N. Training, item 4.**
   - **The outside agency first provides examples of its applicable policies (e.g., privacy) and acknowledges in writing that its requesting investigators have an understanding of the training concepts listed in section N. Training, item 4.**
   - **The outside agency completes the [name of entity]'s training identified in section N. Training, item 4.**
   - **The outside agency is a law enforcement agency that is making the request based on a valid law enforcement purpose that falls within the authorized uses listed in section A. Purpose Statement, item 3. and the requestor provides a case number and contact information (requestor's name, requestor's agency, address, and phone number) and acknowledges an agreement with the following statement:**

     The result of a face recognition search is provided by the [name of entity] only as an investigative lead and IS NOT TO BE CONSIDERED A POSITIVE IDENTIFICATION OF ANY SUBJECT. Any possible connection or involvement of any subject to the investigation must be determined through further investigation and investigative resources.]

3. The **[name of entity]** will provide a printed or electronic copy of this face recognition policy to all:
   - **[name of entity]** and non-**[name of entity]** personnel who provide services
   - Participating agencies
   - Individual authorized users

   The **[name of entity]** will require both a written acknowledgement of receipt of this policy and a written agreement to comply with this policy and its applicable provisions.

4. All **[name of entity]** personnel, participating agency personnel, and authorized individuals working in direct support of **[name of entity]** personnel (such as interns or volunteers), personnel providing information technology services to the **[name of entity]**, private contractors, agencies from which **[name of entity]** information originates, and other authorized users will comply with applicable laws and policies concerning P/CRCL, including, but not limited to **[include a specific reference to any relevant state statutes or other binding state or local policy specific to face recognition systems, then provide**

a list of other applicable state and federal P/CRCL laws and/or include a reference to the section or appendix containing a list of applicable laws].

C. Governance and Oversight

1. Primary responsibility for the operation of the **[name of entity]**'s justice information systems, face recognition program and system, operations, and the coordination of personnel; the receiving, seeking, retention, evaluation, data quality, use, purging, sharing, disclosure, or dissemination of information; and the enforcement of this policy is assigned to the **[position/title]** of the **[name of entity]**.

2. The **[name of entity]**'s **[insert title]** will designate **[a face recognition administrator or face recognition unit or department who/that]** will be responsible for the following **[include any of the following responsibilities that apply to the face recognition administrator or other responsibilities:**
   - **Overseeing and administering the face recognition program to ensure compliance with applicable laws, regulations, standards, and policy.**
   - **Acting as the authorizing official for individual access to face recognition information.**
   - **Ensuring that user accounts and authorities granted to personnel are maintained in a current and secure "need-to-know" status.**
   - **Reviewing face recognition search requests, reviewing the results of face recognition searches, and returning the most likely candidates—or candidate images—if any, to the requesting agency.**
   - **Ensuring that protocols are followed to ensure that face recognition information (including probe images) is automatically purged in accordance with the entity's retention policy (refer to section L.1. Information Retention and Purging), unless determined to be of evidentiary value.**
   - **Ensuring that random evaluations of user compliance with system requirements and the entity's face recognition policy and applicable law are conducted and documented (refer to section M.2. Accountability).**
   - **Confirming, through random audits, that face recognition information is purged in accordance with this policy and to ensure compliance with applicable laws, regulations, standards, and policy.**
   - **Ensuring and documenting that personnel (including investigators from external agencies who may make face recognition search requests) meet all prerequisites stated in this policy prior to being authorized to use the face recognition system.]**

3. **[Select the option that is applicable to the entity.]**

   Option 1: The entity operates its own face recognition program.

   The **[name of entity]** face recognition program was established on **[date]** in conjunction with **[other agency partners, if applicable]**. Personnel from the following agencies are authorized to request face recognition searches:
   - **[Insert list of agencies authorized to request face recognition searches]**.

   Option 2: The entity has authorized access to a face recognition system.

   The **[name of entity]** has authorized access to and can perform face recognition searches utilizing the **[insert name of entity that owns the face recognition program]** face recognition system.

4. The **[name of entity]** contracts with **[insert name of commercial entity or vendor]** to provide **[insert applicable vendor role, such as "software and system development services for the entity's face recognition system"]**. The **[name of entity]** retains ownership of the face recognition system and the images and information it contains.

5. The **[name of entity]** is guided by a **[insert guiding authority, for example, a "designated face recognition oversight committee"]** that ensures that P/CRCL are not violated by this face recognition policy and by the **[name of entity]**'s face recognition information collection, receipt, access, use, dissemination, retention, and purging processes and procedures. The **[insert guiding authority, for example, a "designated face recognition oversight committee"]** engages with the community regarding **[name of entity]'s** face recognition policy prior to publishing.

   It is suggested that the committee will annually review and update the face recognition policy in response to changes in law and program implementation experience, including the results of audits and inspections, and may ***solicit input from the entity's stakeholders*** **[insert, if applicable "and may provide notice to and solicit comment from the public"]** on the development of the face recognition policy or proposed updates to the face recognition policy.

6. The **[insert title of individual or name of entity]** will:
   - Receive reports regarding alleged errors and violations of the provisions of this face recognition policy or applicable state law.
   - Receive and coordinate complaint resolution under the [name of entity]'s face recognition redress policy.
   - Ensure that the provisions of this policy and P/CRCL protections are implemented through efforts such as training, business process changes, and system designs that incorporate privacy-enhancing technologies.

   The **[insert title of individual but not the name or name of entity]** may be contacted at the following address: **[insert phone number, mailing address, or e-mail address]**, which is also posted on **[insert website where this information is listed for purposes of public redress]**.

7. The **[insert title of individual or name of entity]** will ensure that enforcement procedures and sanctions outlined in **[insert section number of policy (see Section M.3. Enforcement)]** are adequate and enforced.

D. Definitions

1. For examples of primary terms and definitions used in this face recognition policy, refer to **[insert section or appendix citation]**.

E. Acquiring and Receiving Face Recognition Information

1. **[Select all options that are applicable to the entity.]**

   Option 1: The entity maintains or operates an entity-owned image repository.

   The **[name of entity]** face recognition system can access and perform face recognition searches utilizing the following entity-owned face image repositories:
   - **[Insert a list of entity-owned and maintained repositories, including information types.]**

   Option 2: The entity has authorized access to and can perform face recognition searches utilizing image repositories not owned by the entity. Indicate the authority/source of the repository (e.g., driver's license photographs).

   The **[name of entity]** is authorized to access and perform face recognition searches utilizing the following external repositories:
   [List the image type and authority/source for each repository accessed. These may include:
   - **Mug-shot images [check state authority and insert source]**

- **Driver's license photographs [check state authority and insert source]**
- **State identification card photographs [check state authority and insert source]**
- **Sex Offender Registry [check state authority and insert source]**
- **[Specify any other image repositories that are accessed and cite state authority.]]**

Option 3: In addition to above, the entity is authorized to request that face recognition searches be performed by an external entity that operates a face recognition program.

In addition to above, the **[name of entity]** is authorized to submit requests for face recognition searches to be performed by the following external entities that own and maintain face image repositories:

[List the image type and authority/source for each repository accessed. These may include:

- **Mug-shot images [check relevant state authority and insert source]**
- **Driver's license photographs [check relevant state authority and insert source]**
- **State identification card photographs [check relevant state authority and insert source]**
- **Sex Offender Registry [check relevant state authority and insert source]**
- **[Specify any other image repositories that are accessed and cite state authority.]]**

2. For the purpose of performing face recognition searches, the **[name of entity]** and authorized **[name of entity]** personnel will obtain probe images or accept probe images from authorized requesting or participating agencies only for the authorized uses identified in section A.2.

3. The **[name of entity]** will receive probe images only from **[list other law enforcement agency or agencies]** in accordance with **[insert mechanisms, e.g., MOU, law, intergovernmental or interagency agreement]** established between the **[name of entity]** and the law enforcement agency(ies). If a non-law enforcement entity wants to submit a probe image for the purpose of a face recognition search, the entity will be required to file a criminal complaint with the appropriate law enforcement entity prior to the search.

4. The **[name of entity]** and, if applicable, any authorized requesting or participating agencies will not violate First, Fourth, and Fourteenth Amendments and will not perform or request face recognition searches about individuals or organizations based solely on their religious, political, or social views or activities; their participation in a particular noncriminal organization or lawful event; or their races, ethnicities, citizenship, places of origin, ages, disabilities, genders, gender identities, sexual orientations, or other classification protected by law.

However, the **[name of entity]** accords special consideration to the collection of face images relating to First Amendment-protected events, activities, and affiliations. Because of the sanctity of the First Amendment, law enforcement's role at First Amendment-protected events is usually limited to crowd control and public safety.[1] If, however, during the planning assessment and approval process for the particular event, before proceeding with the collection, the **[name of entity]** anticipates a need for the collection of face images, the **[name of entity]** will articulate whether collection of face images by law enforcement officers at the event is permissible; the legal or justified basis for such collection (including specifics regarding the criminal behavior that is suspected); and how face images may be collected, used, or retained, in accordance with this policy, as appropriate. If face images will be collected, the plan will specify the type of information collection that is permissible, identify who will collect face images (uniform or plainclothes officers), and define the permissible acts of collection.

[1] For further information about these processes, see *Recommendations for First Amendment-Protected Events for State and Local Law Enforcement Agencies* at 4, Global Justice Information Sharing Initiative, https://it.ojp.gov/GIST/35/Recommendations-for-First-Amendment-Protected-Events-for-State-and-Local-Law-Enforcement-Agencies.

[Note: Some law enforcement purposes may be stated generally in the Operations Plan or communicated to officers, but objectives that may risk interference with the exercise of First Amendment rights should be stated narrowly and be expressly tied to a specific law enforcement function (e.g., public safety, investigative).]

The use of mobile face image capture devices relating to First Amendment-protected events, activities, and affiliations will be specially authorized by **[title of entity supervisor/director/administrator]** of the **[name of entity]** in advance of the event.

The **[name of entity]** will reassess the need for and use of face recognition during the First Amendment-protected event. The **[name of entity]** will utilize face images from a First Amendment-protected event should the public safety mission change or in support of an active or ongoing criminal or homeland security investigation that occurs during or resulted from a First Amendment-protected event.

5. The **[name of entity]** will contract only with commercial face recognition companies or subcontractors that provide assurances that their methods for collecting, receiving, accessing, disseminating, retaining, and purging face recognition information comply with applicable local, state, tribal, territorial, and federal laws, statutes, regulations, and policies and that these methods are not based on unfair or deceptive information collection practices.

F. Use of Face Recognition Information

1. Access to or disclosure of face recognition search results will be provided only ***to individuals within the entity or in other governmental agencies*** who are authorized to have access or have completed applicable training outlined in section N. Training, and only for valid law enforcement purposes (e.g., enforcement, reactive investigations), and to IT personnel charged with the responsibility for system administration and maintenance. Authorized uses are described in A.3 of this policy. [**Insert, if applicable, any additional restrictions or allowances regarding the use of images in briefings or trainings, and whether there are any distinctions for hard-copy versus digital images.]**

2. The **[name of entity]** will prohibit access to and use of the face recognition system, including dissemination of face recognition search results, for the following purposes:
   - Non-law enforcement (including but not limited to personal purposes).
   - Any purpose that violates the U.S. Constitution or laws of the United States, including the protections of the First, Fourth, and Fourteenth Amendments.
   - Prohibiting or deterring lawful individual exercise of other rights, such as freedom of association, implied by and secured by the U.S. Constitution or any other constitutionally protected right or attribute.
   - Harassing and/or intimidating any individual or group.
   - Any other access, use, disclosure, or retention that would violate applicable law, regulation, or policy.

3. The **[name of entity] [does not/does]** connect the face recognition system to any interface that performs live video surveillance, including surveillance cameras, drone footage, and body-worn cameras. The face recognition system **[will not/will]** be configured to conduct face recognition analysis on live or recorded video.

4. The **[name of entity]** will employ credentialed, role-based access criteria, as appropriate, to control:
   - Categories of face recognition information to which a particular group or class of users may have access, based on the group or class.
   - The assignment of roles (e.g., administrator, manager, operator, and user).
   - The categories of face recognition information that a class of users are permitted to access, including information being utilized in specific investigations.
   - Any administrative or functional access required to maintain, control, administer, audit, or otherwise manage the information or equipment.

5. The following describes the **[name of entity]**'s manual and automated face recognition search procedure, which is conducted in accordance with a valid law enforcement purpose and this policy.
   - Authorized **[name of entity]** personnel **[and/or authorized requesting agency personnel]** will submit a probe image of a subject of interest.
   - Trained **[name of entity]** authorized examiners will initially run probe images without filters, using a filtered search as a secondary search, if needed. In some cases, enhancements may be considered after running an image as is against the image repository.
   - In the automated search, most likely candidates are returned to the requestor ranked in order based on the similarity or confidence level.
   - The resulting candidates, if any, are then manually compared with the probe images and examined by an authorized, trained examiner. Examiners shall conduct the comparison of images, biometric identifiers, and biometric information in accordance with their training.
     - If no likely candidates are found, the requesting entity will be informed of the negative results. In the case of a negative result, the images examined by the examiner will not be provided to the requesting entity.
   - Examiners will submit the search and subsequent examination results for a peer review of the probe and candidate images for verification by other authorized, trained examiners.
   - All results of most likely candidate images from the face recognition search must be approved by a supervisor prior to dissemination.
   - All entities receiving the results of a face recognition search must be cautioned that the resulting candidate images do not provide positive identification of any subject, are considered advisory in nature as an investigative lead only, and do not establish probable cause, without further investigation, to obtain an arrest warrant without further investigation.
   - The following statement will accompany the released most likely candidate image(s) and any related records:

     The **[name of entity]** is providing this information as a result of a search, utilizing face recognition software, of records maintained by the **[name of records entity]**. This information is provided only as an investigative lead and **IS NOT TO BE CONSIDERED A POSITIVE IDENTIFICATION OF ANY SUBJECT**. Any possible connection or involvement of any subject to the investigation must be determined through further investigation and investigative resources.

6. The **[name of entity]** has established the following process for mobile face recognition searches:
   - Only **[name of entity]** authorized and trained officers may utilize the mobile face recognition application and only on department-authorized devices. **[If personal devices are permitted, insert entity policy regarding use of mobile face recognition on personal devices.]**
   - Prior to utilizing a face recognition search, an officer should first attempt to ascertain an individual's identity by means other than a face recognition search, such as requesting identification, using a fingerprint scanner, etc.
   - Mobile searches may be performed during the course of an officer's lawful duties and only for the entity-established authorized uses listed in section A. Purpose Statement, item 3.
   - In addition, officers may only capture an individual's image when one of the conditions listed in section F.7 exist.
   - **[Use the following language, if the process is applicable to the entity. "The face recognition system does not work over standard cellular internet. Officers must log in and be authenticated into the [name of entity]'s law enforcement network in order to access the face recognition system."]**
   - The log-in screen will prompt the user to acknowledge and agree to the following statement before granting access to the system:
     - Face recognition is not a form of positive identification of a subject. Images returned as a result of a face recognition search may be considered investigative lead information only and are not probable cause to arrest, without further investigation.
     - Face recognition searches shall not be performed by the user on behalf of others who have not been trained and authorized to perform the searches.

- All face recognition searches are subject to audit and require case numbers and file class/crime types.
- Misuse may result in administrative and/or criminal penalties.

- Prior to executing the search, the officer must enter the reason for the search within the application. **[List the reasons that are prompted by the entity's face recognition application. Reasons may include the following:**
  - **Consent**
  - **Reasonable suspicion of a crime**
  - **Probable cause**
  - **Physical/mental incapacity**
  - **Test/training**
  - **Other—[enter written reason]**
- The captured image (probe image) will be submitted to the face recognition system, which will compare the probe image with those contained in the **[indicate the name(s) of repository/ies searched]**.
- A list of most likely candidate images is returned ranked by computer-evaluated similarity.
- The officer then completes a visual or manual morphological comparison of the candidate images with the subject's probe image to make a visual judgment, as well as uses standard investigative techniques, to determine whether the subject is the same as a candidate image.

7. Authorized and trained **[name of entity]** officers may only perform a mobile face recognition search during the course of lawful duties, in accordance with entity-established authorized uses (refer to section A. Purpose Statement, item 3), and when one of the following conditions exist:

- Public Place: In accordance with applicable law, the individual's image is captured in a public place for the purpose of identification and the individual has no reasonable expectation of privacy. The **[name of entity]** will not authorize the collection of the individual's face image when the individual raises an objection that is recognized by law (e.g., religious objection).
- Consent: The individual consents to have his or her image captured for the purpose of identification. The individual may withdraw consent at any time. If consent is withdrawn and neither of the other conditions applies, then use of a face recognition search is not authorized and the search must stop immediately.
- Incapacitation, Defect, or Death: When an individual is unable to provide reliable identification because of physical incapacitation or defect, mental incapacitation or defect, or death, and an immediate identification is needed to assist the officer in the performance of his or her lawful duties.

8. At no time is the use of force permitted to capture a subject's image.

G. Sharing and Disseminating Face Recognition Information

1. The **[name of entity]** will establish requirements for external law enforcement agencies to request face recognition searches. These will be documented in an interagency agreement or MOU, which will include an assurance from the external agency that it complies with the laws and rules governing it, including applicable federal and state laws. The agreement will specify only those agency personnel who have been authorized by the **[name of entity]**, who have completed the required training identified in section N.2, and that requests are for official use only/law enforcement sensitive (FOUO/LES). Each request must be accompanied by a complaint number or case number.

2. The **[name of entity]**'s face recognition search information **will not** be:

- Sold, published, exchanged, or disclosed to commercial or private entities or individuals except as required by applicable law and to the extent authorized by the **[name of entity]**'s agreement with the commercial vendor.
- Disclosed or published without prior notice to the originating entity that such information is subject to disclosure or publication. However, the **[name of entity]** and the originating agency may agree in writing in advance that the **[name of entity]** will disclose face recognition search information as part

of its normal operations, including disclosure to an external auditor of the face recognition search information.
- Disclosed on a discretionary basis unless the originating agency has provided prior written approval or unless such disclosure is otherwise authorized by the MOU or agreement between the **[name of entity]** and the originating agency.
- Disclosed to unauthorized individuals or for unauthorized purposes.
- **[For commercial face recognition vendors, the entity should closely review its vendor agreement.]**

3. The **[name of entity]** will not confirm the existence or nonexistence of face recognition information to any individual or agency that would not be authorized to receive the information unless otherwise required by law.

H. Data Quality Assurance

1. Original probe images will not be altered, changed, or modified in order to protect the integrity of the image. Any enhancements made to a probe image will be made on a copy, saved as a separate image, and documented to indicate what enhancements were made, including the date and time of change.

2. **[Name of entity]** examiners will analyze, review, and evaluate the quality and suitability of probe images, to include factors such as the angle of the face image, level of detail, illumination, size of the face image, and other factors affecting a probe image prior to performing a face recognition search.

3. The **[name of entity]** considers the results, if any, of a face recognition search to be advisory in nature as an investigative lead only. Face recognition search results are **not** considered positive identification of a subject and do not, on their own, establish probable cause, without further investigation. Any possible connection or involvement of the subject(s) to the investigation must be determined through further investigative methods.

   [Add the following statement if the entity utilized mobile face recognition searches.

   All potential matches are considered advisory in nature and any subsequent verification of the individual's identity, such as through a fingerprint check, or follow-on action should be based on an agency's standard operating procedures.]

4. The **[name of entity]** will make every reasonable effort to perform routine maintenance, upgrades and enhancements, testing, and refreshes of the face recognition system to ensure proper performance, including the following:
   - Designated, trained personnel shall assess the face recognition system on a regular basis to ensure performance and accuracy.
   - Malfunctions or deficiencies of the system will be reported to the **[insert position/title]** within **[insert time period, e.g., number of days]** of discovering the malfunctions or deficiencies.

5. The integrity of information depends on quality control and correction of recognized errors which is key to mitigating the potential risk of misidentification or inclusion of individuals in a possible identification. The **[name of entity]** will investigate, in a timely manner, alleged errors and malfunctions or deficiencies of face recognition information or, if applicable, will request that the originating agency or vendor investigate the alleged errors and malfunctions or deficiencies. The **[name of entity]** will correct the information or advise the process for obtaining correction of the information.

I. Disclosure Requests

1. Face recognition information will be disclosed to the public in accordance with **[cite applicable state retention laws, public records laws, and policy]**. A record will be kept of all requests and of what

information is disclosed to an individual. **[If the state law prohibits disclosure, revise provision to reflect this.]**

J. Redress

J.1 Complaints

1. If an individual has a complaint with regard to face recognition information that is exempt from disclosure, is held by the **[name of entity]**, and allegedly has resulted in demonstrable harm to the complainant, the **[name of entity]** will inform the individual of the procedure for submitting (if needed) and resolving such complaints. Complaints will be received by the entity's **[Privacy Officer, Face Recognition Administrator, Internal Affairs Representative, or other position title]** at the following address: **[insert mailing address, e-mail address, and/or link to page if complaints can be submitted electronically]**. The **[Privacy Officer, Face Recognition Administrator, Internal Affairs Representative, or other position title]** will acknowledge the complaint and state that it will be reviewed but will not confirm the existence or nonexistence of the information to the complainant unless otherwise required by law.

   If the face recognition information did not originate with the entity, the **[Privacy Officer, Face Recognition Administrator, Internal Affairs Representative, or other position title]** will notify the originating agency within 30 days in writing or electronically and, upon request, assist such agency to correct any identified data/record deficiencies in the information or verify that the record is accurate.

   All face recognition information held by the entity that is the subject of a complaint will be reviewed within 30 days and confirmed or corrected/purged if determined to be inaccurate or incomplete, to include incorrectly merged or out-of-date information. If there is no resolution within 30 days, the entity will not share the information until such time as the complaint has been resolved. A record will be kept by the entity of all complaints and the resulting action taken in response to them.

J.2 Requests for Corrections

1. If, in accordance with state law, an individual requests correction of face recognition information *originating with the* **[name of entity]** that has been disclosed, the **[name of entity]**'s **[insert title of designee]** will inform the individual of the procedure for requesting a correction. The **[name of entity]** will investigate, in a timely manner, alleged errors and malfunctions or deficiencies of face recognition information or, if applicable, will request that the originating agency or vendor investigate the alleged errors and malfunctions or deficiencies. The **[name of entity]** will correct the information or advise the process for obtaining correction of the information. A record will be kept of all requests and the **[name of entity]**'s response.

J.3 Appeals

1. The individual who has requested disclosure or to whom face recognition information has been disclosed will be informed of the reason(s) why the **[name of entity]** or originating agency denied the request for disclosure or correction. The individual will also be informed of the procedure for appeal when the **[name of entity]** or originating agency has cited an exemption for the type of information requested or has declined to correct challenged face recognition information to the satisfaction of the individual to whom the information relates.

K. Security and Maintenance

1. The entity will comply with generally accepted industry or other applicable standards for security, in accordance with **[insert the name of the entity security policy or reference applicable standard(s)]** to protect data at rest, in motion, or in use. Security safeguards will cover any type of medium (printed or electronic) or technology (e.g., physical servers, virtual machines, and mobile devices) used in a work-related **[name of entity]** activity.

The **[name of entity and, if applicable, the name of entity's face recognition vendor]** will operate in a secure facility protected with multiple layers of physical security from external intrusion and will utilize secure internal and external security and privacy safeguards against network intrusions, such as strong multifactor authentication; encrypted communications; firewalls; and other reasonable physical technological, administrative, procedural, and personnel security measures to minimize the risks of unauthorized access to the system. Access to **[name of entity]** face recognition information from outside the facility will be allowed only over secure networks.

All results produced by the [name of entity] as a result of a face recognition search are disseminated by secured electronic means (such as an official government e-mail address). Non-electronic disseminations will be conducted personally or by phone with the requestor or designee.

2. All individuals with access to **[name of entity]**'s information or information systems will report a suspected or confirmed breach to the **[Privacy Officer, Face Recognition Administrator, or other position title]** as soon as possible and without unreasonable delay, consistent with applicable laws, regulations, policies, and procedures. This includes a breach in any medium or form, including paper, oral, and electronic.

Best Practice Language: [To the extent allowed by existing data breach notification law] Following assessment of the suspected or confirmed breach and as soon as practicable, the **[name of entity]** will notify the originating agency from which the entity received face recognition information of the nature and scope of a suspected or confirmed breach of such information.

[In addition to the above, the entity should identify any existing laws or policies governing its breach response procedures and, in accordance with these laws and policies, provide specific guidance on breach response procedures, including notification to individuals affected by the breach. Determine whether your state has a data breach notification law and select the appropriate provision.]

Option 1: State, Local, Tribal, or Territorial Data Breach Notification Law

The **[name of entity]** adheres to **[insert citation to applicable data breach notification law.]**. The **[name of entity]** will determine whether a data breach requires notification to an affected individual, in accordance with applicable laws, regulations, policies, and procedures.

Option 2: Office Management and Budget (OMB) Memorandum M-17-12, Preparing for and Responding to a Breach of Personally Identifiable Information (January 13, 2017), https://www.whitehouse.gov/sites/whitehouse.gov/files/omb/memoranda/2017/m-17-12_0.pdf. For additional information on the development of incident response plans, entities may refer to DOJ's *Best Practices for Victim Response and Reporting of Cyber Incidents*, https://www.justice.gov/sites/default/files/opa/speeches/attachments/2015/04/29/criminal_division_guidance_on_best_practices_for_victim_response_and_reporting_cyber_incidents2.pdf.

[Where no applicable state, local, tribal, or territorial law exists, or where entities choose to supplement existing law or policy, M-17-12 may be used as a guide. Entities do not need to adopt OMB M-17-12 in full. Rather, entities should review OMB M-17-12 to determine which provisions are applicable and may adapt those provisions to the specific needs of the entity.]

The **[name of entity]** will adhere to breach procedures established by Office Management and Budget (OMB) Memorandum M-17-12 (January 13, 2017). The provisions adopted by the **[name of entity]** are cited below. In accordance with OMB M-17-12 **[insert citations to the sections and paragraphs of OMB M-17-12 that will be adopted]** and relevant laws,

regulations, policies, and procedures, the **[name of entity]** will determine if, when, and how to provide notification to potentially affected individuals and other relevant entities.

Option 3: No State Data Breach Notification Law and Entity Does Not Follow OMB M-17-12

a. Entity Follows an Existing Data Breach Notification Policy

The **[name of entity]** will adhere to the **[name of entity]**'s policy governing data breach notification. In accordance with **[insert citation(s) to the existing policy and procedures]**, the **[name of entity]** will **[insert excerpted language from the policy and procedures, as appropriate here]**. The **[name of entity]** will determine whether a data breach requires notification to an affected individual, in accordance with applicable laws, regulations, policies, and procedures.

b. Entity Does Not Have an Existing Data Breach Notification Policy

[Review and adapt the following template language to reflect the entity's data breach notification policy and procedures.]

When the **[Privacy Officer, Face Recognition Administrator, or other position title]** is notified of a suspected or confirmed breach, the **[Privacy Officer, Face Recognition Administrator, or other position title]** will determine whether the entity's response can be conducted at the staff level or whether a breach response team, consisting of the **[Privacy Officer, Face Recognition Administrator, or other position title, and others (e.g., individual with oversight responsibility for entity operation, the entity security officer, legal counsel, privacy oversight committee, and/or other designee(s))]** must be convened to respond to the breach. The **[Privacy Officer, Face Recognition Administrator, or other position title]**, in coordination with the breach response team, when applicable, will assess the risk of harm to individuals potentially affected by a breach (e.g., the nature and sensitivity of the personally identifiable information [PII] potentially compromised by the breach, the likelihood of access and use of PII, and the type of breach involved), evaluate how the entity may best mitigate the identified risks, and provide recommendations to the **[title of individual with oversight responsibility for entity operation]** on suggested countermeasures, guidance, or other actions.

The **[title of individual with oversight responsibility for entity operation]** will determine whether a data breach requires notification to an affected individual, in accordance with applicable laws, regulations, policies, and procedures. If required, the **[name of entity]** will notify an individual whose PII was or is reasonably believed to have been breached and access to which threatens physical, reputational, or financial harm to that person. If notice to the individual is required, it will be made promptly and without unreasonable delay following discovery of the breach. Notice will be provided consistent with the legitimate needs of law enforcement to investigate the breach or any measures necessary to determine the scope of the breach and, if necessary, to reasonably restore the integrity of any information system affected by the breach.

The **[Privacy Officer, Face Recognition Administrator, or other position title]** is responsible for developing and updating the entity's data breach response plan on an annual basis and in accordance with any changes in law, guidance, standards, agency policy, procedures, staffing, and/or technology; for maintaining documentation about each data breach reported to the entity and the entity's response; and for keeping entity administrators informed of the status of an ongoing response. The **[title of individual with oversight responsibility for entity operation]** will determine when the response to a breach is concluded, based on input from the **[Privacy Officer, Face Recognition Administrator, or other position title]**.

3. All face recognition equipment and face recognition software and components will be properly maintained in accordance with the manufacturer's recommendations, including routine updates as appropriate.

4. The **[name of entity or, if applicable, the name of the entity's face recognition vendor]** will store face recognition information in a manner that ensures that it cannot be modified, accessed, or purged except by personnel authorized to take such actions.

5. Authorized access to the **[name of entity]'s** face recognition system will be granted only to personnel whose positions and job duties require such access and who have successfully completed a background check and the training referenced in section N. Training.

6. Usernames and passwords to the face recognition system are not transferrable, must not be shared by **[name of entity]** personnel, and must be kept confidential.

7. The system administrator will ensure that all manufacturer-generated default passwords are replaced with secure passwords before web-based interfaces of the system become operational. User passwords must meet the following standards **[insert rules, such as no English words and a combination of upper and lowercase letters, numbers, and at least two special characters]**. Authorized users are not permitted to use the same password over time and are required to change their password every **[insert period of time]**.

8. Queries made to the **[name of entity]**'s face recognition system will be logged into the system identifying the user initiating the query. All user access, including participating agency access, and queries are subject to review and audit.

9. The **[name of entity]** will maintain an audit trail of requested, accessed, searched, or disseminated **[name of entity]**-held face recognition information. An audit trail will be kept for a minimum of **[specify the retention period for your jurisdiction/entity for this type of request]** of requests, access, and searches of face recognition information for specific purposes and of what face recognition information is disseminated to each individual in response to the request.

   Audit logs will include:
   [Provide a list of the information maintained in the audit log, such as:
   - **The name, agency, and contact information of the law enforcement user**
   - **The date and time of access**
   - **Case number**
   - **Probe images (refer to section L.5)**
   - **The specific information accessed**
   - **The modification or deletion, if any, of the face recognition information**
   - **The authorized law enforcement or public safety justification for access (criminal investigation, criminal intelligence, imminent threat, or identification), including a relevant case number if available. Note: The justification should be consistent with section E.]**

L. Information Retention and Purging

1. [Select all options that are applicable to the entity.]

Option 1: The entity maintains or operates an entity-owned image repository

All images contained within the **[name of entity]**'s **[name of image repository, e.g., mug shot repository]** will be stored for a period not to exceed **[insert a time frame]**. After **[insert time period]**, the information will be automatically purged in accordance with purging protocols (i.e., permanently removed from the repository). Refer to section K. Security and Maintenance, item 9, regarding face recognition information stored in audit logs.

Option 2: The entity has authorized access to and can perform face recognition searches utilizing image repositories not owned by the entity

Images accessed by the **[name of entity]** for face recognition searches, in accordance with section E.1, are not maintained or owned by the **[name of entity]** and are subject to the retention policies of the respective agencies authorized to maintain those images.

Option 3: The entity is authorized to request that face recognition searches be performed by an external entity that operates a face recognition program.

The **[name of entity]** is authorized to submit face recognition search requests, in accordance with section E.1, to external agencies that own and maintain face image repositories. The images searched are subject to the retention policies of the respective agencies that maintain or own the face image repositories.

Once a face recognition image is downloaded by **[name of entity]** personnel and incorporated into a criminal intelligence record or an investigative case file, the face recognition information is then considered criminal intelligence or investigative information and the laws, regulations, and policies applicable to that type of information or criminal intelligence govern its use.

Any images that do not originate with the **[name of entity]** will remain in the custody and control of the originating agency and will not otherwise be transferred to any other entity without authorization from the originating agency.

If the face recognition image has become or there is reason to believe that it will become evidence, including Rosario material or evidence that tends to inculpate or exculpate a suspect, in a specific criminal or other law enforcement investigation or action, the following provisions apply:

a. In those circumstances in which an image is identified as being Rosario material or having evidentiary value, the face recognition **[insert administrator or other title]** or designee will review the facts of the specific case and determine whether the image should be retained beyond the established retention period. If it is determined that it is reasonable to believe the image is Rosario material or has evidentiary value, the face recognition **[insert administrator or other title]** will authorize the transfer of the applicable image from the image repository to **[insert appropriate response; for example, "the entity's investigative case file," "the entity's case management system," or "a form of digital storage media (CD, DVD, etc.) or other portable storage device"]** and will purge the image from the repository.
b. Agencies requiring images be retained by the **[name of entity]** beyond the established retention period may make a formal, written request to the **[name of entity]** to extend retention. Each request must specify the need for extended retention, the circumstances surrounding the request, the requesting agency's case number, and a specific point of contact within the requesting agency. The **[name of entity]** reserves the right to grant or deny agency requests based on the information provided.

The **[name of entity]** retains the right to remove images from the repository earlier than the retention period, based on the limitations of information storage requirements and subject to any applicable record retention laws and statutory disclosure mandates. Early removal, however, will not be used as a means for intentionally interfering with a lawful complaint or a public records request. The retention period may be modified at any time by the **[name of entity]**, subject to applicable legal requirements.

2. Probe images are not enrolled (stored) in the image repository. Retention of probe images will be the same as for the type of file (criminal case file, criminal intelligence file), whether paper or electronic, in which the information is stored.

3. A lawfully obtained probe image of an unknown suspect *may* be added to an unsolved image file pursuant to an authorized criminal investigation. Images in an unsolved image file are periodically compared with those in an image repository (of known persons). If a most likely candidate meets a minimum threshold of computer-evaluated similarity results, the contributor of the probe image is notified and requested to validate the continued need to store the image or determine whether the image can be purged. Images enrolled in an unsolved image file will be validated on a periodic basis, at least every **[insert time period]**, by the contributors to ensure that the criminal investigation remains active and that the image remains relevant to the investigation. If, in accordance with this policy, the contributor has not validated the need to retain the image in the unsolved file, the image will be purged.

4. The list of most likely candidate images is not enrolled (stored) in the image repository. For **[name of entity]** investigations, the case agent will maintain the list of most likely candidates from a face recognition search within the case file.

5. Probe images and face recognition search results are saved within the entity's system audit log, for audit purposes only. The audit log is available only to the **[insert position, such as a face recognition administrator]** and will be purged within **[insert time period]**. The audit log is not searchable and face recognition searches cannot be performed using the audit log.

M. Accountability and Enforcement

M.1 Transparency

1. The **[name of entity]** will be open with the public with regard to face recognition information collection, receipt, access, use, dissemination, retention, and purging practices. The **[name of entity]**'s face recognition policy will be made available in printed copy upon request and posted prominently on the **[name of entity]**'s website **[or web page]** at **[insert web address]**.

2. The **[name of entity]**'s **[Privacy Officer, Face Recognition Administrator, or other position title]** will be responsible for receiving and responding to inquiries and complaints about the entity's use of the face recognition system, as well as complaints regarding incorrect information or P/CRCL protections in the image repository maintained and face recognition system accessed by the **[name of entity]**. The **[Privacy Officer, Face Recognition Administrator, or other position title]** may be contacted at **[insert mailing address or e-mail address]**.

M.2 Accountability

1. The **[name of entity]** will adopt and follow procedures and practices by which it can ensure and evaluate the compliance of users with the face recognition system requirements and with the provisions of this policy and applicable law. This will include logging access to face recognition information, may include any type of medium or technology (e.g., physical servers, virtual machines, and mobile devices) used in a work-related activity, and will entail periodic random auditing of these systems so as not to establish a discernable pattern that may influence users' actions. These audits will be mandated at least **[insert quarterly, semiannually, annually, or other time period]**, and a record of the audits will be maintained by the **[Privacy Officer, Face Recognition Administrator,**

or title of designee] of the **[name of entity]** pursuant to the retention policy. Audits may be completed by an independent third party or a designated representative of the **[name of entity]**.

Appropriate elements of this audit process and key audit outcomes will be compiled into a report and may be provided to command staff and oversight entities or governance boards.[2]

[Entities may also release a summary of findings to the public, pursuant to law or as a matter of discretion. If so, entities should consider the optional language below.]

Optional: The **[name of entity]** will provide an overview of audit findings to the public to enhance transparency with respect to P/CRCL protections built into the **[name of entity]**'s operations.

Note: Statistical data may be incorporated into the publication, but the entity should be mindful of operational considerations. Actual audit logs, statistical data, or summary findings may contain PII. No PII should be included in the summary of audit findings released to the public.

2. The **[name of entity]**'s personnel or other authorized users shall report errors, malfunctions, or deficiencies of face recognition information and suspected or confirmed violations of the **[name of entity]**'s face recognition policy to the **[name of entity]**'s **[insert title of Face Recognition Administrator]**.

3. The **[Privacy Officer, Face Recognition Administrator, or other position title]** will review and update the provisions contained in this face recognition policy annually and will make appropriate changes in response to changes in applicable law, technology, and/or the purpose and use of the face recognition system; the audit review; and public expectations.

M.3 Enforcement

1. If **[name of entity]** personnel, a participating agency, or an authorized user is found to be in noncompliance with the provisions of this policy regarding the collection, receipt, access, use, dissemination, retention, and purging, the **[title of entity director]** of the **[name of entity]** will:
   - Suspend or discontinue access to information by the **[name of entity]** entity personnel, the participating agency, or the authorized user.
   - Apply appropriate disciplinary or administrative actions or sanctions.
   - Refer the matter to appropriate authorities for criminal prosecution, as necessary, to effectuate the purposes of the policy.

2. The **[name of entity]** reserves the right to establish the qualifications and number of personnel having access to the **[name of entity]**'s face recognition system and to suspend or withhold service and deny access to any participating agency or participating agency personnel violating this face recognition policy.

N. Training

1. Before access to the **[name of entity]**'s face recognition system is authorized, the **[name of entity]** will require the following individuals to participate in training regarding implementation of and adherence to this face recognition policy:
   - All authorized **[name of entity]** personnel, including examiners
   - All authorized participating agency personnel
   - All authorized personnel providing information technology services to the **[name of entity]**

[2] *Privacy, Civil Rights, and Civil Liberties Audit Guidance for the State, Local, Tribal, and Territorial Intelligence Component*, Global Justice Information Sharing Initiative, https://it.ojp.gov/GIST/181/Privacy--Civil-Rights--and-Civil-Liberties-Audit-Guidance-for-the-State--Local--Tribal--and-Territorial-Intelligence-Component.

2. The **[name of entity]**'s face recognition policy training program will cover both:
   a. Elements of the operation of the face recognition program, including:
      - Purpose and provisions of the face recognition policy.
      - Substance and intent of the provisions of this face recognition policy and any revisions thereto relating to collection, receipt, access, use, dissemination, retention, and purging of the **[name of entity]**'s face recognition information.
      - Policies and procedures that mitigate the risk of profiling.
      - How to implement the face recognition policy in the day-to-day work of the user, whether a paper or systems user.
      - Security awareness training.
      - How to identify, report, and respond to a suspected or confirmed breach.
      - Cultural awareness training.
   b. Elements related to the results generated by the face recognition system, including:
      - Originating and participating agency responsibilities and obligations under applicable federal, state, or local law and policy.
      - The P/CRCL protections on the use of the technology and the information collected or received, including constitutional protections, and applicable state, local, and federal laws.
      - Face recognition system functions, limitations, and interpretation of results.
      - Mechanisms for reporting violations of **[name of entity]** face recognition policy provisions.
      - The nature and possible penalties for face recognition policy violations, including possible transfer, dismissal, criminal liability, and immunity, if any.

3. In addition to the training described in M.2, the **[name of entity]** face recognition examiners are required to complete advanced specialized training to include:
   - Face recognition system functions, limitations, and interpretation of results.
   - Use of image enhancement **[if applicable, "and video editing software"].**
   - Appropriate procedures and how to assess image quality and suitability for face recognition searches.
   - Proper procedures and evaluation criteria for one-to-many and one-to-one face image comparisons.
   - Candidate image verification processes.

4. Investigators from outside agencies are permitted to request face recognition searches from the **[name of entity]**, only if prior to making requests the outside agency **[select applicable entity requirement(s) from the following list or insert the entity's established requirements:**
   - **There is a formalized agreement, (e.g., a memorandum of understanding or an interagency agreement), between the [name of entity] and the outside agency and the agreement acknowledges that requesting investigators have an understanding of the following concepts.**
   - **The outside agency first provides examples of its applicable policies (e.g., privacy) and acknowledges in writing that its requesting investigators have an understanding of the following concepts.**
   - **There is a law enforcement agency that is making the request based on a valid law enforcement purpose that falls within the authorized uses listed in section A. Purpose Statement, item 3. And the requestor provides a case number and contact information (requestor's name, requestor's agency, address, and phone number), and acknowledges an agreement with the following statement:**

     The result of a face recognition search is provided by the [name of entity] only as an investigative lead and IS NOT TO BE CONSIDERED A POSITIVEI IDENTIFICATION OF ANY SUBJECT. Any possible connection or involvement of any subject to the investigation must be determined through further investigation and investigative resources.

   - **The agency completes the [name of entity]'s training on the following concepts:**
     - **Originating and participating agency responsibilities and obligations under applicable federal, state, or local law and policy.**
     - **P/CRCL protections on the use of the technology and the information collected or received.**

- **Conditions and criteria under which the face recognition searches may be requested.**
- **Face recognition system functions, limitations, and interpretation of results.**
- **Use of face recognition search results as an investigative lead only.**
- **Mechanisms for reporting violations of [name of entity] face recognition policy provisions.**
- **The nature and possible penalties for face recognition policy violations, including dismissal, criminal liability, and immunity, if any.**
- **Operational policies.]**

5. In addition to the training described in N.2, the **[name of entity]** requires all personnel who are authorized to run a mobile search to be trained in the following areas prior to utilizing mobile face recognition search capabilities:

- The proper and lawful use of face images for face recognition purposes.
- How to capture high quality face images in the field for most accurate results.
- The rules and procedures for obtaining an individual's consent to having their image captured.
- The appropriate use and sharing of information obtained from a face recognition search.
- The deletion of field-acquired probe images.

Personnel who have not received this training shall not utilize mobile face recognition search capabilities.

geotime® glimpse

for Investigators

Where was your suspect's cellphone during the time of the crime?

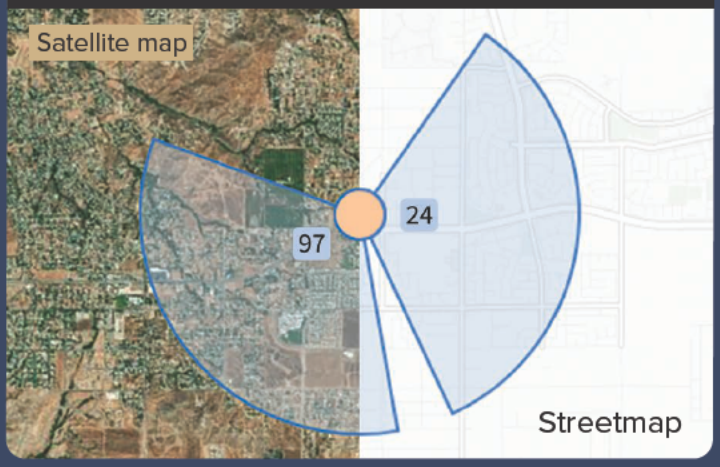
Work from anywhere, 24/7

Export all your processed data

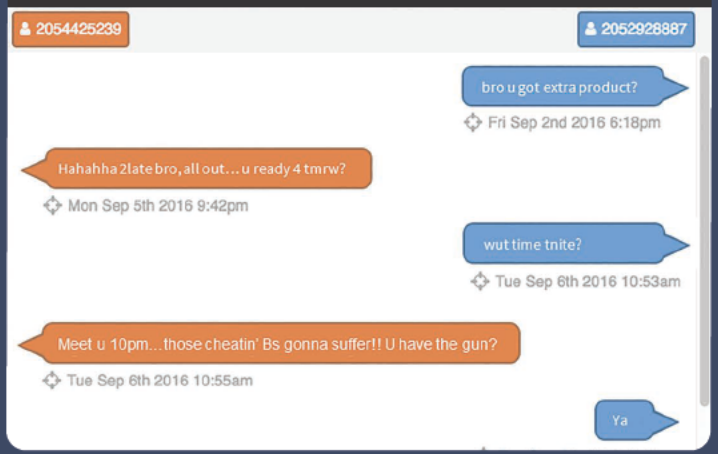
Easily understand mobile forensic data

Automatically adjusts for timezone offsets and adds tower locations

See where the cellphone has been, down to the cell sector coverage area.



Read text message history as it appears on the phone



Do it yourself in 3 easy steps:

1 Drag and Drop your Data

Instant upload and processing of your CDR and mobile forensic extraction data. Supporting Cellebrite, XRY and Google Location History data and all major U.S. mobile carriers.

2 Instant Answers at a Glance

See all your suspect's activities mapped over time. Key summary of the data highlights your suspect's communication behaviors.

- Most Frequent Callers
- Most Frequent Locations

3 One-Click Reporting

Take snapshots of the analysis done in GeoTime® Glimpse. Export your work for further analysis with your team.

GeoTime® Glimpse for Investigators

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Supported Formats

cricket wireless · at&t · T-Mobile · Sprint · verizon · nextel · metroPCS · cellebrite delivering mobile expertise · XRY · Google

Instant Analysis

- Top 10 Locations, Callers and more.
- Heat Charts show pattern of life.
- Easily read a suspect's messages and chats.

Data Security

- All data is sent via secure SSL encrypted connection.
- Imported data is not stored or retained.

Software Access

- 24/7 access from any browser with Internet connection.
- Works within your organization's existing IT infrastructure.
- No IT setup required.

User Resources

- Online Knowledge Base user portal
- CDR Carrier Formats Guide – a step-by-step manual outlining the data formatting and pre-processing actions that have been automated in Glimpse.

Reporting Outputs

- Capture snapshots to be used for questioning or as part of a report.
- Export your work to share with others.

Upgrade to Offline Options

- Use Glimpse offline with GeoTime® CRT.
- Conduct further analysis in GeoTime® Desktop with offline maps.

Pricing

Each annual license includes:

- Unlimited usage
- Unlimited technical support by email or online
- All software updates
- All carrier format updates

1 User	**$999 USD** per year
5 User Pack	**$2,999 USD** per year for 5 users (valued at $600 USD per year per user)
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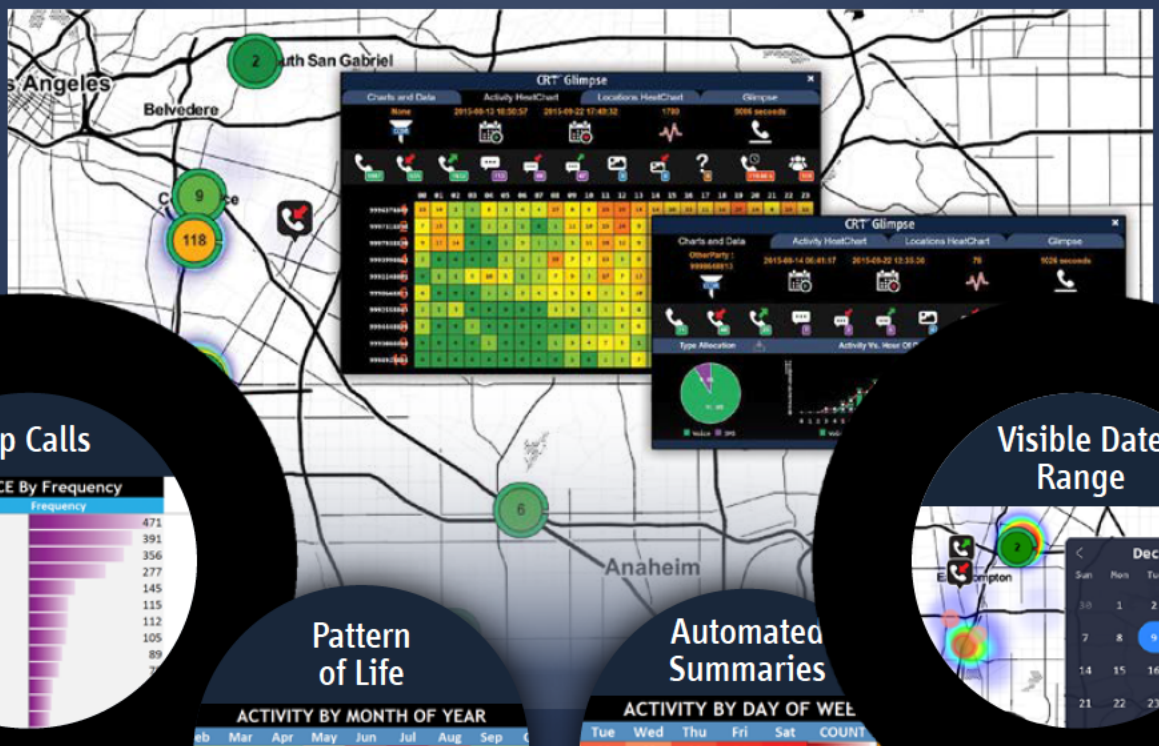
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GeoTime® CRT

The GeoTime Call Records Tool (CRT):

- Automatically cleans CDRs
- Supports all carrier reporting formats
- Works with XRY, Cellebrite and Google Location Reports

cellebrite · cricket · at&t · T-Mobile · Sprint · verizon · O2 · nextel · metroPCS · XRY · Google

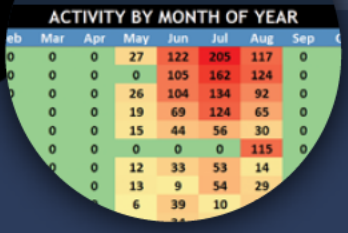


Top Calls



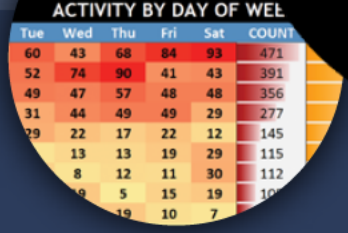
Quickly identify top contacts, top locations and usage statistics

Pattern of Life



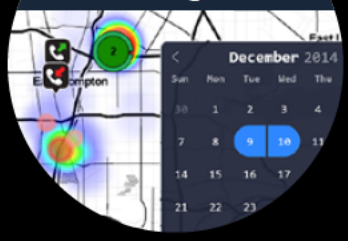
New GridViews feature simplifies pattern of life and relationship analysis

Automated Summaries



Easily access analysis summaries by month, week and day

Visible Date Range



Focus on a specific time period of interest for behavior comparisons

GeoTime® CRT

Key Features

All U.S. phone carriers supported

Consistent Excel output across all U.S. carrier formats and updated with any carrier changes

Add context from mobile forensic data

Layer SMS content on top of call records. Now supporting XRY and Cellebrite reports.

Formatted CDR data

CRT summarizes CDR data in new columns to highlight details about each activity, and make the data easy to interpret

Merge tower records tool

Merge multiple Excel files together into a single Excel workbook

Automated time adjustments

Adjusts for multiple time zones and offsets time stamps for daylight savings

Human readable content

Transforms raw call detail records data into key insights that are easy to understand and compare

Benefits

Get More Convictions

GeoTime CRT saves you man hours spent processing CDR files so you can spend more time and resources on in-depth analysis

More Accurate Insights

Enriched data output allows more in-depth initial conclusions and investigative direction

Organizational Consistency

From detectives and investigators through to technical analysts, CRT provides a common platform and language for interdepartmental teams

Share Results More Broadly

Human readable output allows investigators and detectives to perform quick and basic analysis on call detail records without relying on technical personnel in initial stages

Maintain Control; Ensure Data Integrity

CRT outputs consistent data across carriers and minimizes margin of error and ensures data integrity in court with a consistent format for prosecutors to present

no-cost for 90 days

Get started with a no-cost 90-day evaluation!

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State of New Jersey
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DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF STATE POLICE
POST OFFICE BOX 7068
WEST TRENTON, NJ 08628-0068
(609) 882-2000

PHILIP D. MURPHY
Governor

SHEILA Y. OLIVER
Lt. Governor

GURBIR S. GREWAL
Attorney General

PATRICK J. CALLAHAN
Colonel

December 18, 2018

Kerry A. Gilpin
Colonel
Massachusetts State Police
1201 Reisterstown Road
Pikesville, MD 21208

Dear Colonel Gilpin:

During our meeting this past July, we heard a presentation on the regional Automated License Plate Reader (ALPR) initiative underway between the New York City Police Department (NYPD), the Northern New Jersey Urban Area Security Initiative (NNJUASI), and New Jersey State Police (NJSP). You will recall that I provided you with a copy of the Memorandum of Understanding (MOU) between the above parties that set out the criminal investigative goals, privacy protections, and means of access involved in this interstate initiative. My hope was that you would review this MOU and consider the benefits of your agency's participation.

In New Jersey, we have seen numerous successes from regional ALPR sharing. It has significantly enhanced our ability to investigate and prosecute those responsible for criminal activity occurring in the greater New York City metropolitan area.

On Monday, January 28, and Tuesday, January 29, 2019, the NJSP, NYPD, and NNJUASI, facilitated by the Rutgers University Center on Policing, will host a Regional Trafficking Summit. This two-day summit will gather 12 state police superintendents, 12 major city chiefs, and numerous federal agencies with responsibilities along the I-95 corridor between Richmond, VA, Washington, DC, and Boston, MA, to discuss the feasibility and productivity of linking and sharing ALPR data. Establishing this linkage across the northeast region of the United States would immeasurably increase our effectiveness in addressing issues of counterterrorism, drug trafficking, weapons trafficking, Amber and Silver Alerts, plus other threats to the public safety of our respective states.

This summit will be held in two locations:

On January 28, attendees will arrive at the Hyatt Regency on the Hudson, 2 Exchange Place, Jersey City, New Jersey. Each state police agency is encouraged to bring its state fusion center director and chief

technology officer. A block of rooms has been set aside for the summit; however, attendees are requested to make reservations as soon as possible at 201-469-1234 to secure a room.

Please click here to register and RSVP for the Regional Trafficking Summit by January 7th, 2019. All questions should be posed to former Colonel Rick Fuentes, NJSP, who currently works with the Rutgers University Center on Policing and the NNJUASI to advance statewide and regional information-sharing programs. He can be reached by email at rrixmail@comcast.net and by phone at (201)554-5514.

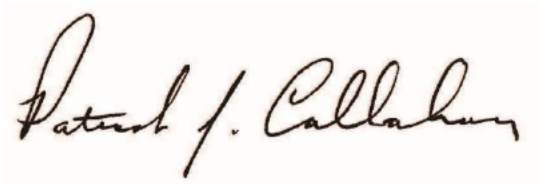
An afternoon meeting will commence at 1:30 p.m. involving presentations from participant cities and states discussing the merits and successes of sharing ALPR data. Following the afternoon session, a sponsored dinner will be provided.

On the morning of January 29, attendees will embark on NJSP and NYPD marine vessels for transport across the Hudson River, disembark at the Cove Marina in New York City, and proceed to a meeting location within walking distance chosen by the NYPD.

The NYPD will host a morning discussion focusing upon their much-heralded Domain Awareness System (DAS), a technology platform effectively supporting the comprehensive public safety needs of the NYPD. They will demonstrate how law enforcement agencies along the I-95 corridor can access the ALPR data. This discussion will consider privacy and auditing protections, observance of individual state and city ALPR retention policies, and access permissions. The NYPD meeting will close with a sponsored lunch and a return trip by boat to the hotel, at which time the summit will conclude.

Thank you for attending this summit and for your participation in this groundbreaking information-sharing initiative to collect and access ALPR data across the northeastern United States.

Sincerely,



Patrick J. Callahan
Colonel

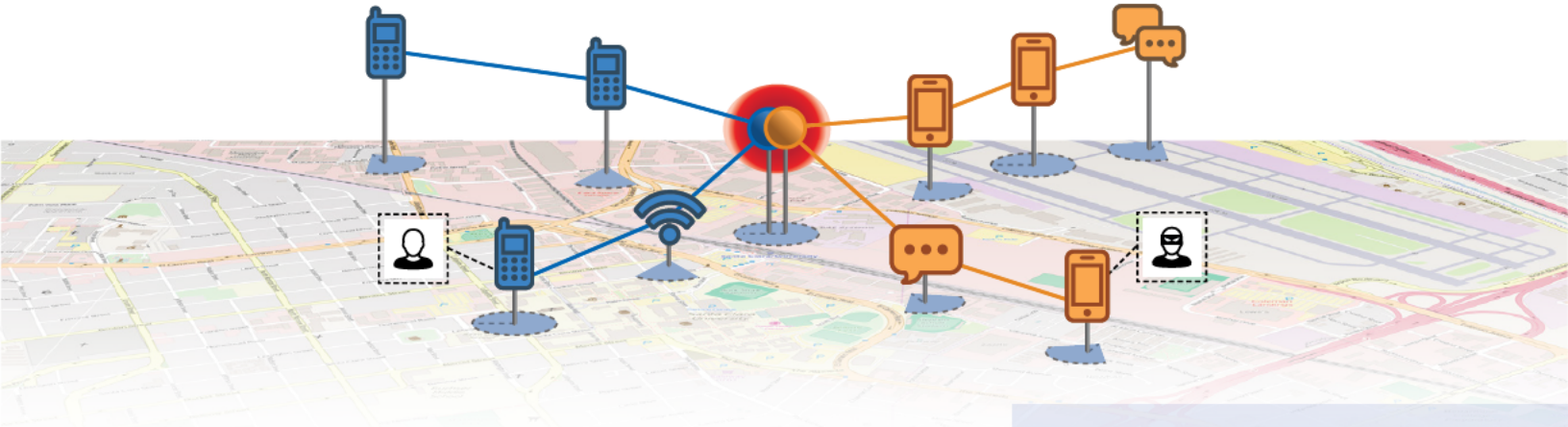
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The story of criminals and the devices they use

> **"With GeoTime, I can show the defendants at all times: before, during and after the crime."**
>
> **Joseph Coffman** — Detective, Falls Township Police Department



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- The best presentation tool for sharing data with investigators, analysts and in the courtroom
- The industry's only 3D mapping and analysis tool for Law Enforcement
- Statistically proven to increase analyst accuracy and efficiency
- Proven track record in achieving criminal convictions
- Works with your existing analysis tools and data sources
- **IALEIA**, **DARPA** and **IEEE** award-winning

Make use of all your target's data

Cell Phones - Device and Service

- **Cell Site** - Map historical call detail records (CDRs) and live location alerts from all major carriers.
- **Mobile Forensics** - Add context with extracted device data from Cellebrite UFED and MSAB XRY.

Internet Platform Data

Quickly understand a target's pattern of life from web platforms such as:

- Social media applications
- **Google Locations** history
- **Uber Locations** history

Vehicle Data

Map vehicle movements from **ALPR** systems and **Berla** exports. Easily identify navigation history and any connected phone data.

GPS Data

Get actionable intelligence for surveillance, offender tracking and more.

Who uses GeoTime?

GeoTime software is currently used by HIDTA's, fusion centers, federal agencies, district attorneys, national defense organizations and state and local law enforcement agencies worldwide for:

- **Criminal Investigations**
- **Surveillance Operations**
- **Intel Analysis**
- **Courtroom Presentations**

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Software developed by uncharted

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Key Features & Benefits

Import → Analysis → Reporting

Cleans and formats CDR data
Transform raw call detail records data into readable content that is easy to understand

Import data from a variety of sources
CDRs, GPS, Cellebrite, XRY, Twitter, Facebook, Snapchat, Instagram and more

Live email pings
Connect email accounts to automatically map location alerts in real time

See better in 3D
GeoTime's 3D timeline shows the stories hidden by traditional mapping and GIS tools.

Chart Analysis
Easily identify top callers, top locations, time of day and relationships between entities.

Automated Analysis Tools
Automatically find meetings, important locations, gaps in your data, place targets at the crime

One Click Report Publishing
Outputs visuals as Powerpoint, animated videos & images; high impact courtroom presentations

Animated Videos
Present target movement over time by sharing animated videos with investigators, analysts and courtroom presenters

Annotating & Map Graphics
Mark up maps with notes and annotations to help tell your story

The GeoTime Advantage

Utilities & Resources

GeoTime Carrier Formats Guide (CFG)
A step by step guide to manually formatting and importing Call Detail Records (CDR)

GeoTime CRT Utility
A standalone utility that automatically cleans up raw call detail records (CDR)

Technical Support & User Communities

Dedicated technical support
Your initial purchase of GeoTime software includes ongoing telephone and online support

GeoTime User Group
Ask questions and share best practices with thousands of domain experts from around the world

Training & Certification

Online training
Access ongoing opportunities to improve skills with complimentary online training and webinars

Training & Certification
Offered all over the world, GeoTime training classes provide users with hands-on experience and certification

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Software developed by uncharted

U.S. Department of Transportation - **National Highway Traffic Safety Administration**

Fiscal Year	2019
NHTSA Grant Application	MASSACHUSETTS - Highway Safety Plan - FY 2019
State Office	Massachusetts Highway Safety Division
Application Status	New/In Progress

Need to make all fonts consistent - some portions of the responses are Times New Roman and others are Verdana/Calibri/Arial

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	MASSACHUSETTS - Highway Safety Plan - FY 2019
Application Version:	1.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	Yes

Submission Deadline (EDT):	7/2/2018 11:59 PM

2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

The Massachusetts Executive Office of Public Safety and Security, Office of Grants and Research-Highway Safety Division (EOPSS/OGR/HSD) began the planning process for developing the FFY 2019 Highway Safety Plan by gathering all relevant data related to performance targets and doing an in-depth analysis of the data to find trends within one-year, five-year, and (if feasible) ten-year periods. The data was analyzed across different fields including county, municipality, month, time, gender, and age. Furthermore, mapping software was used to provide a visual tool to help analyze trends and hot spots throughout Massachusetts. This information helped EOPSS/OGR/HSD and its stakeholders identify high-risk locations as well as behavioral trends among roadway users that require attention.

The data sources utilized in this analysis process are listed below:

- Fatality Analysis Reporting Systems (FARS) – fatalities and fatal crashes
- Massachusetts Crash Data System (CDS) – fatalities and injuries
- Massachusetts Injury Surveillance Program – injuries and hospitalizations
- Massachusetts Citation Data – roadway violations
- Massachusetts Statewide Safety Belt Survey – safety belt usage, occupant protection
- FHWA Highway Statistics – Vehicle Miles Traveled (VMT), licensed drivers, and road miles
- U.S. Census Bureau statistics – population, income levels

- FBI Crime Statistics – arrests for driving intoxicated and other vehicle-related crimes

Results of the data were coordinated and shared with the Massachusetts Department of Transportation (MassDOT) to ensure performance targets related to fatalities, serious injuries, and fatalities per 100 million VMT are identical to what is in the Massachusetts Highway Safety Improvement Plan (HSIP) and the Strategic Highway Safety Plan (SHSP). Other performance targets were determined through trend analysis and ongoing exchanges with key federal, state, and local partners such as the Massachusetts State Police (MSP), local police departments, Massachusetts Department of Public Health (DPH), the Governors Highway Safety Association (GHSA), and the Traffic Records Coordinating Committee (TRCC) to identify possible areas of increased crash activity.

EOPSS/OGR/HSD also relied on input provided by participants at four statewide Traffic Safety Partnership Forums held in February of 2018. A wide range of community partners including state and local police, non-profit organizations focused on road safety, and municipal administrators attended the forums. Those in attendance provided a wealth of information related to traffic safety issues facing their respective communities and constituencies along with substantive suggestions about potential solutions to address those issues.

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Taken together, data analysis and input from community partners, EOPSS/OGR/HSD was able to determine where to focus funding for FFY 2019 in order to have the greatest impacts in reducing crashes, injuries, fatalities, and associated economic losses.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

To help determine problem areas to focus on, EOPSS/OGR/HSD engaged with many participants during the planning process, including but not limited to:

- Massachusetts Department of Transportation (MassDOT)
- Massachusetts Registry of Motor Vehicles (RMV)
- Massachusetts Department of Public Health (DPH)
- Massachusetts State Police (MSP)
- Governors Highway Safety Association (GHSA)
- Massachusetts District Attorneys Association (MDAA)
- Massachusetts Executive-Level Traffic Records Coordinating Committee (METRCC)
- Massachusetts Working-Level Traffic Records Coordinating Committee (WTRCC)
- Municipal Police Training Committee (MPTC)
- Merit Rating Board (MRB)
- University of Massachusetts Traffic Safety Research Program (UMassSafe)
- Local police departments
- Massachusetts Chiefs of Police Association (MCOPA)
- Municipal and town administrators
- SHSP Plan Executive Leadership Committee
- Safe Kids of Western Massachusetts
- Boston Emergency Medical Services (EMS)
- Massachusetts Alcoholic Beverages Control Commission (ABCC)
- Massachusetts Department of Health and Human Services (HHS)
- WalkBoston
- Girl and Boy Scouts
- Safe Roads Alliance
- Colleges and Universities
- In Control Family Foundation

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

The identifications of current traffic safety issues for the FFY 2019 HSP were made using data analysis of fatalities and fatal crashes over a ten-year period (2007–2016), from numerous elements including, but not limited to, counties, cities, time-of-day, month, day-of-week, road type, gender and age. Data from monthly and year-end reports from FFY 2018 grant-funded programs provided further insight to traffic safety trends. Lastly, input from traffic safety stakeholders added a third layer of analysis to the determination of traffic safety issues in Massachusetts.

The inclusion of data over a ten-year period rather than relying on a five-year period allows EOPSS/OGR/HSD to see trends longitudinally that may not show up in a five-year assessment or by comparing five-year averages (2007-2011 to 2012-2016).

Since 2007 Massachusetts has seen a drop across all performance targets except pedestrian fatalities. Total fatalities have declined 10% from 434 in 2007 to 389 in 2016. The average number of fatalities reported from 2007-2011 was 372, while from 2012 to 2016 the average dropped to 364. This is potential evidence that EOPSS/OGR/HSD's outreach and grant funding provided to communities may be having a positive impact on driving behaviors in Massachusetts.

In addition to the drop in average yearly fatalities, Massachusetts has seen a substantial decline in the number of young drivers (under 21) involved in fatal crashes. The five-year average for 2007 to 2011 was 59. This average has dropped to 38 for 2012 to 2016, a 36% decline.

With the drop in young drivers involved in fatal crashes, a demographic that is more likely to drive aggressively and recklessly, it is not surprising that the overall number of speed-related fatalities went down as well. The average number of speed-related fatalities for 2007 to 2011 was 104; for 2012 to 2016, it fell to 97. This represents a decline of 7%.

The drop in young driver involvement in fatal crashes and speed-related fatalities shows the long-term positive impact of the Massachusetts Junior Operator Law. However, despite the decline in young driver fatalities, use of seat belts among those in speed-related crashes remains high. In 2016, 39% of all speeding fatalities were unrestrained.

Impaired driving is a statewide issue that EOPSS/OGR/HSD has worked diligently with local and state police to target certain demographics (males under 35 of age), areas (primary arterial roads in proximity of popular liquor establishments), and times (between 9pm – 3am on Thursday, Friday, or Saturday) for mobilizations and enforcement patrols. The impact has been positive as alcohol-impaired fatalities have dropped from 155 in 2007 to 119 in 2016, a 23% decline. From 2007 to 2011, the average number of alcohol impaired fatalities was 371; from 2012 to 2016, it was 364.

Bristol and Worcester counties combined for nearly 30% of all alcohol impaired fatalities from 2007 to 2016. Boston had the highest percentage of any municipality in the state with a third of fatalities resulting from impairment. Next was Worcester (22), Springfield (22), Brockton (14) and Norwood (6) rounded out the top five locations for alcohol impaired fatalities.

Alcohol impairment is a concern when it comes to both speeding and distracted driving. Since 2010, when distracted driving crashes began being reported, 25% of all distraction related fatal crashes also involved alcohol. During the same period, 47% of all speed-related fatal crashes also involved alcohol. In 2016, 18% of all crashes involved alcohol and either speeding and/or distracted driving, up from 15% in 2015.

Although impaired driving fatalities have declined, EOPSS/OGR/HSD will continue working with law enforcement and to promote media messaging to make more roadway users aware of the dangers involved when it comes to drinking and driving as well as impairment related to marijuana and other drugs.

Motorcycle fatalities have declined, with the five-year average from 2012 to 2016 being nearly 6% lower than the five-year average for 2007 to 2011. From 2015 to 2016, the number of motorcycle fatalities dropped 25% from 56 to 42.

Motorcycle fatalities occur more often among the 21 to 35 age group, which accounted for 44% of all motorcycle fatalities from 2007 to 2016. During this same period, nearly 40% of fatal motorcycle crashes involving another motor vehicle took place in three counties: Bristol (13%), Hampden (11.7%), and Worcester (14.3%). Of interest is Hampshire County where only 3% of fatal motorcycle crashes involve another vehicle.

Occupant protection has always presented a conundrum for Massachusetts as the fatalities/VMT rate is consistently among the best in the nation (0.63 in 2016) while the seat belt usage rate (as determined by the annual statewide seat belt observational survey) is one of the worst as we are 49th out of 50 states (73.7% in 2017). Despite this contradiction, passenger vehicle fatalities, on average, have declined since 2007. From 2007 to 2011, the average number of occupant fatalities was 239. From 2012 to 2016 the number dropped 8.7% to 218. Unrestrained fatalities, as a percentage of all occupant fatalities, have declined from 53% in 2007 to 47% in 2016.

Drivers account for 75% of all unrestrained fatalities, passengers for the other 25%. Drivers between 21 and 35 made up nearly 37% of all unrestrained driver fatalities from 2007 to 2016. Passengers between ages 16 and 25 accounted for 45% of all unrestrained passenger fatalities during the same period. For FFY 2019, EOPSS/OGR/HSD intends to create media messaging to better connect with drivers and passengers within these age groupings during key mobilization periods, especially during the Click It or Ticket enforcement period in May.

As stated previously, pedestrian fatalities have increased since 2007. A look at the five-year averages from 2007 to 2011 and from 2012 to 2016 reveals the average number of pedestrian fatalities rose from 65 to 79, a 22% increase. In 2016, pedestrian fatalities accounted for 21% of all traffic fatalities. Male pedestrian fatalities represented nearly two-thirds of all pedestrian fatalities from 2007 to 2016.

Of concern for EOPSS/OGR/HSD is the rising number of older pedestrian fatalities, specifically those over 65 years of age. From 2007 to 2016 this age group accounted for nearly 33% of all pedestrian fatalities. The average number of 65 or older pedestrian fatalities per year is 24. For comparison, the average number of under 21 pedestrian fatalities during the same period was four. EOPSS/OGR/HSD intends to work closely with FFY 2019 Pedestrian Grant recipients to better target this demographic.

County-level Trends

From 2007 to 2016, the top four counties for fatalities, based on a percentage of total fatalities, were Worcester (15%), Middlesex (14%), Bristol (12%) and Plymouth (10%). Over the last five years (2012-2016), fatalities have been increasing in both Norfolk and Plymouth County compared with the prior five-year period from 2007 to 2011. Norfolk fatalities have increased by 22; Plymouth by 24. Middlesex, on the other hand, has seen fatalities drop by 38. Both Essex and Bristol saw total fatalities from 2012 to 2016 decline by 18 compared to 2007-2011.

Looking at the percentage of each type of fatality (driver, passenger, pedestrian, bike) of a county's total fatality count for 2007-2016 reveals the following:

- Highest Driver fatality percentage: 69% - Bristol and Plymouth
- Highest Passenger fatality percentage: 24% - Franklin County
- Highest Pedestrian fatality percentage: 38% - Suffolk County

may want to space this down further so the last statistic isn't hanging

- Highest Bicyclist fatality percentage: 6% - Suffolk County

Other Trends of Interest

EOPSS/OGR/HSD also looked at age, time-of-day, day-of-week, and month to further analyze the fatality data. Data is for 2007 to 2016.

Time-of-day

- 59% of fatal crashes happen between 12:00 pm – 11:59 pm
- 62% of fatal crashes take place from 3:00 pm to 3:00 am

Age

- Ages under 21 accounted for 13% of all fatalities
- Age 21 to 25 accounted for 15% of all fatalities
- Age 65 and over accounted for 21% of all fatalities
- Drivers age 35 and under accounted for 65% of all unrestrained driver fatalities in a speed-related crash
- Passengers age 35 and under accounted for 81% of all unrestrained passenger fatalities in a speed-related crash

Day-of-week and Month

- Saturday is the most common day-of-week for fatalities.
- Saturday is also the day with the highest number of unrestrained fatalities, speed-related fatalities, and motorcycle fatalities.
- Bicyclist fatalities occur most often on Wednesdays.
- Pedestrian fatalities occur most often on Thursdays.
- Fatalities tend to average higher from May to October. This is the case for all types of fatalities, with the exception of pedestrians. Pedestrian fatalities are substantially highest from October to December.

Putting it all together – what does all the data mean?

Based on the data presented above, EOPSS/OGR/HSD plans to focus funding on the following areas: occupant protection, impaired driving, speeding/distracted driving, and pedestrian, bicyclist, motorcyclist and young driver safety.

Working in collaboration and cooperation with EOPSS/OGR/HSD partners and subrecipients across the Commonwealth, funding will focus traffic enforcement efforts in cities with high motor vehicle fatality counts, and strive to ~~that~~ ensure activities take place during times when data show high fatal crash rates.

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

EOPSS/OGR/HSD will rely on a multi-faceted approach to developing and selecting the projects for FFY 2019. Input used to develop the planned activities came from several sources, including:

- Data – Trends in fatalities, fatal crashes, serious injuries, seat belt usage, and traffic citations
- EOPSS/OGR/HSD staff – Provides extensive knowledge on current projects that may be renewed in FFY 2019 as well as critical insight into subrecipients' concerns and suggestions
- Partners – State and local governmental, community groups and non-profit organizations with a public safety mission.
- Subrecipients – Monthly activity reports and final reports provided great information on the impacts of current programs and what could be changed or improved to make the programs more effective. Program managers at EOPSS/OGR/HSD establish spreadsheets for every grant under their purview, covering all aspects including funding, expenditures, and activity (i.e. number of stops, hours of patrol, types of violations issued). Since many projects are the same year-to-year, EOPSS/OGR/HSD is able to compare projects across several years to see trends or where changes need to be made to improve the impact of the funds distributed.
- Open meetings – EOPSS/OGR/HSD conducted four Traffic Safety Partnership Forums across the state to solicit feedback from partners about a wide range of traffic safety issues. The most recent forums took place during January and February of 2018. Some of the concerns and suggestions from the forums included, but no limited to, more flexibility with conducting traffic enforcement grant patrols, issues arising from increased distracted driving crashes, and trepidation over the ability to legally purchase marijuana and its impact on drivers.

are not limited to

Taking all the sources together, EOPSS/OGR/HSD seeks to institute programs that will have the greatest positive impacts in terms of reducing crashes, fatalities, serious injuries and associated economic losses. Grant subrecipients will be selected for funding based on needs identified by data-driven evidence. Grant applicants will need to show in their applications how they will utilize funding to best achieve the desired results.

Announcements of Availability of Grant Funding (AGF) opportunities are posted online through the state of Massachusetts' online portal, Mass.gov, and emails are sent out to prior and potential partners across the state, including, but not limited to, state police, local police, municipalities, state agencies, hospitals and non-profit organizations. The emails always provide a hyperlink (URL) to the location in the Mass.gov portal where the AGFs and associated grant documents are located. The documents needed to apply for grants typically remain online for 4-6 weeks.

If the total value of funding requested by applicants to an AGF is higher than the amount of available funding for that program, EOPSS/OGR/HSD utilizes a scoring process that results in all applications being rated along several elements and then ranked from highest to lowest to determine grant awardees. The scoring process

involves convening a Review Team (RT) of five members - three of which have to come from outside of EOPSS/OGR - that will read and rate all submitted applications on a scale of 1-5, with 5 being the best, along 5 or 6 measures such as completeness of application, description of planned activities, and long-term impact on a community's traffic safety.

Enter list of information and data sources consulted.

- Fatality Analysis Reporting System (FARS)
- Massachusetts Department of Transportation (MassDOT) Crash Data System
- Massachusetts Injury Surveillance Program
- Massachusetts Citation Data
- Massachusetts Statewide Seat Belt Observational Survey
- Federal Highway Administration (FHWA)
- Federal Bureau of Investigation (FBI) Crime Statistics
- United States Census Bureau

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

The SHSP has statewide goals, objectives and emphasis areas which were developed in consultation with federal, state, local, and private sector safety stakeholders using data-driven, multi-disciplinary approaches involving engineering, education, enforcement, and emergency response.

As a key contributor to the SHSP planning process, EOPSS/OGR/HSD has worked with MassDOT (the lead agency for the SHSP) and other key stakeholders such as the Executive Office of Health and Human Services (EOHHS), Massachusetts Department of Public Health (DPH), regional transit authorities, insurance companies, WalkBoston, and hospitals to develop a tiered classification of emphasis areas. The emphasis areas are broken into three levels: Strategic, Proactive, and Emerging.

Strategic areas: Impaired Driving, Intersection Crash Prevention, Lane Departures, Occupant Protection, Speeding/Aggressive Driving, Young Drivers, Older Drivers, Pedestrians, and Motorcycle Riders.

Proactive areas: Bicycles, Truck and Bus-Involved Crashes, At-Grade Crossing, and Traffic Incident Management Safety (formerly work zone safety). These areas represent less than 10% of annual fatalities or severe injuries, but require attention to minimize potential increases.

Emerging areas: Data Systems, Drowsy Driving, and Driver Inattention (or Distracted Driving).

These areas focus on improving the data system used to analyze traffic safety patterns and for safety topics where data is currently inconclusive.

In the HSP, EOPSS/OGR/HSD targets many of the same emphasis areas as the SHSP including impaired driving, occupant protection, speeding/aggressive driving, young and older drivers, pedestrians, motorcycles, bicycles, distracted and drowsy driving, and data systems (traffic record systems). Intersection Crash Prevention, lane departures and at-grade crossings are not emphasis areas that are within the purview of the EOPSS/OGR/HSD mission. Through grant funding and media messaging, EOPSS/OGR/HSD seeks to change driver, passenger, and non-occupant behaviors that will result in reduced fatalities on the roadways of Massachusetts. At the same time, the SHSP looks to limit motor vehicle-related fatalities through infrastructure improvements such as better roadway design, new crosswalks, and the installation of traffic lights. The combination of improving the physical roadway and roadway user behaviors by EOPSS/OGR/HSD and MassDOT, respectively, provides the best strategy for reducing fatalities.

EOPSS/OGR/HSD also works in collaboration with MassDOT to establish yearly targets for three key core performance measures – fatalities, fatalities/VMT, and serious injuries. Per Federal law (FAST Act), the HSP and SHSP (or HSIP) must have identical targets for these three performance measures. This ensures both agencies are united in the same objectives and will help drive all programs run by both agencies towards the common goals of decreasing fatalities, fatalities/VMT, and serious injuries in the long-term.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress

C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target for fatalities was to decrease motor vehicle fatalities 2.5% from the five-year average of 361 in 2015 to a five-year average of 352 by December 31, 2018.

- One-year change (2015 to 2016): 13% increase in fatalities from 350 to 395
- Five-year average change (2011-2015 to 2012-2016): 1.4% increase from 362 to 367
- Ten-year change (2007 to 2016): -9% decline from 434 to 395.

This performance target is currently in progress. While the one and five-year results point to a slight uptick in fatalities on Massachusetts roadways, over the last ten years it has dropped nearly nine percent. Despite the increase in 2016, the average number of fatalities have been trending downwards. From 2007-2011, the average number of fatalities was 372; from 2012-2016, the average was 366 - a 2% decrease between the two five-year periods. Furthermore, during the past ten years (2007-2016), the overall vehicle miles traveled reported for Massachusetts jumped 11% from 54,648 million to 60,562 million, while motor vehicle fatalities declined 9%. While more drivers and cars are using the roadways, the number of deaths on those roadways among drivers, occupants, and non-motorists have trended lower.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target for serious injuries was to decrease serious injuries 11% from the five-year average of 3,252 in 2015 to a five-year average of 2,896 by December 31, 2018.

- One-year change (2015 to 2016): 4% increase from 2,867 to 2,980
- Five-year average change (2011-2015 to 2012-2016): -4% drop from 3,252 to 3,132
- Ten-year change (2007 to 2016): -40% drop from 4,182 to 2,980

This performance target is currently in progress. With a five-year average decline of 4% in the past year and a 40% decline in serious injuries since 2007, Massachusetts is cautiously optimistic about achieving the five-year average goal of 2,896 by December 31, 2018.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target for fatalities/VMT was to decrease fatality/VMT rate 4.5% from the five-year average of 0.64 %? in 2015 to a five-year average of 0.61 by December 31, 2018.
%?

- One-year change (2015 to 2016): 9% increase from 0.58 to 0.63
- Five-year average (2011-2015 to 2012-2016): -1.6% decline from 0.64 to 0.63
- Ten-year change (2007 to 2016): -20% from 0.79 to 0.63

This performance target is in progress. The one-year increase was due to the unexpected jump in motor vehicle fatalities from 350 to 395 between 2015 and 2016. Despite the increase, historical trend data reveal that spikes in fatalities have been followed by successive years of declining motor vehicle deaths. For example, in 2012, the number of fatalities was 382 but then from 2013 to 2015, the average number of fatalities was 351 (350, 354, 350). Therefore, the increase in 2016 is seen as merely a bump in the road. Awkward phrasing

While the target for this performance measure is in progress at this time, achieving the five-year average of 0.61 %? by December 31, 2018 is feasible. With rising VMT reported in Massachusetts each year (from 54,648 million in 2007 to 60,562 million in 2016) and the number of motor vehicle deaths expected to decline in the coming years, it is expected to see fatality/VMT continue to fall from 0.63 in 2016.

%?

duplicate

This performance target is in progress. The one-year increase was due to the unexpected jump in motor vehicle fatalities from 350 to 395 between 2015 and 2016. Despite the increase, historical trend data reveal that spikes in fatalities are followed by successive years of declining motor vehicle deaths. For example, in 2012, the number of fatalities was 382 but then from 2013 to 2015, the average number of fatalities was 351 (350, 354, 350). Therefore, the increase in 2016 is seen as merely a bump in the road. 2012

While the target for this performance measure is in progress at this time, achieving the five-year average of 0.61 by December 31, 2018 is extremely feasible. With vehicle miles traveled reported in Massachusetts rising each year (it has gone from 54,648 million in 2007 to 60,562 million in 2016) and the number of motor vehicle deaths expected to decline in the coming years, it is expected to see fatality/VMT continue to fall from 0.63 in 2016.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to decrease unrestrained passenger vehicle occupant fatalities 10% from the five-year average of 105 in 2015 to a five-year average of 95 by December 31, 2018.

- One-year change (2015 to 2016): 20% increase from 88 to 106
- Five-year average (2011-2015 to 2012-2016): -3% drop from 105 to 102
- Ten-year change (2007 to 2016): -28% drop from 148 to 106

decrease

decrease

The negative signs in addition to the words drop or decrease is confusing.

This performance target is in progress. Despite the uptick in unrestrained passenger fatalities from 2015 to 2016, the 3% decline in five-year average and -28% drop over the past ten years as well as the increase in belt usage from 67% to 74% during the same period all point to unrestrained passenger fatalities to continue decreasing in the coming years.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to decrease alcohol-impaired driving fatalities 5% from the five-year average of 124 in 2015 to a five-year average of 118 by December 31, 2018.

- One-year change (2015 to 2016): 9% increase from 109 to 119
- Five-year average (2011-2015 to 2012-2016): -1% drop from 126 to 125
- Ten-year change (2007 to 2016): Increase from 115 to 119

Progress is being made on this target as the five-year average dropped to 125 in 2016 and despite the 9% yearly increase from 2015 to 2016, the ten-year decline of 23% is a positive indicator that alcohol-impaired driving fatalities should continue to decline in the coming years.

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to decrease speed-related fatalities 5% from the five-year average of 100 in 2015 to a five-year average of 95 by December 31, 2018.

- One-year change (2015 to 2016): 14% increase from 92 to 105
- Five-year average (2011-2015 to 2012-2016): -3% drop from 100 to 97
- Ten-year change (2007 to 2016): -27% drop from 143 to 105

just shy or just above

This performance target is in progress as the five-year average dropped from 100 to 97, shy of the target five-year average of 95. Despite the recent increase in speed-related fatalities in 2016, the ten-year decline of 27% shows that, in the long-term, speed-related fatalities will likely decline further.

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to 'decrease motorcyclist fatalities 5% from the five-year average of 49 in 2015 to a five-year average of 46 by December 31, 2018.

- One-year change (2015 to 2016): -25% decline from 56 to 42
- Five-year average (2011-2015 to 2012-2016): 2% increase from 48 to 49
- Ten-year change (2007 to 2016): -32% decline from 62 to 42

This performance target is currently in progress, as the five-year average remains at 49, despite the 25% drop in fatalities from 2015 to 2016. If motorcycle fatalities continue to drop in 2017, the five-year average goal of 46 can be achieved.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to decrease unhelmeted motorcycle fatalities 20% form the five-year average of 5 in 2015 to a five-year average of 4 by December 31, 2018.

from

- One-year change (2015 to 2016): -71% drop from 7 to 2
- Five-year average (2011-2015 to 2012-2016): -20% drop from 5 to 4
- Ten-year change (2007 to 2016): -33% decline from 3 to 2

Although the five-year average for 2016 has attained the goal of four set in the 2018 HSP, this performance target remains in progress as the numbers for 2017 and 2018 are yet to be determined. Given the drop in the one-year, five-year, and ten-year measures above, it is highly likely this performance target will be met come December 31, 2018.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to decrease the number of young drivers (age 20 or under) involved in fatal crashes 10% from the five-year average of 38 in 2015 to a five-year average of 34 by December 31, 2018.

- One-year change (2015-2016): 35% increase from 34 to 46
- Five-year average (2011-2015 to 2012-2016): -3% drop from 39 to 38
- Ten-year change (2007 to 2016): -39% drop from 76 to 46

decline or decrease

This performance target is currently in progress, as the numbers from 2017 and 2018 remain to be seen, but the 3% decline in the five-year average from 2015 to 2016 is a positive step towards meeting the stated goal for December 31, 2018.

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to decrease pedestrian fatalities 5% from the five-year average of 77 in 2015 to a five-year average of 73 by December 31, 2018.

- One-year change (2015 to 2016): No change as the number of pedestrian fatalities held steady at 80
- Five-year average (2011-2015 to 2012-2016): 3% increase from 77 to 79
- Ten-year change (2007 to 2016): 21% rise from 66 to 72

increase

As evidenced by the increase in both the five-year and ten-year measures above, the performance target for pedestrian fatalities remains a work in progress. Despite the unfortunate rise in pedestrian fatalities over the years, Massachusetts is hopeful that increased funding for pedestrian safety-related grant programs will have a positive impact on the numbers for 2017 and 2018.

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to decrease bicyclist fatalities 10% from the five-year average of 9 in 2015 to a five-year average of 8 by December 31, 2018.

- One-year change (2015 to 2016): -17% drop from 12 to 10
- Five-year average (2011-2015 to 2012-2016): 11% increase from 9 to 10
- Ten-year change (2007 to 2016): -9% drop from 11 to 10

This performance target is in progress pending the number of bicyclist fatalities reported for 2017 and 2018. Given the recent one-year drop of 17% from 12 to 10 fatalities, Massachusetts is cautiously hopeful the performance target will be met come December 31, 2018.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to increase observed seat belt use rate 4% from the five-year average of 75 in 2015 to a five-year average of 79 by December 31, 2018.

- One-year change (2016 to 2017): 5% drop from 78 to 74
- Five-year average (2012-2016 to 2013-2017): 1% increase in belt usage from 75 to 76
- Ten-year change (2008 to 2017): 7% increase in belt usage from 67 to 74

This performance target is currently in progress. The increase in the five-year average as well as the 10% rise in belt usage since 2007 provide evidence of a positive trend towards a higher seat belt usage rate in 2018.

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	360.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	2,801.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	0.620
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	97.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	119.0
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	94.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	46.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	3.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	34.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	75.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	9.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	80.0
Number of distraction-affected fatal crashes	5 Year	2015	2019	27.0
Number of linked Massachusetts EMS/crash reports	Annual	2019	2019	75.0
Accuracy and completeness of the Registry of Motor Vehicles' Crash Data System	Annual	2019	2019	1,425.0
Number of ambulance services submitting NEMSIS Version 3 reports	Annual	2019	2019	3.0
Number of intersections with Fundamental Data Elements (FDEs)	Annual	2019	2019	5,400.0
Development of a new MassTRAC	Other	2019	2019	1.0

C-1) Number of traffic fatalities (FARS)

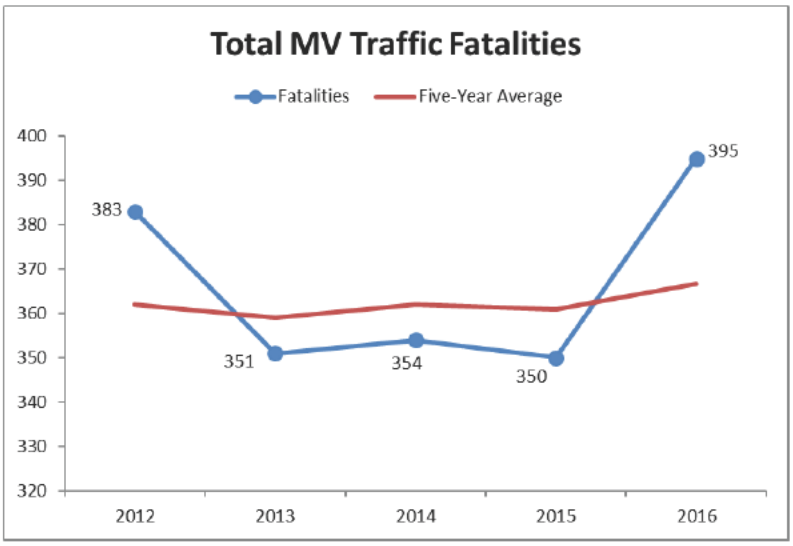
Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 360.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For the FFY 2019 HSP, EOPSS/OGR/HSD is projecting that the five-year average for traffic fatalities will drop 2% from 367 in 2016 to 360 by December 31, 2019. Historical data suggests that the 395 deaths reported in 2016 will be an outlier and that data from 2017 and 2018 should show a return to the norm. As the chart below shows, the 383 reported fatalities in 2012 was followed by three years with lower totals. At this time, RMV has reported very preliminary fatalities for 2017 with 350, which would validate the outlier designation for 2016. as?



EOPSS/OGR/HSD is also confident that the slate of planned activities for FFY 2019 will help to further reduce traffic fatalities as the integrated approach of enforcement, education and media outreach positively impacts occupant and non-occupant behaviors on the roadways of Massachusetts.

C-2) Number of serious injuries in traffic crashes (State crash data files)

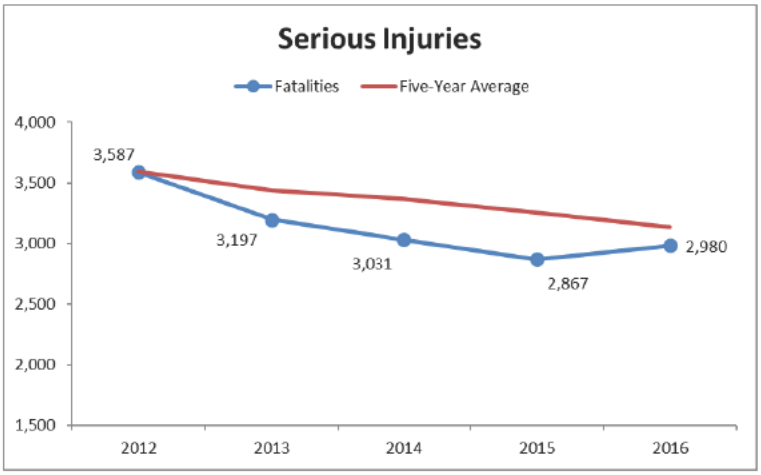
Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 2,801.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, EOPSS/OGR/HSD projects that the five-year average for serious injuries will decrease 10.6% from 3,132 in 2016 to 2,801 by December 31, 2019. Since 2012, serious injuries have been declining and 2016 may simply be an anomaly. The projection for 2019 is reasonable given the average decline in actual serious injuries has been about 4% per year since 2006.



EOPSS/OGR/HSD expects its FFY 2019 planned activities to have a positive impact on serious injuries with enforcement, education and media campaigns aimed at increasing safety awareness, especially wearing seat belts, distractions, impairment and maintaining reasonable speeds. Each person that wears a seat belt, drives attentively, soberly and under control increases his/her chances of surviving a crash with minimal or no injuries.

C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

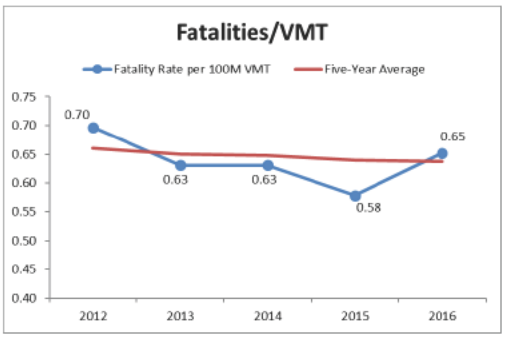
No

C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Numeric
Target Value: 0.620
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

%?

For FFY 2019, EOPSS/OGR/HSD projects the five-year average for fatalities/VMT will drop 2.65% from 0.64 in 2016 to 0.62 by December 31, 2019. In 2016, the number of fatalities reported (395) is, based on longitudinal data, expected to be an outlier, and in the next couple of years the number of fatalities will decrease. At the same time, VMT is expected to continue rising; since 2007 it has increase an average of 1.2% each year - and the combination of higher VMT and lower fatalities in the next 2-3 years will lead to lower fatality/VMT rates.



Preliminary fatality data for 2017 from RMV indicates the number of motor vehicle-related fatalities is 350. With the VMT expected to increase at least 1% in 2017, the fatalities/VMT rate will likely drop to 0.57, making progress towards the goal of a five-year average of 0.62 in 2019.

%? %?

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Is this a traffic records system performance measure?

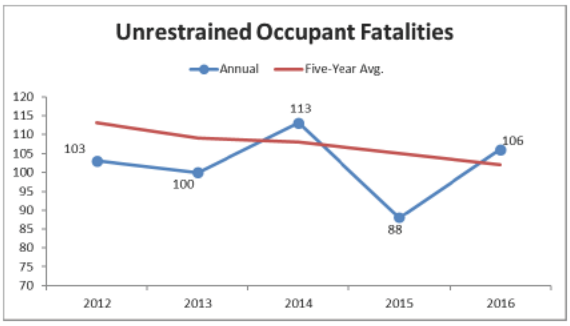
No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric
Target Value: 97.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, the performance target is to decrease the five-year average for unrestrained passenger vehicle fatalities 5% from 102 in 2016 to 97 in 2019.



As the chart above shows, the five-year average for unrestrained passenger vehicle fatalities continues its downward trend despite the fluctuations in the yearly fatalities reported. The trend line equation for the five-year results has an r-squared value of 0.9789, which means a projected outcome of 94.4 is highly likely in 2019. Given the recent 29% increase in fatalities from 2015 to 2016, as well as the drop in the seat belt usage rate from 78 to 74 in 2017, a more modest goal of 97 was chosen.

unit?

unit?

unit?

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

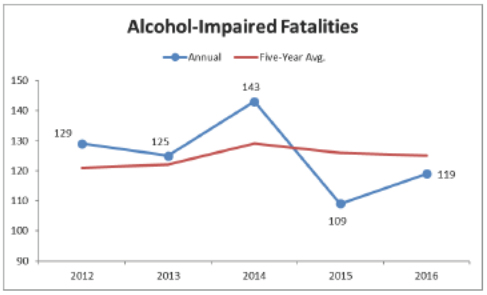
Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 119.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, the performance target is to decrease alcohol-impaired driving fatalities 5% from the five-year average of 126 in 2016 to 119 by December 31, 2019.



Alcohol-impaired fatalities have fluctuated over the past five years, ranging from a high of 143 to a low of 109. The R-squared value for yearly alcohol-impaired driving fatalities reflects these fluctuations, 0.3495. The R-squared value for five-year average is even lower, 0.2051. Both values provide evidence that future alcohol-impaired fatality projections are largely unpredictable. Based on the slight decline in five-year averages from 2015 to 2016 (-1%) and the 23% decline in annual alcohol-impaired fatalities since 2007, a conservative projection of a 5% drop in five-year values by 2019 is reasonable.

C-6) Number of speeding-related fatalities (FARS)

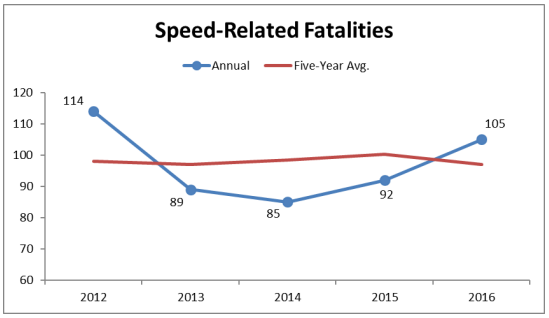
Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 94.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, the performance target is to decrease speed-related fatalities 3% from the five-year average of 97 in 2016 to 94 by December 31, 2019.



Despite the increase in annual speed-related fatalities between 2015 and 2016, the five-year average declined 3% during the same period (100 to 97). Furthermore, since 2007 the number of speed-related fatalities have dropped 27% from 143 to 105. Speeding/aggressive driving-related violations issued by state and local police have decreased 27% from 2012 to 2016 (366,037 to 268,114), which may be a factor in the increase in speed-related fatalities. Yet, the year in which speed-related fatalities were the highest (2012, 114 deaths), the number of violations issued was also the highest. So, the actual impact of the number of violations on speeding and aggressive driving behavior is unclear.

C-7) Number of motorcyclist fatalities (FARS)

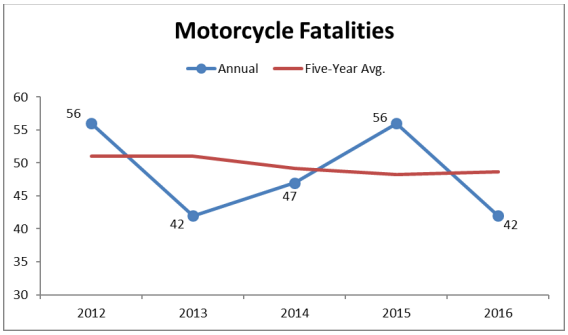
Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 46.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, the performance target is to decrease motorcyclist fatalities 5% from the five-year average of 49 in 2016 to 46 by December 31, 2019.



Motorcycle fatalities declined 25% from 2015 to 2016 and are down 32% in since 2007. Despite these positive trends, the five-year average increased 2% from 2015 to 2016. The R-squared value for five-year average, 0.8205, indicates a high likelihood that the projected outcome for 2019, a five-year average of 46, will occur. The R-squared value for annual motorcycle fatalities is 0.0984, a result of the fluctuations in numbers from year-to-year.

2019

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

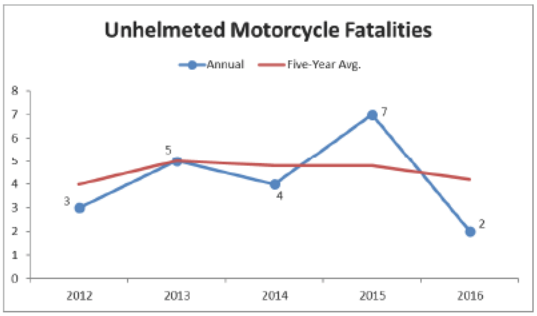
Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 3.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, the performance target is to decrease unhelmeted motorcycle fatalities 25% from the five-year average of 4 in 2016 to 3 by December 31, 2019.



Unhelmeted motorcycle fatalities declined 71% in 2016 from seven to two in 2015. The five-year average dropped 20% from five in 2015 to 4 in 2016 and since 2007, unhelmeted fatalities have decreased 39%. All three data points (one-year, five-year average, ten-year) show that unhelmeted motorcyclists fatalities are in a downward trend. Despite the overall decline in unhelmeted motorcycle fatalities, both R-squared values for annual and five-year average fatalities are zero and 0.0053 respectively. This means there is much unpredictability in the future projections of both annual and five-year average for unhelmeted motorcycle fatalities. Notwithstanding the poor R-squared values, outlook on unhelmeted motorcycle fatalities are, in general, positive and a 25% decline from the five-year average of 4 to 3 is reasonable. The large percentage change is due to the small values in the analysis, but the expectation is to see unhelmeted fatalities drop below four over the next few years.

four

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

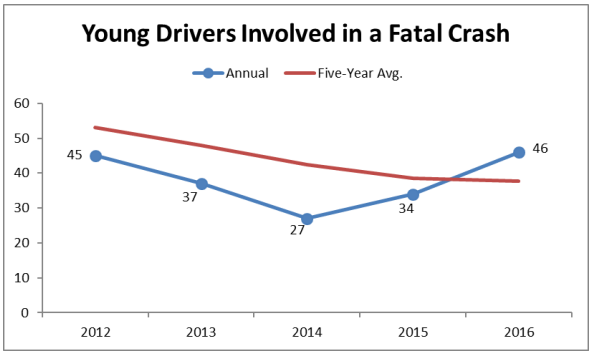
Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 34.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, the performance target is to decrease the number of young drivers (age 20 or under) involved in fatal crashes 5% from the five-year average of 38 in 2016 to 36 by December 31, 2019.



After hitting an all-time low of 27 in 2014, the number of drivers under 21 years of age in a fatal crash has increased 70% to 46 in 2016. While this is worrisome, the five-year average for 2012-2016 is 38. From 2007-2011, the five-year average was 59. Over the course of two five-year periods, the average number of drivers involved dropped 36%. Furthermore, the R-squared value for five-year average in the chart above was 0.9477 and projected a five-year average of 24 by the end of 2019. The R-squared value for annual numbers was 0.0053 meaning there is unpredictability ahead. Taking the recent uptick in driver involvement, a conservative projection of a 5% reduction in the five-year average from 2016 to 2019 is reasonable.

C-10) Number of pedestrian fatalities (FARS)

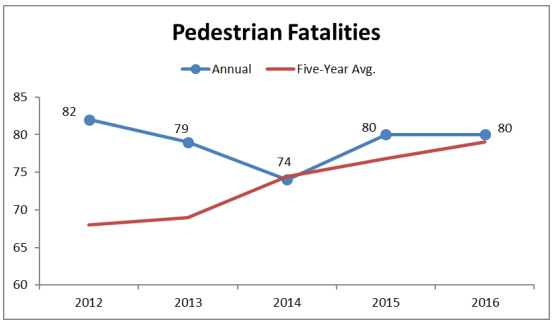
Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 75.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, the performance target is to decrease pedestrian fatalities 5% from the five-year average of 79 in 2016 to 75 by December 31, 2019.



In 2016, pedestrian fatalities remained unchanged at 80. The five-year average increased slightly from 77 in 2015 to 79. It was the sixth consecutive year in which the five-year average was higher than the previous year. To counter this rise in five-year average, EOPSS/OGR/HSD is increasing the funding pool for the FFY 2019 Pedestrian Safety Enforcement Grant in order to entice more local law enforcement agencies to apply. An increase in agencies participating will result in more enforcement patrols aimed at improving pedestrian safety, with increased focus on areas of high pedestrian fatalities over the past five years such as Boston and Springfield. This development is expected to help reduce pedestrian fatalities in the near future. The estimated five-year average for 2019 will be 75, a 5% drop from 79 in 2016, which is a very conservative, yet reasonable, estimate.

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

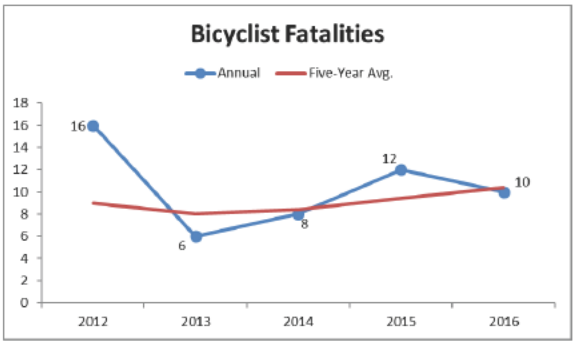
No

C-11) Number of bicyclists fatalities (FARS)-2019

Target Metric Type: Numeric
Target Value: 9.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019 HSP, the performance target is to decrease bicyclist fatalities 10% from the five-year average of 10 in 2016 to 9 by December 31, 2019.



Bicyclist fatalities declined 10% in 2016, down to 10 from 12 in 2015. The five-year average rose 11% from 9 to 10 in the same period. The recent unpredictability of bicyclist fatalities - from 16 in 2012 to 6 in 2013 to 12 in 2015 - has resulted in an R-squared value of 0.0608 associated with its trend line equation. As with pedestrian fatalities, the increased funding for the FFY 2019 Pedestrian and Bicyclist Enforcement grant will help lead to a reduction in bicyclist fatalities in the future.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

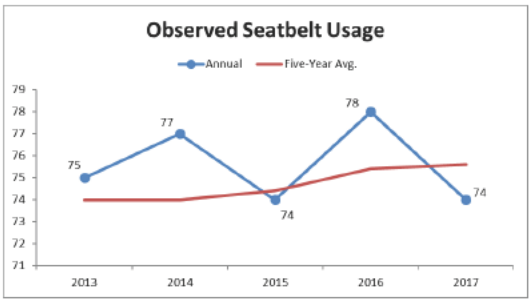
Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019
Target Metric Type: Percentage
Target Value: 80.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019 HSP, the performance target is to increase the observed seat belt usage rate 3% from the five-year average of 76 in 2017 to a five-year average of 78 by December 31, 2019.



The Massachusetts observed seat belt usage rates have been erratic, rising to 77 percent in 2014 and then sliding back to 74 percent the next year. A similar trend occurred again in 2016 with an increase to 78 percent, followed by a reduction in 2017 to 74 percent. For the 2018 Observational Seat Belt Survey, all observation locations (approximately 148) were reselected per federal guidelines, which requires location reselection every five years. The reselection methodology has been revised and updated by the federal government to ensure better representation of heavily traveled roadways as well as higher proportion of counties with the larger percentage of fatal crashes being included. The inconsistent nature of past survey results leads EOPSS/OGR/HSD to project a conservative increase of 3% in the five-year average from 76 in 2017 to 78 in 2019.

Number of distraction-affected fatal crashes

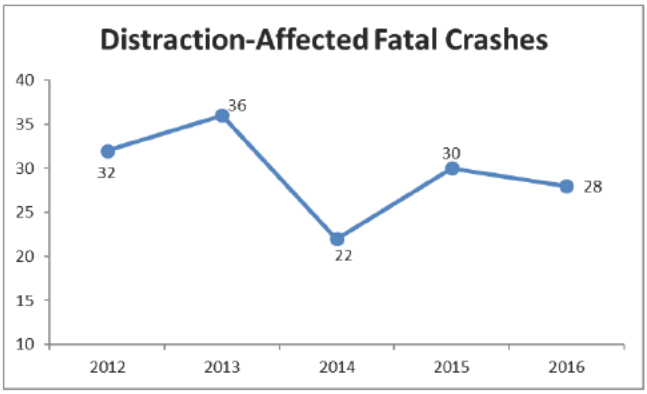
Is this a traffic records system performance measure?

No

Number of distraction-affected fatal crashes-2019
Target Metric Type: Numeric
Target Value: 27.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, the performance target is to decrease the five-year average of distraction-affected fatal crashes 10% from 30 in 2016 to 27 by December 31, 2019. Since 2012, distraction-affected crashes have accounted for 9% of all fatal crashes in Massachusetts - similar to the national average. The trendline equation for distraction-affected fatal crashes predicts a drop to a five-year average of 23 by December 31, 2019. Given the low R-squared value associated with the equation (near zero) and the up-and-down of the year to year fatal crashes, EOPSS/OGR/HSD feels 23 is a bit of a reach. Therefore, a more modest projection of 27 is expected by 2019.



EOPSS/OGR/HSD expects the distracted driving enforcements along with the new higher education and community-based traffic safety program will have an impact on driver behavior in the future, leading to a lower rate of distracted driving across the state.

Number of linked Massachusetts EMS/crash reports

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Integration
Core traffic records data system to be impacted:	Crash

Number of linked MA EMS/crash reports-2019
Target Metric Type: Percentage
Target Value: 75.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

font change

For FFY 2019, EOPSS/OGR/HSD seeks to improve the integration of the Commonwealth's traffic records systems by increasing the number of linked Massachusetts EMS/crash reports from 0% to 75% from January 1, 2018 to December 31, 2018. With linked EMS/crash reports, traffic safety stakeholders (hospitals, ambulance services, law enforcement, researchers) will get a fuller picture of the impact of a crash on occupants. As of spring 2018, the project subrecipient had run the first attempt at a linkage, using approximately 118,700 EMS patient records and 75,000 Crash Data System records with crashes where police reported EMS transport. The result of this initial effort was a 30% linkage match. The subrecipient is currently studying these results in order to design the next linkage attempt.

Accuracy and completeness of the Registry of Motor Vehicles' Crash Data System

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Accuracy
Core traffic records data system to be impacted:	Crash

Improve the accuracy and completeness of the Registry of Motor Vehicles' Crash Data System
Target Metric Type: Numeric
Target Value: 1,425.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, EOPSS/OGR/HSD aims to improve the accuracy and completeness of the Registry of Motor Vehicles' Crash Data System by decreasing the number of crash reports rejected for not meeting the minimum criteria to be accepted into the system from 1,487 between April 1, 2017 and March 31, 2018 to 1,425 or less between April 1, 2018 and March 31, 2019. This target builds off of the Interim Progress Report related to improvements in accuracy and completeness for the Massachusetts Registry of Motor Vehicles' Crash Data System that EOPSS/OGR/HSD submitted as part of its FFY 2019 Section 405c application. This target is connected to five projects submitted as part of EOPSS/OGR/HSD's FFY 2019 Section 405c application.

Number of ambulance services submitting NEMSIS Version 3 reports

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Completeness
Core traffic records data system to be impacted:	Emergency Medical Services/Injury Surveillance Systems

Number of ambulance services submitting reports-2019
Target Metric Type: Numeric
Target Value: 3.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, EOPSS/OGR/HSD seeks to improve the completeness of MATRIS by increasing the number of ambulance services submitting NEMSIS Version 3 reports to the system from 0 between April 1, 2017 and March 31, 2018 to 3 or more between April 1, 2018 and March 31, 2019. This target was developed in consultation with the Massachusetts Department of Public Health as part of its two Section-405c funded projects to improve its Massachusetts Ambulance Trip Record Information System – MATRIS. These two projects were submitted as part of EOPSS/OGR/HSD's FFY 2019 Section 405c application.

Number of intersections with Fundamental Data Elements (FDEs)

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Completeness
Core traffic records data system to be impacted:	Roadway

Number of intersections with FDEs
Target Metric Type: Numeric
Target Value: 5,400.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, EOPSS/OGR/HSD aims to improve the completeness of the Massachusetts statewide road inventory database by increasing the number of intersections with Fundamental Data Elements (FDEs) from 0 as of June 30, 2017 to 5,400 as of December 31, 2018. In spring 2018, the project subrecipient made initial progress on entering intersections into the online application for collecting this data, however, modifications to the tool need to be made. It is estimated approximately 300 intersections will have been entered by June 30, 2018.

Development of a new MassTRAC

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Accessibility
Core traffic records data system to be impacted:	Crash

New MassTRAC-2019
Target Metric Type:
Target Value: 1.0
Target Period: Other
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Develop a business plan for a new MassTRAC by September 30, 2018

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.	
Check the box if the statement is correct.	Yes
Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.	
A-1) Number of seat belt citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Seat belt citations	2784
A-2) Number of impaired driving arrests made during grant-funded enforcement activities	
Fiscal year	2017
Impaired driving arrests	261
A-3) Number of speeding citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Speeding citations	4991

5 Program areas

Program Area Hierarchy

1. Impaired Driving (Drug and Alcohol)
    - Underage Drinking Enforcement
    - SFST Training
        - MPTC - Impaired Driving Law Enforcement Specialized Training
            - FAST Act 405d Impaired Driving Low
    - Publicized Sobriety Checkpoints
        - MSP Sobriety Checkpoint & Saturation Patrols
            - FAST Act 405d Impaired Driving Low
    - Preliminary Breath Test (PBT) Devices
    - Integrated Enforcement
        - MSP Sustained Traffic Enforcement Program (STEP)
            - FAST Act 405d Impaired Driving Low
        - Local Sustained Traffic Enforcement Program (STEP)
            - FAST Act 405d Impaired Driving Low
    - Impaired Driving Program Assessment (NHTSA Facilitated)
        - Impaired Driving Assessment
            - FAST Act 405d Impaired Driving Low
    - Highway Safety Office Program Management
        - Program Management - Speed and Aggressive Driving
            - FAST Act NHTSA 402
        - Program Management - Pedestrian & Bicyclist Safety
            - FAST Act NHTSA 402
        - Program Management- Police Traffic Services
            - FAST Act NHTSA 402
    - High Visibility Saturation Patrols
    - High Visibility Enforcement
    - Enforcement of Drug-Impaired Driving
        - MPTC - Drug Evaluation and Classification Program (DEC)
            - FAST Act 405d Impaired Driving Low
        - MSP Drug Recognition Expert (DRE) Training
            - FAST Act 405d Impaired Driving Low
    - DWI Courts
        - Judicial Education Relating to Highway Safety Strategies
            - FAST Act 405d Impaired Driving Low
        - State Judicial Outreach Liaison (SJOL)
            - FAST Act 405d Impaired Driving Low
    - Drug Recognition Expert (DRE) Training
    - Communication Campaign
        - Impaired Driving Media
            - FAST Act 405d Impaired Driving Low
        - Stakeholders Conferences
            - FAST Act NHTSA 402
        - Higher Education Impaired Driving Media Program
            - FAST Act NHTSA 402
        - Community-Based Impaired Driving Grant Program
            - FAST Act 405d Impaired Driving Low
    - Breath Test Devices
        - MSP/Office of Alcohol Testing BTO Training
            - FAST Act 405d Impaired Driving Low
    - Alternative Transportation
        - Alternative Transportation Program
            - FAST Act 405d Impaired Driving Low
    - Alcohol Vendor Compliance Checks
        - ABCC - Underage Drinking Compliance Checks Program
            - FAST Act 405d Impaired Driving Low
        - ABCC - Enforcement Program to Prevent the Sale of Alcohol to Intoxicated Persons
            - FAST Act 405d Impaired Driving Low
2. Occupant Protection (Adult and Child Passenger Safety)
    - Sustained Enforcement
        - MSP Sustained Traffic Enforcement Program (STEP)
            - FAST Act NHTSA 402
        - Local Police Sustained Traffic Enforcement Program (STEP)
            - FAST Act NHTSA 402
    - Short-term, High Visibility Seat Belt Law Enforcement
        - MSP Occupant Protection CIOT Enforcement Campaign
            - FAST Act NHTSA 402
        - Local Police Occupant Protection Enforcement Campaign

        - FAST Act 405b OP Low
    - Short High-Visibility Child Restraint Law Enforcement
    - School Programs
        - MSP Young Drivers Education Program
            - FAST Act NHTSA 402
    - Communication Campaign
        - Occupant Protection Media
            - FAST Act NHTSA 402
        - Child Passenger Safety (CPS) Statewide Information Line
            - FAST Act NHTSA 402
        - Statewide Seat Belt Observation Survey
            - FAST Act 405b OP Low
        - "Buckle Up" Road Signage
            - FAST Act NHTSA 402
        - Higher Education Occupant Protection Media Program
            - FAST Act NHTSA 402
        - Community-Based Occupant Protection Grant Program
            - FAST Act NHTSA 402
    - Child Restraint System Inspection Station(s)
        - MSP Child Passenger Safety Car Seat Checkpoints
            - FAST Act NHTSA 402
        - Child Passenger Safety Equipment Grant Program
            - FAST Act NHTSA 402
        - Child Passenger Safety Administration and Training
            - FAST Act 405b OP Low

3. Motorcycle Safety
    - Motorcycle Rider Training
        - Motorcycle Safety Program Enhancements
            - FAST Act 405f Motorcycle Programs
    - Highway Safety Office Program Management
        - Program Management - Occupant Protection
            - FAST Act NHTSA 402
    - Communication Campaign
        - Motorcycle Safety Media
            - FAST Act NHTSA 402

4. Non-motorized (Pedestrians and Bicyclist)
    - Pedestrian Safety Zones
        - Local Police Pedestrian and Bicyclist Enforcement and Equipment Program
            - FAST Act 405h Nonmotorized Safety
    - Highway Safety Office Program Management
        - Program Management - Distracted Driving
            - FAST Act NHTSA 402
    - Conspicuity Enhancement
        - Community-Based Pedestrian and Bicyclist Safety Grant Program
            - FAST Act NHTSA 402
    - Communication Campaign
        - Pedestrian and Bicyclist Safety Media
            - FAST Act NHTSA 402

5. Traffic Records
    - Improves timeliness of a core highway safety database
    - Improves integration between one or more core highway safety databases
        - Motor Vehicle Automated Citation and Crash System (MACCS)
            - FAST Act 1906 Prohibit Racial Profiling
            - FAST Act NHTSA 402
            - FAST Act 405c Data Program
            - FAST Act 1906 Prohibit Racial Profiling
        - Investigation of Improved Linkage Strategy towards the Development of a Central and Uniform Crash Analysis Database
            - FAST Act 405c Data Program
    - Improves completeness of a core highway safety database
        - Fatality Analysis Reporting System (FARS)
            - Other
        - Traffic Records Projects
            - FAST Act 405c Data Program
        - Test Template for Collecting Model Inventory Road Element (MIRE) Fundamental Data Elements (FDEs) for Intersections
            - FAST Act 405c Data Program
    - Improves accuracy of a core highway safety database
        - Data Quality Review of Crash Reports Accepted with Warning and Technical Assistance to Police Departments to Improve Completeness and Reduce Errors
            - FAST Act 405c Data Program
        - Tools for Improving Crash Report Reviews
            - FAST Act 405c Data Program
        - Boston Cyclist, Pedestrian and Vehicular Incident Information System Enhancement
            - FAST Act 405c Data Program

- Improves accessibility of a core highway safety database
    - MassTRAC
        - FAST Act 405c Data Program
        - FAST Act NHTSA 402
- Highway Safety Office Program Management
    - Americans with Disabilities Act (ADA) Compliance
        - FAST Act NHTSA 402
    - Program Management- Traffic Records
        - FAST Act NHTSA 402

6. Distracted Driving
    - Highway Safety Office Program Management
    - High Visibility Cellphone/Text Messaging Enforcement
        - MSP Distracted Driving Enforcement
            - FAST Act NHTSA 402
        - Local Police Distracted Driving Enforcement
            - FAST Act NHTSA 402
    - Communication Campaign
        - Speed Media
            - FAST Act NHTSA 402
        - Distracted Driving Media
            - FAST Act NHTSA 402
        - Higher Education Distracted Driving Media Program
            - FAST Act NHTSA 402
        - Community-Based Distracted Driving Grant Program
            - FAST Act NHTSA 402
7. Speed Management
    - Sustained Enforcement
        - MSP Speed Enforcement
            - FAST Act NHTSA 402
    - Highway Safety Office Program Management
        - Administration of Statewide Traffic Safety Program
            - FAST Act NHTSA 402
    - Communication Campaign
8. Police Traffic Services
    - Police Training Supporting Enforcement
        - Municipal Police Training
            - FAST Act NHTSA 402
        - Law Enforcement Liaison (LEL)
            - FAST Act NHTSA 402
        - MSP Traffic Data Analyst
            - FAST Act NHTSA 402
    - DWI Courts
        - Judicial Education Relating to Highway Safety Strategies
            - FAST Act 405d Impaired Driving Low
        - State Judicial Outreach Liaison (SJOL)
            - FAST Act 405d Impaired Driving Low
    - Court Monitoring
        - MDAA/TSRP
            - FAST Act 405d Impaired Driving Low
            - FAST Act NHTSA 402
9. Planning & Administration
    - (none)
        - Administration of Statewide Traffic Safety Program
            - FAST Act NHTSA 402
        - Americans with Disabilities Act (ADA) Compliance
            - FAST Act NHTSA 402

5.1 Program Area: Impaired Driving (Drug and Alcohol)

Program area type	Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Preventing impaired driving deaths has always been a top priority for Massachusetts. In recent years, EOPSS/OGR/HSD has funded projects such as Drive Sober or Get Pulled Over mobilizations with state and local police, Educational Outreach to Young Drivers (aimed at high school students); MSP Drug Recognition Expert (DRE) training; Sobriety Checkpoints; Standardized Field Sobriety Test training and; the Sustained Traffic Enforcement Program (STEP), all in an effort to reduce impaired driving crashes across the Commonwealth. remove semi-colons

In 2016, the number of alcohol-impaired fatalities (involving driving with BAC 0.08 or higher) increased to 119 from 109 in 2015 - a rise of 9%. Despite the recent uptick, since 2007 alcohol-impaired fatalities have declined 23%. In 2016, alcohol-impairment accounted for 31% of all fatalities - down from 32% in 2015.

Persons Killed by County (Highest BAC in Crash = .08+)

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total	% of Total
Barnstable	13	5	5	7	6	9	6	6	3	6	66	5.4%
Berkshire	1	6	7	4	5	6	3	1	5	2	40	3.3%
Bristol	23	15	12	16	19	19	16	17	15	19	171	14.0%
Essex	19	9	11	12	18	13	11	10	5	10	118	9.6%
Franklin	1	0	0	1	1	1	3	0	2	3	12	1.0%
Hampden	15	10	16	11	9	12	12	17	8	16	126	10.3%
Hampshire	4	3	5	2	1	3	2	4	2	0	26	2.1%
Middlesex	22	14	16	13	21	13	12	11	15	12	149	12.2%
Norfolk	6	11	14	11	7	13	12	18	11	12	115	9.4%
Plymouth	18	19	5	8	12	14	17	21	9	14	137	11.2%
Suffolk	12	6	7	5	8	10	11	11	5	8	83	6.8%
Worcester	20	22	8	24	21	16	18	16	16	20	181	14.8%
	154	**120**	**106**	**114**	**128**	**129**	**123**	**132**	**96**	**122**	**1224**	

Worcester and Bristol counties had the highest number of alcohol-impaired fatalities from 2007 to 2016. These two counties account for nearly 30% of all alcohol-impaired fatalities. While Worcester and Bristol counties are a priority area of focus for EOPSS/OGR/HSD grant programs, other counties have seen their alcohol-impaired fatalities rise over the past five years. Norfolk County went up 25% from 2012 to 2016, (66) compared to 2007-2011 (49). Plymouth County increased 21% and Suffolk County rose 18%. In contrast, Essex and Middlesex counties saw alcohol-impaired fatalities drop over 27% from 2007-2011 to 2012-2016.

Since 2010, there have been 731 reported fatal crashes in Massachusetts with driver alcohol involvement. Boston leads all communities with 47 driver alcohol-involved crashes over the past seven years, followed by Worcester (21) and Springfield (19). This is hardly surprising given these are the three largest communities in Massachusetts. However, as a percentage of all motor vehicle-related fatalities, Norwood tops the pack with 67% of all fatalities attributed to driver alcohol involvement. Mansfield and Swansea, two Bristol County communities, are second and third with 63% and 59%, respectively.

City	Total Fatalities (2010-2016)	Alcohol Involved Fatalities	% Alcohol Involved Fatalities of Total Fatalities

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BOSTON	160	47	29.4%
WORCESTER	67	21	31.3%
SPRINGFIELD	61	19	31.1%
BROCKTON	47	16	34.0%
NORWOOD	18	12	66.7%
WESTPORT	25	11	44.0%
DARTMOUTH	26	10	38.5%
FALL RIVER	36	10	27.8%
MANSFIELD	16	10	62.5%
QUINCY	30	10	33.3%
SWANSEA	17	10	58.8%

Five of the eleven towns (Westport, Dartmouth, Fall River, Mansfield, and Swansea) listed above for highest driver alcohol involvement in a crash are in Bristol County, which is one of the top two counties for fatal crashes involving drivers with BAC 0.08 or higher. In fact, eight of the 11 towns listed in the chart above are located in counties in southeastern Massachusetts (Bristol, Norfolk, and Plymouth). EOPSS/OGR/HSD will be making a concerted effort at outreach to communities within these three counties to increase participation in FFY 2019 grant funded activities aimed at lowering impaired driving.

Alcohol-involved fatal crashes occurred more often on Saturday and Sunday (47% of all crashes) and most often in the month of July (14% of all crashes). Alcohol-involved crashes tended to occur with more frequency in the second half of the year (July thru December) compared with the first six months. Crashes during the first six months accounted for 41%; whereas, July thru December represented 59% of all crashes.

through

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Alcohol-Involvement in Fatal Crashes by Day-of-Week

	2012	2013	2014	2015	2016	Total	
Sunday	24	24	26	13	20	107	22.4%
Monday	10	8	10	8	8	44	9.2%
Tuesday	12	11	7	9	9	48	10.1%
Wednesday	7	6	11	1	13	38	8.0%
Thursday	14	7	6	14	12	53	11.1%
Friday	11	15	14	17	15	72	15.1%
Saturday	22	25	27	15	26	115	24.1%
	100	**96**	**101**	77	**103**	**477**	

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Alcohol-Involvement in Fatal Crashes by Month							
	2012	2013	2014	2015	2016	Total	
January	7	0	6	9	5	27	5.7%
February	8	8	4	1	6	27	5.7%
March	6	8	5	3	5	27	5.7%
April	11	6	4	8	8	37	7.8%
May	4	4	13	10	12	43	9.0%
June	6	5	10	5	9	35	7.3%
July	13	14	12	17	9	65	13.6%
August	8	9	8	4	10	39	8.2%
September	10	11	7	5	10	43	9.0%
October	7	10	10	4	10	41	8.6%
November	13	15	12	8	9	57	11.9%
December	7	6	10	3	10	36	7.5%
	100	96	101	77	103	477	

EOPSS/OGR/HSD will have two impaired driving mobilizations take place during the year - Drive Sober or Get Pulled Over in August and December. Subrecipient towns that participate in traffic enforcement mobilizations have the flexibility, based on local data, to do enforcement patrols during other periods of 'high impaired driving' activity.

While weekends are the top days for driver alcohol-involved fatal crashes, time of day is also a key component for identifying 'when' enforcement patrols should take place. Of the 477 crashes reported from 2012 to 2016, 68% took place between 6:00 pm and 3:00 am. The time between midnight and 2:59 am accounted for 44% (142) of the crashes. Early morning hours on Friday, Saturday and Sunday were the top day/time combination.

As in previous years, EOPSS/OGR/HSD will relay critical data trends to subrecipients, such as having a higher focus heightened on enforcement during the weekend, in order to decrease the incidence of impaired driving.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	119.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Underage Drinking Enforcement
2019	SFST Training
2019	Publicized Sobriety Checkpoints
2019	Preliminary Breath Test (PBT) Devices
2019	Integrated Enforcement
2019	Impaired Driving Program Assessment (NHTSA Facilitated)
2019	Highway Safety Office Program Management
2019	High Visibility Saturation Patrols
2019	High Visibility Enforcement
2019	Enforcement of Drug-Impaired Driving
2019	DWI Courts
2019	Drug Recognition Expert (DRE) Training
2019	Communication Campaign
2019	Breath Test Devices
2019	Alternative Transportation
2019	Alcohol Vendor Compliance Checks

5.1.1 Countermeasure Strategy: Underage Drinking Enforcement

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Underage Drinking Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk

populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

In 2016, 11% of alcohol-involved fatal crashes had a driver under 21 years of age, up from 9% in 2015. To counter this increase, EOPSS/OGR/HSD has three planned activities that will, as part of its objectives, look to reduce the number of impaired underage drivers on the roads. The DSOGPO mobilzations (Impaired Driving Enforcement), MSP sobriety checkpoints and ABCC's underage compliance checks programs will all have as one of its priorities to look out for underaged drivers that may be under the influence of alcohol.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The three planned activities along with an effective impaired driving media campaign will help EOPSS/OGR/HSD meets its state goal for impaired driving fatalities by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The countermeasure was selected as it best describes the objectives of the planned activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-11	ABCC - Underage Drinking Compliance Checks Program	Alcohol Vendor Compliance Checks
AL-19-03	MSP Sobriety Checkpoint & Saturation Patrols	Publicized Sobriety Checkpoints
AL-19-02	Local Police Impaired Driving Enforcement	Alcohol Impairment: Detection, Enforcement and Sanctions

5.1.2 Countermeasure Strategy: SFST training for Law Enforcement Officers

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	SFST training for Law Enforcement Officers

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Standardized Field Sobriety Testing (SFST) classes help law enforcement better detect impaired drivers during sobriety checkpoints, traffic stops and at the scene of motor vehicle crashes. Increased awareness of driver impairment by officers will lead to safer roads as drivers are arrested and eventually have their license suspended for anywhere from one year to lifetime. a / their

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Through the Massachusetts Police Training Committee (MPTC), SFST classes will be offered at various locations across the state throughout FFY 2019. With an emphasis on attracting more officers from counties with high alcohol-involved crashes, MPTC will offer multiple classes in or near Bristol, Plymouth and Worcester counties. As more officers are trained in SFST, along with those who receive DRE certification, more impaired drivers will be removed from the roads, therefore helping Massachusetts meet its performance target by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because it best describes the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-09	MPTC - Impaired Driving Law Enforcement Specialized Training	SFST Training

5.1.2.1 Planned Activity: MPTC - Impaired Driving Law Enforcement Specialized Training

Planned activity name	MPTC - Impaired Driving Law Enforcement Specialized Training
Planned activity number	AL-19-09
Primary countermeasure strategy	SFST Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds to the Massachusetts Police Training Committee (MPTC) to conduct up to 22 trainings throughout the year focused on Standardized Field Sobriety Testing (SFST). Classes will include SFST Instructor, SFST Refresher, and three-day SFST course. This training will help law enforcement better detect impaired drivers during OUI checkpoints, traffic stops, and at the scene of motor vehicle crashes. Increased awareness of driver impairment by officers will lead to safer roads. Funding will also be used to support a part-time SFST Coordinator who will be responsible for implementing and maintaining the SFST training program statewide. Training will take place at various police departments across the Commonwealth.

Enter intended subrecipients.

Municipal Police Training Committee (MPTC)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	SFST Training
2019	Preliminary Breath Test (PBT) Devices
2019	Enforcement of Drug-Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	$140,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.3 Countermeasure Strategy: Publicized Sobriety Checkpoints

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Publicized Sobriety Checkpoints

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

By publicizing sobriety checkpoints, drivers are made aware beforehand of upcoming activity by law enforcement in an attempt to warn of the potential dangers (arrest, jail, fines) of drinking and driving. In FFY 2019, Mass State Police will utilize sobriety checkpoints regularly in various locations across the state. EOPSS/OGR/HSD will promote each sobriety checkpoint through press releases and on the Mass.gov portal, while State Police will do the same in an effort to alert as many drivers as possible. An effort will be made by State Police to conduct sobriety checkpoints during peak impaired driving periods such as nights and early morning hours during Thursday, Friday and Saturdays and around popular drinking times - New Year's Eve, Fourth of July, Labor Day, etc.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Using sobriety checkpoints regularly while conducting three or four statewide enforcement mobilizations (CIOT, DSOGPO, DD) during FFY 2019, along with supporting media campaigns, will undoubtedly reduce the desire of drivers to engage in harmful behaviors like impaired driving. In lowering the likelihood of drunk driving, Massachusetts will be on line to meet the impaired driving fatality performance target by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was select as it best described the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-03	MSP Sobriety Checkpoint & Saturation Patrols	Publicized Sobriety Checkpoints

5.1.3.1 Planned Activity: MSP Sobriety Checkpoint & Saturation Patrols

Planned activity name	MSP Sobriety Checkpoint & Saturation Patrols
Planned activity number	AL-19-03

Primary countermeasure strategy	Publicized Sobriety Checkpoints

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds for overtime for approximately 110 sobriety checkpoints and saturation patrols for the Massachusetts State Police (MSP) with support from the two Blood Alcohol Testing (BAT) mobile units whenever operationally possible. This planned activity will take place throughout the year in locations across Massachusetts chosen by ongoing data analysis. The goals will be to deter motorists from driving while impaired and to apprehend impaired motorists.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Underage Drinking Enforcement
2019	Supporting Enforcement
2019	Publicized Sobriety Checkpoints
2019	Preliminary Breath Test (PBT) Devices
2019	High Visibility Saturation Patrols

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Low HVE	$1,400,000.00	$1,400,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.4 Countermeasure Strategy: Preliminary Breath Test (PBT) Devices

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Preliminary Breath Test (PBT) Devices

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

A preliminary breath test (PBT) device is a small hand-held alcohol sensor used by law enforcement to estimate a driver's blood alcohol level to establish evidence for a DWI arrest. There are several PBTs on the market that are quite accurate and generally reliable. This device is typically used as a pre-arrest screening technique, along with Standardized Field Sobriety Tests (SFST), to help an officer determine probable cause for a DWI arrest. It is normally the final field sobriety test conducted by law enforcement.

By funding the purchase of more PBTs for distribution to State and local police officers, it will provide another tool for law enforcement to use when dealing with possible impaired drivers. Although PBT results are currently inadmissible in Massachusetts courts (law does not recognize validity of results), officers can utilize the device to help in situations where the driver is injured and cannot perform the normal SFST as well as enforce "zero tolerance" for drivers under 21 years of age.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In an effort to reduce the number of impaired driving fatalities in Massachusetts, EOPSS/OGR/HSD sees the purchase of PBTs as another tool for law enforcement in Massachusetts to weed out drivers who have been drinking and driving. While DUI arrests do occur during sobriety checkpoints conducted by State Police and in the course of grant-funded enforcement patrols by local police departments, a large majority of DUI arrests take place during regular patrols. Having more PBTs available to police officers across Massachusetts will lead to more impaired drivers being removed from the roads.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because it best described the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-09	MPTC - Impaired Driving Law Enforcement Specialized Training	SFST Training
AL-19-03	MSP Sobriety Checkpoint & Saturation Patrols	Publicized Sobriety Checkpoints
AL-19-07	MSP/Office of Alcohol Testing BTO Training	Breath Test Devices
AL-19-05	MSP Sustained Traffic Enforcement Program (STEP)	Integrated Enforcement
AL-19-02	Local Police Impaired Driving Enforcement	Alcohol Impairment: Detection, Enforcement and Sanctions
AL-19-04	Local Sustained Traffic Enforcement Program (STEP)	Integrated Enforcement

5.1.5 Countermeasure Strategy: Integrated Enforcement

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Integrated Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network

of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Impaired drivers are detected and arrested through regular traffic enforcement and crash investigations as well as through special impaired driving checkpoints and saturation patrols. A third possibility is to integrate impaired driving enforcement into special enforcement activities focused on other offenses, such as speeding or lack of seat belt usage, especially since impaired drivers tend to have a higher rate of involvement in speed-related crash and are more likely not to wear a seat belt while driving. In Massachusetts, the Sustained Traffic Enforcement Program (STEP) provides selected communities with the funding to take this integrated enforcement approach to traffic safety. Not only do law enforcement departments patrol for impaired drivers but also for those speeding or driving aggressively, those not wearing a seat belt or have a young child not buckled into a safety restraint seat, and those failing to keep their eyes on the road because of a distraction, especially using or looking at a cell phone. The funding for STEP participants, both local and State Police, allows for increased enforcement throughout the year instead of simply during mobilization periods.

those who have

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The implementation of STEP has allowed EOPSS/OGR/HSD to tackle myriad traffic safety issues - speeding, impaired driving, unrestrained fatalities, distracted driving - in one fell swoop through funding of communities with high fatality rates. Boston, Springfield, and Worcester, which are the top three cities for motor vehicle fatalities over the last five years, are among the participants in STEP since the pilot program kicked off in 2013.

By covering many aspects of traffic safety, the performance targets laid out in the FFY 2019 HSP will hopefully be met come December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Studies have shown the integrated enforcement approach, combined with a highly visible media campaign, has led to reduced speed-related crashes involving alcohol impairment. This countermeasure was selected because it best represents the objectives in the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-05	MSP Sustained Traffic Enforcement Program (STEP)	Integrated Enforcement
AL-19-04	Local Sustained Traffic Enforcement Program (STEP)	Integrated Enforcement

5.1.5.1 Planned Activity: MSP Sustained Traffic Enforcement Program (STEP)

Planned activity name	MSP Sustained Traffic Enforcement Program (STEP)
Planned activity number	AL-19-05
Primary countermeasure strategy	Integrated Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In support of impaired driving laws,this task will provide funds to the Massachusetts State Police (MSP) to deploy sustained and selective "zero tolerance" traffic enforcement overtime patrols on the day/time/location identified by each respective State Police troop. This activity will be conducted to augment local police department efforts within the same general location as outlined in support of the local STEP activities. MSP STEP enforcement patrols will provide maximum visibility for deterrent purposes and saturate target areas, taking immediate and appropriate action on all motor vehicle violations, with particular focus on impaired driving.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Preliminary Breath Test (PBT) Devices
2019	Integrated Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low HVE	$250,000.00	$250,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.5.2 Planned Activity: Local Sustained Traffic Enforcement Program (STEP)

Planned activity name	Local Sustained Traffic Enforcement Program (STEP)
Planned activity number	AL-19-04
Primary countermeasure strategy	Integrated Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Local sustained enforcement of impaired driving laws will be conducted in selected communities. By using detailed data from MassTRAC, RMV, and FARS, hot-spot communities will be identified as having the highest percentage of crashes in the Commonwealth with fatal or non-fatal injuries. Previous hot spots were Barnstable, Boston, Brockton, Cambridge, Chicopee, Fall River, Framingham, Holyoke, Lowell, Lynn, New Bedford, Quincy, Springfield, Taunton, Westfield and Worcester. The communities selected to participate for FFY 2019 may be adjusted. Local police departments in the selected areas will receive overtime funding to crack down on impaired driving and other traffic safety focus areas. A portion of the funding may be used for data entry and/or traffic data analysis.

Enter intended subrecipients.

Local police departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Preliminary Breath Test (PBT) Devices
2019	Integrated Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low HVE	$677,500.00	$605,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.6 Countermeasure Strategy: Impaired Driving Program Assessment (NHTSA Facilitated)

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Impaired Driving Program Assessment (NHTSA Facilitated)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

EOPSS/OGR/HSD has asked NHTSA Region I to conduct an impaired driving program assessment during FFY 2019. The assessment will help uncover possible deficiencies in EOPSS/OGR/HSD's impaired driving approach, organization and fund management. Finding areas of improvement will help EOPSS/OGR/HSD better serve the Commonwealth in their future impaired driving efforts.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Improved impaired driving program management will lead to better implementation and oversight of planned activities associated with decreased impaired and drugged driving. This improvement should help Massachusetts meet its stated goal for alcohol-impaired fatalities by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best represented the objectives of the associated planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-18	Impaired Driving Assessment	Impaired Driving Program Assessment (NHTSA Facilitated)

5.1.6.1 Planned Activity: Impaired Driving Assessment

Planned activity name	Impaired Driving Assessment
Planned activity number	AL-19-18
Primary countermeasure strategy	Impaired Driving Program Assessment (NHTSA Facilitated)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The EOPSS/OGR/HSD will call on NHTSA to conduct a review of the Impaired Driving Program in Massachusetts to identify gaps, needs, and strengths in order to improve strategies and programming. NHTSA recommends that each State, in cooperation with its political subdivisions and tribal governments, and other parties as appropriate, should develop and implement a comprehensive highway safety program, reflective of state demographics, to achieve a significant reduction in traffic crashes, fatalities, and injuries on public roads.

Enter intended subrecipients.

Funding will be used as needed for contractor support.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Program Assessment (NHTSA Facilitated)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$30,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.7 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funding needed for program managers and support staff to oversee impaired driving planned activities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Without funding, proper oversight of planned activities cannot take place. Lack of oversight could lead to more impaired driving fatalities on the roadways.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This is the best option to describe the objectives of the linked planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.1.7.1 Planned Activity: Program Management - Speed and Aggressive Driving

Planned activity name	Program Management - Speed and Aggressive Driving
Planned activity number	SC-19-03
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide sufficient staff to manage programming described in plan as well as cover in- and out-of-state travel, professional development expenses, conference fees, postage, and office supplies.

Enter intended subrecipients.

Funds will support SHSO program staff and will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Speed Management (FAST)	$40,000.00	$40,000.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.7.2 Planned Activity: Program Management - Pedestrian & Bicyclist Safety

Planned activity name	Program Management - Pedestrian & Bicyclist Safety

Planned activity number	PS-19-04
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide sufficient staff to manage programming described in the FFY 2019 HSP, and cover in- and out-of-state travel, professional development expenses, conference fees, postage, and office supplies.

Enter intended subrecipients.

Funds will support program staff and will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$100,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.7.3 Planned Activity: Program Management- Police Traffic Services

Planned activity name	Program Management- Police Traffic Services
Planned activity number	PT-19-08
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide sufficient staff to manage programming described in the FFY 2019 HSP, and cover in- and out-of-state travel, professional development expenses, conference fees, postage and office supplies.

Enter intended subrecipients.

Funds will be used to support SHSO program staff and will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$125,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.8 Countermeasure Strategy: High Visibility Saturation Patrols

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	High Visibility Saturation Patrols

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

A saturation patrol consists of a large number of law enforcement officers patrolling a specific area looking for possible impaired drivers. These saturation programs are typically publicized to deter drivers from getting behind the wheel after drinking by making it known there is a perceived risk of arrest. For FFY 2019, Mass State police will be conducting numerous high visibility saturation patrols - which have been extremely successful in previous years - in an effort to remove drivers who are impaired off the road as well as warn of the legal, financial and social costs associated with a DWI arrest.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

When saturation patrols are run during the same month as DSOGPO enforcement mobilizations are conducted (August and December), the number of alcohol-involved fatal crashes are significantly lower than the previous month. From 2012-2016, July and November accounted for 14% and 12%, respectively, of all alcohol-involved fatal crashes occurring during that period. In contrast, the following month of August and December accounted for 8% and 7%, respectively. Furthermore, saturation patrols - when done regularly throughout the year - will impact driver behavior as the continuous existence, rather than only being a specific time frame like DSOGPO, will be a constant reminder of the dangers inherent in drinking and driving.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best represents the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-03	MSP Sobriety Checkpoint & Saturation Patrols	Publicized Sobriety Checkpoints

5.1.9 Countermeasure Strategy: High Visibility Enforcement

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	High Visibility Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network

of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

State police and local law enforcement departments will participate in two DSOGPO mobilization (both occurring during the national DSOGPO periods in August and December) aimed at enforcing impaired and drugged driving laws. The enforcement patrols conducted by state and local police will focus on pulling over impaired drivers as well as sending a message to local communities that impaired driving will not be tolerated. At this time, the subrecipients (local police departments) have yet to be determined,but in past years,upwards to 175 departments across the state have participated. of

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

While the five-year average of alcohol impaired fatalities have declined from 2007-2011 to 2012-2016, dropping from 372 to 364, the year-to-year numbers went up between 2015 and 2016 - up 27% from 96 to 122. The two mobilizations planned for DSOGPO will help increase awareness among drivers across the state as to the dangers of driving drunk, drugged or both. Coupled with an intensive media campaign during the mobilization periods, the combination will hopefully lead to a lower number of alcohol impaired fatalities in 2017.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The countermeasure was chosen for this planned activity (Local Police Impaired Driving Enforcement) as it was the best representative of the activity's objective.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-02	Local Police Impaired Driving Enforcement	Alcohol Impairment: Detection, Enforcement and Sanctions

5.1.10 Countermeasure Strategy: Enforcement of Drug-Impaired Driving

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Enforcement of Drug-Impaired Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impairing effects of alcohol and the dangers of drinking and driving are well-documented. By contrast, there is very little research available examining the potential dangers of drugged driving. Some of the challenges involved in determining a drug's effect on driving include: the constantly changing list of drugs, illegal and legal, that can impair driving; the ambiguous relationship between blood levels of drugs and driving impairment; and the intrusive nature of measuring drug level compared to the mostly reliable breath tests for alcohol. To counter the unknown surrounding drugged driving, EOPSS/OGR/HSD has three planned activities aimed at increasing awareness as well as expertise among law enforcement when it comes to dealing with a possible drugged driver. The three activities - MSP DRE Training, MPTC Impaired Driving Training, and MPTC DEC Training - involve classroom and hands-on training for Massachusetts state and local police officers on various aspects of drug impaired driving. By completing these offered training courses, Massachusetts law enforcement will be better prepared to enforce the laws regarding drugged driving.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Since 2012, there have been, on average, 1,580 DWI Drugs violations issued and 20 DWI Drugs arrests. With the approval by voters in November 2018 to make marijuana legal for purchase in the state, there is a high likelihood the number of DWI Drugs violations and arrests will increase in the coming years. To counter this, the planned activities associated with this countermeasure will help increase the number of police officers with expertise in the area of drug detection when dealing with a possible drunk or drugged driver.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

At this time, there are relatively few proven countermeasures available to address drugged driving. Despite this, increasing the number of police officers with training in drug recognition, advanced roadside impaired driving enforcement (ARIDE), and other aspects of drug usage and effects will help determine the level of drug impairment at the time of interaction with the suspected drugged driver.

This countermeasure was selected to be associated with the three planned activities listed below because it encompassed the objectives of each activity best.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-09	MPTC - Impaired Driving Law Enforcement Specialized Training	SFST Training
AL-19-10	MPTC - Drug Evaluation and Classification Program (DEC)	Enforcement of Drug-Impaired Driving
AL-19-08	MSP Drug Recognition Expert (DRE) Training	Enforcement of Drug-Impaired Driving
AL-19-13	Local Underage Marijuana Enforcement Grant Program	Other Minimum Legal Drinking Age 21 Law Enforcement

5.1.10.1 Planned Activity: MPTC - Drug Evaluation and Classification Program (DEC)

Planned activity name	MPTC - Drug Evaluation and Classification Program (DEC)
Planned activity number	AL-19-10
Primary countermeasure strategy	Enforcement of Drug-Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds to the Municipal Police Training Committee (MPTC) to conduct up to 37 training classes throughout the year for police officers covering Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Evaluation and Classification (DEC). Funding will also support a part-time Drug Recognition Expert (DRE) Coordinator to attend DRE-related conferences and seminars, and for out-of-state travel to Maricopa County, Arizona for hands-on oversight of field evaluations for students seeking DRE certification. Funding will also be used to develop and maintain a DRE testing database as well as for tablets and associated software. The DRE Coordinator will be required to submit an annual report that details all program activities.

Enter intended subrecipients.

Municipal Police Training Committee (MPTC)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcement of Drug-Impaired Driving
2019	Drug Recognition Expert (DRE) Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	$500,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.10.2 Planned Activity: MSP Drug Recognition Expert (DRE) Training

Planned activity name	MSP Drug Recognition Expert (DRE) Training

Planned activity number	AL-19-08
Primary countermeasure strategy	Enforcement of Drug-Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding will be provided to the MSP to expand their Drug Recognition Expert (DRE) program. With the legalization of recreational marijuana and the expansion of the utilization of marijuana for medicinal purposes, state police troopers are seeing a marked increase in people driving under the influence of this drug. As a consequence of the legalization of retail sales of recreational marijuana, there is a public perception, on the part of some, that the consumption of marijuana while operating a motor vehicle is both safe and legal. Other states that have passed similar legislation have experienced an increase in instances of drug impaired driving. The MSP will expand the DRE training program and train and equip twelve additional officers to assist troopers on the roadways. MSP's goal is to have at least one certified DRE in each barrack.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcement of Drug-Impaired Driving
2019	Drug Recognition Expert (DRE) Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	$40,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.11 Countermeasure Strategy: DWI Courts

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	DWI Courts

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Based on the drug court model, DWI Courts are specialized courts dedicated to changing the behavior of DWI offenders through intensive supervision and treatment. A DWI's underlying goal is to change offenders' behavior by identifying and treating their alcohol problems and by holding offenders accountable for their actions. The two planned activities that fall under the DWI Courts countermeasure are aimed at improving the knowledge and expertise of the judges and prosecutors involved in the DWI Courts. By improving the knowledge base of those involved in the DWI court system, the correct course of action for offenders can be made with more confidence and ultimately lead to lower DWI offenders coming through the courts.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

To reduce impaired driving fatalities on the roadways of Massachusetts, a reduction in the number of drivers attempting to navigate the roads under the influence needs to happen. The planned activities under DWI Courts will help decrease the recidivism rate for DWI offenders as the proper treatment for each individual will be better determined with more knowledgeable judges and prosecutors. Thus, in theory, leading to less drivers willing to get behind a wheel while under the influence and consequently, lower number of impaired driving fatalities.

This countermeasure , in theory, will lead to less drivers willing to get behind a wheel while under the influence, and consequently, lower the number of impaired driving fatalities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

DWI courts have been shown to be effective in reducing the recidivism rate of offenders, and by funding these two planned activities, EOPSS/OGR/HSD hopes to lower the number of DWI offenders in the the coming years.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-06	Judicial Education Relating to Highway Safety Strategies	DWI Courts
PT-19-05	State Judicial Outreach Liaison (SJOL)	DWI Courts

5.1.11.1 Planned Activity: Judicial Education Relating to Highway Safety Strategies

Planned activity name	Judicial Education Relating to Highway Safety Strategies
Planned activity number	AL-19-06
Primary countermeasure strategy	DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This program will support judicial educational opportunities for Massachusetts judges, such as attendance at the New England Association of Drug Court Professionals (NEADCP) conference and the Massachusetts Judicial Institute sessions at the annual conference, as well as appropriate out-of-state training and conferences.

Enter intended subrecipients.

Massachusetts Trial Court.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	DWI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Court Support	$10,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.11.2 Planned Activity: State Judicial Outreach Liaison (SJOL)

Planned activity name	State Judicial Outreach Liaison (SJOL)
Planned activity number	PT-19-05
Primary countermeasure strategy	DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

EOPSS/OGR/HSD will hire a part-time (.5 FTE) SJOL as a pilot project. Ideally, the MA SJOL position will be filled by a retired Massachusetts judge, with extensive experience in handling impaired driving or other traffic-related cases. According to SJOL guidance provided by the National Highway Traffic Safety Administration (NHTSA), the theory underlying the creation of SJOLs is that local judges, whether sitting or retired, are in better positions to understand and respond to local highway safety concerns, as it relates to their position, and are more likely to have close working relationships with local leaders, than are the National Judicial Fellows or the Regional JOLs. In addition, SJOLs serve as direct resources to state and local judges and have access to, or knowledge of national resources that benefit them.

According to NHTSA's Countermeasures that work document (CTW) related to Judicial Outreach Liaisons, DWI cases can be highly complex and difficult to prosecute, yet they are often assigned to the least experienced prosecutors. In one survey, about half of the prosecutors and judges said the training and education they received prior to assuming their position was inadequate for preparing them to prosecute and preside over DWI cases (Robertson & Simpson, 2002a).

but / and yet

The SJOL will also work closely with the Massachusetts Traffic Safety Resource Prosecutor (TSRP) who already provides training, education, and technical support to other prosecutors and law enforcement agencies within the State. This will ensure a comprehensive and consistent approach to training, education, and technical support at all appropriate levels of the court system.

In addition to alcohol-related cases, Massachusetts prosecutors and judges also must process drug-related ones. This is important to note given the state's recent legalization of marijuana for both medical and recreational use. The SJOL will be instrumental in ensuring judges have updated information about the impacts drugs have on drivers, motorcyclists, bicyclists, and pedestrians.

The SJOL will also strive to provide education about the knowledge, skills, and abilities of the state's Drug Recognition Experts (DREs) who can provide invaluable and credible testimony in impaired driving cases. Funds will also be provided for SJOL travel related expenses related to state and national conferences and trainings, and in-state travel.

Enter intended subrecipients.

Funds will be used to hire a contract employee.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	DWI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Court Support	$100,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.12 Countermeasure Strategy: Drug Recognition Expert (DRE) Training

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Drug Recognition Expert (DRE) Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

As the number of DWI drug violations hold steady over the last couple of years (average 1,580), there is more need than ever to increase the number of Drug Recognition Experts (DREs) among the officers in State and local police. DREs can help detect whether a suspected driver is under the influence of drugs and if so, what drug. While the use of DREs in the court of law has been contested, out in the field these officers provide crucial knowledge and support in the quest to remove drunk and drugged drivers off the road. The two planned activities that fall under this countermeasure will help increase the number of certified DREs in Massachusetts and ensure there are ample qualified DREs in all corners of the state.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

more difficult

Without the existence of DREs, it would be much tougher for officers to determine whether a driver is under the influence of drugs or not. The need for more DREs is even more pressing with the recent approval by voters to make marijuana legal in Massachusetts.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The DRE training countermeasure was selected because both planned activities listed in this section involve the training of DREs.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-10	MPTC - Drug Evaluation and Classification Program (DEC)	Enforcement of Drug-Impaired Driving
AL-19-08	MSP Drug Recognition Expert (DRE) Training	Enforcement of Drug-Impaired Driving

5.1.13 Countermeasure Strategy: Communication Campaign

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

EOPSS/OGR/HSD has four planned activities that fall under the countermeasure Communication Campaign, which are media-oriented campaigns aimed at reducing the frequency of drunk or inebriated driving on the roadways of Massachusetts. Each of the four planned activities involve outreach and education of some type: AL-19-01,[a] mass media campaign on impaired driving that will be concurrent with the two DSOGPO mobilizations; AL-19-14, a statewide stakeholders conference to solicit feedback and gain further insight on impaired driving issue at the local levels; AL-19-15, will lead to impaired driving education and outreach in higher education (college campuses); and AL-19-17, will focus on road safety education outreach.

which

which

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Communication and education campaigns are needed to increase the reach of EOPSS/OGR/HSD's messaging regarding impaired driving safety. The more drivers and passengers that receive the impaired driving safety message, the more likely their behavior will conform to the message. EOPSS/OGR/HSD sees communication campaign as a crucial component to reaching the impaired driving performance target for FFY 2019 by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure strategy was selected because is encompassed the parameters of each of the four planned activities. Through media (television, radio, billboards, social media) and educational outreach, EOPSS/OGR/HSD hopes to impact drivers and passenger behavior in regards to impaired driving.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-01	Impaired Driving Media	Communication Campaign
AL-19-14	Stakeholders Conferences	Communication Campaign
AL-19-15	Higher Education Impaired Driving Media Program	Communication Campaign
AL-19-17	Community-Based Impaired Driving Grant Program	Communication Campaign

5.1.13.1 Planned Activity: Impaired Driving Media

Planned activity name	Impaired Driving Media
Planned activity number	AL-19-01
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Develop and implement a statewide paid and earned media campaign to support impaired driving efforts during the Drive Sober or Get Pulled Over mobilizations (December 2018 and August 2019). EOPSS/OGR/HSD will use state and national crash and fatality data to identify the target audience. Messaging will focus on alcohol, marijuana, and other drug impaired driving. Earned media funds will promote and augment the paid campaign, while incorporating state laws and highlighting the work of state and local law enforcement agencies. Paid and earned media funds will also be used to direct messaging at teen drivers and their parents as part of the "100 Deadliest Days" from Memorial to Labor Day. EOPSS/OGR/HSD will contract with a marketing and advertising agency to execute these paid and earned media campaigns while running social media in-house for sustained educational efforts.

Internal policies will be followed noting that all media and communications activities should be in support of data-driven objectives and in coordination with other activities and programs, in particular, enforcement. Crash and citation data will be used not only for planning enforcement activities but also to determine the target audiences and media channels used to reach that audience. NHTSA's guidelines will be followed for messaging, demographics, best practices and target groups for each media effort.

Enter intended subrecipients.

Media vendor yet to be determined.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Paid/Earned Media	$750,000.00	$750,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.13.2 Planned Activity: Stakeholders Conferences

Planned activity name	Stakeholders Conferences
Planned activity number	AL-19-14
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding will be used to conduct conferences for traffic safety stakeholders. As in previous years, topics will include alcohol and drug impaired driving, occupant protection, distracted driving, motorcycle safety, pedestrian and bicyclist safety, traffic records, prosecution and adjudication, and speeding. The goal will be to initiate a dialogue with key local, state, federal, non-profit, and private sector leaders to identify highway safety program priorities, improve traffic safety, and establish focus areas for the FFY 2020 HSP. Locations and dates of conferences are yet to be determined.

Enter intended subrecipients.

Funds will be used to contract with venue operators and related costs.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$5,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.13.3 Planned Activity: Higher Education Impaired Driving Media Program

Planned activity name	Higher Education Impaired Driving Media Program
Planned activity number	AL-19-15
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide grant funds to a college or university to develop an impaired driving media campaign that resonates with younger drivers. The grant will be given to an academic department such as journalism, marketing, or one related to video/advertising production. It will be required that a department faculty member oversees the project including paying for student stipends, supplies, production costs, and travel.

The intent is to generate messaging that is conceptualized, developed, produced, and disseminated by young people to their peers. The end product(s) may be disseminated via social or earned media. The student workers will be given day-to-day guidance from the faculty member and also be able to work with the EOPSS/OGR/HSD staff and media vendor for additional direction. It is hoped that the end product(s) will be accepted by the target audience as peer-to-peer messaging, as opposed to government messaging.

Enter intended subrecipients.

An institution of higher education to be determined through competitive process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$10,000.00		$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.13.4 Planned Activity: Community-Based Impaired Driving Grant Program

Planned activity name	Community-Based Impaired Driving Grant Program
Planned activity number	AL-19-17
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Competitive and discretionary grant awards will be provided to one or more organizations such as Girl Scouts, Boy Scouts, Parent-Teacher Organizations, schools, faith-based organizations, advocacy groups, etc., that will implement community-based programs. The eligible applicants may include both non-profit 501(c)(3) or governmental organizations.

This planned activity will consist of one or more data-driven competitive grant programs that will be focused in geographical areas and/or high risks populations that have demonstrated needs in the area of impaired driving.

The programs will generally be focused on raising awareness of road safety, training, and changing social attitudes and behaviors in order to reduce vehicle crashes and their associated fatalities, serious injuries and economic losses on the state's roadways.

This will not be a traffic enforcement program, but EOPSS/OGR/HSD will encourage applicants to develop new or enhance existing partnerships with law enforcement agencies to achieve project goals.

Selected grant subrecipients will develop and implement traffic safety improvement educational and awareness programs that address issues in their targeted communities. Programs that focus on high risk groups or behaviors will be prioritized. Organizations will be encouraged to build partnerships that incorporate a

whole-community, data-driven approach to identifying and addressing road safety problems. The formation of community-wide road safety coalitions that bring together a wide constituency to focus on aspects of road safety will also be encouraged.

Projects that will develop and implement educational curriculum that aim to instill a life-long road safety culture in the Commonwealth's citizenry will also be prioritized. Projects may also incorporate social, and/or traditional media strategies to change risky behavior on the state's roadways.

The competitive grant solicitation may guide potential applicants to various informational resources such as:

- National Highway Traffic Safety Administration
- Centers for Disease Control and Prevention
- Governors Highway Safety Association
- Insurance Institute for Highway Safety
- National Safety Council
- American Automobile Association
- The Vision Zero Network
- Mothers Against Drunk Driving
- Students Against Destructive Decisions

Enter intended subrecipients.

Non-profit and/or governmental organizations to be determined.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Community Traffic Safety	$25,000.00	$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.14 Countermeasure Strategy: Breath Test Devices

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Breath Test Devices

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

A preliminary breath test (PBT) device is a small hand-held alcohol sensor used to estimate or measure a driver blood alcohol content. It is used by State and local police on patrol to help establish evidence for a possible DWI arrest. These devices are quite accurate and generally reliable. At the current time, Massachusetts, along with 32 other states use PBTs to provide evidence of alcohol use to support DWI arrest. Having these devices on hand allows officers to remove drunk drivers from the road and provides factual evidence of inebriation in the courts that can result in license suspension. In Massachusetts, the first DWI conviction results in license suspension for one year; second DWI, two years suspension and ignition interlock device installed. In general, PBTs help law enforcement remove inebriated drivers from the roadways and provide a source which can help convict the driver and lead to a loss of driving privileges. The combination of the loss of driving privileges as well as the threat of losing those privileges will provide a deterrence for drivers.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Having more officers certified to use breath test devices as well as having access to more PBTs will lead to more drivers being pulled off the road for impaired driving. Breath test devices, while not admissible as evidence in Massachusetts courts as this time, help officers gauge the possible impairment of a driver pulled over for further investigation. If more impaired drivers are removed from the roadways, the number of impaired driving fatalities should decrease in the coming years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

There is some evidence that breath test devices help increase DWI arrest and reduce alcohol-involved fatal crashes (Century Council, 2008). To bring down the number of impaired driving fatalities, adding another tool to the arsenal of field sobriety tests will help law enforcement remove more impaired drivers from the roadways.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-07	MSP/Office of Alcohol Testing BTO Training	Breath Test Devices

5.1.14.1 Planned Activity: MSP/Office of Alcohol Testing BTO Training

Planned activity name	MSP/Office of Alcohol Testing BTO Training
Planned activity number	AL-19-07
Primary countermeasure strategy	Breath Test Devices

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds to the MSP Office of Alcohol Testing (OAT) to conduct up to 86 Breath Test Operator (BTO) classes for approximately 1,800 local and state police personnel in an effort to better detect impaired drivers. Trainings will take place throughout the year at the Municipal Police Training Committee (MPTC) and other facilities. Funds will also be provided for the purchase of related program equipment including Preliminary Breath Test (PBT) units and OUI Toxicology Kits. Equipment will be distributed to local police officers and State Police troopers, including those who successfully complete a DRE class conducted by the MPTC. MSP/OAT will determine how the equipment is divided among agencies based on problem identification and greatest need.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Preliminary Breath Test (PBT) Devices
2019	Breath Test Devices

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	$125,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.15 Countermeasure Strategy: Alternative Transportation

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Alternative Transportation

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Alternative Transportation countermeasure is one focused on prevention or intervention through communications and outreach. The pilot program funded under this countermeasure aims to provide either free or low-cost transportation alternative for people who have been drinking at times of the year where the risk of impaired driving is the highest (Christmas, New Year's Eve, Fourth of July, St. Patrick's Day, Labor Day, and Super Bowl Sunday). The pilot program will help reduce the risk of impaired driving crashes from occurring by taking those who have been drinking off the road instead of allowing them the opportunity to try to drive home.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Through intervention and deterrence (by offering alternative transportation options), EOPSS/OGR/HSD will ~~(hopefully)~~ meet the December 31, 2019 performance target for alcohol-impaired fatalities as set in the FFY 2019 HSP. The use of alternative transportation during key times of high drinking and driving probability (holidays, etc) will help lower incidence of drinking and driving across the Commonwealth.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Countermeasure strategy was selected because it best described what the planned activity encompassed.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-16	Alternative Transportation Program	Alternative Transportation

5.1.15.1 Planned Activity: Alternative Transportation Program

Planned activity name	Alternative Transportation Program
Planned activity number	AL-19-16
Primary countermeasure strategy	Alternative Transportation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This competitive grant program will provide funds to a state agency or non-profit organization to establish and coordinate a pilot Alternative Transportation program. As an alternative, a consultant may be hired to coordinate the program for EOPSS/OGR/HSD.

The grant recipient will work to develop a formal program built around partnerships with, and funding support from, transportation companies, ride share operators, restaurants, bars, alcoholic beverage wholesalers and retailers, entertainment venue operators, etc. A special focus will be placed on Places Of Last Drink (POLD) identified by the Alcoholic Beverages Control Commission.

The initial program will serve as a pilot and aim to provide free, or low-cost, safe transportation for specifically designated, short periods during the year that pose high risks for impaired driving crashes and fatalities, such as Christmas, New Year's, 4/20, Cinco De Mayo, Independence Day, St. Patrick's Day, Labor Day, Super Bowl Sunday, etc. The pilot program will focus on select geographical areas that have the highest impaired driving problems that are identified with available data.

The program will also include an earned media effort that will promote the availability of the services. Private sector partners will be sought to promote the program via their respective online and/or brick and mortar entities.

According to NHTSA's "Countermeasures That Work", alternative transportation describes methods by which people can get to and from places where they drink without having to drive. Alternative transportation supplements normal public transportation provided by subways, buses, taxis, and other means. Ride service programs transport impaired persons to, from and sometimes between establishments using taxis, private cars, buses, tow trucks, and even police cars. Some will also drive the impaired person's car home as well.

Enter intended subrecipients.

State agency, non-profit organization, or contractor to be selected.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

2019	Alternative Transportation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Roadway Safety	$35,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.16 Countermeasure Strategy: Alcohol Vendor Compliance Checks

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Alcohol Vendor Compliance Checks

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the

State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

For FFY 2019, EOPSS/OGR/HSD will be conducting two planned activities that utilize the 'alcohol vendor compliance checks' countermeasure as listed in NHTSA's 8th edition of "Countermeasures That Work." The two planned activities will involve the same subrecipient, the Alcohol Beverages Control Commission (ABCC), and will focus on the sale of alcohol to minors and intoxicated patrons. Both activities, Underage Drinking Compliance Checks (AL-19-11) and Enforcement to Prevent Sale of Alcohol to Intoxicated Persons (AL-19-12), will involve monitoring local vendors of alcoholic beverages to ensure that a) they aren't selling alcohol to minors by checking IDs; and b) they aren't providing alcohol to persons that are clearly drunk.

The impact of compliance checks will restrict the ability of minors, especially underaged drivers, from obtaining alcoholic drinks and thus preventing them from drinking and driving. The enforcement of intoxicated persons is intended to send a message to establishments (bars, restaurants, pubs) that serving a person that is legally drunk will result in violations, fines, and possibly criminal charges.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

To decrease the number of alcohol-related fatal crashes across Massachusetts and meet the desired performance target for alcohol-related fatalities by December 31, 2019, the implementation of alcohol vendor compliance checks will help reduce frequency of minors buying alcohol, which could result in drunk drinking at a later point in time as well as pressure alcoholic establishments to refrain from serving intoxicated individuals - some whom may try to drive home later in the evening. Allocation of funding is appropriate for said activities and reflect what has been spent on similar projects in the past.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Compliance checks have been shown to be effective in reducing the sale of alcohol to those under 21 years of age, which lowers the chance of underage drivers from navigating the roads under the influence. EOPSS/OGR/HSD has been funding these two planned activities for several years and its impact has been noticeable with alcohol-impaired fatalities/VMT dropping from 0.29 in 2012 to 0.20 in 2016.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-11	ABCC - Underage Drinking Compliance Checks Program	Alcohol Vendor Compliance Checks
AL-19-12	ABCC - Enforcement Program to Prevent the Sale of Alcohol to Intoxicated Persons	Alcohol Vendor Compliance Checks

5.1.16.1 Planned Activity: ABCC - Underage Drinking Compliance Checks Program

Planned activity name	ABCC - Underage Drinking Compliance Checks Program
Planned activity number	AL-19-11
Primary countermeasure strategy	Alcohol Vendor Compliance Checks

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds for overtime to the Massachusetts Alcoholic Beverages Control Commission (ABCC) to conduct enhanced liquor enforcement compliance checks. The goals will be to prevent the sale of alcohol to individuals under 21 years of age and thus, prevent young drivers from driving impaired. ABCC investigators will perform compliance checks in approximately 150 communities. The program is designed to achieve broad geographical coverage throughout the commonwealth in order to develop a deterrence impact created through wider knowledge among the industry retailers that their establishment could be subject to a compliance check at any time. The ABCC will cover all counties and reach the highest number municipalities within each county that is feasible. While maintaining this focus, they will try to re-check municipalities found to have a higher than average failure rate in previous years. Liquor establishments selected for compliance checks will either have a high failure rate for compliance; or ABCC hasn't conducted checks in that municipality or liquor establishment to date. Since the ABCC is in the process of completing their FFY 2018 program, the ABCC will begin the process of selecting communities for FFY 2019 in September/October of 2018.

Enter intended subrecipients.

Massachusetts Alcoholic Beverages Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Underage Drinking Enforcement
2019	Alcohol Vendor Compliance Checks

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act 405d Impaired Driving Low	405d Low Youth Alcohol	$175,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.16.2 Planned Activity: ABCC - Enforcement Program to Prevent the Sale of Alcohol to Intoxicated Persons

Planned activity name	ABCC - Enforcement Program to Prevent the Sale of Alcohol to Intoxicated Persons
Planned activity number	AL-19-12
Primary countermeasure strategy	Alcohol Vendor Compliance Checks

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide overtime funds to the Alcoholic Beverages Control Commission (ABCC) for investigators to participate in undercover operations at licensed establishments in approximately 40 communities to identify if the licensee serves intoxicated individuals. The ABCC will use data analysis to determine municipalities with the highest concentration of establishments that have been identified as the Place of Last Drink for a convicted drunk driver. Factors such as number of alcohol-related fatalities and crashes, OUI violations, and violations for sales to underage individuals will be taken into account. Large urban municipalities with a high concentration of liquor establishments (i.e. Boston, Worcester) as well as communities with residential colleges or universities will be given priority. The ABCC will also conduct outreach to local police departments to ask if they can identify additional establishments that should be checked.

Enter intended subrecipients.

Alcoholic Beverages Control Commission (ABCC)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Alcohol Vendor Compliance Checks

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	$175,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type	Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Occupant protection refers to the use of seat belts, motorcycle helmets, booster seats, and child passenger safety (CPS) seats by motor vehicle occupants. Research has found that lap/shoulder seat belts, when used, reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and the risk of moderate-to-critical injury by 50 percent. In 2016 alone, seat belts saved an estimated 14,668 lives (*Traffic Safety Facts: Lives Saved in 2016 by Restraint Use and Minimum-Drinking-Age Laws*, NHTSA, Report No. DOT HS 812 454). Despite the tremendous reduction in injury from using seat belts, Massachusetts still has not implemented a primary seat belt law, which would allow law enforcement to stop drivers for failure to wear a lap/shoulder seat belt. Currently, Massachusetts has a secondary enforcement seat belt law where police can issue citations for failure to wear a seat belt only if the original reason for pulling over the driver was related to a primary offense (i.e. speeding, going through a red light). The most recent Statewide Observational Seat Belt Survey, conducted in 2017, shows an effect of having no primary seat belt law. The survey found overall seat belt usage across the Commonwealth to be a paltry 73.7%, falling from the 78.2% rate in 2016. By comparison, national seat belt usage rate in 2017 was 89.7% and the usage rate in the northeast (CT, MA, ME, NH, NJ, NY, PA, RI, VT) was 86.5%. Massachusetts ranks 49th out of the 50 states for seat belt use. Each percentage point increase in seat belt usage, the number of motor vehicle occupants suffering life-threatening or life-altering injuries decreases. This is why Massachusetts makes occupant protection safety a top priority of its highway safety program.

In 2016, unrestrained occupant fatalities increased 20% from 88 in 2015 to 106, while the five-year average (2012-2016) declined 3% to 102 from 105 (2011-2015). Despite the recent increase, since 2007 unrestrained fatalities have declined 28% and unrestrained fatalities/VMT dropped from 0.27 to 0.17 representing a 37% decline. Unrestrained fatalities accounted for 47% of all occupant fatalities and 29% of all motor vehicle-related fatalities in 2016. Of the 113 unrestrained occupant fatalities reported in 2016, 77% were drivers and 21% passengers. 43 of the 87 (49%) unrestrained driver fatalities involved drivers as the only occupant of the vehicle. The annual Statewide Observational Seat Belt Survey consistently indicates that a person driving without a passenger is much less likely to be belted.

From 2007 to 2016, Worcester led all counties with 16% of all reported unrestrained occupant fatalities, followed by Bristol (15%) and Middlesex (13%). These three counties accounted for 44% of all reported unrestrained occupant fatalities.

Unrestrained Fatalities by County	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total	% of All UR Fatalities
Barnstable	9	5	7	3	5	7	2	7	3	4	52	5%
Berkshire	1	7	4	6	1	5	3	2	4	3	36	3%
Bristol	26	20	18	16	27	16	13	8	12	20	176	15%
Essex	20	8	18	9	12	13	10	10	5	13	118	10%
Franklin	5	0	0	0	2	2	3	3	4	2	21	2%
Hampden	13	10	14	12	7	6	10	15	7	12	106	9%
Hampshire	5	1	4	0	4	1	2	4	1	4	26	2%
Middlesex	16	16	19	14	23	17	11	12	10	9	147	13%
Norfolk	12	9	16	9	9	6	9	18	8	9	105	9%
Plymouth	12	27	10	11	9	11	9	12	12	10	123	11%
Suffolk	8	3	3	2	8	5	1	7	5	9	51	4%
Worcester	25	16	14	20	15	13	27	15	17	18	180	16%
	152	**122**	**127**	**102**	**122**	**102**	**100**	**113**	**88**	**113**	**1141**	

From 2007 to 2016, Bristol County, at 38% has the highest percentage of unrestrained occupant fatalities followed by Essex County at 35%. Middlesex, which has 13% of the Commonwealth's unrestrained fatalities, has 28% of its fatalities (528) being unrestrained. Knowing the percentage of a county's unrestrained, versus total fatalities may indicate that low seat belt usage may pose increased risks in counties such as Bristol, Essex, Worcester and Middlesex.

County	Total Fatalities (2007-2016)	Total UR Fatalities (2007-2016)	% UR
Barnstable	193	52	27%
Berkshire	123	36	29%
Bristol	458	176	**38%**
Essex	342	118	35%
Franklin	62	21	34%

Hampden	337	106	31%
Hampshire	86	26	30%
Middlesex	528	147	28%
Norfolk	344	105	31%
Plymouth	382	123	32%
Suffolk	280	51	18%
Worcester	534	180	34%

Below is a chart covering 2010 to 2016 for the top 10 cities and towns for unrestrained fatalities, as well as the percentage of each municipality's total unrestrained fatalities. While Boston has the highest number of unrestrained fatalities (32), it has the lowest percentage of unrestrained deaths (20%). The high number of fatalities for Boston is no doubt due to the large number of major highways (Mass Pike, I-93, Route 1, Route 9), and the high population in the capital city. Given that Bristol County has the highest percentage of unrestrained fatalities, it is not surprising that seven of the 17 towns listed are located within the county. If other nearby communities, such as Brockton and Middleborough, are included, then over half (nine of 17) of the towns with the most unrestrained fatalities are located in southeastern Massachusetts. EOPSS/OGR/HSD will make every effort to get as many southeastern towns and cities involved in occupant protection grant activities, such as the Click It or Ticket mobilization, in FFY 2019.

include?

City	2010	2011	2012	2013	2014	2015	2016	Total Fatalities	Unrestrained Fatalities	% Unrestrained of Total
BOSTON	18	18	29	17	23	27	28	160	32	20%
SPRINGFIELD	5	8	9	10	11	6	12	61	15	25%
WORCESTER	11	12	7	9	7	12	9	67	14	21%
NEW BEDFORD	11	10	5	2	10	8	6	52	12	23%
TAUNTON	6	5	7	7	1	0	2	28	12	43%
FALL RIVER	3	6	9	1	1	5	11	36	11	31%
HOLYOKE	3	4	2	6	4	3	5	27	11	41%
MIDDLEBOROUGH	4	0	4	7	6	6	8	35	11	31%
BROCKTON	2	5	5	11	12	7	5	47	10	21%
DARTMOUTH	4	5	6	2	2	4	3	26	10	38%
ANDOVER	5	4	5	4	4	2	0	24	8	33%
EASTON	0	2	2	3	1	3	4	15	8	53%
NORWOOD	3	2	0	3	7	1	2	18	8	44%

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RANDOLPH	2	1	4	1	5	4	4	21	8	38%
RAYNHAM	4	5	2	2	1	4	2	20	8	40%
WESTBOROUGH	0	0	0	1	2	4	3	10	8	80%
WESTFIELD	2	4	5	5	2	4	4	26	8	31%
WESTPORT	8	0	2	2	2	1	10	25	8	32%

With the key municipalities and regions of Massachusetts for unrestrained fatalities identified, determining the day-of-week, month-of-year, and occupant's age will help focus FFY 2019 occupant protection activities.

Day of Week - The top three days for unrestrained occupant fatalities were Saturday (237), Sunday (190), and Friday (173). These three days accounted for 53% of all unrestrained fatalities from 2007-2016.

Day of Week	UR Fatalities (2007-2016)	% of All UR Fatalities
Sunday	190	17%
Monday	134	12%
Tuesday	125	11%
Wednesday	155	14%
Thursday	134	12%
Friday	173	15%
Saturday	237	21%
Total	1148	

Month - While the distribution across the twelve months is generally consistent, the warmer months (May - August) recorded slightly higher levels of fatalities compared to other months.

Month of Year	UR Fatalities (2007-2016)	% of All UR Fatalities
January	95	8%
February	87	8%
March	78	7%
April	91	8%
May	104	9%
June	105	9%

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July	113	10%
August	106	9%
September	86	7%
October	96	8%
November	96	8%
December	91	8%
	1148	

Age - Drivers and passengers under the age of 26 accounted for well over a third of all unrestrained fatalities from 2007-2016. Passenger unrestrained fatalities were highest for those between 16 – 25 years of age. Drivers in the 16-20 age group had a far lower fatality count than the 21 - 25 age group. This may be due to proximity (in terms of time, years) to recent driver education courses and JOL requirements, both of which would provide reinforced messaging about the need to wear seat belts. Of concern is how the number of unrestrained fatalities seem to have a downward trend after age 35 and then pick up again for drivers and passengers age 65 or older. Data is limited on the reason for this increase in older populations. It may be the result of a lower seat belt use rate and the additional health issues that exist in older populations.

Unrestrained Fatalities (2007-2016)				
	Drivers	**Passengers**	**Total**	**%**
Under 16 years	2	14	16	1%
16 - 20	99	59	158	14%
21 - 25	161	59	220	19%
26-35	159	41	200	18%
36-45	103	15	118	10%
46-55	124	26	150	13%
56-65	103	13	116	10%
Over 65	125	36	161	14%
			1139	

Resources pertaining to FFY 2019 Occupant Protection programs will be focused on the southeastern region of Massachusetts (Bristol County, Plymouth County) to attract more municipalities to participate in the May 2019 Click It or Ticket mobilization along with Worcester, Springfield and Boston. Any enforcement activity by law enforcement should occur more often during the Friday - Sunday period and with more emphasis on targeting locations or areas frequented by those under 25 and over 65 (i.e. shopping mall, main strip of community with high density of restaurants/bars/pubs).

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	97.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	80.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Short High-Visibility Child Restraint Law Enforcement
2019	School Programs
2019	Communication Campaign
2019	Child Restraint System Inspection Station(s)

5.2.1 Countermeasure Strategy: Sustained Enforcement

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Sustained Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funding will be provided to State Police and select local police departments to deploy sustained and selective 'zero tolerance' traffic enforcement overtime patrols designated by law enforcement to target key time frames when occupant protection violations tend to occur in their respective communities. The sustained enforcement activities will help decrease unrestrained fatalities across Massachusetts as the selected local police departments includes high unrestrained fatality communities of Boston, Springfield, Taunton and Fall River. By increasing police enforcement patrols in these high fatality cities, EOPSS/OGR/HSD expects to see a decline in unrestrained fatalities in the coming years.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The use of sustained enforcement to target key areas of high unrestrained fatalities in Massachusetts will help decrease the number of unrestrained fatalities in FFY 2019 and beyond.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it was the best option to describe the planned activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-05	MSP Sustained Traffic Enforcement Program (STEP)	Sustained Enforcement
OP-19-04	Local Police Sustained Traffic Enforcement Program (STEP)	Sustained Enforcement

5.2.1.1 Planned Activity: MSP Sustained Traffic Enforcement Program (STEP)

Planned activity name	MSP Sustained Traffic Enforcement Program (STEP)
Planned activity number	OP-19-05
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In support of occupant protection laws, this task will provide funds to the Massachusetts State Police (MSP) to deploy sustained and selective "zero tolerance" traffic enforcement overtime patrols on the day/time/location identified in each respective Troop to augment local STEP departments' efforts within the same general location . MSP STEP enforcement patrols will provide maximum visibility for deterrent purposes and saturate target areas taking immediate and appropriate action on all motor vehicle violations, with particular focus on seat belt usage, child passenger safety infractions, and speed. Funds will also be provided to MSP for the purchase of Radar Units and Automatic License Plate Recognition (ALPR) software upgrades. Purchase of radar unit and ALPR software will enhance MSP enforcement efforts.

Based on FFY 2018 expenditures for ALPR, EOPSS/OGR/HSD estimated approximately 1% of MSP STEP funding will be set aside for ALPR software upgrades. The low proportion is also in recognition of a recent bill introduced by the Massachusetts Senate (S2299) that is intended to serious curtail usage of ALPR by law enforcement. The bill also seeks to prevent the establishment of any permanent database for ALPR data, something the Federal government is looking to link its current ALPR database to.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

2019	Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$470,000.00	$300,000.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.1.2 Planned Activity: Local Police Sustained Traffic Enforcement Program (STEP)

Planned activity name	Local Police Sustained Traffic Enforcement Program (STEP)
Planned activity number	OP-19-04
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Local sustained enforcement of occupant protection laws will be conducted in selected communities. These hot spot communities will be selected based upon crash and motor vehicle violation data. Previously awarded communities were Barnstable, Boston, Brockton, Cambridge, Chicopee, Fall River, Framingham, Holyoke, Lowell, Lynn, New Bedford, Quincy, Springfield, Taunton, Westfield and Worcester. The communities selected for FFY 2019 may be adjusted. Local police departments in the selected areas will receive overtime funding to crack down on occupant protection law violations and other traffic safety areas; a portion of the funding (approximately 15-16% of available funding) will be used for data entry and/or traffic data analysis.

Enter intended subrecipients.

Local police departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	$677,500.00	$600,000.00	$677,500.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.2 Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Short-term, High Visibility Seat Belt Law Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in

geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The CIOT mobilization, conducted concurrently with the national campaign, is usually a two-week period of intense, highly publicized periods of seat belt law enforcement patrols, frequently using checkpoints. EOPSS/OGR/HSD will also provide communication support for the CIOT mobilizations in the form of press releases, online advertising, print and traditional media (radio, television, electronic billboards).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As a low belt usage state, Massachusetts has been mired in the mid-70% range for seat belt usage. EOPSS/OGR/HSD expects the combination of an extensive communications outreach program and targeted enforcement activity (Friday thru Saturday, 6pm - midnight, focus on Bristol, Worcester and Middlesex County) will help meet the state target for unrestrained fatalities by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best encompasses the objectives of the planned activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-03	MSP Occupant Protection CIOT Enforcement Campaign	Short-term, High Visibility Seat Belt Law Enforcement
OP-19-02	Local Police Occupant Protection Enforcement Campaign	Short-term, High Visibility Seat Belt Law Enforcement
OP-19-11	Occupant Safety and Impaired Driving Awareness Display Vehicle	Supporting Enforcement

5.2.2.1 Planned Activity: MSP Occupant Protection CIOT Enforcement Campaign

Planned activity name	MSP Occupant Protection CIOT Enforcement Campaign
Planned activity number	OP-19-03
Primary countermeasure strategy	Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds for overtime for the Massachusetts State Police (MSP) to participate in two Click It or Ticket (CIOT) Mobilizations; one in October/November 2018 and one in May/June 2019. Enforcement efforts will focus on increasing compliance with occupant protection laws during the day and night and will take place at times and locations shown to have high incidences of motor vehicle crashes based on the most current state and local crash and citation data. Other violations such as speeding and texting may also be secondarily targeted during these mobilizations.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Supporting Enforcement
2019	Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	$500,000.00	$500,000.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.2.2 Planned Activity: Local Police Occupant Protection Enforcement Campaign

Planned activity name	Local Police Occupant Protection Enforcement Campaign
Planned activity number	OP-19-02
Primary countermeasure strategy	Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds for overtime enforcement to local police departments for occupant protection patrols, including the May 2019 Click It or Ticket mobilization, to increase seat belt use. Additional patrols can also be conducted during other high-risk times and locations based on the latest available state and local data. Eligibility will be based upon crash data, subtracting crashes the MSP responded to, and then normalized by state population. In FFY 2018, any community with a crash rate equal to or above 0.09 was deemed eligible for this program. This eligibility criteria may be adjusted for the FFY 2019 program. Under this project, participating

departments may request funding for equipment that can be utilized for occupant protection-related traffic enforcement and associated public awareness efforts. Equipment will not be offered as incentives to participate, but rather as items that may assist in the apprehension and education of unsafe drivers. EOPSS/OGR/HSD estimates a third (30%) of available funding distributed to subrecipients will be used to purchase equipment.

Enter intended subrecipients.

Local police departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Supporting Enforcement
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Short High-Visibility Child Restraint Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	$625,000.00	$600,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.3 Countermeasure Strategy: Short High-Visibility Child Restraint Law Enforcement

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Short High-Visibility Child Restraint Law Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint

enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

High visibility short-duration seat belt law enforcement programs, such as Click It or Ticket, have proven to be the most effective countermeasure to date for improving seat belt usage rate. For FFY 2019 as in previous years, EOPSS/OGR/HSD will be tracking the number of child seat violations that occur during the course of CIOT enforcement patrols along with a slew of other violations. In doing so, both the local and state police will be sending a message to parents and caregivers that even if you have a seat belt on, if your child is not properly secured, you will be served notice by law enforcement.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

During the high visibility enforcement campaigns for Click It or Ticket, EOPSS/OGR/HSD will promote an occupant protection communications program intended to raise awareness for using both seat belts (adults) and properly using a child restrain seat (children). The combination of a marketing campaign and statewide enforcement activity promoting seat belt usage will help EOPSS/OGR/HSD reach its stated goal for unrestrained fatalities by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because it was the best option encompassing the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-02	Local Police Occupant Protection Enforcement Campaign	Short-term, High Visibility Seat Belt Law Enforcement

5.2.4 Countermeasure Strategy: School Programs

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	School Programs

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Conducting information/education sessions at schools has been shown to increase seat belt use as well as overall understanding of the importance of restraints while driving or riding in a vehicle. For FFY 2019, funding is being provided to MSP to travel to various high schools across the state to conduct vehicle simulations to educate the public, or more specifically, young drivers (those under 20 years of age) on the necessity of wearing a seat belt anytime one is in a moving vehicle.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

While young drivers make up a small portion, 5-6%, of all unrestrained fatalities reported in Massachusetts, making a lasting impression on them will be critical to decreasing the rate of unrestrained fatalities among those over 21 years of age in later years. As today's teenagers move into their 20s, EOPSS/OGR/HSD sees their continue adherence to wearing seat belts as an important factor in lowering the five-year average of unrestrained fatalities by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best encompassed the objectives of this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-19-06	MSP Young Drivers Education Program	School Programs

5.2.4.1 Planned Activity: MSP Young Drivers Education Program

Planned activity name	MSP Young Drivers Education Program
Planned activity number	PT-19-06
Primary countermeasure strategy	School Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply

with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be provided to the MSP for educating young drivers, as well as the general public, on the importance of wearing a seat belt and the dangers of impaired driving. MSP will conduct demonstrations of the Rollover Simulator, SIDNE vehicle (Simulated Impaired Driving Experience) and a Marijuana Simulation Kit at high schools, on weekends and at highly populated events in Massachusetts. This task will also provide funds for the purchase of a new Rollover Simulator, replacing the present one that is over 10 years old, and the purchase of a SIDNE vehicle upgrade to conduct demonstrations that relate to advanced automobile technology. Additionally, this task will provide funds for the purchase of a Marijuana Simulation Kit to help educate the community about the potential dangers that can result from marijuana use. Before the purchase of any equipment greater than $5,000, prior authorization will be received from NHTSA. The MSP will abide by all Buy America Act requirements.

Depending on staff availability, MSP will make every effort to target high schools and public safety events within the top four counties for unrestrained fatalities (Bristol, Essex, Worcester, Franklin) over the past 10 years as well as the top four counties for alcohol-involved fatal crashes (Worcester, Bristol, Middlesex, Plymouth) during the same time frame.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	School Programs

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Youth Alcohol (FAST)	$76,500.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.5 Countermeasure Strategy: Communication Campaign

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network

of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

For FFY 2019, EOPSS/OGR/HSD will develop and implement, through a contract with a marketing and advertising agency, a statewide paid and earned media campaign to support occupant protection efforts during the Fall 2018 and May 2019 Click it or Ticket enforcement mobilizations. The target audience of the paid media campaign will be based on the lowest use populations identified in the annual seat belt observation study. Earned media funds will promote the paid campaign, while incorporating state laws and highlighting the work of state and local law enforcement agencies. Paid and earned media funds will also be used to direct messaging at teen drivers and their parents as part of the "100 Deadliest Days" from Memorial-Labor Day and to parents and guardians of young children for Child Passenger Safety Week.

As unrestrained fatalities continue to fluctuate from year-to-year (up 28% in 2016 from 2015 after dropping 22% in 2015 from 2014), an extensive media campaign in conjunction with CIOT mobilizations will hopefully improve occupant usage of car seats and child restraint seats during FFY 2019 and beyond.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

An online and offline motor vehicle occupant safety campaign will raise awareness for drivers and passengers regarding the importance of wearing a seat belt. Furthermore, supporting the two CIOT campaigns will further impress the dangers of making the decision not to wear a seat belt (It's uncomfortable; I was only going down the street; I forgot) to potential motor vehicle occupants across the Commonwealth. The combination of enforcement and education (media) will help EOPSS/OGR/HSD reach its state target for unrestrained fatalities by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it was the best option to describe the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-01	Occupant Protection Media	Communication Campaign
OP-19-08	Child Passenger Safety (CPS) Statewide Information Line	Communication Campaign
OP-19-09	Statewide Seat Belt Observation Survey	Communication Campaign
OP-19-12	"Buckle Up" Road Signage	Communication Campaign
OP-19-13	Higher Education Occupant Protection Media Program	Communication Campaign
OP-19-14	Community-Based Occupant Protection Grant Program	Communication Campaign

5.2.5.1 Planned Activity: Occupant Protection Media

Planned activity name	Occupant Protection Media
Planned activity number	OP-19-01
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Develop and implement statewide paid and earned media to support occupant protection efforts during the October/November and May 2019 Click it or Ticket enforcement mobilizations. The target audience of the paid media will be based on the lowest use populations identified in the annual seat belt observation study.

Earned media funds will promote the paid media, while incorporating state laws and highlighting the work of state and local law enforcement agencies. Paid and earned media funds will also be used to direct messaging at teen drivers and their parents as part of the "100 Deadliest Days" from Memorial Day to Labor Day and to parents and guardians of young children for Child Passenger Safety Week. EOPSS/OGR/HSD will contract with a marketing and advertising agency to execute these paid and earned media campaigns while running social media in-house for sustained educational efforts.

Internal policies will be followed noting that all media and communications activities should be in support of data-driven objectives and in coordination with other activities and programs, in particular, enforcement. Crash and citation data will be used not only for planning enforcement activities but also to determine the target audiences and media channels used to reach that audience. NHTSA's guidelines will be followed for messaging, demographics, best practices and target groups for each media effort.

Enter intended subrecipients.

Media vendor yet to be determined through state procurement process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	$500,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.5.2 Planned Activity: Child Passenger Safety (CPS) Statewide Information Line

Planned activity name	Child Passenger Safety (CPS) Statewide Information Line
Planned activity number	OP-19-08
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funding for landline telephone services so the designated CPS Administrator may respond to all calls made to the Statewide CPS Information Line. The Statewide CPS Administrator will keep a log of all calls which will be submitted to EOPSS/OGR/HSD on a monthly basis.

Enter intended subrecipients.

Verizon

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Child Restraint (FAST)	$1,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.5.3 Planned Activity: Statewide Seat Belt Observation Survey

Planned activity name	Statewide Seat Belt Observation Survey
Planned activity number	OP-19-09
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funding for a selected vendor to conduct the statewide seat belt observation survey utilizing NHTSA methodology. This survey is required of all states by NHTSA and will take place following the May Click It or Ticket (CIOT) Mobilization. This survey will capture demographic data to assist measuring performance and targeting future occupant protection programs. A final report will be submitted to EOPSS/OGR/HSD for review and dissemination.

Enter intended subrecipients.

Vendor yet to be determined via state procurement process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b OP Low (FAST)	$140,000.00	$125,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.5.4 Planned Activity: "Buckle Up" Road Signage

Planned activity name	"Buckle Up" Road Signage
Planned activity number	OP-19-12
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This program was originally planned for FFY 2018. Due to the uncertainty and delays in receiving grant funding, along with the need to fund higher priorities, the program was not implemented.

This program will install permanent "Buckle Up" road signs. Although there have been small improvements, Massachusetts still ranks well below the national average for seat belt use. With over 500 unbelted fatalities from 2012-2016, it is clear that the state has much more work to do and needs to try new approaches. The FAST Act has allowed for projects that promote public awareness of highway safety matters or enforces highway safety laws. Between 150 and 500 signs, which will adhere to USDOT code and installed across the Commonwealth. The most recent seat belt usage data and other key research data will be used to determine locations. Based on data for seat belt use, the signs will likely be placed on non-interstate roadways with a focus on more urban population centers. Information regarding vehicle counts and data on driving populations/demographics, when available, will help further customize sign locations.

Enter intended subrecipients.

Funds will be provided to material suppliers and installers and not subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$250,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.5.5 Planned Activity: Higher Education Occupant Protection Media Program

Planned activity name	Higher Education Occupant Protection Media Program
Planned activity number	OP-19-13
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide grant funds to a college or university to develop a seat belt media campaign that resonates with younger drivers. The grant will be given to an academic department such as journalism, marketing, or one related to video/advertising production. It will be required that a department faculty member oversees the project including paying for student stipends, supplies, production costs, and travel.

The intent is to generate messaging that is conceptualized, developed, produced, and disseminated by young people to their peers. The end product(s) may be disseminated via social or earned media. The student workers will be given day-to-day guidance from the faculty member and also be able to work with the EOPSS/OGR/HSD staff and media vendor for additional direction. It is hoped that the end product(s) will be accepted by the target audience as peer-to-peer messaging, as opposed to government messaging.

Enter intended subrecipients.

College or university yet to be determined through a competitive process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$10,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.5.6 Planned Activity: Community-Based Occupant Protection Grant Program

Planned activity name	Community-Based Occupant Protection Grant Program
Planned activity number	OP-19-14
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Competitive and discretionary grant awards will be provided to one or more organizations such as Girl Scouts, Boy Scouts, Parent-Teacher Organizations, schools, faith-based organizations, advocacy groups, etc., that will implement community-based educational and awareness programs. The eligible applicants may include both non-profit 501(c)(3) or governmental organizations.

This planned activity will consist of one or more data-driven competitive grant programs that will be focused in geographical areas and/or high risks populations that have demonstrated needs in the area of occupant protection.

The programs will generally be focused on raising awareness of road safety, training, and changing social attitudes and behaviors in order to reduce vehicle crashes and their associated fatalities, serious injuries and economic losses on the state's roadways.

This will not be a traffic enforcement program, but EOPSS/OGR/HSD will encourage applicants to develop new or enhance existing partnerships with law enforcement agencies to achieve project goals.

Selected grant subrecipients will develop and implement traffic safety improvement educational, and awareness programs that address issues in their targeted communities. Programs that focus on high risk groups or behaviors will be prioritized. Organizations will be encouraged to build partnerships that incorporate a whole- community data-driven approach to identifying and addressing road safety problems. The formation of community-wide road safety coalitions that bring together a wide constituency to focus on aspects of road safety will also be encouraged.

Projects that will develop and implement educational curriculum that aim to instill a life-long road safety culture in the Commonwealth's citizenry will also be prioritized. Projects may also incorporate social and/or traditional media strategies to change risky behavior on the state's roadways.

Enter intended subrecipients.

Non-profit and/or governmental organizations to be determined.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$25,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.6 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will

implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The misuse and/or incorrect installation of a child restraint seat has been a concern of EOPSS/OGR/HSD, medical professionals and law enforcement for many years. An incorrectly installed car seat or using an outdated child restraint could result in serious or fatal injuries to the child in a motor vehicle crash. Child passenger safety (CPS) inspection stations, also called 'fitting stations', are locations or events where parents and caregivers can receive instruction from certified CPS technicians on proper installation methods as well as have current car seats examined for usability and safety. In Massachusetts, CPS grantees are required to offer at least two 'fitting station' events along with regular hours (once a week at least) where parents and caregivers can come in for instruction, inspection and education on car seats.

Through these 'fitting stations' parents and caregivers increase their knowledge on how to better restrain their young passengers so a child's risk of injury in a crash is reduced greatly. Furthermore, parents and caregivers that visit 'fitting stations' are more likely to pass on this information to other parents, family and friends, which exponentially expands critical knowledge about car seats and will spur other parents and caregivers to go to a car seat event or 'fitting station.'

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

From 2007-2016, unrestrained fatalities accounted for a third of all motor vehicle-related fatalities. Passengers under 16 years of age were a mere 1% of all unrestrained fatalities but still 1% too many as youths are a) modeling their behavior after adults (not wearing seat belts); b) adults are installing car seats improperly or using defective/outdated car seats; and c) or adults are simply not using car seats at all. In FFY 2019, EOPSS/OGR/HSD plans to increase funding for the CPS Equipment Grant and MSP CPS Checkpoint program to allow grantees (State police, local law enforcement, hospitals - wherever certified CPS technicians are) to purchase more new car seats for distribution to families in need at car seat safety events and 'fitting stations.' The increased number of new car seats for distribution will ensure more children are properly fitted in NHTSA-approved car seats, which will result in a lower number of fatalities among those under 16 years of age. Plus, increased car seat checkpoints hosted by State Police will result in more knowledgeable parents and caregivers and, in turn, better protected children. Both planned activities will help EOPSS/OGR/HSD meet its stated target for unrestrained fatalities by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best encompassed the objectives of the planned activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-10	MSP Child Passenger Safety Car Seat Checkpoints	Child Restraint System Inspection Station(s)
OP-19-06	Child Passenger Safety Equipment Grant Program	Child Restraint System Inspection Station(s)

5.2.6.1 Planned Activity: MSP Child Passenger Safety Car Seat Checkpoints

Planned activity name	MSP Child Passenger Safety Car Seat Checkpoints
Planned activity number	OP-19-10
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be provided to the MSP for conducting approximately 6-8 child car seat safety checkpoints throughout Massachusetts. These checkpoints will provide the public with information on the Child Passenger Safety (CPS) laws, regulations, and standards for car seats as well as assisting the public with proper car seat installations, if necessary. Checkpoint locations and dates are yet to be determined. Low-income and car seat violation analysis will be used to assist MSP in selecting the location and duration for the checkpoints. Funding for this task is for MSP overtime pay only. No car seats will be purchased with this funding.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Child Restraint (FAST)	$27,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

Planned activity name	Child Passenger Safety Equipment Grant Program
Planned activity number	OP-19-06
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

EOPSS/OGR/HSD will provide grants to municipal departments, regional non-profits including hospitals, and higher-education public safety agencies for the purchase of car seats for distribution to those in need at their inspection stations. Despite Massachusetts having the lowest child mortality rate in the country, NHTSA estimates a 46% child seat misuse rate, and past subrecipients have observed up to a 90% misuse rate in their inspection stations, including expired seats, children in the wrong size seats, and seats installed incorrectly.

Grant subrecipients will be selected based on the quality of their current Child Passenger Safety (CPS) program, the identification of low-income populations in their coverage area, and methods for reaching out to those in financial need of a car seat. In addition to distributing seats to low income families, either through outreach or at inspection sites, law enforcement agencies may use seats in emergency situations, such as traffic stops where they find seat misuse or a lack of proper child restraint.

Enter intended subrecipients.

Subrecipients have not yet been selected. The application process has not started as of this time.

CPS Equipment Grant Program applications will be available in mid-to-late June 2018.

Eligible applicants may include Massachusetts municipal departments, University and College Police Departments, not-for-profit hospitals, and regional non-profit organizations that can adhere to the grant's purpose of distributing federally approved car seats to residents in need.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Child Restraint (FAST)	$225,000.00	$200,000.00	$225,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.6.3 Planned Activity: Child Passenger Safety Administration and Training

Planned activity name	Child Passenger Safety Administration and Training
Planned activity number	OP-19-07
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

EOPSS/OGR/HSD will provide funding to Baystate Medical Center to recruit, train, and maintain a sufficient number of certified Child Passenger Safety (CPS) technicians and instructors in Massachusetts. A minimum of 20 courses will be conducted statewide, including CPS Technician, CPS Technician Renewal, CPS Update, CPS Special Needs, and CPS Ambulance. Additionally, Baystate will coordinate staffing and sign-offs at check-up events, and respond to all calls made to the Statewide CPS Information Line.

Baystate will also continue to provide half day CPS trainings monthly at the Massachusetts Department of Children and Families (DCF) statewide training center. This program began as a collaborative pilot effort in January 2018 between EOPSS/OGR/HSD and DCF, with one optional training being offered monthly for 3-months to social workers. Social workers are frequently required to transport children in their personal vehicles, yet very few have any car seat knowledge or formal training. Based on the success of the pilot, in April 2018, DCF made it a mandatory training for all social worker technicians. The half day training is comprised of both classroom and hands-on in-vehicle training, with the goal being for attendees to know the basics of installation and who to contact if they need further assistance. EOPSS/OGR/HSD proposes to continue covering the cost of instructors for these much needed monthly trainings at the statewide training center. EOPSS/OGR/HSD also continues to explore opportunities to enhance this collaboration, by either providing CPS Technician Training to DCF supervisors, or by providing the half-day training at DCF's regional area offices around the state.

Enter intended subrecipients.

Baystate Medical Center (Springfield, MA)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Supporting Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	$225,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3 Program Area: Motorcycle Safety

Program area type	Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Motorcycling continues to be a popular, yet dangerous, pastime in the U.S. as vehicle miles traveled (VMT) by motorcycles have doubled since 2004. In 2016, motorcycle fatalities occurred nearly 28 times more often, based on VMT, than passenger car fatalities (Traffic Safety Facts, February 2016, DOT HS 812 492). That same year, there were almost 168,000 motorcycles registered in Massachusetts with 42 motorcycle rider fatalities reported. That gave Massachusetts a motorcycle fatality rate of 25.03 per 100,000 registered motorcycles. The national rate, by comparison, was significantly higher at 60.90. Since 2007, motorcycle fatalities have fallen 32%.

NHTSA estimates that nationally, helmets saved the lives of 1,859 motorcyclists in 2016. If all motorcyclists had worn helmets, an additional 802 lives could have been saved. Helmets are estimated to be 37 percent effective in preventing fatal injuries to motorcycle riders, and 41 percent for passengers. In other words, for every 100 motorcycle riders killed in crashes while not wearing helmets, 37 of them could have been saved had they worn one. According to results from the 2016 National Occupant Protection Use Survey (NOPUS), the overall rate of DOT-compliant motorcycle helmet use in the United States was 65.3 percent. Helmet use was significantly higher in States that required all motorcyclists to be helmeted than states that did not (Traffic Safety Facts, March 2017, DOT HS 812 378). Massachusetts does require that motorcyclists be helmeted. Of the 42 reported motorcycle fatalities in 2016 in the Commonwealth, only two were determined to be not wearing a helmet at the time of crash.

In 2016, motorcycle fatalities accounted for 11% of all motor vehicle-related fatalities in Massachusetts, down from 16% in 2015. Males represented 86% (36 of 42) the motorcycle fatalities. Females accounted for 14% (6) of fatalities - the highest level in ten years. Since 2007, there have been over 500 motorcycle fatalities across the Commonwealth with 15% (74) occurring in Worcester County. The 21 reported motorcycle fatalities in Hampshire County accounted for nearly a quarter of all fatalities that happened in the county.

Motorcycle Fatalities	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total	% All MC Fatalities (n =501)	County Fatalities 2007-2016	% MC of Al County Fata
Barnstable	4	3	3	5	1	2	2	0	4	1	25	5%	193	13%
Berkshire	3	2	3	4	2	2	0	2	0	0	18	4%	123	15%
Bristol	4	5	3	9	5	7	5	8	4	7	57	11%	458	12%
Essex	2	3	6	7	4	4	5	2	3	3	39	8%	342	11%
Franklin	0	3	1	1	1	1	0	0	3	1	11	2%	62	18%
Hampden	7	4	8	4	2	8	6	5	2	7	53	11%	337	16%
Hampshire	1	2	1	4	3	1	2	3	3	1	21	4%	86	24%
Middlesex	5	5	9	9	3	4	3	3	8	8	57	11%	528	11%
Norfolk	7	1	3	3	1	9	3	3	5	4	39	8%	344	11%
Plymouth	11	5	5	2	7	1	6	9	7	4	57	11%	382	15%
Suffolk	9	5	4	3	3	9	5	1	10	1	50	10%	280	18%
Worcester	8	4	9	10	7	7	5	9	10	5	74	15%	534	14%
	61	**42**	**55**	**61**	**39**	**55**	**42**	**45**	**59**	**42**	**501**		**3,669**	**14%**

From 2007 to 2016, there were 463 fatal motorcycle crashes of which 230 involved another motor vehicle. The top three counties for this type of crash were Worcester, Bristol, and Hampden. Those three counties accounted for 39% of all motorcycle crashes with another motor vehicle. It is interesting that the three highest counties with the highest percentages for crashes without hitting another motor vehicle - Berkshire, Franklin, and Hampshire - are rural with many scenic roadways and low levels of interstate travel.

Motorcycle Crashes Involving Another MV	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**Total**	**% All MC**
Barnstable	3	0	3	3	1	1	1	0	1	1	14	6.1%
Berkshire	0	1	1	2	0	0	0	1	0	0	5	2.2%
Bristol	3	3	1	5	3	3	3	3	1	5	30	13.0%
Essex	1	1	3	3	1	2	2	1	2	2	18	7.8%
Franklin	0	1	1	1	1	0	0	0	1	1	6	2.6%
Hampden	3	2	4	1	0	7	3	4	1	2	27	11.7%
Hampshire	0	0	1	0	2	1	1	1	0	1	7	3.0%
Middlesex	2	1	6	3	2	3	0	0	2	3	22	9.6%
Norfolk	4	1	2	2	0	4	1	2	3	4	23	10.0%
Plymouth	7	1	3	1	3	0	2	4	3	1	25	10.9%
Suffolk	0	3	3	1	1	4	2	0	5	1	20	8.7%
Worcester	3	2	5	4	3	3	4	2	5	2	33	14.3%
	26	**16**	**33**	**26**	**17**	**28**	**19**	**18**	**24**	**23**	**230**	

Not surprisingly, most motorcycle fatalities occur during the weekend (Saturday/Sunday). These two days accounted for 39% of all fatalities over the last ten years.

Day of Week	**Total Fatalities (2007-2016)**	**% of All MC Fatalities**
Sunday	97	19%
Monday	57	11%
Tuesday	65	13%
Wednesday	53	11%
Thursday	60	12%
Friday	64	13%

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Saturday	102	20%

The summer months (June, July, August) account for 49% of all motorcycle fatalities. Add in spring (March, April, May) and the total for the two seasons is 74% of all motorcycle fatalities. EOPSS/OGR/HSD has to ensure any enforcement related to motorcycle safety is conducted during the weekends throughout spring and summer.

Month of Year	Total Fatalities	% of All MC Fatalities
January	4	0.8%
February	2	0.4%
March	18	4%
April	47	9%
May	59	12%
June	69	14%
July	86	17%
August	90	18%
September	56	11%
October	38	8%
November	25	5%
December	4	0.8%

In 2016, NHTSA reported that 33% of all motorcycle riders in a fatal crashes were speeding. For Massachusetts, the rate was lower at 23% with 14 of the 41 crashes involving speeding, either over the posted limit or too fast for conditions. Over the past seven years (2010-2016), speed involvement in motorcycle crashes has fluctuated, from a low of 22% to a high of 42%.

	MC Crashes	MC Crash w/Speeding	%
2010	60	17	28%
2011	40	20	33%
2012	52	19	32%
2013	42	17	28%

2014	44	13	22%
2015	55	25	42%
2016	41	14	23%
	334	**125**	**37%**

Motorcycle fatalities in the past decade have occurred more frequently among riders between the ages of 21 and 35. This age group accounted for 44% of fatalities. In the past five years (2012-2016), this age group was the only segment to see an increase in fatalities compared to the prior five-year period (2007-2011).

MC Fatalities by Age Group	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total	% of All MC Fatalities
Under 16 years	0	0	0	0	0	1	0	0	1	0	2	0.4%
16 - 20	5	3	3	6	4	3	2	1	4	2	33	6.6%
21 - 25	13	5	10	14	6	9	12	14	15	10	108	21.6%
26 - 35	16	7	11	11	8	12	5	13	17	12	112	22.4%
36 - 45	12	6	11	12	7	10	6	7	9	3	83	16.6%
46 - 55	7	16	10	9	8	11	8	7	4	7	87	17.4%
56 - 65	7	4	9	7	3	8	9	2	4	5	58	11.6%
Over 65	2	1	1	2	3	1	0	2	2	3	17	3.4%

Based on the data provided above, EOPSS/OGR/HSD will let law enforcement agencies involved in motorcycle safety enforcement focus activity on the weekend and during the warmer months (May - September). A key demographic will be motorcycle riders from age 21 to 35 in Bristol, Hampden and Worcester counties.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	46.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	3.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name

2019	Motorcycle Rider Training
2019	Highway Safety Office Program Management
2019	Communication Campaign

5.3.1 Countermeasure Strategy: Motorcycle Rider Training

Program area	Motorcycle Safety
Countermeasure strategy	Motorcycle Rider Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Data has shown that motorcycle rider training does help improve motorcycle safety and reduces the likelihood of fatal crashes among those who complete the training. In FFY 2019, EOPSS/OGR/HSD will work with the RMV to help fund improvements to its Motorcycle Rider Education Program (MREP) that will lead to enhancements in the delivery of motorcycle trainings to both urban and rural areas as well as increase the number of certified motorcycle training instructors. These improvements will greatly increase motorcyclist safety across Massachusetts.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Motorcyclist fatalities are highest among riders between the ages of 21 and 35, accounting for nearly 45% of all motorcyclist fatalities. EOPSS/OGR/HSD will work with the RMV to promote motorcycle rider training to this age demographic. The more riders in this age group that attend training in FFY 2019, the better chance Massachusetts has to meets its stated motorcyclist fatality performance target by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because it wsa the best option to encompass the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC-19-02	Motorcycle Safety Program Enhancements	Motorcycle Rider Training

5.3.1.1 Planned Activity: Motorcycle Safety Program Enhancements

Planned activity name	Motorcycle Safety Program Enhancements
Planned activity number	MC-19-02
Primary countermeasure strategy	Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be provided to the RMV to help fund the Motorcycle Rider Education Program (MREP), which will improve the delivery of motorcycle trainings to both urban and rural areas and increase the recruitment of motorcycle training instructors. The MREP will conduct at least one new RiderCoach training class, fund one Deaf Basic Rider Course, and will coordinate the delivery and staffing of its mobile training unit, the SMART Rider, at motorcycle events around the state. The MREP will also conduct site visits at motorcycle safety training schools in the state to ensure classes and ranges align with the newly adopted state curriculum: the Motorcycle Safety Foundation's updated Basic Rider Course.

Additionally, EOPSS/OGR/HSD will develop media in coordination with MREP to enhance driver awareness of motorcyclists and educate them on the need to share the road. The awareness campaign will run in late spring-summer, the time of year when motorcyclist fatalities spike. Any associated media buy(s) will skew towards Bristol, Hampden, Norfolk, Plymouth, and Worcester counties, which represent 60% of the motorcycle crashes involving another motor vehicle from 2007-2016. Strong internal policies will be followed noting that all media and communications activities should be in support of data-driven objectives and in coordination with other activities and programs, in particular, enforcement. Crash and citation data will be used not only for planning enforcement activities but also to determine the target audiences and media channels used to reach that audience. NHTSA's guidelines will be followed for messaging, demographics, best practices and target groups for each media effort.

Enter intended subrecipients.

Massachusetts Registry of Motor Vehicles

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcycle Programs (FAST)	$75,000.00	$37,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Motorcycle Safety

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funding for staffing to manage the stated planned activities for FFY 2019 under "Motorcycle Safety." Without funding, EOPSS/OGR/HSD staff cannot properly oversee the planned activities aimed at reducing motorcyclist fatalities on the roadways of Massachusetts.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Without funding to support EOPSS/OGR/HSD staff, planned activities that will help improve motorcycle safety and reduce motorcyclist fatalities will not happen. If no programs take place, motorcyclist fatalities will likely increase in the coming years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Lack of funding to support a quality program management staff will lead poor programming execution and lead to many errors from little or no oversight. A well-funded program management staff will lead to improved motorcycle safety messaging and reduced motorcyclist fatalities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC-19-03	Program Management - Motorcycle Safety	Highway Safety Office Program Management

5.3.2.1 Planned Activity: Program Management - Occupant Protection

Planned activity name	Program Management - Occupant Protection
Planned activity number	OP-19-15
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide sufficient staff to manage programming described in the FFY 2019 HSP, and cover in- and out-of-state travel, professional development expenses, conference fees, postage and office supplies.

Enter intended subrecipients.

Funds will support SHSO program staff and will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$200,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.3 Countermeasure Strategy: Communication Campaign

Program area	Motorcycle Safety
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

In 2016, motorcycle fatalities accounted for 11% of all motor vehicle-related fatalities in Massachusetts, down from 16% in 2015. To continue this positive trend in declining motorcycle fatalities, EOPSS/OGR/HSD will partner with RMV's Motorcycle Rider Education Program (MREP) to develop and promote an awareness campaign to increase motorcyclist safety. The media for the campaign - online, radio, television, and/or outdoor billboards/electronic signs, will take place during the warmer months (late spring - early fall) to take advantage of the peak riding season in Massachusetts when over 70% of motorcycle fatalities occur.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Not only will the media campaign be in full force during warmer months when motorcyclist are more likely to be on the roads, any associated media buy(s) will skew towards Bristol, Hampden, Norfolk, Plymouth, and Worcester counties, which represent 60% of the motorcycle crashes involving another motor vehicle from 2007 to 2016. By targeting these counties, EOPSS/OGR/HSD hopes to meet its stated FFY 2019 HSP motorcycle performance target by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because its was the best option to describe the objectives of this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC-19-01	Motorcycle Safety Media	Communication Campaign

5.3.3.1 Planned Activity: Motorcycle Safety Media

Planned activity name	Motorcycle Safety Media

Planned activity number	MC-19-01
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be provided for the implementation of a media program to educate motorcyclists about the importance of rider safety and the dangers of impaired riding. A combination of earned and paid media will focus on the dangers of speeding and the enforcement of impaired riding laws through public services announcements, social media, and press outreach. Local and national data will be used to identify the timing and target audience of the campaign. EOPSS/OGR/HSD will contract with a media vendor to assist with development and targeted distribution of motorcycle safety information to key demographics and regions in Massachusetts.

Internal policies will be followed noting that all media and communications activities should be in support of data-driven objectives and in coordination with other activities and programs, in particular enforcement. Crash and citation data will be used not only for planning enforcement activities but also to determine the target audiences and media channels used to reach that audience. NHTSA's guidelines will be followed for messaging, demographics, best practices and target groups for each media effort.

Enter intended subrecipients.

Media vendor to be determined through the state procurement process,

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	$75,000.00	$37,500.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type	Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

PEDESTRIAN SAFETY

From 2007 to 2016, pedestrian fatalities in the U.S. dropped 9%. Unfortunately, Massachusetts has not experienced this decline. Pedestrian fatalities have jumped 21% in the same period. Nationally in 2016, pedestrian fatalities accounted for 16% of all traffic deaths; in Massachusetts that number was 21%. Massachusetts had the same balance for male and female pedestrian fatalities as nationwide, 70% and 30%, respectively.

Middlesex led all counties in Massachusetts with 140 pedestrian fatalities from 2007 to 2016, accounting for 19% of all pedestrian deaths. Suffolk (105) and Worcester (84) round out the top three with 15% and 12% of all pedestrian fatalities, respectively. Together these three counties represent 46% of all pedestrian fatalities over the past ten years. Suffolk was far ahead of all other counties with 38% of its fatalities being pedestrians.

Pedestrian Fatalities	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total	% All Ped	Fatalities 2007-2016	% Ped Fatalities
Barnstable	2	2	1	5	4	2	5	2	2	4	29	4%	193	15%
Berkshire	3	0	1	3	2	1	2	1	2	3	18	3%	123	15%
Bristol	5	9	4	9	7	12	2	8	7	2	65	9%	458	14%
Essex	6	8	8	6	9	11	11	5	7	5	76	11%	342	22%
Franklin	1	0	0	0	0	0	0	0	0	0	1	0%	62	2%
Hampden	6	5	4	4	8	6	8	6	9	4	60	8%	337	18%

Hampshire	1	2	0	2	0	2	0	1	1	4	13	2%	86	15%
Middlesex	16	20	10	10	12	16	15	11	11	19	140	19%	528	27%
Norfolk	5	4	6	10	6	12	6	6	9	8	72	10%	344	21%
Plymouth	5	5	3	2	5	4	8	11	7	5	55	8%	382	14%
Suffolk	10	13	4	13	9	7	10	12	9	18	105	15%	280	38%
Worcester	6	8	5	4	7	9	12	11	14	8	84	12%	534	16%
	66	**76**	**46**	**68**	**69**	**82**	**79**	**74**	**78**	**80**	**718**		**3,669**	**20%**

Boston, which is in Suffolk County, led all municipalities with 90 pedestrian fatalities from 2007 to 2016. As the chart of top cities shows (below), nearly 40% of people killed on the roads in Boston were pedestrians. Quincy which borders Boston to the south, in Norfolk County, surpassed Boston and lead the state with 45% of its traffic fatalities represented by pedestrians. Quincy has several MBTA subway and commuter rail stops to which many residents walk to each day, as well as several major arterial roads (Washington Street/3A, Newport Avenue) that serve as key access roads for I-93.

Top Cities for Pedestrian Fatalities (2007-2016)	Total Pedestrian Fatalities	Total Fatalities	% Ped of Total Fatalities
BOSTON	90	233	39%
WORCESTER	31	84	37%
SPRINGFIELD	28	81	35%
NEW BEDFORD	20	72	28%
QUINCY	18	40	45%
BROCKTON	16	57	28%
LYNN	13	35	37%
REVERE	10	26	38%
WEST SPRINGFIELD	10	37	27%

Pedestrian fatalities tend to occur more often during the latter part of the week (Weds - Sat). Thursdays had the highest total followed by Friday and Wednesday. These three days accounted for 47% of all pedestrian fatalities from 2007 to 2016.

Day-of-Week	Pedestrian Fatalities (2007-2016)	% of All Ped Fatalities
Sunday	84	12%
Monday	91	13%

Tuesday	99	14%
Wednesday	111	15%
Thursday	115	16%
Friday	113	16%
Saturday	107	15%

By month, pedestrian fatalities were more prevalent during the four-month stretch from October to January. Those four months accounted for nearly half of all pedestrian fatalities from 2007 to 2016. Factors such as reduced daylight hours, poor visibility (sleet, snow, high snowbanks), and lack of clear walkways for pedestrian due to snow accumulation are possible reasons for the increase in pedestrian deaths during that time. There's also the increased pedestrian activity in shopping areas, whether in the cities or suburbs, as a result of the Thanksgiving to New Year's holiday period.

Month	Pedestrian Fatalities (2007-2016)	% of All Ped Fatalities
January	68	9%
February	45	6%
March	48	7%
April	43	6%
May	42	6%
June	43	6%
July	54	8%
August	57	8%
September	46	6%
October	72	10%
November	90	13%
December	112	16%

From 2007 to 2016, the 65 and older age group had the highest percentage of all pedestrian fatalities, making up over a third of all pedestrian deaths in Massachusetts. In fact, the older demographics, those over 45 years, accounted for 65% of pedestrian fatalities in the past ten years. Pedestrian deaths were responsible for 38% of traffic fatalities among those under 16 years of age, the highest percentage for all the age groups. The 65 or older age group was second with 30% of its fatalities attributed to pedestrians. Combined, the youngest and oldest age subset account for nearly 70% of all traffic-related fatalities.

Age Group	Pedestrian Fatalities (2007-2016)	% of All Ped Fatalities

Under 16 years	30	4%
16 - 20	40	6%
21 - 25	41	6%
26-35	72	10%
36-45	74	10%
46-55	119	17%
56-65	108	15%
Over 65	236	33%

Pedestrian fatalities occurred with more frequency during the afternoon and evening hours, especially the period from 3pm to midnight. This nine-hour period was responsible for nearly 60% of all pedestrian fatalities reported from 2007 to 2016. The morning rush hours (6am - 8:59am) had the only double-digit percentage during AM hours.

Time of Day	Ped Fatalities (2007-2016)	% of All Ped Fatalities
12:00am - 2:59am	45	6%
3:00am - 5:59am	49	7%
6:00am - 8:59am	86	12%
9:00am - 11:59am	58	8%
12:00pm - 2:59pm	58	8%
3:00pm - 5:59pm	126	18%
6:00pm - 8:59pm	175	25%
9:00pm - 11:59pm	112	16%

For FFY 2019, EOPSS/OGR/HSD plans to continue its programming aimed at pedestrian safety as the five-year average has steadily increased since 2010. The high pedestrian fatality counties of Suffolk and Middlesex will be given more focus to implement activities to decrease fatalities. Any enforcement activity should take place more often during the late afternoon and evening hours, from Thursday to Saturday and during late fall/early winter months. Due to the high percentage of older pedestrian fatalities, coordination with local municipalities to highlight areas of high older populations or places of high density of older populations could help lower fatalities among that age group.

BICYCLIST SAFETY

In 2016, there were 10 bicyclist fatalities reported in Massachusetts, down from 12 in 2015. Bicyclist fatalities accounted for 3% of all traffic fatalities in 2016, and have never been more than 4% over the past ten years. Yet, this is higher than the national rate, which has averaged approximately 2% in the last ten years. Suffolk County led Massachusetts with 20% of the states bicycle fatalities. It also had the highest proportion of its traffic fatalities related to bicyclists (6%). Given the popularity of bicycles for commuting and recreational purposes in Boston, it is no wonder that Suffolk County had a higher proportion of deaths attributed to bicyclists compared to the rest of the state.

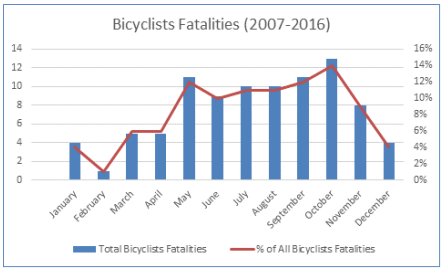
Bicyclist Fatalities	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total	% All Bike Fatalities	Fatalities 2007-2016	% Bike Fatalities
Barnstable	1	1	0	0	0	1	1	1	2	0	7	8%	193	4%
Berkshire	0	1	0	0	1	0	0	0	0	0	2	2%	123	2%
Bristol	2	0	0	0	0	2	0	0	2	1	7	8%	458	2%
Essex	0	4	0	0	0	1	0	0	0	1	6	7%	342	2%
Franklin	0	0	0	0	0	0	0	0	2	0	2	2%	62	3%
Hampden	2	1	0	1	0	1	2	1	0	1	9	10%	337	3%
Hampshire	0	0	2	0	0	1	1	0	0	0	4	4%	86	5%
Middlesex	1	1	1	2	1	1	0	2	3	5	17	19%	528	3%
Norfolk	2	0	0	0	1	1	0	1	0	0	5	6%	344	1%
Plymouth	0	1	2	0	1	2	1	1	0	2	10	11%	382	3%
Suffolk	3	0	0	3	1	5	1	2	3	0	18	20%	280	6%
Worcester	0	1	1	0	0	1	0	0	0	0	3	3%	534	1%
	11	10	6	6	5	16	6	8	12	10	90		3,669	2%

From 2007-2016, bicyclists fatalities occurred with more frequency on Wednesdays (19%) and Mondays (17%).

Day of Week	Bicyclist Fatalities (2007-0216)	% of All Bicyclist Fatalities
Sunday	10	11%
Monday	15	17%
Tuesday	12	13%
Wednesday	17	19%
Thursday	12	13%

Friday	12	13%
Saturday	13	14%

Bicyclist fatalities occurred more often during warmer months (May - October). The three highest months for fatalities, October, May and September, respectively may be attributed, at least in part, to the increase in bike usage during the college school year. May is usually the final month of the college term in the Boston area as well as the first month of consistently warm weather. September and October are at the beginning of the school year and has weather conducive to riding bikes. October's position as the month with the most bicyclist fatalities may be due to the decrease in daylight hours, especially affecting the evening rush hour period. As the chart below related to time of day shows, the period from 3pm to 8:59pm reported the most bicyclist fatalities over the last decade.



Time of Day	Bike Fatalities (2007-2016)	% of All Bike Fatalities
12:00am - 2:59am	8	9%
3:00am - 5:59am	1	1%
6:00am - 8:59am	6	7%
9:00am - 11:59am	10	11%
12:00pm - 2:59pm	17	19%
3:00pm - 5:59pm	22	24%
6:00pm - 8:59pm	18	20%
9:00pm - 11:59pm	9	10%

Bicyclist fatalities that took place in the PM (12pm - 11:59pm) accounted for 73% of all bicyclists deaths from 2007-2016. During this time, fatalities were most commonly male, and over 30 years of age. Since 2007, there have been 66 bicyclist fatalities between noon and midnight. Of those 66 deaths, 51 were male, 16 female and 63% were over 30 years of age. The number of over 30 year old bicyclist fatalities have increased in the last five years. From 2007-2011, there were 14 deaths over age 30 during the 12pm - 11:59pm period. Then from 2012-2016 the deaths doubled to 28. 60% of bicyclist deaths in the past decade have been over 35 years of age.

Age Group	Total Bicyclist Fatalities	% of All Bicyclist Fatalities
Under 16 years	10	11%
16 - 20	5	6%
21 - 25	14	16%

26-35	7	8%
36-45	9	10%
46-55	17	19%
56-65	19	21%
Over 65	9	10%

For FFY 2019, EOPSS/OGR/HSD will look to target bicycle safety programming and outreach, particularly in Suffolk and Middlesex Counties, with a focus on bicyclists over 30 years in age. Law enforcement patrols that take place primarily between 3pm and 9pm on Mondays and Wednesdays will be encouraged.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	75.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	9.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian Safety Zones
2019	Highway Safety Office Program Management
2019	Conspicuity Enhancement
2019	Communication Campaign

5.4.1 Countermeasure Strategy: Pedestrian Safety Zones

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Pedestrian Safety Zones

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Pedestrian safety zones concept is aimed at more effectively targeting resources to problem areas by focusing enforcement, education, and interventions on key geographic areas of a community. For example, data analysis of crash locations involving pedestrians in a town might find a cluster within range of a public school. To counter the problem, the local police department would target the area by making presentations at the school, conducting enforcement patrols on the main streets near or by the school, and displaying public safety messaging (billboards, banners, electronic signs) in the same area. Studies have shown this approach leads to decreased fatalities, especially among pedestrians and bicycles.

The planned activity, local pedestrian and bicycle enforcement, will utilize this approach with subrecipients in order to target regions or areas of high incidences involving motor vehicles, pedestrians and/or bicyclists.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Establishing pedestrian safety zones will help EOPSS/OGR/HSD in its quest to see pedestrian and bicyclist fatalities drop in the coming years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because it best described the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS-19-02	Local Police Pedestrian and Bicyclist Enforcement and Equipment Program	Pedestrian Safety Zones

5.4.1.1 Planned Activity: Local Police Pedestrian and Bicyclist Enforcement and Equipment Program

Planned activity name	Local Police Pedestrian and Bicyclist Enforcement and Equipment Program
Planned activity number	PS-19-02
Primary countermeasure strategy	Pedestrian Safety Zones

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Award grants to municipal police departments to conduct enforcement and education activities aimed at reducing the incidence of pedestrian and bicyclist injuries and fatalities. Enforcement patrols will take place throughout the year, with departments utilizing crash data and trends to select timing and locations of enforcement activities. Purchase of equipment by subrecipients to enhance crosswalk visibility and bicyclist safety may be allowed for a portion of each grant awarded.

Enter intended subrecipients.

The subrecipients will be determined through a competitive grant process.

All municipal law enforcement agencies within the Commonwealth will be eligible to apply.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian Safety Zones
2019	Conspicuity Enhancement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$600,000.00	$250,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funding needed for proper program management of Non-motorized planned activities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Without proper funding, EOPSS/OGR/HSD staff cannot provide adequate oversight of all non-motorized planned activities, which could lead to higher pedestrian and bicyclist fatalities in Massachusetts.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best described the objectives of the associated planned activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS-19-04	Program Management - Pedestrian & Bicyclist Safety	Highway Safety Office Program Management

5.4.2.1 Planned Activity: Program Management - Distracted Driving

Planned activity name	Program Management - Distracted Driving
Planned activity number	DD-19-06
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide sufficient staff to manage programming described in FFY 2019 HSP, and cover in- and out-of-state travel, professional development expenses, conference fees, postage, and office supplies.

Enter intended subrecipients.

Funds will support SHSO program staff and will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	$30,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.3 Countermeasure Strategy: Conspicuity Enhancement

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Conspicuity Enhancement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The purpose of enhancing conspicuity (to be easily seen or noticed) for pedestrians is to increase the opportunity for drivers to see and avoid pedestrians, particularly when it is dark. According to NHTSA, 72% of pedestrian fatalities in 2015 occurred during nighttime. In Massachusetts, from 2007-2016 nearly half of pedestrian fatalities took place between 6pm and 3am (hours that typically have less or no daylight). The Pedestrian Enforcement and Equipment grant will allow subrecipients to spend a certain percentage (25%) of its grant money to purchase equipment that can increase the conspicuity of pedestrians. These purchases can include reflector tape, warning sign to place on the crosswalk, and banners to hang advising of high pedestrian traffic or to be aware of pedestrians. Along with the enforcement patrols, these purchase will help raise more awareness to drivers about paying attention to pedestrian when driving in high pedestrian traffic areas.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Pedestrian fatalities remained unchanged from 2015 to 2016. EOPSS/OGR/HSD sees the Pedestrian Enforcement and Equipment Grant as a program that will help increase awareness among drivers and pedestrians about sharing the roadways. The funding amount will allow EOPSS/OGR/HSD to have at least 80 local police departments involved in the grant. The more towns involved, the more opportunities for law enforcement to educate drivers and pedestrians alike on using the roads safely. There will be emphasis on promoting pedestrian safety media in areas of high pedestrian fatalities such as Boston, Springfield and Worcester as well as to reach out to municipalities within the county those cities are in to, hopefully, attract more applicants to the Pedestrian Grant. The impact of the pedestrian enforcement and equipment grant activities and media outreach will raise awareness of pedestrian safety across the state and consequently lead to lower pedestrian fatalities in the coming years and will help EOPSS/OGR/HSD meet its stated target for pedestrian fatalities by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best encompassed the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS-19-02	Local Police Pedestrian and Bicyclist Enforcement and Equipment Program	Pedestrian Safety Zones
PS-19-03	Community-Based Pedestrian and Bicyclist Safety Grant Program	Conspicuity Enhancement

5.4.3.1 Planned Activity: Community-Based Pedestrian and Bicyclist Safety Grant Program

Planned activity name	Community-Based Pedestrian and Bicyclist Safety Grant Program
Planned activity number	PS-19-03
Primary countermeasure strategy	Conspicuity Enhancement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Competitive and discretionary grant awards will be provided to one or more organizations such as Girl Scouts, Boy Scouts, Parent-Teacher Organizations, schools, faith-based organizations, advocacy groups, etc., that will implement community-based programs. The eligible applicants may include both non-profit 501(c)(3) or governmental organizations.

This planned activity will consist of one or more data-driven competitive grant programs that will be focused in geographical areas and/or high risks populations that have demonstrated needs in the area of pedestrian and bicyclist safety.

The programs will generally be focused on raising awareness of road safety, training, and changing social attitudes and behaviors in order to reduce vehicle crashes and their associated fatalities, serious injuries and economic losses on the state's roadways.

This will not be a traffic enforcement program, but EOPSS/OGR/HSD will encourage applicants to develop new or enhance existing partnerships with law enforcement agencies to achieve project goals.

Selected grant subrecipients will develop and implement traffic safety improvement educational and awareness programs that address issues in their targeted communities. Programs that focus on high risk groups or behaviors will be prioritized. Organizations will be encouraged to build partnerships that incorporate a whole-community, data-driven approach to identifying and addressing road safety problems. The formation of community-wide road safety coalitions that bring together a wide constituency to focus on aspects of road safety will also be encouraged.

Projects that will develop and implement educational curriculum that aim to instill a life-long road safety culture in the Commonwealth's citizenry will also be prioritized. Projects may also incorporate social, and/or traditional media strategies to change risky behavior on the state's roadways.

The competitive grant solicitation may guide potential applicants to various informational resources such as:

- National Highway Traffic Safety Administration
- Centers for Disease Control and Prevention
- Governors Highway Safety Association
- Insurance Institute for Highway Safety
- National Safety Council
- American Automobile Association
- The Vision Zero Network
- Mothers Against Drunk Driving
- Students Against Destructive Decisions

Enter intended subrecipients.

Non-profit and/or governmental organizations to be determined through a competitive process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Conspicuity Enhancement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$25,000.00		$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.4 Countermeasure Strategy: Communication Campaign

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

In 2016, pedestrian fatalities in Massachusetts held steady at 80, same as in 2015. EOPSS/OGR/HSD plans to launch a paid and earned media campaign to raise awareness among drivers, bicyclists and pedestrians on sharing the roadways safely. The campaign will use both online and offline (radio, television, electronic signs) mediums to spread the message.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

While pedestrian fatalities have remained unchanged from 2015 to 2016, bicyclists fatalities have dropped slightly during the same period. The non-motorist media campaign will have a heavy focus on the Boston area, which has a high proportion of its traffic fatalities due to pedestrian and bicyclists. Worcester and Springfield will also receive attention as those two cities also have over a third of its fatalities attributed to non-motorists. Coupled with the enforcement patrols conducted by law enforcement departments receiving a Pedestrian Safety Enforcement & Equipment Grant, the combination of media and enforcement should help decrease pedestrian fatalities by 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because it was the best option to describe the objectives of the planned activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS-19-01	Pedestrian and Bicyclist Safety Media	Communication Campaign

5.4.4.1 Planned Activity: Pedestrian and Bicyclist Safety Media

Planned activity name	Pedestrian and Bicyclist Safety Media
Planned activity number	PS-19-01
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Develop and implement a pedestrian and bicyclist safety paid and earned media campaign, in conjunction with the Massachusetts Department of Transportation's Traffic Safety Division, which will encourage all road users to safely share the road, educate the public on related traffic laws, and promote the enforcement efforts of local police departments. EOPSS/OGR/HSD will analyze local and national crash and fatality data to identify the timing and target audience. EOPSS/OGR/HSD will contract with a marketing and advertising agency to execute the media campaign. Social media will be used for sustained educational efforts.

Internal policies will be followed noting that all media and communications activities should be in support of data-driven objectives and in coordination with other activities and programs, in particular, enforcement. Crash and citation data will be used not only for planning enforcement activities but also to determine the target audiences and media channels used to reach that audience. NHTSA's guidelines will be followed for messaging, demographics, best practices and target groups for each media effort.

Enter intended subrecipients.

Media vendor yet to be determined through the state procurement process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	$150,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5 Program Area: Traffic Records

Program area type	Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Program Area: Traffic Records

Traffic records data are vital to the analysis necessary for successful highway safety planning and programming. Our agency, in coordination with our partners, collects and uses traffic records data to identify problem areas, develop and implement appropriate programs and evaluate the effectiveness of these programs.

Massachusetts operates a complete set of systems to receive, store and manage traffic records information. These systems are managed by the following agencies:

- MassDOT/RMV manages the crash, driver history and vehicle registration systems.
- The Merit Rating Board maintains operator driving history records consisting of at-fault crash claim records, comprehensive claim records, out-of-state incidents as well as civil and criminal traffic citation information.
- The Administrative Office of the Trial Court manages adjudication information.
- The MassDOT Office of Transportation Planning manages the road inventory file.
- The Massachusetts Department of Public Health (DPH) and the Center for Health Information and Analysis manage injury surveillance related information systems.

As required by NHTSA's Section 405c grant program, Massachusetts has an active two-tiered Traffic Records Coordinating Committee (TRCC), which is supported by a Traffic Records Program Coordinator located within the Office of Grants and Research Highway Safety Division. The Executive-level Traffic Records Coordinating Committee (ETRCC), currently chaired by the Undersecretary of Forensic Science and Technology, was established through the coordinated efforts of its member organizations. The ETRCC is comprised of agency heads or senior personnel who set the vision and mission for a Working-level TRCC. The Working-level TRCC is the primary means by which communication is facilitated and perpetuated between the various users and collectors of data, and owners and custodians of the data systems that make up the Commonwealth's traffic records systems. These TRCCs foster understanding among stakeholders and promote the use of safety data in identifying problems and developing effective countermeasures to improve highway safety. Both committees seek to improve the accessibility, accuracy, completeness, uniformity, integration, and timeliness of the six traffic records systems in Massachusetts: citation/adjudication, crash, driver, injury surveillance, roadway, and vehicle. One way this is accomplished is by ensuring that all Section 405 C funds received by Massachusetts are used for eligible, prioritized projects that will enhance these systems.

The FFY 2019 Section 405 C application and 2019 Strategic Plan for Traffic Records Improvements contains details pertaining to the current capabilities and challenges of the Massachusetts traffic records systems. It also describes the progress made to date on projects. The 2019 Strategic Plan is expected to be submitted in June 2018.

Although Traffic Records' performance targets are not among the core performance measures required by NHTSA, these targets (shown below) allow the TRCC to monitor progress made as well as provide key statistics for inclusion in the yearly Strategic Plan.

Performance Target #1: To improve the integration of traffic records systems by increasing the number of linked Massachusetts EMS/crash reports from 0% to 75% from January 1 to December 31, 2018.
Performance Target #2: Develop a business plan for a new MassTRAC by December 31, 2018.
Performance Target #3: To improve the accuracy and completeness of the RMVs Crash Data System by decreasing the number of crash reports rejected for not meeting the minimum criteria from 1,487 between April 1, 2017 and March 31, 2018 to 1,425 or less between April 1, 2018 and March 31, 2019.
Performance Target #4: To improve completeness of MATRIS, increase the number of ambulance services submitting NEMSIS Version 3 reports to the system from 0 between April 1, 2017 to March 31, 2018 to 3 or more between April 1, 2018 to March 31, 2019.
Performance Target #5: To improve the completeness of the Massachusetts statewide road inventory database by increasing the number of intersections with Fundamental Data Elements (FDEs) from 0 as of June 30, 2017 to 5,400 as of December 31, 2018.

To determine the performance targets for FFY 2019, EOPSS/OGR/HSD reviewed FFY 2015, 2016, 2017 and 2018 Traffic Records project proposals, previous Strategic Plans for Traffic Records Improvement and data from DPH and the RMV.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of linked Massachusetts EMS/crash reports	Annual	2019	75.0
2019	Accuracy and completeness of the Registry of Motor Vehicles' Crash Data System	Annual	2019	1,425.0
2019	Number of ambulance services submitting NEMSIS Version 3 reports	Annual	2019	3.0
2019	Number of intersections with Fundamental Data Elements (FDEs)	Annual	2019	5,400.0
2019	Development of a new MassTRAC	Other	2019	1.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database
2019	Improves accessibility of a core highway safety database
2019	Highway Safety Office Program Management

5.5.1 Countermeasure Strategy: Improves timeliness of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves timeliness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This is a traffic records countermeasure. It is not listed in NHTSA's Countermeasures That Work, Eighth Edition. All traffic records-related planned activities are aimed at making core highway safety data accessible, accurate, timely, integrated and complete. Improving quality of the data will help traffic safety agencies in Massachusetts make better decisions about allocating resources and where 'hot spots' that require attention are.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Each planned activity for traffic records will help improve the timeliness of crash reports, citations, hospitalization and injury surveillance information into the core highway safety database system for all Massachusetts traffic safety stakeholders.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is a required goal set forth by the traffic records coordinating committee (TRCC).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-19-01	MassTRAC	Improves accessibility of a core highway safety database
TR-19-02	Fatality Analysis Reporting System (FARS)	Improves completeness of a core highway safety database
TR-19-03	Motor Vehicle Automated Citation and Crash System (MACCS)	Improves integration between one or more core highway safety databases
TR-19-04	Investigation of Improved Linkage Strategy towards the Development of a Central and Uniform Crash Analysis Database	Improves integration between one or more core highway safety databases
TR-19-05	Data Quality Review of Crash Reports Accepted with Warning and Technical Assistance to Police Departments to Improve Completeness and Reduce Errors	Improves accuracy of a core highway safety database
TR-19-06	Tools for Improving Crash Report Reviews	Improves accuracy of a core highway safety database
TR-19-07	Data Uniformity, Accuracy, Completeness and Timeliness	Improves uniformity of a core highway safety database
TR-19-08	MATRIS and Trauma Registry National Standard Uniformity and Data Quality Project	Improves uniformity of a core highway safety database
TR-19-09	Boston Cyclist, Pedestrian and Vehicular Incident Information System Enhancement	Improves accuracy of a core highway safety database
TR-19-10	Test Template for Collecting Model Inventory Road Element (MIRE) Fundamental Data Elements (FDEs) for Intersections	Improves completeness of a core highway safety database

5.5.2 Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program area	Traffic Records
Countermeasure strategy	Improves integration between one or more core highway safety databases

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This is a traffic records countermeasure. It is not listed in NHTSA's Countermeasures That Work, Eighth Edition. All traffic records-related planned activities are aimed at making core highway safety data accessible, accurate, timely, integrated and complete. Improving quality of the data will help traffic safety agencies in Massachusetts make better decisions about allocating resources and where 'hot spots' that require attention are.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Each planned activity for traffic records will help improve the integration of the core highway safety database system for all Massachusetts traffic safety stakeholders.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is a required goal set forth by the traffic records coordinating committee (TRCC).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-19-01	MassTRAC	Improves accessibility of a core highway safety database
TR-19-02	Fatality Analysis Reporting System (FARS)	Improves completeness of a core highway safety database
TR-19-03	Motor Vehicle Automated Citation and Crash System (MACCS)	Improves integration between one or more core highway safety databases
TR-19-04	Investigation of Improved Linkage Strategy towards the Development of a Central and Uniform Crash Analysis Database	Improves integration between one or more core highway safety databases
TR-19-05	Data Quality Review of Crash Reports Accepted with Warning and Technical Assistance to Police Departments to Improve Completeness and Reduce Errors	Improves accuracy of a core highway safety database
TR-19-06	Tools for Improving Crash Report Reviews	Improves accuracy of a core highway safety database
TR-19-07	Data Uniformity, Accuracy, Completeness and Timeliness	Improves uniformity of a core highway safety database
TR-19-08	MATRIS and Trauma Registry National Standard Uniformity and Data Quality Project	Improves uniformity of a core highway safety database
TR-19-09	Boston Cyclist, Pedestrian and Vehicular Incident Information System Enhancement	Improves accuracy of a core highway safety database
TR-19-10	Test Template for Collecting Model Inventory Road Element (MIRE) Fundamental Data Elements (FDEs) for Intersections	Improves completeness of a core highway safety database

5.5.2.1 Planned Activity: Motor Vehicle Automated Citation and Crash System (MACCS)

Planned activity name	Motor Vehicle Automated Citation and Crash System (MACCS)
Planned activity number	TR-19-03
Primary countermeasure strategy	Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on

impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Yes

Enter description of the planned activity.

MACCS is a browser-based application available statewide for the purpose of collecting, reconciling, and exchanging motor vehicle incident information including: electronic citation reporting, crash reporting, alcohol test refusal reporting, and traffic stop data collection. MACCS is the result of a partnership between EOPSS/OGR/HSD, local and state law enforcement, and the Massachusetts Department of Transportation, and has been approved for funding by the Massachusetts Traffic Records Coordinating Committee. The goals of the MACCS project are to ensure greater officer safety by making the reporting process more efficient at the roadside, improving data quality by implementing checks at the point of entry and upon submittal, and eliminating redundant data entry processes for agencies across Massachusetts. This project will ultimately increase the timeliness, completeness, uniformity and accuracy of electronic crash and citation data submissions as called for in the 2014 Traffic Records Assessment.

Expected uses of the funding in FFY 2019 include, but are not limited to: further training and deployment of MACCS with additional municipal agencies; continue working with the courts and Merit Rating Board (MRB) on outstanding issues related to the processing of criminal citations, including an electronic integration of MACCS with the Electronic Application for Criminal Complaint; and work with record management system vendors to implement a data exchange via the iCJIS Broker technology.

If approved by EOPSS, Section 1906 funding will be used to further collect and maintain statistical information on the race, and as possible the ethnicity, of drivers that are stopped by law enforcement using MACCS. This funding could be used to expand the number of law enforcement agencies using MACCS, and possibly expand its features. Currently neither the system or the Massachusetts Uniform Citation Form are set-up to collect ethnicity data. MACCS does have a traffic stop module that collects race data, with a blank free-text field for additional race information. However, law enforcement will not be required to collect this information to use MACCS. This data will be collected by MSP, but local law enforcement will have the option of collecting data if they choose. Traffic stop data, including race, is currently available to the public through the state's public records request process. Such requests can be made to individual law enforcement agencies and/or MRB.

This task will support traffic records performance target 3.

Enter intended subrecipients.

EOPSS Office of Technology and Information Services

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	$375,000.00	$0.00	
2018	FAST Act NHTSA 402	Traffic Records (FAST)	$500,000.00	$500,000.00	$0.00
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$250,000.00	$250,000.00	
2018	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	$375,000.00	$200,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.2.2 Planned Activity: Investigation of Improved Linkage Strategy towards the Development of a Central and Uniform Crash Analysis Database

Planned activity name	Investigation of Improved Linkage Strategy towards the Development of a Central and Uniform Crash Analysis Database
Planned activity number	TR-19-04
Primary countermeasure strategy	Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding unspent in FFY 2018 will be provided to the University of Massachusetts Traffic Safety Research Program (UMassSAFE) to continue to investigate improved data linkage processes and strategies for linking highway safety data sets, specifically crash and emergency medical services data. This funding, approved by the TRCC, will cover UMassSAFE personnel costs along with indirect and consultant costs. The project will help to better integrate data in the Massachusetts traffic records systems as recommended in the 2014 Traffic Records Assessment.

This task will support traffic records performance target 1.

Enter intended subrecipients.

University of Massachusetts - UMassSAFE

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$129,534.00	$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.3 Countermeasure Strategy: Improves completeness of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves completeness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and

maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This is a traffic records countermeasure. It is not listed in NHTSA's Countermeasures That Work, Eighth Edition. All traffic records-related planned activities are aimed at making core highway safety data accessible, accurate, timely, integrated and complete. Improving quality of the data will help traffic safety agencies in Massachusetts make better decisions about allocating resources and where 'hot spots' that require attention are.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Each planned activity for traffic records will help increase the completeness of the core highway safety database system for all Massachusetts traffic safety stakeholders.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is a required goal set forth by the traffic records coordinating committee (TRCC).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-19-01	MassTRAC	Improves accessibility of a core highway safety

		database
TR-19-02	Fatality Analysis Reporting System (FARS)	Improves completeness of a core highway safety database
TR-19-11	Traffic Records Projects	Improves completeness of a core highway safety database
TR-19-03	Motor Vehicle Automated Citation and Crash System (MACCS)	Improves integration between one or more core highway safety databases
TR-19-04	Investigation of Improved Linkage Strategy towards the Development of a Central and Uniform Crash Analysis Database	Improves integration between one or more core highway safety databases
TR-19-05	Data Quality Review of Crash Reports Accepted with Warning and Technical Assistance to Police Departments to Improve Completeness and Reduce Errors	Improves accuracy of a core highway safety database
TR-19-06	Tools for Improving Crash Report Reviews	Improves accuracy of a core highway safety database
TR-19-07	Data Uniformity, Accuracy, Completeness and Timeliness	Improves uniformity of a core highway safety database
TR-19-08	MATRIS and Trauma Registry National Standard Uniformity and Data Quality Project	Improves uniformity of a core highway safety database
TR-19-09	Boston Cyclist, Pedestrian and Vehicular Incident Information System Enhancement	Improves accuracy of a core highway safety database
TR-19-10	Test Template for Collecting Model Inventory Road Element (MIRE) Fundamental Data Elements (FDEs) for Intersections	Improves completeness of a core highway safety database

5.5.3.1 Planned Activity: Fatality Analysis Reporting System (FARS)

Planned activity name	Fatality Analysis Reporting System (FARS)
Planned activity number	TR-19-02
Primary countermeasure strategy	Improves completeness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

NHTSA will be provided, through a dedicated Massachusetts Registry of Motor Vehicles (RMV) position, with the fatal crash data for FARS and FastFARS required in the NHTSA-EOPSS/OGR/HSD 2017-2022 cooperative agreement. The FARS Analyst will collect and process data concerning motor vehicle-related fatalities, utilizing all available resources, in order to develop a database sufficient to meet federal requirements. One of the recommendations of the 2014 Traffic Records Assessment was to maximize the use of traffic records systems data by traffic safety stakeholders.

This task supports performance targets 1 and 3.

Enter intended subrecipients.

Massachusetts Registry of Motor Vehicles

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	Other		$82,000.00	$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.3.2 Planned Activity: Traffic Records Projects

Planned activity name	Traffic Records Projects
Planned activity number	TR-19-11
Primary countermeasure strategy	Improves completeness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Apologies for the generic sounding planned activity title, but it is the best description of the project. EOPSS/OGR/HSD is looking for applicants to an Availability of Grant Funding (AGF) for competitive Section 405(c) funding to conduct innovative approaches to improve the accessibility, accuracy, completeness, integration, timeliness, and/or uniformity (a performance attribute) of one or more of the following six core traffic records systems as listed below:

Crash, roadway inventory, vehicle registration, driver history, citation/adjudication, and EMS/injury surveillance. Improving these systems will in turn enhance the ability to identify priorities for local, state, and federal traffic safety programs. Permissible projects could also evaluate the effectiveness of efforts to improve these six core traffic records systems; link these systems with other appropriate state or federal data systems; and enhance the ability of highway safety stakeholders to observe and analyze local, state, and national trends in crash occurrences, rates, outcomes, and circumstances. Only units of state and local government or not-for-profit organizations with a public purpose would be eligible to apply for funding. All funded projects must help to meet at least one unmet recommendation(s) from the Commonwealth's latest Traffic Records Assessment. Preference will be given to projects that have a minimum of one benchmark and one performance measure that will demonstrate at least one quantitative improvement to a performance attribute of a minimum of one of the state's six core traffic records systems. This quantitative improvement must be demonstrated with supporting information covering a 12-month performance period, starting anytime between April 1 and July 1, 2018, and comparable to a prior, contiguous benchmark period of one year. AGF responses would be reviewed by the Massachusetts Traffic Records Coordinating Committees. Those approved by the committees would then be submitted to EOPSS and then NHTSA for review and approval.

Each resulting project will support one or more Traffic Records performance targets.

Enter intended subrecipients.

Subrecipients will be determined at the completion of the competitive grant process and recommendations from the ETRCC.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves completeness of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$375,000.00	$93,750.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.3.3 Planned Activity: Test Template for Collecting Model Inventory Road Element (MIRE) Fundamental Data Elements (FDEs) for Intersections

Planned activity name	Test Template for Collecting Model Inventory Road Element (MIRE) Fundamental Data Elements (FDEs) for Intersections
Planned activity number	TR-19-10
Primary countermeasure strategy	Improves completeness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Federal Highway Administration (FHWA) considers the presence of a traffic control device at an intersection and the device's type, if one is present, as Fundamental Data Elements (FDE) of a Model Inventory Road Element (MIRE). The Massachusetts statewide road inventory currently does not contain the required FDEs for intersections. MassDOT has a contract with a vendor to develop and deploy a template to be used to collect these FDEs so that they can be added to the road inventory. Funding unspent in FFY 2018 will enable this project to continue to use this vendor template to collect FDEs for a subset of the intersections in the state. Also to refine the template as necessary before it is used to collect FDEs for intersections statewide. This funding, approved by the Massachusetts Traffic Records Coordinating Committees, will continue the project to improve the roadway data system as recommended in the 2014 Traffic Records Assessment.

This task will support traffic records performance target 6.

Enter intended subrecipients.

Massachusetts Department of Transportation

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$91,775.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.4 Countermeasure Strategy: Improves accuracy of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves accuracy of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State

conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This is a traffic records countermeasure. It is not listed in NHTSA's Countermeasures That Work, Eighth Edition. All traffic records-related planned activities are aimed at making core highway safety data accessible, accurate, timely, integrated and complete. Improving quality of the data will help traffic safety agencies in Massachusetts make better decisions about allocating resources and where 'hot spots' that require attention are.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Each planned activity for traffic records will help improve the accuracy of the core highway safety database system for all Massachusetts traffic safety stakeholders.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is a required goal set forth by the traffic records coordinating committee (TRCC).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-19-02	Fatality Analysis Reporting System (FARS)	Improves completeness of a core highway safety database
TR-19-03	Motor Vehicle Automated Citation and Crash System (MACCS)	Improves integration between one or more core highway safety databases
TR-19-04	Investigation of Improved Linkage Strategy towards the Development of a Central and	Improves integration between one or more core highway

	Uniform Crash Analysis Database	safety databases
TR-19-06	Tools for Improving Crash Report Reviews	Improves accuracy of a core highway safety database
TR-19-07	Data Uniformity, Accuracy, Completeness and Timeliness	Improves uniformity of a core highway safety database
TR-19-08	MATRIS and Trauma Registry National Standard Uniformity and Data Quality Project	Improves uniformity of a core highway safety database

5.5.4.1 Planned Activity: Tools for Improving Crash Report Reviews

Planned activity name	Tools for Improving Crash Report Reviews
Planned activity number	TR-19-06
Primary countermeasure strategy	Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding unspent in FFY 2018 will enable the University of Massachusetts Traffic Safety Research Program (UMassSAFE) to continue to build on an earlier successful project, Crash Data Audit, as well as to identify and then implement improvements to the supervisory review of crash reports before submission to the Massachusetts Registry of Motor Vehicles (RMV). This funding, which has been approved by the Traffic Records Coordinating Committee (TRCC), will enhance accuracy, completeness, and uniformity of the crash data system. This project will improve the data quality control program for the crash data system as recommended in the 2014 Traffic Records Assessment.

This task will support traffic records performance target 3.

Enter intended subrecipients.

University of Massachusetts- UMassSAFE

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$172,093.00	$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.4.2 Planned Activity: Data Quality Review of Crash Reports Accepted with Warning and Technical Assistance to Police Departments to Improve Completeness and Reduce Errors

Planned activity name	Data Quality Review of Crash Reports Accepted with Warning and Technical Assistance to Police Departments to Improve Completeness and Reduce Errors
Planned activity number	TR-19-05
Primary countermeasure strategy	Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding unspent in FFY 2018 will enable the Massachusetts Registry of Motor Vehicles (RMV) to continue its work with the University of Massachusetts Traffic Safety Research Program (UMassSAFE) to develop and implement processes for reviewing crash reports that have been "accepted with warning" by the RMV. Work will then be done with police departments to improve the accuracy and completeness of submitted crash reports. Further outreach by the RMV's Crash Data System Law Enforcement Liaison with police departments will improve crash reporting by expanding their understanding of common errors. This funding was approved by the TRCC and will improve the data quality control program of the crash data system as recommended in the 2014 Traffic Records Assessment.

This task will support traffic records performance target 3.

Enter intended subrecipients.

Massachusetts Registry of Motor Vehicles

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$196,803.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.4.3 Planned Activity: Boston Cyclist, Pedestrian and Vehicular Incident Information System Enhancement

Planned activity name	Boston Cyclist, Pedestrian and Vehicular Incident Information System Enhancement
Planned activity number	TR-19-09

Primary countermeasure strategy	Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Boston Emergency Medical Services (EMS) began this project in FFY 2013 to address information gaps, inconsistent data gathering and analysis, and the lack of usable real time data to guide decisions on traffic safety and transportation policy in Boston. Major project deliverables include: project management and coordination by a Boston EMS paramedic serving as project lead, specifically for validating the project's key data components; data vetting for every roadway incident to ensure the data sets have the most accurate data; data analysis to ensure timely reports to meet the unique needs of the intended audience through system development of a GIS dashboard tool; stakeholder engagement, and data review; project lead to provide training of EMS personnel to support system enhancements; training and professional development of project staff to optimize in-house capabilities for best addressing the project goal and deliverables. The city will cover the cost of ongoing public awareness efforts to enhance bicyclist and pedestrian safety. One of the recommendations of the 2014 Traffic Records Assessment was to maximize the use of traffic records systems data by traffic safety stakeholders.

This task will support traffic records performance targets 1 and 3.

Enter intended subrecipients.

City of Boston Emergency Medical Services

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database

2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$118,453.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.5 Countermeasure Strategy: Improves accessibility of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves accessibility of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the

State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This is a traffic records countermeasure. It is not listed in NHTSA's Countermeasures That Work, Eighth Edition. All traffic records-related planned activities are aimed at making core highway safety data accessible, accurate, timely, integrated and complete. Improving quality of the data will help traffic safety agencies in Massachusetts make better decisions about allocating resources and where 'hot spots' that require attention are.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Each planned activity for traffic records will help increase accessibility to the core highway safety database system for all Massachusetts traffic safety stakeholders.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is a required goal set forth by the traffic records coordinating committee (TRCC).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-19-01	MassTRAC	Improves accessibility of a core highway safety database
TR-19-03	Motor Vehicle Automated Citation and Crash System (MACCS)	Improves integration between one or more core highway safety databases
TR-19-05	Data Quality Review of Crash Reports Accepted with Warning and Technical Assistance to Police Departments to Improve Completeness and Reduce Errors	Improves accuracy of a core highway safety database

5.5.5.1 Planned Activity: MassTRAC

Planned activity name	MassTRAC
Planned activity number	TR-19-01
Primary countermeasure strategy	Improves accessibility of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding will be used by EOPSS/OGR/HSD to secure a vendor(s) to develop and support a new MassTRAC system to reside within the open source environment of Mass.gov. Like its predecessor, the new MassTRAC will be a web-based solution for traffic records analysis, mapping, and reporting. In addition to the crash and citation data sets of its predecessor, the new tool would also include driver, EMS/injury/healthcare-related, roadway, and vehicle data sets. The new MassTRAC would help EOPSS/OGR/HSD meet federal reporting requirements and support safety planning processes across the Commonwealth. The new system would provide quick and easy user access to its raw data as well as basic and higher data analytical functions and data visualization/mapping tools. One of the recommendations of the 2014 Traffic Records Assessment was to maximize the use of traffic records systems data by traffic safety stakeholders. In May 2018 the Massachusetts Traffic Records Coordinating Committee (TRCC) voted to approve EOPSS/OGR/HSD's new MassTRAC project concept and to reserve up to $375,000 of anticipated FFY 2019 Section 405c funding for the project. Use of any of this funding is subject to additional Executive-level TRCC approval following a review of a new MassTRAC business plan expected in late 2018.

This task will support traffic records performance target 2.

Enter intended subrecipients.

Vendor yet to be determined through the state procurement process

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$375,000.00	$93,750.00	
2018	FAST Act NHTSA 402	Traffic Records (FAST)	$50,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.6 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Traffic Records
Countermeasure strategy	Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will

implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funding needed to support staff to handle the day-to-day operation of all traffic records-related projects.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Having a fully funded staff to support all traffic records-related planned activities will help reduce fatalities on the roadway of Massachusetts.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best encompasses the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-19-12	Program Management- Traffic Records	Highway Safety Office Program Management

5.5.6.1 Planned Activity: Program Management- Traffic Records

Planned activity name	Program Management- Traffic Records
Planned activity number	TR-19-12
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide sufficient staff to manage traffic records-related programming described in the FFY 2018 HSP and cover in- and out-of-state travel, professional development expenses, conference fees, postage, and office supplies.

Enter intended subrecipients.

Funds will support SHSO program staff and will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	$120,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.6.2 Planned Activity: Americans with Disabilities Act (ADA) Compliance

Planned activity name	Americans with Disabilities Act (ADA) Compliance
Planned activity number	PA-19-02
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds for interpretation, translation, and specialized printing services for those in need of accommodations. Also, make necessary programmatic, organizational and procedural improvements to alert the public about the availability of such accommodations.

Enter intended subrecipients.

Funds will be used for contractor provided services. The contractor will be determined via state procurement process.

Funds will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	$5,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6 Program Area: Distracted Driving

Program area type	Distracted Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Distracted driving occurs when a driver fails to pay full attention to the task of driving. It occurs anytime a driver diverts his/her attention from the roadway. While this includes traditional distractions such as talking to passengers, eating, and adjusting radio controls, the use of hand held and built in electronic devices such as phones, tablets, infotainment systems, laptop computers, and GPS have quickly added major risks to the safety and health of all road users. Additionally, the exponential growth and use of available smart phone apps continues to compound the problem.

An additional issue related to distracted driving is that data may reflect an under reporting of the problem. Unless a driver, passenger, or witness to the crash confirms the distracted behavior, law enforcement must get cell phone records to confirm any usage at the point of impact or just before a crash occurred, and that may not always happen.

In 2016, nine percent of all fatal crashes in the U.S. were reported as 'distraction-affected' (*Traffic Safety Facts - Distracted Driving 2016*, DOT HS 812 517, April 2018) crashes involving one or more of the following distractions: an occupant; a moving object in the vehicle, talking on a cell phone; manipulating a cell phone; adjusting audio, climate or other controls in vehicle; reaching for a device or object; an outside person, object, or event; eating or drinking; smoking; daydreaming; and general distraction/carelessness.

Of the 3,210 drivers involved in a distraction-affected fatal crash in the United States in 2016, nine percent were 15 to 19 years old. In Massachusetts, there were 28 documented 'distraction-affected' fatal crashes in 2016 - eight percent of all fatal crashes. These crashes resulted in 28 fatalities or 7% of all fatalities. The percentage of 15 to 19 year old drivers involved in a distracted driving crash was lower than the 2016 national rate at 7%.

From 2012 to 2016, Massachusetts has had 2,356 drivers involved in a fatal crash. 151 of these crashes (6%) were documented as a 'distraction-affected'. Of the 151 drivers, 68% were male. Males accounted for 67% of those drivers using a cell phone. Below is a chart that details the highest percentage of distracted-related crashes by day and time. The highlighted squares are the highest time frames for that particular day. Monday, Wednesday and Friday have the 3pm - 5:59pm period with the most crashes. Distracted driving crashes happened more often in the PM hours (12pm-11:59pm), 59% compared to 41% in the AM hours (12am-11:59am).

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
12:00am - 2:59am	17%	10%	0%	9%	5%	4%	22%
3:00am - 5:59am	13%	5%	0%	0%	11%	4%	0%
6:00am - 8:59am	4%	15%	21%	23%	11%	4%	11%
9:00am - 11:59am	9%	20%	16%	9%	11%	19%	22%
12:00pm - 2:59pm	22%	10%	16%	18%	26%	15%	6%
3:00pm - 5:59pm	17%	20%	5%	32%	16%	26%	17%
6:00pm - 8:59pm	4%	20%	37%	5%	21%	19%	11%
9:00pm - 11:59pm	13%	0%	5%	5%	0%	11%	11%

In 2016, fatalities in distracted driving crashes were 7% of total traffic fatalities - down from 9% in 2015. Since 2012, there have been 150 fatalities reported in distraction-affected fatal crashes, approximately 8% of all traffic fatalities during the same period. With the exception of a few, most crashes involving a distraction

had one fatality. Data from 2012 to 2016 finds that speeding was a factor in a crash only 16% of the time, which may be a factor in the low number of multiple fatalities in distraction-affected crashes. Another factor in the low number of multiple-fatality crashes is the roadway function, which can affect how fast drivers may travel. The chart below shows that nearly a third of distracted driving fatal crashes occurred on local roads and only 3% of those local crashes involved speeding. In fact, over 80% of the crashes took place on roadways that typically have speed limits under 50 miles per hour.

Roadway Function	Speeding	No Speeding	Total
Interstate	3%	9%	11%
Freeway-Expressway	1%	6%	7%
Principal Arterial	4%	22%	26%
Minor Arterial	4%	16%	20%
Major Collector	1%	5%	6%
Local Road	3%	26%	29%

Not only do arterial, collector, and local roads have lower speed limits, they also tend to have more traffic control devices such as stop signs and/or signals. Going through a red (stop) or yellow (warning) light is more likely if a driver is inattentive. Forty percent of distraction-affected crashes were documented at some type of intersection (Four-way, T-shaped, Y-shaped, Five Point or more) from 2012 to 2016.

A closer look at non-intersection distraction-affected crashes reveal that the most frequent reason for a crash was a driver swerving to avoid a pedestrian or animal. According to NHTSA, driving at 55 miles per hour while sending or reading a text message takes your eyes off the road for approximately five seconds, which is roughly equivalent to driving the distance of a football field while blindfolded. Imagine looking down for five seconds along a road and then looking up to see a pedestrian or animal in the road, you swerve to avoid a collision and end up going off the road, crossing into another lane, or hitting a car in the lane next to you. Loss of control/driving off the road and swerving to avoid a person or animal made up 53% of all non-intersection distracted driving crashes.

	2012	2013	2014	2015	2016	Total
Non-Intersection Crashes	***14***	***26***	***14***	***20***	***15***	***89***
Drive off road/loss of control	3	10	3	3	4	23
Avoid pedestrian or animal	4	8	2	5	5	24
Total	*7*	*18*	*5*	*8*	*9*	*47*
Percent of all non-intersection	50%	69%	36%	40%	60%	53%

Since 2012, distraction-affected crashes have occurred more often in Bristol and Worcester counties. These two counties accounted for 29% of all distraction-affected fatal crashes from 2012 to 2016. Through the planned distracted driving activities in FFY 2019, a focus will be on male drivers in the municipalities that have the most severe problems in these areas along arterial and local roads during the evening rush period (3pm - 9pm).

	Distracted Driving Crashes (2012-2016)	Percent of All Distracted Driving Crashes

Barnstable	8	5%
Berkshire	10	7%
Bristol	22	15%
Essex	6	4%
Franklin	5	3%
Hampden	13	9%
Hampshire	10	7%
Middlesex	16	11%
Norfolk	15	10%
Plymouth	18	12%
Suffolk	4	3%
Worcester	20	14%
Total	**147**	

While distraction-affected fatal crashes have fluctuated from 2012 to 2016, with an average of 30 per year, the ability of a driver to maintain focus on the road is constantly being challenged each and every time they get behind the wheel. From cell phone notifications and alerts to other distractions, there is always something pulling the driver's attention from the road ahead.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of distraction-affected fatal crashes	5 Year	2019	27.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management
2019	High Visibility Cellphone/Text Messaging Enforcement
2019	Communication Campaign

5.6.1 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Distracted Driving
Countermeasure strategy	Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funding needed for support staff to conduct day-to-day oversight of all distracted driving-related grants and planned activities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Without proper funding, distracted driving planned activities would not occur and law enforcement agencies would not receive the necessary funding to help lower distracted driving fatalities across the state.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best covered the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD-19-06	Program Management - Distracted Driving	Highway Safety Office Program Management

5.6.2 Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement

Program area	Distracted Driving
Countermeasure strategy	High Visibility Cellphone/Text Messaging Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Similar to sobriety checkpoints, the objective of high visibility cellphone/text messaging enforcement is to deter cell phone use by increasing the perceived risk of a ticket. The high visibility approach combines law enforcement with paid and earned media supporting the enforcement activity. Enforcement officers will seek out drivers actively using or looking at their phones while driving, either through assigned patrols or a 'spotter' reporting usage to an officer at a location further up the road. During FFY 2019, both the State Police and local police departments (number of departments yet to be determined) will participate in a coordinated effort to make the general public aware of the dangers of distracted driving as well as upping the fear of receiving a ticket for violating the law regarding electronic device usages while driving.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

From 2012 to 2016, nine percent of all Massachusetts fatal crashes involved a distraction, with 46% of these 'distraction-affected' crashes occurring between Friday morning and Sunday evening. EOPSS/OGR/HSD will have State and local police departments involved in the high visibility enforcement to conduct a majority of their planned patrols during this time frame. EOPSS/OGR/HSD will also reach out to local police in the three highest distracted driving crash counties - Bristol, Plymouth and Worcester - to hopefully increase the number of applicants for funding from these counties.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

High visibility enforcement activities have been shown to be an effective countermeasure to increase awareness among drivers and passengers. EOPSS/OGR/HSD see the combination of enforcement and education through a targeted media campaign as the best use of funding to impact a high percentage of the driving population in Massachusetts.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD-19-02	MSP Distracted Driving Enforcement	High Visibility Cellphone/Text Messaging Enforcement
DD-19-03	Local Police Distracted Driving Enforcement	High Visibility Cellphone/Text Messaging Enforcement

5.6.2.1 Planned Activity: MSP Distracted Driving Enforcement

Planned activity name	MSP Distracted Driving Enforcement
Planned activity number	DD-19-02
Primary countermeasure strategy	High Visibility Cellphone/Text Messaging Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Massachusetts State Police (MSP) will conduct distracted driving law enforcement, using internal RAMS data to determine the appropriate days, times, and locations. The preliminary timeline for this project will be based on data and guidance from NHTSA, as well as other distracted driving events. MSP will employ several trusted high-visibility strategies such as spotter techniques, roving marked and unmarked cruisers and SUVs, as well as stationary vehicles. Since distracted driving is associated with driving behaviors such as operating at inappropriate speeds, slow reaction time, and weaving among traffic, these behaviors will receive special attention during enforcement periods.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	$300,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2.2 Planned Activity: Local Police Distracted Driving Enforcement

Planned activity name	Local Police Distracted Driving Enforcement
Planned activity number	DD-19-03
Primary countermeasure strategy	High Visibility Cellphone/Text Messaging Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide overtime funds to municipal police departments to conduct enforcement of distracted driving laws. Not only will enforcement patrols seek out violators who use cellphones and other electronic devices while driving, but also those who exhibit associated distracted driving behaviors such as operating at inappropriate speed, slow reaction time, and weaving among traffic. Patrols will be conducted during high-risk times and locations based on the latest available state and local data. Eligibility will be based upon crash data, subtracting crashes the MSP responded to, and then normalized by population. For the FFY 2018 program, any community with a crash rate equal to or above 0.09 was deemed eligible for this program. This eligibility criteria may be adjusted for the FFY 2019 program. Under this project, participating departments may request funding for traffic enforcement equipment including, but not limited to, speed measurement devices, and traffic safety signage.

Enter intended subrecipients.

Local police departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Distracted Driving (FAST)	$625,000.00	$625,000.00	$625,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3 Countermeasure Strategy: Communication Campaign

Program area	Distracted Driving
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Public outreach, whether by radio, television, outdoor displays or social media, is necessary to spread the message of paying attention to the road while behind the wheel. EOPSS/OGR/HSD sees media campaigns for distracted driving having a two-fold impact - 1) to support and enhance the importance of keeping one's eyes on the road when driving during the planned distracted driving enforcement mobilization in April 2019; and 2) to continue reminding Massachusetts drivers of the dangers involved in using cell phones while behind the wheel.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Distracted driving media campaigns will help lower the number of distracted driving crashes by making drivers aware on a regular basis of the dangers of not paying attention to the road while driving.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Media campaigns are the best way to impact a large audience with the limited funds available.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SC-19-01	Speed Media	Communication Campaign
DD-19-01	Distracted Driving Media	Communication Campaign
DD-19-04	Higher Education Distracted Driving Media Program	Communication Campaign
DD-19-05	Community-Based Distracted Driving Grant Program	Communication Campaign

5.6.3.1 Planned Activity: Speed Media

Planned activity name	Speed Media
Planned activity number	SC-19-01
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funding for a paid and earned media campaign in support of speed-related outreach and enforcement activities throughout FFY 2019, including the Massachusetts State Police Speed Enforcement Mobilization EOPSS/OGR/HSD will contract with a marketing and advertising agency to execute this campaign while running social media in-house for sustained educational efforts.

Internal policies will be followed noting that all media and communications activities should be in support of data-driven objectives and in coordination with other activities and programs, in particular, enforcement. Crash and citation data will be used not only for planning enforcement activities but also to determine the target audiences and media channels used to reach that audience. NHTSA's guidelines will be followed for messaging, demographics, best practices and target groups for each media effort.

Enter intended subrecipients.

Media vendor to be determined through the state contracting process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	$50,000.00	$50,000.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3.2 Planned Activity: Distracted Driving Media

Planned activity name	Distracted Driving Media
Planned activity number	DD-19-01
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

EOPSS/OGR/HSD will develop and implement a statewide paid and earned media campaign to support the April 2019 enforcement mobilization which will highlight the dangers of distractions, state laws, and the work of local and state police to deter distracted driving. EOPSS/OGR/HSD will analyze state and local crash and fatality data as well as research on mobile and app usage trends, to identify the target audience(s) and the mediums used to reach them.

EOPSS/OGR/HSD will continue to message to the parents of teen drivers age 15-19 as this age group represents the largest proportion of drivers distracted at the time of fatal crashes. Paid and earned media funds will highlight the dangers of distractions during the "100 Deadliest Days" from Memorial-Labor Day.

EOPSS/OGR/HSD will contract with a marketing and advertising vendor.

Internal policies will be followed noting that all media and communications activities should be in support of data-driven objectives and in coordination with other activities and programs, in particular, enforcement. Crash and citation data will be used not only for planning enforcement activities but also to determine the target audiences and media channels used to reach that audience. NHTSA's guidelines will be followed for messaging, demographics, best practices and target groups for each media effort.

Enter intended subrecipients.

Media vendor yet to be determined through state procurement process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	$200,000.00	$200,000.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3.3 Planned Activity: Higher Education Distracted Driving Media Program

Planned activity name	Higher Education Distracted Driving Media Program
Planned activity number	DD-19-04
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide grant funds to a college or university to develop a distracted driving media campaign that resonates with younger drivers. The grant will be given to an academic department such as journalism, marketing, or one related to video/advertising production. It will be required that a department faculty member oversees the project including paying for student stipends, supplies, production costs, and travel.

The intent is to generate messaging that is conceptualized, developed, produced, and disseminated by young people to their peers. The end product(s) may be disseminated via social or earned media. The student workers will be given day-to-day guidance from the faculty member and also be able to work with the EOPSS/OGR/HSD staff and media vendor for additional direction. It is hoped that the end product(s) will be accepted by the target audience as peer-to-peer messaging, as opposed to government messaging.

Enter intended subrecipients.

An institute of higher education to be selected through a competitive process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	$10,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3.4 Planned Activity: Community-Based Distracted Driving Grant Program

Planned activity name	Community-Based Distracted Driving Grant Program
Planned activity number	DD-19-05
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Competitive and discretionary grant awards will be provided to one or more organizations such as Girl Scouts, Boy Scouts, Parent-Teacher Organizations, schools, faith-based organizations, advocacy groups, etc., that will implement community-based educational and awareness programs. The eligible applicants may include both non-profit 501(c)(3) or governmental organizations.

This planned activity will consist of one or more data-driven competitive grant programs that will be focused in geographical areas and/or high risks populations that have demonstrated needs in the area of distracted driving.

The programs will generally be focused on raising awareness of road safety, training, and changing social attitudes and behaviors in order to reduce vehicle crashes and their associated fatalities, serious injuries and economic losses on the state's roadways.

This will not be a traffic enforcement program, but EOPSS/OGR/HSD will encourage applicants to develop new or enhance existing partnerships with law enforcement agencies to achieve project goals.

Selected grant subrecipients will develop and implement traffic safety improvement educational and awareness programs that address issues in their targeted communities. Programs that focus on high risk groups or behaviors will be prioritized. Organizations will be encouraged to build partnerships that incorporate a whole-community data-driven approach to identifying and addressing road safety problems. The formation of community-wide road safety coalitions that bring together a wide constituency to focus on aspects of road safety will also be encouraged.

Projects that will develop and implement educational curriculum that aim to instill a life-long road safety culture in the Commonwealth's citizenry will also be prioritized. Projects may also incorporate social and/or traditional media strategies to change risky behavior on the state's roadways.

The competitive grant solicitation may guide potential applicants to various informational resources such as:

- National Highway Traffic Safety Administration
- Centers for Disease Control and Prevention
- Governors Highway Safety Association
- Insurance Institute for Highway Safety
- National Safety Council
- American Automobile Association
- The Vision Zero Network
- Mothers Against Drunk Driving
- Students Against Destructive Decisions

Enter intended subrecipients.

Non-profit and/or governmental organizations selected through a competitive process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	$25,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7 Program Area: Speed Management

Program area type	Speed Management

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Speeding, or aggressive driving, is an ever-present danger on the roadways. In 2016, 27% of traffic fatalities in the U.S. involved speeding and 18% of all drivers in fatal crashes were speeding at the time of crash, with 11% these drivers between the ages of 15 and 20. In Massachusetts, speeding was also determined to be involved in 27% of all traffic fatalities. However, 27% of all drivers (136 of 501) in fatal crashes were speeding at the time of crash - much higher than the national rate of 18%. Of these 136 speeding drivers (96 males, 40 females), 14% were under the age of 21. Speeding fatalities overall have been on the decline in recent years. Since 2012, the number of speeding fatalities nationally has declined 2%, while the number in Massachusetts has decreased 8%. While this is a positive development, much work is still needed to improve driver behaviors on the roadways.

From 2012 to 2016, there were 485 speed-related fatalities in Massachusetts. Worcester led all counties with 16%, followed by Hampden (13%) and Bristol (11%). These three counties account for 40% of all speeding fatalities in the Commonwealth. Franklin County had the highest percentage with 41% fatalities being speed related (14 of 34) with Hampden County second at 36% (62 of 174).

County	Speeding Fatalities (2012-2016)	Percent of All Speeding Fatalities	Total Traffic Fatalities (2012-2016)	Percent Speed of All County Fatalities
Barnstable	21	4%	92	23%
Berkshire	16	3%	55	29%
Bristol	55	11%	220	25%

Essex	41	8%	162	25%
Franklin	14	3%	34	41%
Hampden	62	13%	174	36%
Hampshire	13	3%	43	30%
Middlesex	50	10%	245	20%
Norfolk	50	10%	183	27%
Plymouth	49	10%	203	24%
Suffolk	34	7%	141	24%
Worcester	77	16%	263	29%

Saturdays and Sundays saw the most speed-related fatalities, with 20% each, from 2012 to 2016. The three day span of Friday, Saturday and Sunday accounts for 56% of all speed crashes.

Day-of-week	Speeding Fatalities (2012-2016)	Percent of All Speeding Fatalities
Sunday	95	20%
Monday	54	11%
Tuesday	54	11%
Wednesday	57	12%
Thursday	50	10%
Friday	78	16%
Saturday	97	20%

From 2012 to 2016, speed related fatalities occurred most in July and November. Those two months accounted for nearly a quarter of all fatalities. Interestingly, the latter part of the year (July - December) had a significantly higher percentage of fatalities than the first six months (January - June). A margin of 58% to 42% in favor of the second half of the year.

Month	Speeding Fatalities (2012-2016)	Percent of All Speeding Fatalities
January	38	8%
February	27	6%
March	23	5%

April	37	8%
May	36	7%
June	43	9%
July	57	12%
August	34	7%
September	49	10%
October	51	11%
November	57	12%
December	33	7%

According to NHTSA, in 2016 half of all drivers in the U.S. in fatal crashes involving speeding were unrestrained. In Massachusetts, the rate was much lower in 2016 with 30 of 105 speed-related fatalities involving a driver that was unrestrained - a 29% rate. Drivers and passengers together accounted for 39% of all speed-related fatalities in 2016. Below is a chart showing the number of unrestrained drivers and passengers from 2012 to 2016.

Unrestrained Fatalities in Speeding Crashes (2012-2016)	**Drivers**	**Passengers**	**% All Unrestrained Drivers**	**% All Unrestrained Passengers**	**% All Unrestrained Speeding Fatalities**
Under 16 years	0	4	0%	6%	2%
16 - 20	22	15	16%	23%	18%
21 - 25	30	22	22%	34%	26%
26 - 35	35	14	26%	22%	24%
36 - 45	22	3	16%	5%	12%
46 - 55	16	3	12%	5%	9%
56 - 65	5	4	4%	6%	4%
Over 65	7	0	5%	0%	3%

Most unrestrained fatalities in a speed-related crashes occurred among drivers and passengers between the age of 16 and 35. This group accounts for 68% of all speed-related unrestrained fatalities. After age 35, the percentage drops substantially as older, more mature drivers are less prone to speeding.

It may seem logical to assume more speed-related crashes occur on interstates because of the higher speeds, but in Massachusetts only 21% take place on interstates or state highways. From 2012-2016, over a third of speed-related fatal crashes (142 of 444) occurred on local roads or streets, 41% on arterials (principal and minor), and 6% on collectors (major and minor).

The time of day when speed-related fatal crashes occur helps narrow down when speed-related enforcement or planned activities should be conducted. The chart below details when speeding crashes occur on specific road types. 25% of all speed-related fatal crashes on local roads took place between 12:00am - 2:59am.

Midnight to 2:59 am is the time when crashes occur most often in four of the seven functional systems. Principal arterial speed-related crashes are highest during the evening rush hour, 6:00pm to 8:59pm, which makes sense as this time frame is when most people are driving home from work or driving to evening activities (town sports, bands, dance) which would involve lots of driving over principal and minor arterial roads.

Speed-Related Fatal Crashes (2012-2016)	Interstate	Freeway or Highway	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local Road
12:00am - 2:59am	19%	27%	20%	27%	23%	20%	25%
3:00am - 5:59am	19%	13%	10%	9%	14%	0%	8%
6:00am - 8:59am	9%	10%	7%	7%	5%	0%	6%
9:00am - 11:59am	3%	3%	2%	5%	9%	20%	4%
12:00pm - 2:59pm	14%	10%	3%	7%	5%	20%	6%
3:00pm - 5:59pm	13%	7%	10%	13%	5%	40%	14%
6:00pm - 8:59pm	6%	20%	26%	14%	27%	0%	14%
9:00pm - 11:59pm	17%	10%	21%	18%	14%	0%	22%

For FFY 2019, EOPSS/OGR/HSD will focus its speeding and aggressive driving efforts on occupants aged 35 years or younger with emphasis on wearing seat belts. Any enforcement activity should take place primarily along arterials and local roads during the period from 3:00pm to 3:00am.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	94.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	Highway Safety Office Program Management
2019	Communication Campaign

5.7.1 Countermeasure Strategy: Sustained Enforcement

Program area	Speed Management
Countermeasure strategy	Sustained Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Mass State Police will be conducting speed-related enforcement patrols on a regular basis throughout FFY 2019 across the Commonwealth with emphasis on the counties of Bristol and Worcester - the two top counties for speed-related fatalities since 2009. Enforcement will also take place with more frequency in the latter part of the calendar year (July - December) as speed-related fatalities occur more often during this period of time.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

By funding sustained enforcement throughout FFY 2019, EOPSS/OGR/HSD hopes to not only decrease the number of crashes involving speeding, but also distractions, alcohol, and drugs. This approach will help EOPSS/OGR/HSD meet its stated performance target for speed-related fatalities by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it was the best option to describe the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SC-19-02	MSP Speed Enforcement	Sustained Enforcement

5.7.1.1 Planned Activity: MSP Speed Enforcement

Planned activity name	MSP Speed Enforcement
Planned activity number	SC-19-02
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be provided to the Massachusetts State Police (MSP) to conduct speed-related enforcement activities aimed at decreasing the incidence of speeding violations and reducing the rate of speed-related motor vehicles crashes along the Commonwealth's major highways. MSP will use internal data to determine the timing of the mobilization. In previous years, speed mobilizations have taken place in October.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Speed Enforcement (FAST)	$300,000.00	$300,000.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Speed Management
Countermeasure strategy	Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funding needed to allow EOPSS/OGR/HSD program managers and program coordinators to properly oversee Speed Management-related planned activities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Without proper funding, speed management-related planned activities would either not take place or have very poor oversight due to lack of staff support. There could lead to increased speed-related fatalities on the roadways of Massachusetts.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because it best described the objectives of the associated planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.7.2.1 Planned Activity: Administration of Statewide Traffic Safety Program

Planned activity name	Administration of Statewide Traffic Safety Program
Planned activity number	PA-19-01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding to plan, implement, monitor, and evaluate programs and projects for the FFY 2019 Highway Safety Plan (HSP), produce the FFY 2019 Annual Report as well as prepare the FFY 2020 HSP. Provide required staff salaries, professional development, travel, office space, equipment, materials, and fiscal support.

Project Staff - Jeff Larason, Paul Garrity, Diane Perrier, Denise Veiga, Susan Burgess-Chin, Angela Davis, and Kevin Stanton

Enter intended subrecipients.

Funds will support SHSO staff and will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$567,000.00	$567,000.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.3 Countermeasure Strategy: Communication Campaign

Program area	Speed Management
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will

implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Speed safety media campaigns will support the traffic enforcement mobilizations conducted by both State and local police during FFY 2019. Stopping drivers who exceed the posted speed limit or driving too fast for current conditions is a part of the overall objectives for high visibility as well as sustained enforcement activities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Speeding-related fatalities have declined 8% since 2007. Despite this positive development, it has been found that nearly 45% of these speed-related fatalities were attributed to an unrestrained driver or passenger in the crash. The speed media campaign in FFY 2019 will not only focus on driving with care and consideration for others sharing the road but also only the need to buckle up anytime one steps into a motor vehicle. By tackling both issues via marketing, along with the numerous traffic enforcement mobilizations, sobriety checkpoints, and regular patrols by State and local police, EOPSS/OGR/HSD expects the five-year average of speed-related fatalities to meet the stated goal for December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because it was the best option to describe the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.8 Program Area: Police Traffic Services

Program area type	Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

This section is primarily for police and judiciary training services that do not fall under any of the other program areas. The overarching goal of each training service is to help reduce traffic fatalities across the state. Better educated law enforcement members and judiciary personnel will improve approaches to traffic safety as well as address legal issues surrounding such situations as pulling over suspected DUI alcohol or drug impaired drivers. The planned activities under PTS are, in brief:

- Police Training classes focused on enforcement of traffic safety laws through trainings on crash reconstruction, LiDAR, and speed management.
- Supporting a part-time Law Enforcement Liaison (LEL) who will continue to improve communications between EOPSS/OGR/HSD and local police departments.

- Updating the Massachusetts OUI Prosecutors manual, which will help prosecutors, judges, and law enforcement better understand the legal complexity of a successful OUI prosecution.
- Establishing a State Judicial Outreach Liaison (SJOL), most likely a retired judge, to provide expertise in handling OUI court cases.
- Providing funding to do outreach at local high schools on the dangers of speeding, impaired driving, and failing to wear a seat belt.
- Utilizing data analyst expertise to uncover key trends in the Massachusetts State Police Crash Data System (RAMS).

Through these planned activities, EOPSS/OGR/HSD aims to lower traffic fatalities across the Commonwealth by improving the knowledge base traffic safety stakeholders involved in each aspect of law enforcement, from enforcement on the roadways to prosecution in the courtrooms. The more informed law enforcement members are, the better they will be at detecting and removing unsafe drivers from the road.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	360.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Police Training Supporting Enforcement
2019	DWI Courts
2019	Court Monitoring

5.8.1 Countermeasure Strategy: Police Training Supporting Enforcement

Program area	Police Traffic Services
Countermeasure strategy	Police Training Supporting Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in

geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Under the countermeasure of Police Training - Supporting Enforcement are three planned activities: MPTC Training, LEL, and MSP Data Analyst. Both projects will help law enforcement across the state. Funding for MPTC will allow the agency to offer numerous training classes for municipal police departments to attend related to speeding, pedestrian and bicyclist safety, and distracted driving. Topics include, but not limited to, Advanced Crash Investigation and Speed Measurement. Funding for the LEL position will help EOPSS/OGR/HSD better communicate with local police departments and other traffic safety stakeholders. By improving communication channels, all agencies with traffic safety concerns will be on the same page regarding shared goals. Funding for the MSP Data Analyst will help State Police uncover and identify 'hot spots' for various types of traffic-related fatalities, which will allow State Police to more effectively and efficiency use its limited resources.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Funding for these planned activities will help EOPSS/OGR/HSD in its quest to reduce traffic-related fatalities in Massachusetts.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was created to encompass the objectives of these Police Training-related planned activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-19-01	Municipal Police Training	Police Training Supporting Enforcement
PT-19-02	Law Enforcement Liaison (LEL)	Police Training Supporting Enforcement
PT-19-07	MSP Traffic Data Analyst	Police Training Supporting Enforcement

5.8.1.1 Planned Activity: Municipal Police Training

Planned activity name	Municipal Police Training
Planned activity number	PT-19-01
Primary countermeasure strategy	Police Training Supporting Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funding to the Municipal Police Training Committee (MPTC) to conduct training classes for municipal police departments to improve enforcement of traffic safety laws related to speeding, pedestrian and bicyclist safety, and distracted driving. Topics will include, but not be limited to, Advanced Traffic Crash Investigation, Traffic Crash Investigation, Speed Measurement, and LiDAR training.

Enter intended subrecipients.

Municipal Police Training Committee

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Training Supporting Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$238,750.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.1.2 Planned Activity: Law Enforcement Liaison (LEL)

Planned activity name	Law Enforcement Liaison (LEL)
Planned activity number	PT-19-02
Primary countermeasure strategy	Police Training Supporting Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Continue to provide funding to support the current LEL salary and related expenses for travel to attend meetings, trainings, and conferences in support of major traffic safety issues including but not limited to impaired and distracted driving, and occupant protection. National conferences will include the International Association of Chiefs of Police Conference in the Fall, 2019 and the Lifesavers Conference in the Spring, 2020. Funding will also be used to cover the cost of local travel as needed to meet with local law enforcement and other traffic safety stakeholders.

Enter intended subrecipients.

The subrecipient will be the existing contracted LEL, Ed O'Leary.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Training Supporting Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$50,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.1.3 Planned Activity: MSP Traffic Data Analyst

Planned activity name	MSP Traffic Data Analyst
Planned activity number	PT-19-07
Primary countermeasure strategy	Police Training Supporting Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be used to support the salary of a Traffic Data Analyst trained to dissect, analyze and identify trends within the MSP RAMS system. The analyst will effectively maximize all available resources and provide analytics to Troop Commanders and Commanding Officers. Utilizing reports generated by the analyst, commanders will be better equipped to identify and target specific areas when scheduling patrols for sobriety checkpoints and national and state mobilizations addressing major traffic safety issues including, but not limited to, impaired and distracted driving, occupant protection and speeding.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Training Supporting Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$75,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.2 Countermeasure Strategy: DWI Courts

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	DWI Courts

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Based on the drug court model, DWI Courts are specialized courts dedicated to changing the behavior of DWI offenders through intensive supervision and treatment. A DWI's underlying goal is to change offenders' behavior by identifying and treating their alcohol problems and by holding offenders accountable for their actions. The two planned activities that fall under the DWI Courts countermeasure are aimed at improving the knowledge and expertise of the judges and prosecutors involved in the DWI Courts. By improving the knowledge base of those involved in the DWI court system, the correct course of action for offenders can be made with more confidence and ultimately lead to lower DWI offenders coming through the courts.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

To reduce impaired driving fatalities on the roadways of Massachusetts, a reduction in the number of drivers attempting to navigate the roads under the influence needs to happen. The planned activities under DWI Courts will help decrease the recidivism rate for DWI offenders as the proper treatment for each individual will be better determined with more knowledgeable judges and prosecutors. Thus, in theory, leading to less drivers willing to get behind a wheel while under the influence and consequently, lower number of impaired driving fatalities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

DWI courts have been shown to be effective in reducing the recidivism rate of offenders and by funding these two planned activities, EOPSS/OGR/HSD hopes to lower the number of DWI offenders in the the coming years.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-06	Judicial Education Relating to Highway Safety Strategies	DWI Courts
PT-19-05	State Judicial Outreach Liaison (SJOL)	DWI Courts

5.8.2.1 Planned Activity: Judicial Education Relating to Highway Safety Strategies

Planned activity name	Judicial Education Relating to Highway Safety Strategies
Planned activity number	AL-19-06
Primary countermeasure strategy	DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This program will support judicial educational opportunities for Massachusetts judges, such as attendance at the New England Association of Drug Court Professionals (NEADCP) conference and the Massachusetts Judicial Institute sessions at the annual conference, as well as appropriate out-of-state training and conferences.

Enter intended subrecipients.

Massachusetts Trial Court.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	DWI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Court Support	$10,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.2.2 Planned Activity: State Judicial Outreach Liaison (SJOL)

Planned activity name	State Judicial Outreach Liaison (SJOL)
Planned activity number	PT-19-05
Primary countermeasure strategy	DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

EOPSS/OGR/HSD will hire a part-time (.5 FTE) SJOL as a pilot project. Ideally, the MA SJOL position will be filled by a retired Massachusetts judge, with extensive experience in handling impaired driving or other traffic-related cases. According to SJOL guidance provided by the National Highway Traffic Safety Administration (NHTSA), the theory underlying the creation of SJOLs is that local judges, whether sitting or retired, are in better positions to understand and respond to local highway safety concerns, as it relates to their position, and are more likely to have close working relationships with local leaders, than are the National Judicial Fellows or the Regional JOLs. In addition, SJOLs serve as direct resources to state and local judges and have access to, or knowledge of national resources that benefit them.

According to NHTSA's Countermeasures that work document (CTW) related to Judicial Outreach Liaisons, DWI cases can be highly complex and difficult to prosecute, yet they are often assigned to the least experienced prosecutors. In one survey, about half of the prosecutors and judges said the training and education they received prior to assuming their position was inadequate for preparing them to prosecute and preside over DWI cases (Robertson & Simpson, 2002a).

The SJOL will also work closely with the Massachusetts Traffic Safety Resource Prosecutor (TSRP) who already provides training, education, and technical support to other prosecutors and law enforcement agencies within the State. This will ensure a comprehensive and consistent approach to training, education, and technical support at all appropriate levels of the court system.

In addition to alcohol-related cases, Massachusetts prosecutors and judges also must process drug-related ones. This is important to note given the state's recent legalization of marijuana for both medical and recreational use. The SJOL will be instrumental in ensuring judges have updated information about the impacts drugs have on drivers, motorcyclists, bicyclists, and pedestrians.

The SJOL will also strive to provide education about the knowledge, skills, and abilities of the state's Drug Recognition Experts (DREs) who can provide invaluable and credible testimony in impaired driving cases. Funds will also be provided for SJOL travel related expenses related to state and national conferences and trainings, and in-state travel.

Enter intended subrecipients.

Funds will be used to hire a contract employee.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	DWI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Court Support	$100,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.3 Countermeasure Strategy: Court Monitoring

Program area	Police Traffic Services
Countermeasure strategy	Court Monitoring

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

For FFY 2019, EOPSS/OGR/HSD will fund a Traffic Safety Resource Prosecutor (TSRP), a person designated by the Massachusetts District Attorneys Office, to conduct trainings, provide technical assistance, and create as well as maintain a vehicular crime database/resource for prosecutors and law enforcement to utilize in the court of law. Providing a database with vehicular crimes will help prosecutors in handling cases, especially those involving impaired driving.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Funding the TSRP will help EOPSS/OGR/HSD reduce the number of impaired driving fatalities on the roadways of Massachusetts. The more prosecutors and law enforcement know about drivers involved in impaired driving crashes, the better they can adjudicated and mete out punishment for violators.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best encompassed the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-19-03	MDAA/TSRP	Court Monitoring

5.8.3.1 Planned Activity: MDAA/TSRP

Planned activity name	MDAA/TSRP
Planned activity number	PT-19-03
Primary countermeasure strategy	Court Monitoring

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be used to support the Traffic Safety Resource Prosecutor's (TSRP) salary to conduct trainings and conferences, provide technical assistance, and create and maintain vehicular crime resources for prosecutors and law enforcement. The Massachusetts OUI Prosecutors Manual will also be updated.

Enter intended subrecipients.

Massachusetts District Attorneys Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Court Monitoring

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Police Traffic Services	$130,000.00	$0.00	$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$75,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9 Program Area: Planning & Administration

Program area type	Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

This section covers the Planning and Administrative programming required to faithfully execute the planned activities detailed in the FFY 2019 Highway Safety Plan. Funding is needed to support EOPSS/OGR/HSD staff for day-to-day operations and to comply with any and all Federal and State regulations.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PA-19-01	Administration of Statewide Traffic Safety Program	Highway Safety Office Program Management
PA-19-02	Americans with Disabilities Act (ADA) Compliance	Highway Safety Office Program Management

5.9.1 Planned Activity: Administration of Statewide Traffic Safety Program

Planned activity name	Administration of Statewide Traffic Safety Program
Planned activity number	PA-19-01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding to plan, implement, monitor, and evaluate programs and projects for the FFY 2019 Highway Safety Plan (HSP), produce the FFY 2019 Annual Report as well as prepare the FFY 2020 HSP. Provide required staff salaries, professional development, travel, office space, equipment, materials, and fiscal support.

Project Staff - Jeff Larason, Paul Garrity, Diane Perrier, Denise Veiga, Susan Burgess-Chin, Angela Davis, and Kevin Stanton

Enter intended subrecipients.

Funds will support SHSO staff and will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$567,000.00	$567,000.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.2 Planned Activity: Americans with Disabilities Act (ADA) Compliance

Planned activity name	Americans with Disabilities Act (ADA) Compliance
Planned activity number	PA-19-02
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds for interpretation, translation, and specialized printing services for those in need of accommodations. Also, make necessary programmatic, organizational and procedural improvements to alert the public about the availability of such accommodations.

Enter intended subrecipients.

Funds will be used for contractor provided services. The contractor will be determined via state procurement process.

Funds will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	$5,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS-19-02	Local Police Pedestrian and Bicyclist Enforcement and Equipment Program	Pedestrian Safety Zones
AL-19-03	MSP Sobriety Checkpoint & Saturation Patrols	Publicized Sobriety Checkpoints
AL-19-05	MSP Sustained Traffic Enforcement Program (STEP)	Integrated Enforcement
OP-19-03	MSP Occupant Protection CIOT Enforcement Campaign	Short-term, High Visibility Seat Belt Law Enforcement
DD-19-02	MSP Distracted Driving Enforcement	High Visibility Cellphone/Text Messaging Enforcement
AL-19-02	Local Police Impaired Driving Enforcement	Alcohol Impairment: Detection, Enforcement and Sanctions
AL-19-04	Local Sustained Traffic Enforcement Program (STEP)	Integrated Enforcement
DD-19-03	Local Police Distracted Driving Enforcement	High Visibility Cellphone/Text Messaging Enforcement
OP-19-02	Local Police Occupant Protection Enforcement Campaign	Short-term, High Visibility Seat Belt Law Enforcement
OP-19-04	Local Police Sustained Traffic Enforcement Program (STEP)	Sustained Enforcement

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

The statewide problem identification process used in the development of the HSP was described earlier in this section. Extensive data analyses were used to identify not only which traffic safety programs to focus on, but also on locations, regions and population segments of the Commonwealth that have high levels of crashes and fatalities. Key results summarizing the problems identified are described in detail within the program areas of this HSP. Highlights from the data presented thus far:

- In 2016, there were 395 fatalities in Massachusetts. This is the highest since 2007. This unfortunate development led to the five-year average increasing by 1.4% from 362 to 367. Rural fatalities saw a five-year average drop 15%, from 41 to 35 in 2016. The urban fatalities five-year average rose 3% from 320 to 329.
- Since 2007, fatalities have declined 9% from 434 to 395. At the same time, vehicle miles traveled (VMT) increased 11%. Fatalities per VMT dropped 18% from 0.79 in 2007 to 0.65 in 2016. The fact that fatalities continued to decline even though more cars were using the roadways is a testament to the impact of Massachusetts' traffic safety outreach, emergency response, enforcement, and civil engineering.
- The observed seat belt usage rate took a step backwards in 2017, dropping 4% from 78% in 2016 to under 74%. Concurrently, the five-year average of unrestrained passenger vehicle occupant fatalities dropped 3% to 102 in 2016. While the five-year average decline, the yearly number of unrestrained fatalities rose 20% to 113 from 106 in 2015. Because of these outcomes, occupant protection outreach, education and enforcement continues to be a key priority.
- From 2012-2016, Worcester County led all counties with 14% of Massachusetts' fatal crashes followed by Middlesex (14%) and Bristol (12%). These three counties accounted for 41% of all fatal crashes from 2012 to 2016. In terms of cities, the top five for fatal crashes were: Boston, Springfield,

Worcester, Brockton, New Bedford and Middleboro.

- From 2012 to 2016, fatal crashes occurred most often on Saturday (18% of all fatal crashes), followed by Sunday (16%) and Friday (15%).
- By month, July, October, and November each had 10% of all fatal crashes. 56% of fatal crashes took place during the second half of the year (July – December).
- Drivers under 21 years of age made up only 8% of all drivers involved in a fatal crashes from 2012-2016. Drivers over 65 accounted for 15%.
- By time of day, 33% of all fatal crashes occurred between 3:00 pm and 8:59 pm. Over 60% of fatal crashes took place between noon and midnight.
- As with fatal crashes, the top five cities for traffic fatalities from 2012 to 2016 were Boston (124), Springfield (48), Worcester 944), Brockton (40), New Bedford (31) and Middleboro (31). These five cities accounted for 17% of all traffic fatalities.
- From 2007-2016, drivers have accounted for 62% of all traffic fatalities; passengers, 16%; pedestrians, 20%, and bicyclists, 2%. In the past five years, 2012-2016, the percentages have changed slightly - drivers, 61%; passengers, 15%; pedestrians, 21%; and bicyclists, 3%. Non-motorized fatalities have been climbing higher in recent years.
- Since 2007, Boston has been the location for 13% of all pedestrian fatalities (Worcester is second, 4%). Nearly 40% of traffic fatalities that took place in Boston from 2007 to 2016 were pedestrians.

All enforcement agencies receiving EOPSS/OGR/HSD grant funding must also use a data-driven approach to identify enforcement issues within their jurisdictions. Data are required in an enforcement agency's application for grant funding and must support the agency's request for funding. The data must further detail the key areas or demographics the agency plans to target with grant funding. While funding eligibility is based on crash data, most funding levels are based on population. This is because the population size generally corresponds with the number of crashes and associated data within a city or town. However, as part of the Pedestrian and Bicycle Safety Enforcement and Equipment Grant Program, applicants are able to request funding for any amount between $1,000 and $7,500.

Enter explanation of the deployment of resources based on the analysis performed.

When determining key areas to fund for FFY 2019, EOPSS/OGR/HSD utilizes data and stakeholder feedback not only to ascertain the size and severity of the problem but also where the greatest impact in terms of reducing crashes, injuries, and fatalities can be made. With numerous charts, graphs and tables in the FFY 2019 HSP, all planned tasks are supported by data and justify the need for funding to reduce traffic crashes, fatalities, injuries, and economic losses across the Commonwealth.

Subrecipients are mostly selected based on a competitive grant application that is data-driven and evidence-based. Each applicant is required to provide data on the level of crashes and fatalities within their respective community or region.

The Commonwealth of Massachusetts evidence-based traffic safety enforcement methodology will also include enforcement of traffic laws as pertaining to impaired driving, seat belt usage, and pedestrian safety, coupled with numerous sobriety checkpoints held throughout the state. The combined effort among local and state law enforcement agencies along with several non-profit organizations will help promote traffic safety and increase public awareness of pedestrians on the roads and of the risk involved with impaired driving and failure to wear a seat belt.

Based on the data contained in this section, EOPSS/OGR/HSD will make recommendations to local police departments and MSP so they can make more informed decisions about where to deploy resources. For instance, a recommendation to conduct seat belt enforcement during the workweek, afternoon and rush hour periods will be made.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

To ensure projects remain focused on their respective objectives – namely, decreasing traffic safety-related crashes, fatalities and injuries, a two-pronged approach to oversight will be employed. First, EOPSS/OGR/HSD will conduct both pre- and post-award assessments of each grant-funded agency. The assessments will determine the level of oversight likely required of the subrecipient to ensure all grant requirements as well as fund expenditures are properly accounted for.

EOPSS/OGR/HSD will make site visits to keep enforcement agencies from lagging in their efforts as well as to ensure subrecipients are making efforts to reach desired objectives of their grant-funded project. These visits will not only be to ensure subrecipients are adhering to the requirement of the grant, but also to target towns or cities with a disconcerting increase in motor vehicle-related crash fatalities in recent years to see what the subrecipient is (or is not doing) to fight the rising tide of deaths in their respective municipality.

During FFY 2019, program coordinators will be making over 50 site visits across the Commonwealth. All visits will be documented through a standard reporting form and copies of the completed reports placed in the current files for the visited subrecipient.

Furthermore, all grant-funded agencies will be required to submit monthly reports covering activity, hours of enforcement, and expenditures. Data collected from these monthly reports are aggregated by EOPSS/OGR/HSD in order to detect any trends, whether positive or negative. If necessary, changes to the program will be made.

EOPSS/OGR/HSD reserve the right, based upon the reporting data collected from grant funded agencies, to reduce or stop funding if a subrecipient has shown a failure to adhere to the requirements of the grant.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Supporting Enforcement
Short-term, High Visibility Seat Belt Law Enforcement

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-03	MSP Sobriety Checkpoint & Saturation Patrols	Publicized Sobriety Checkpoints
OP-19-03	MSP Occupant Protection CIOT Enforcement Campaign	Short-term, High Visibility Seat Belt Law Enforcement
AL-19-02	Local Police Impaired Driving Enforcement	Alcohol Impairment: Detection, Enforcement and Sanctions
OP-19-02	Local Police Occupant Protection Enforcement Campaign	Short-term, High Visibility Seat Belt Law Enforcement

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status:	Lower seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency
ABINGTON
ACTON
ACUSHNET
ADAMS
AGAWAM
AMESBURY
AMHERST
ANDOVER
ARLINGTON
ASHLAND
ATHOL
ATTLEBORO

AUBURN
AVON
BARNSTABLE
BEDFORD
BELCHERTOWN
BELLINGHAM
BELMONT
BERLIN
BEVERLY
BILLERICA
BOLTON
BOSTON
BOURNE
BOXFORD
BRAINTREE
BREWSTER
BRIDGEWATER
BROCKTON
BROOKLINE
BURLINGTON
CAMBRIDGE
CANTON
CARVER
CHARLTON
CHELMSFORD
CHELSEA
CHICOPEE
CONCORD
DANVERS
DARTMOUTH
DEDHAM
DEERFIELD
DENNIS
DOUGLAS
DRACUT
DUDLEY
DUXBURY
EAST BRIDGEWATER
EAST LONGMEADOW
EASTHAM
EASTHAMPTON
EASTON
EVERETT
FAIRHAVEN
FALL RIVER
FALMOUTH

FITCHBURG
FOXBOROUGH
FRAMINGHAM
FRANKLIN
FREETOWN
GARDNER
GEORGETOWN
GLOUCESTER
GRAFTON
GRANBY
GREAT BARRINGTON
GREENFIELD
GROTON
HADLEY
HANOVER
HARVARD
HARWICH
HAVERHILL
HINGHAM
HOLBROOK
HOLDEN
HOLLISTON
HOLYOKE
HOPKINTON
HUDSON
KINGSTON
LAKEVILLE
LANCASTER
LAWRENCE
LEE
LEICESTER
LENOX
LEOMINSTER
LEXINGTON
LITTLETON
LONGMEADOW
LOWELL
LUDLOW
LUNENBURG
LYNN
LYNNFIELD
MALDEN
MANSFIELD
MARION
MARLBOROUGH

MARSHFIELD
MASHPEE
MEDFORD
MEDWAY
MELROSE
MENDON
METHUEN
MIDDLEBOROUGH
MIDDLETON
MILFORD
MILLBURY
MILTON
NATICK
NEEDHAM
NEW BEDFORD
NEWBURYPORT
NEWTON
NORTH ADAMS
NORTH ANDOVER
NORTH ATTLEBOROUGH
NORTHAMPTON
NORTHBOROUGH
NORTHBRIDGE
NORTON
NORWELL
NORWOOD
ORLEANS
OXFORD
PALMER
PEABODY
PEMBROKE
PEPPERELL
PITTSFIELD
PLAINVILLE
PLYMOUTH
QUINCY
RANDOLPH
RAYNHAM
READING
REHOBOTH
REVERE
ROCKLAND
SALEM
SALISBURY
SANDWICH
SAUGUS

SCITUATE
SEEKONK
SHARON
SHERBORN
SHREWSBURY
SOMERSET
SOMERVILLE
SOUTH HADLEY
SOUTHBOROUGH
SOUTHBRIDGE
SOUTHWICK
SPENCER
SPRINGFIELD
STERLING
STONEHAM
STOUGHTON
STURBRIDGE
SUDBURY
SUTTON
SWAMPSCOTT
SWANSEA
TAUNTON
TEWKSBURY
TOWNSEND
TYNGSBOROUGH
WAKEFIELD
WALPOLE
WALTHAM
WARE
WAREHAM
WATERTOWN
WAYLAND
WEBSTER
WELLESLEY
WEST BOYLSTON
WEST BRIDGEWATER
WEST SPRINGFIELD
WESTBOROUGH
WESTFIELD
WESTFORD
WESTMINSTER
WESTON
WESTPORT
WESTWOOD
WEYMOUTH
WHITMAN

WILBRAHAM
WILMINGTON
WINCHENDON
WINCHESTER
WOBURN
WORCESTER
WRENTHAM
YARMOUTH

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

As its primary effort to increase seat belt and child safety seat usage across the state, during FFY 2019, EOPSS/OGR/HSD will, in coordination with State and local police departments, conduct a statewide CIOT mobilization. This will be based upon NHTSA's High-Visibility Enforcement model involving traffic enforcement, paid and earned media, and community education. CIOT and all mobilizations will include traffic enforcement and messaging that will promote seat belt and child safety seat use and compliance with the Commonwealth's related laws.

EOPSS/OGR/HSD expects to award $625,000 to local police departments and $500,000 to State police for CIOT mobilization enforcement activities in FFY 2019. Participating local police departments are yet to be determined as the application for funding will be available in mid-to-late June 2018. In FFY 2018, EOPSS/OGR/HSD provided funding to 203 local police and expects to award a similar number in FFY 2019. With the MSP involved as well, EOPSS/OGR/HSD will have well over 70% of Massachusetts' population impacted by the upcoming CIOT mobilizations in May 2019.

These enforcement patrols will focus on all traffic violations with a special emphasis on seat belt and CPS violations. State and local police will develop deployment plans based on crash data to ensure their enforcement is data-driven and performed on the optimal days, times, and location to reduce death, injury and economic losses.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Supporting Enforcement
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-10	MSP Child Passenger Safety Car Seat Checkpoints	Child Restraint System Inspection Station(s)
OP-19-06	Child Passenger Safety Equipment Grant Program	Child Restraint System Inspection Station(s)
OP-19-07	Child Passenger Safety Administration and Training	Child Restraint System Inspection Station(s)

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events:	253

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban	200
Populations served - rural	53
Populations served - at risk	100

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Supporting Enforcement
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-10	MSP Child Passenger Safety Car Seat Checkpoints	Child Restraint System Inspection Station(s)
OP-19-06	Child Passenger Safety Equipment Grant Program	Child Restraint System Inspection Station(s)
OP-19-07	Child Passenger Safety Administration and Training	Child Restraint System Inspection Station(s)

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes	22
Estimated total number of technicians	290

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

Primary enforcement seat belt use statute	No
Occupant protection statute	Yes
Seat belt enforcement	Yes
High risk population countermeasure program	Yes
Comprehensive occupant protection program	No
Occupant protection program assessment	No

Occupant protection statute

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

- Requirement for occupants to be secured in a seat belt.
  - Chapter 90, Section 13A
- Requirement for occupants to be secured in an age appropriate child restraint.
  - Chapter 90, Section 13A

- Coverage of all passenger motor vehicles.
  - Chapter 90, Section 13A
- Minimum fine of at least $25.
  - Chapter 90, Section 13A

Click Add New to provide legal citations for exemption(s) to the State's seat belt and child restraint requirements.

Citation	Amended Date
No records found.	

Seat belt enforcement

Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Sustained Enforcement
Supporting Enforcement
Short-term, High Visibility Seat Belt Law Enforcement

Submit planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-19-10	MSP Child Passenger Safety Car Seat Checkpoints	Child Restraint System Inspection Station(s)
OP-19-03	MSP Occupant Protection CIOT Enforcement Campaign	Short-term, High Visibility Seat Belt Law Enforcement
OP-19-07	Child Passenger Safety Administration and Training	Child Restraint System Inspection Station(s)

High risk population countermeasure programs

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Sustained Enforcement
Supporting Enforcement

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure

OP-19-10	MSP Child Passenger Safety Car Seat Checkpoints	Child Restraint System Inspection Station(s)
OP-19-07	Child Passenger Safety Administration and Training	Child Restraint System Inspection Station(s)

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
3/5/2018
5/18/2018
5/21/2018
12/5/2017

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator:	Brook Chipman
Title of State's Traffic Records Coordinator:	Program Manager IV

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

Working-level TRCC Member List	As of 5/22/2018			
Last Name	**First Name**	**Organization**	**Title**	**Core System/Role**
Abbott	Mark	Central Transportation Planning Services	Traffic Analysis & Design Group Manager	Roadway
Backus	Bertina	Department of Public Health	Epidemiologist	Trauma Registry
Burman	Ed	Ashland Police Department		Local Police
Canney	John	Brookline Police Department	Traffic Officer	Local Police
Cannon	Carlos	Boston Police Department	Analyst	Local Police
Cheever	Maria	Boston Police Department		Local Police
Chipman	Brook	EOPSS/Highway Safety Division	Program Manager	State Traffic Records Coordinator
Doyle	Jeff	Department of Public Health	EMS for Children	EMS
Conard	Richard	MassDOT	Transportation Planner	Highway Planning
Daniska	Dan	Central MA Regional Planning Commission	Assistant Planner	Regional Planning
Donna	DaVeiga	MassDOT/RMV	Law Enforcement Liaison	Crash
Dion	Derryl	Department of Fire Services	Research Analyst	Research
Eddings	Marcus	Boston Police Department		Local Police
Ficks	Ridgely	Department of Public Health	MATRIS Manager	EMS
Fitzgerald	Carol	Massachusetts State Police	Analyst	State Police
Fitzgerald	Thomas	Massachusetts State Police/Commercial Vehicle Enforcement	Lieutenant	State Police
Fitzpatrick	Cole	UMassSafe	UMassSafe Post Doc	University
Graxirena	Yahaira	Central Mass Regional Planning Commission		Regional Planning
Guarino	Raymond	Old Colony Regional Planning Commission	Senior Transportation Planner	Regional Planning
Hathaway	Jeanne	Department of Public Health	Epidemiologist	Injury Surv. Data System
Hines	Kathy	Center for Health Information and Analysis		Injury Surv. Data System
Hobbs	Sylvia	Center for Health Information and Analysis	Manager	Injury Surv. Data System
Hooley	James	Boston EMS	Chief of Department	EMS
Hume	Beth	Department of Public Health	Project Director	Injury Surv. Data System
Inzana	Jennifer	MassDOT		Crash
Jacob	Kathy	Central Transportation Planning Services	Planner	Roadway

Knodler	Mike	UMassSafe	UMass Transportation Center Director, UMassSafe Director	University
Larason	Jeff	Highway Safety Division	Division Director	WRTCC Chair
Lopes	Kevin	MassDOT/Planning	Manager of GIS Services	Roadway
Mailhot	Benjamin	Belmont Police Department	Sergeant	Local Police
McCarthy	Steven	Massachusetts State Police		State Police
McCue	Philip	Office of Chief Medical Examiner		Fatality Data
McGill	Michael	MassDOT/Planning		Highway Planning
Meaney, Jr.	Robert	Medfield Police Department	Chief of Police	Local Police
Mohanakrishanan	Sujatha	Central Mass Regional Planning Commission		Regional Planning
Murphy	Matthew	Massachusetts State Police	Lieutenant	State Police
Perduyn	Karen	MassDOT/RMV	Crash Data Manager	Crash
Peterson	Scott	Central Transportation Planning Staff		Roadway
Philyaw	Jacqueline	MassDOT/RMV	FARS Supervisor	Crash
Polin	Bonnie	MassDOT/Highway Division	Highway Safety Programs Manager	Highway Planning
Quan	Caroline	MassDOT/Merit Rating Board	Criminal Citations Supervisor	Citation
Riessman	Robin	UMassSafe	Associate Director	University
Salvia	James	Boston EMS	Paramedic/ePCR Project Manager	EMS
Segal	Laura	Boston EMS	Chief of Staff	EMS
Simo	Jose	MassDOT/Planning		Highway Planning
Smith	Steven	Newton Police	Bureau Commander	Local Police
Snow	George	Montachusett Regional Planning Commission (Fitchburg Area)	Principal Transportation Planner	Regional Planning
Steer	Sabrina	MassDOT/RMV		Crash
Woodley	Casey	Executive Office of Public Safety/Program Management Office		Administration
Zivkovich	Dan	EOPSS/Municipal Police Training Committee	Executive Director	Police Training
Zieger	Jeff	MassDOT/Merit Rating Board		Citation
Federal Partners				
Daniel DeMille and Barbara Rizzuti	Charlene	National Highway Transportation Safety Administration - Region 1	Regional Program Manager	Federal Stakeholder
Otaluka	Promise	Federal Highway Administration	Operations Engineer	Federal Stakeholder
Poirier	Matthew	Federal Motor Carrier Safety Administration	Highway Safety Specialist	Federal Stakeholder
Hernandez	Wilfred	Federal Highway Administration	Safety Engineer	Federal Stakeholder

Executive-level TRCC Member List	**As of 5/22/2018**		
Organization	**Name and Title**	**Email Addresses**	**Core System/Role**
EOPSS/Undersecretary for Forensic Science and Technology	Curtis Wood, Undersecretary	curtis.wood@state.ma.us	Chair
EOPSS/Highway Safety Division	Jeff Larason, Division Director	jeff.larason@state.ma.us	Vice Chair
EOPSS/Massachusetts State Police	Lt. Col. Robert Favuzza (or Lt. Thomas Fitzgerald)	robert.favuzza@state.ma.us thomas.fitzgerald@state.ma.us	State-level Law Enforcement Data Provid
EOPSS/Municipal Police Training Committee	Daniel Zivkovich, Executive Director	daniel.zivkovich@state.ma.us	Police Training
MassDOT/Merit Rating Board	Thomas Bonarrigo, Deputy Director (or Tom Bowes)	thomas.bonarrigo@dot.state.ma.us; tom.bowes@state.ma.us	Citation Data System
MassDOT/Highway Division	Neil Boudreau, State Traffic Engineer	Neil.Boudreau@state.ma.us	Major Data User
MassDOT/Registry of Motor Vehicles	Mary-Jo Griffin, Director of Vehicle Safety and Compliance	MaryJo.Griffin@State.MA.US	Crash, Driver, Vehicle Data Systems
MassDOT/Office of Planning	David Mohler, Executive Director (or Bob Frey)	david.mohler@state.ma.us; bob.frey@state.ma.us	Roadway Data Systems
Department of Public Health/Injury Surveillance Program	Rebekah Thomas, Director of Injury Prevention and Control	rebekah.thomas@state.ma.us	Injury Data System
Department of Public Health/Emergency Medical Services	Mark Miller, Director	mark.j.miller@state.ma.us	EMS Data System
Massachusetts Chiefs of Police Association	Chief Steven Wojnar (or Chief Robert Meaney)	swojnar@dudleypolice.com medchief@medfield.net	Local-level Law Enforcement Data Provid

Massachusetts Association of Regional Planning Agencies	Timothy Brennan, Executive Director	tbrennan@pvpc.org	Regional Planning Data Providers
Administrative Office of the Trial Court	TBD		Adjudication Data System
Executive Office of Technology Services and Security	TBD		State IT
Non Voting Members			
National Highway Traffic Safety Administration (NHTSA)	Barbara Rizzuti, Regional Program Manager	barbara.rizzuti2@dot.gov	Federal Stakeholder
Federal Highway Administration (FHWA)	Kenneth S. Miller, P.E., Assistant Division Administrator	kenneth.miller@dot.gov	Federal Stakeholders
Federal Motor Carrier Safety Administration (FMCSA)	Richard Bates, Division Administrator	richard.bates@dot.gov	Federal Stakeholder

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded
FFY 2019 RMV-Interim Progress Report.docx
FFY 2019 DPH-Interim Progress Report supporting doc.xlsx
FFY 2019 DPH-Interim Progress Report.docx
FFY 2019 RMV-Interim Progress Report supporting doc.docx.xlsx

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

Traffic Records Assessment

In December 2013, the National Highway Traffic Safety Administration (NHTSA) conducted a Traffic Records Assessment for Massachusetts, that was released in April 2014. In order to encourage states to undertake such reviews regularly, Congress' Fixing America's Surface Transportation (FAST) Act legislation requires states to conduct or update an assessment of its highway safety data and traffic records system every 5 years in order to qualify for Section 405(c) grant funding.

This section includes the recommendations and considerations from the 2014 assessment. After each one there is information (bolded and underlined) about what Massachusetts is doing to address a recommendation (and consideration as possible) in FFY 2019. Each recommendation entry also highlights if the effort involves a project included in the Highway Safety Division's proposed FFY 2019 Highway Safety Plan and in Section 5 of this plan. The entry for a project in Section 5 provides the benchmark(s) and performance measure(s) to be used to demonstrate quantifiable and measurable progress towards meeting an associated recommendation (and often also a consideration). If the Commonwealth is unable to address a recommendation in FFY 2019, this is explained (bolded and underlined) below in this section.

The EOPSS/Highway Safety Division will conduct an Availability of Grant Funding (AGF) process that is described in the FFY 2019 Highway Safety Plan and Section 5 of this plan under TR-19-11. It is anticipated that this AGF will identify several projects that will address several of the recommendations and the considerations from the 2014 assessment.

The Commonwealth expects to have a new traffic records assessment done by NHTSA in fall 2018.

3.1 Traffic Records Coordinating Committee Management

The 2014 Traffic Records Assessment did not have any related recommendations but included the following considerations:

- Develop core system performance measures and monitor their progress for the remaining core system components of the traffic records system. For FFY 2018 the Massachusetts Ambulance Trip Record Information System (MATRIS) project had a quantitative performance measure for a performance attribute – completeness - of a core system – EMS/injury -- accepted by NHTSA. The Registry of Motor Vehicle had one accepted for the timeliness of its Crash Data System.

  With the FFY 2019 Section 405c application we are proposing two core system performance measures to show quantitative progress of the associated systems. These are provided to NHTSA separately in Interim Progress Reports. One will show improvement in accuracy and completeness in the RMV's Crash Data System. The other will show improvement in completeness in the MDPH's MATRIS. Developing these measures for other core systems of the Commonwealth will be a focus for our TRCCs in FFY 2019.
- Ensure the Executive-level TRCC (ETRCC) meets at least once every year. **Since the submission of the last Section 405c application, the ETRCC met twice, 12/5/17 and 5/21/18. This consideration will be addressed in FFY 2019.**
- Expand the Working-level TRCC (WTRCC) agenda to regularly include the discussion of any technical issues or technical assistance necessary as well as the need for any core system training needs for local users/agencies. Advance key issues to the attention of the Executive-level TRCC. **Since the submission of the last Section 405c application, the WTRCC met twice, 3/5/18 and 5/18/2018. This consideration will be addressed in FFY 2019.**

2.

Strategic Planning

The 2014 Traffic Records Assessment did not have any related recommendations, but included the following considerations:

- The WTRCC has a process in place to address any impediments to coordination with key Federal stakeholders and traffic records systems. The process calls for the membership to bring these impediments to the Chair of the WTRCC, who will then raise the impediment to the ETRCC if appropriate. It is recommended the TRCC formalize this process in the strategic plan or in their By-Laws or Charter. **This will be addressed in FFY 2019.**
- Deficiencies and recommendations resulting from an evaluation conducted in the Crash Data Improvement Program (CDIP) was incorporated into the 2015 Strategic Plan for Traffic Records Improvements. The state should be commended for taking this approach of using the traffic records assessment recommendations in developing and implementing their strategic plan. Additionally, the state should also be commended for including recommendations from the CDIP in future plan updates. **This was continued in the FFY 2019 plan.**
- Training and technical assistance needs can be presented to the TRCCs for development and implementation. There appears to be no formal process for identifying and addressing technical assistance and training needs documented in the strategic plan. It is recommend the state be proactive and document a formal process to assess technical assistance and training needs instead of being reactive and having them identified in the assessment process or when they are presented to the TRCCs. **This will be addressed in FFY 2019.**
- The strategic plan adequately documents the needs of all stakeholders. The strategic plan addresses coordination with key federal traffic records systems including FARS, NEMSIS and MCMIS. There was no evidence provided for coordination with the National Driver Register's Problem Pointer System (PDPS) and the Commercial Driver License Information System (CDLIS). It is recommended these two entities are incorporated into the state's coordination efforts. **This will be addressed in FFY 2019.**

3. *Crash System*

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the data dictionary for the crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations about the data dictionary are in the process of being reviewed.**
   This will be further addressed with a new crash system in 2020.

2. Improve the procedures/process flows for the crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06. The RMV Crash Records Department created process flows for submission, processing, entering, and updating crash data which includes the time for each step.**

3. Improve the data quality control program for the crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **The RMV Crash Records Department established a new Crash Data Reporting website on May 4, 2016. This website allows authorized users to view three data quality reports (Timeliness, Completeness and Reject/Resubmit). The Timeliness Report identifies the time frame crash reports are submitted to the RMV for retention, as required by law. This report calculates the time between a crash occurrence and when that information is submitted (electronically) or entered (data entry) into the Crash Data System. The Completeness Report measures if there is a pattern to the required data elements that are missing from the crash report submitted by investigating officers as well as whether law enforcement agencies are investigating and reporting on all crashes that should be reported. The Reject/Resubmit Report displays the number of crash reports that did not meet the minimum criteria for acceptance to the Crash Data System. The report also displays the resubmission date and the number of days to resubmit, if applicable. The final column indicates whether the resubmitted report was accepted and processed into the Crash Data System or rejected again for incomplete data. In addition, monthly reports of these three categories will be automatically created and emailed to the designated contact at each police department for review and corrective action, if necessary. The RMV has created two additional reports to identify elements that are missing or are incorrect. The Accept With Warning detail report displays all crash reports that are submitted with warning and the reason for the warning. Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06.**

The 2014 Traffic Records Assessment identified the following considerations:

- Identify and implement edits necessary to achieve data consistency among all crash data systems. If necessary, as is likely the case, do this in incremental steps—taking several of the most significant areas of data errors first and establish a campaign to get information corrected on those items. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06. The RMV LETL is in the beginning stages of reviewing the MMUCC 5th version and waiting for a list of MACCS edits and rules. This will be fully addressed when a new crash system is implemented.**
- Develop a crash manual and training materials for officers and supervisors to enable their optimum use of the crash reporting procedures and to correct the deficiencies known now and those that become known when changes occur in the future. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06.. The RMV LEL is working with MPTC to update the training material of the crash section for officers in-service training.**
- Develop an annotated process flow diagram showing the duration of each step in the crash data submission process, especially for paper reports, so that bottlenecks in the process can be identified and remedied. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06. The RMV has developed a process flow diagram showing the duration of each step of the process including the truck/bus and fatal crash reports.**
- Scheduled discussions of data quality in TRCC meetings and include presentations of summary reports of data quality measurements. **This will be done in FFY 2019.**
- Performance measures should be created and designed to quantify the level of accuracy, completeness, uniformity, timeliness, data integration, and data accessibility that have been achieved. Performance measures for timeliness, completeness, and accuracy should also be produced at an agency level and shared with the TRCC and law enforcement agencies. **This will be a focus of the TRCCs in FFY 2019.**
- Conduct regular reviews of a sample of crash reports. This can be performed on an agency basis and reports should be selected at random with a certain percentage represented from fatal, serious, moderate, and complaint injury levels. The results of the review should be shared with the TRCC and law enforcement agency. These results should be used to develop trainings and be compared over time to determine effectiveness. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06. UMassSafe reviewed a sample of crash reports and shared the results with TRCC and law enforcement as part of the Crash Data Audit in 2018.**
- Continue to develop Filenet to store electronic images of crash reports for extended time periods and allow safety professionals and engineers to have access to the images. **This was done in 2014 and an improved Filenet system is being worked on. The upgraded Filenet system was implemented in September of 2017. The RMV is now able to scan to scan and store fatal crash reports.**
- Increase the use of electronic reporting to help increase the timeliness of the crash data. **Compared to the period April 1, 2016 – March 31, 2017 to that of April 1, 2017 – March 31, 2018, the timeliness of the RMV's Crash Data System (CDS) was not improved. There was an increase of 42.49 days on average for the inclusion of all types of crash report submissions from state and local police into the CDS. The increase was from an average of 44.05 days to 86.54 days on average. It is expected the further roll-out of the MACCS project will help address this consideration. Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06.**

4. Roadway

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the applicable guidelines for the roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **The FHWA Model Inventory of Roadway Elements (MIRE) standards require statewide road inventories to include a specified set of Fundamental Data Elements (FDEs) for all intersections. These FDEs for intersections currently are not included in the Massachusetts roadway inventory. MassDOT established a contract with Vanasse Hangen Brustlin, Inc. (VHB) to develop a template for collecting these FDEs. The Central Transportation Planning Staff's project, TR 19-10, described in the FFY 2019 Highway Safety Plan and Section 5 of this plan will use VHB's data-collection template to collect FDEs for a set of approximately 5,500 intersections in Massachusetts. This will accomplish two goals towards improving the Massachusetts road inventory: (1) test VHB's data-collection template before it is used to collect data across the Commonwealth, thereby providing an opportunity to modify the template if necessary, (2) collect FDEs for a subset of the intersections in the Commonwealth.**
2. Improve the data dictionary for the roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**
3. Improve the interfaces with the roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**
4. Improve the data quality control program for the roadway data system that reflect best practices identified in the Traffic Records Program Assessment. **This recommendation and the following considerations are in the process of being reviewed.**

The 2014 Traffic Records Assessment identified the following considerations:

- Ideally states are encouraged to collect the Fundamental Data Elements (FDEs) of The Model Inventory of Data Elements (MIRE) for all public roads. These fundamental data elements are the basic roadway data elements recommended to be collected that a state can combine with crash data for analysis to identify safety problems and to make more effective safety countermeasure decisions for the Highway Safety Improvement Program (HSIP). It was unclear in the responses to this assessment as to the FDEs MassDOT collects and maintains in their Roadway Inventory. With respect to the Non-Fundamental MIRE data elements, no state DOT collects all, or nearly all MIRE elements for the Roadway Inventory file. It was difficult during this assessment process to determine the level to which Mass DOT collects the non-fundamental MIRE elements. It would be beneficial to conduct an assessment of the MIRE elements collected by MassDOT to the both the recommended MIRE FDEs and Non-Fundamental MIRE data elements. To assist with this effort, MassDOT may consider requesting a Roadway Data Improvement Program (RDIP) through the FHWA Division Office. Another option would be to request a Go-Team through NHTSA. The TRCC can assist with this. Either route will provide MassDOT with technical assistance to enhance their data collection capabilities and more efficiently collect uniform roadway data.
- Local agencies such as Metropolitan Planning Organizations (MPOs) often collect and maintain a wealth of roadway information. It was identified that different location methodologies are used by locals to collect data requiring MassDOT to customize the data to work with the various systems. It is critical to use compatible location methodologies to support the Roadway Inventory File and minimize the effort required to import local data in the state's enterprise roadway system.
- The overall quality of information in the roadway system is dependent upon the GIS Services Validation report in addition to validation reports from FHWA's HPMS software for error/edit checking as data is entered into the statewide system. There was no schedule provided for the release of the validation report or process used to provide feedback to the data collectors. It was also unclear as to whether priority is placed on critical data elements. Ideally, a formal process should be developed and errors identified through the validation process are shared with the data collectors and/or office providing the data. **MassDOT has implemented ESRI's Data Reviewer Checks application to address data quality errors or issues. MassDOT is currently working on a formal validation process with ESRI.** This could be accomplished through training sessions. The RDIP process or TRCCs could be instrumental in assisting with this effort.
- Performance measures can provide the state a tool for helping assess data quality and establishing goals for data improvement. Ideally, performance measures for timeliness, accuracy, completeness, uniformity, integration, and accessibility should be established for the roadway system. Model performance measures for the six core data systems including Roadway can assist the state in developing performance measures and can be found at: http://www-nrd.nhtsa.dot.gov/Pubs/811441.pdf. As a follow-up to this publication, FHWA has also published guidance titled, Performance Measures for Roadway Inventory Data. MassDOT did not identify any formal or established performance measures for timeliness, accuracy, completeness, uniformity, integration and accessibility. MassDOT indicates that the Highway Performance Monitoring System (HPMS) requirements are met. With the wealth of data available through the MassDOT's roadway information and crash portals, it is possible to enhance the existing process to develop some of the performance measures. Formal metrics should be established to measure the performance. The state can use the documents mentioned above to assist in developing performance measures for Roadway Inventory Data or use the RDIP or Go-Team process. The TRCC can also assist in this effort.

3.5 Driver

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the applicable guidelines for the driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**
2. Improve the data quality control program for the driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**

The 2014 Traffic Records Assessment identified the following considerations:

- Emphasis should be placed upon improving the data quality management of the driver system. The framework exists within the informal management system to develop and implement an effective comprehensive data quality management program.
- Efforts to continue to expand electronic submission of data should be explored and encouraged.
- Timeliness, accuracy, completeness, uniformity, integration, and accessibility performance measures along with the numeric goals (performance metrics) for each measure are the basis of quality determinations for driver data.

6. *Vehicle*

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**

The 2014 Traffic Records Assessment identified the following considerations:

- The main area for the improvement of the Massachusetts vehicle data system is within data quality control programs. To have greater ability to fully comprehend "how good" their vehicle data system is, the state may start working on a concept for a formal quality control program for the vehicle data system, which will include a formation of the timeliness, accuracy, completeness, uniformity, integration, and accessibility performance measures. Once established, such a data quality control program will be a great tool for data managers and data users to quickly and easily recognize logical further steps toward improvements. Similarly, the State should perform periodic independent sample-based audits to examine vehicle reports, use high frequency errors to create new training materials, and conduct periodic comparative and trend analyses to identify unexplained differences in data across years and jurisdictions. Finally, data quality feedback from key users should be regularly communicated to data collectors and managers and data quality reports should be created and provided to the state's TRCC committee for regular review.

7. *Citation / Adjudication*

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the interfaces with the citation and adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation is being addressed in FFY 2019. See the overview of the Citation/Adjudication Data System in Section 2.5 and the summary of the MACCS Project in Section 5 and the FFY 2019 HSP under TR-19-03.**

2. Improve the data quality control program for the citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation is being addressed in FFY 2019. See the overview of the Citation/Adjudication Data System in Section 5 and the summary of the Motor Vehicle Automated Citation and Crash System (MACCS) in Section 5 and the FFY 2019 Highway Safety Plan under TR-19-03.**

The 2014 Traffic Records Assessment identified the following considerations:

- There is an opportunity for the state to develop and/or promote an electronic citation system. Such a system will increase the efficiency of the business processes associated with administering citations, and will result in more timely and accurate capture of the data.
- Some opportunities exist for improving linkages among various system components – such as adjudications with both the vehicle and crash files, which could improve the efficiency of vehicle-based administrative suspensions and revocations, as well as to increase the ability of the data in the system to support research.
- Those observations are opportunities to enhance the very positive strengths observed in the MA Citation/Adjudication system:
  - An outstanding integrated case management system for the courts that has received widespread acceptance and use.
  - Excellent use of electronic disposition reporting from the courts to the DMV, resulting in timely reporting of most dispositions.
  - Good use of edit checks and validation rules to ensure data quality.
  - Excellent use of traffic/criminal history and background information at the car, potentially improving data quality and efficiency of enforcement.

8. *EMS / Injury Surveillance*

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the interfaces with the injury surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Updates are included below next to the considerations from the 2014 Traffic Records Assessment. Additional performance measures are currently being reviewed.**

2. Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Updates are included below next to the considerations from the 2014 Traffic Records Assessment. Additional performance measures are have been identified and included.**

The 2014 Traffic Records Assessment identified the following considerations:

- Improve the utility of the death certificates database by improving the electronic reporting system to produce timelier data. **The implementation of the new electronic death system, Vital Information Partnership (VIP), in September 2014, led to improvement in the timeliness of entering death**

certificates, as the previous paper-based system could take 4-6 months for data entry and now deaths are registered by the occurrence municipality within 7 days.

- Use the validation score assigned by MATRIS to begin rejecting records with an unacceptable number of errors. With the migration to NEMSIS V3 there is a new tool called Schematron that allows records and/or entire files to be rejected based on critical data errors. This tool will be leveraged with guidance from stakeholders and input from Injury Surveillance personnel. NEMSIS V3 has much more rigorous compliance standards for ePCR vendors than in Version 2. OEMS is requiring the use of NEMSIS V3 compliant software to submit data to MATRIS which will contribute to more complete and uniform data. This project is listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan under TR-19-07 and TR-19-08.
- Increase the accuracy of the data in the trauma registry by creating an interface with MATRIS. There are a number of methods to improve accuracy of the data in both Trauma Registry and MATRIS planned for the next fiscal year and described in the FFY 2018 Highway Safety Plan and Section 5 of this plan under TR-19-07 and TR-19-08. Creating an interface between the two systems alone will not necessarily result in better data quality but is desired and is a consideration for future strategic upgrades as the health care industry moves toward HL7 and interoperability. MATRIS plans to begin analysis for developing HIE interfaces with hospitals after the NEMSIS V3 migration is complete.
- Develop an interface between the hospital databases and the vital records system. At this point in time, FARS has been used as the source of death data for MassDOT, as it is believed to include more reliable and more comprehensive data on fatal crashes in Massachusetts than vital records. It is therefore unclear what the added value would be of linking hospital and vital records data. DPH's Injury Surveillance Project is currently working with MassDOT to link hospital and Crash data through a FHWA-funded project.
- Share data quality reports from all injury surveillance data systems with the TRCCs. There is a data quality reporting tool in MATRIS and other state NEMSIS data collection systems that use the same vendor (ImageTrend) that was proposed and paid for by the New England states. There is a data quality report available in MATRIS designed to help ambulance services review summary data in MATRIS and address discrepancies when compared to the data in their service ePCR software. OEMS leverages this tool to educate the ambulance services and monitor changes in quality. This could be run across all ambulance services for a year and shared after the information is aggregated/de-identified in accordance with DPH data privacy rules and approved for distribution. The Injury Surveillance Program conducts routine assessments of Hospital Case-mix data quality annually, which could be shared with the TRCC. Development of annual reports from other injury surveillance data systems may be considered for feasibility and usefulness. This project is listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan under TR-19-07 and TR-19-08.

9. *Data Use and Integration*

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory. This recommendation is currently being address in the UMassSAFE project entitled "Investigation of Improved Linkage Strategy towards the Development of a Central and Uniformed Crash Analysis Database." Additional information about this project can be found in the FFY 2019 Highway Safety Plan and Section 5 under TR-19-04.

   UMassSAFE is utilizing Massachusetts Ambulance Trip Record Information Systems (MATRIS) data for a project in 2018 to study the medical outcomes of different types of motor vehicle crashes by linking crash data from the Crash Data System (CDS) of the MassDOT Registry of Motor Vehicles (RMV) with data from the MATRIS) and analyzing the relationships between types of crashes and types of injuries including the study of symptoms, conditions, various procedures and medications as well as safety belt and alcohol use.

   MassDOT and the DPH Injury Surveillance Program conducted a pilot project to link 2012 Crash and Hospital Case-mix data using deterministic linkage methods. The project successfully developed algorithms to link Crash and all three Case-mix data sets using six matching criteria. Based on the number of MV traffic-related injury cases in each Case-mix data set, the percentage of linked records was 48.3% in hospital discharge data, 42.2% in ED discharge data and 43.9% in outpatient observation stay data. Plans are currently underway to extend this project by adding 2013 to 2015 data and conducting additional validity checks and analyses.

The 2014 Traffic Records Assessment identified the following considerations:

- With support from the TRCCs, the expertise and infrastructure is available in Massachusetts to take advantage of a number of opportunities related to data integration.
- Coordinate efforts of MassTRAC and UMassSafe to maximize the use of data from the traffic records system components, both individually and collectively. EOPSS/OGR/HSD and MassDOT/Highway Safety Division/Traffic Safety programs are discussing ways to coordinate their needs for an online, publically accessible traffic records portal and analysis tool. This effort is reflected in the FFY 2019 Highway Safety Plan and Section 5 of this plan under TR-19-01.
- Pursue the inclusion of driver and vehicle information in the MassTRAC or UMassSafe projects.

- Complete the update of the Data Resource Guide to include information about the traffic records data systems and integration methodology.

All of the above considerations will be explored further in FFY 2019.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

Traffic Records Assessment

In December 2013, the National Highway Traffic Safety Administration (NHTSA) conducted a Traffic Records Assessment for Massachusetts, that was released in April 2014. In order to encourage states to undertake such reviews regularly, Congress' Fixing America's Surface Transportation (FAST) Act legislation requires states to conduct or update an assessment of its highway safety data and traffic records system every 5 years in order to qualify for Section 405(c) grant funding.

This section includes the recommendations and considerations from the 2014 assessment. After each one there is information (bolded and underlined) about what Massachusetts is doing to address a recommendation (and consideration as possible) in FFY 2019. Each recommendation entry also highlights if the effort involves a project included in the Highway Safety Division's proposed FFY 2019 Highway Safety Plan and in Section 5 of this plan. The entry for a project in Section 5 provides the benchmark(s) and performance measure(s) to be used to demonstrate quantifiable and measurable progress towards meeting an associated recommendation (and often also a consideration). If the Commonwealth is unable to address a recommendation in FFY 2019, this is explained (bolded and underlined) below in this section.

The EOPSS/Highway Safety Division will conduct an Availability of Grant Funding (AGF) process that is described in the FFY 2019 Highway Safety Plan and Section 5 of this plan under TR-19-11. It is anticipated that this AGF will identify several projects that will address several of the recommendations and the considerations from the 2014 assessment.

The Commonwealth expects to have a new traffic records assessment done by NHTSA in fall 2018.

3.1 Traffic Records Coordinating Committee Management

The 2014 Traffic Records Assessment did not have any related recommendations but included the following considerations:

- Develop core system performance measures and monitor their progress for the remaining core system components of the traffic records system. For FFY 2018 the Massachusetts Ambulance Trip Record Information System (MATRIS) project had a quantitative performance measure for a performance attribute – completeness - of a core system – EMS/injury -- accepted by NHTSA. The Registry of Motor Vehicle had one accepted for the timeliness of its Crash Data System.

  With the FFY 2019 Section 405c application we are proposing two core system performance measures to show quantitative progress of the associated systems. These are provided to NHTSA separately in Interim Progress Reports. One will show improvement in accuracy and completeness in the RMV's Crash Data System. The other will show improvement in completeness in the MDPH's MATRIS. Developing these measures for other core systems of the Commonwealth will be a focus for our TRCCs in FFY 2019.
- Ensure the Executive-level TRCC (ETRCC) meets at least once every year. **Since the submission of the last Section 405c application, the ETRCC met twice, 12/5/17 and 5/21/18. This consideration will be addressed in FFY 2019.**
- Expand the Working-level TRCC (WTRCC) agenda to regularly include the discussion of any technical issues or technical assistance necessary as well as the need for any core system training needs for local users/agencies. Advance key issues to the attention of the Executive-level TRCC. **Since the submission of the last Section 405c application, the WTRCC met twice, 3/5/18 and 5/18/2018. This consideration will be addressed in FFY 2019.**

1. 1. 2.

Strategic Planning

The 2014 Traffic Records Assessment did not have any related recommendations, but included the following considerations:

- The WTRCC has a process in place to address any impediments to coordination with key Federal stakeholders and traffic records systems. The process calls for the membership to bring these impediments to the Chair of the WTRCC, who will then raise the impediment to the ETRCC if appropriate. It is recommended the TRCC formalize this process in the strategic plan or in their By-Laws or Charter. **This will be addressed in FFY 2019.**
- Deficiencies and recommendations resulting from an evaluation conducted in the Crash Data Improvement Program (CDIP) was incorporated into the 2015 Strategic Plan for Traffic Records Improvements. The state should be commended for taking this approach of using the traffic records assessment recommendations in developing and implementing their strategic plan. Additionally, the state should also be commended for including recommendations from the CDIP in future plan updates. **This was continued in the FFY 2019 plan.**
- Training and technical assistance needs can be presented to the TRCCs for development and implementation. There appears to be no formal process for identifying and addressing technical assistance and training needs documented in the strategic plan. It is recommend the state be proactive and document a formal process to assess technical assistance and training needs instead of being reactive and having them identified in the assessment process or when they are presented to the TRCCs. **This will be addressed in FFY 2019.**
- The strategic plan adequately documents the needs of all stakeholders. The strategic plan addresses coordination with key federal traffic records systems including FARS, NEMSIS and MCMIS. There was no evidence provided for coordination with the National Driver Register's Problem Pointer System (PDPS) and the Commercial Driver License Information System (CDLIS). It is recommended these two entities are incorporated into the state's coordination efforts. **This will be addressed in FFY 2019.**

Crash System

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the data dictionary for the crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations about the data dictionary are in the process of being reviewed.**
   This will be further addressed with a new crash system in 2020.

2. Improve the procedures/process flows for the crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06. The RMV Crash Records Department created process flows for submission, processing, entering, and updating crash data which includes the time for each step.**

3. Improve the data quality control program for the crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **The RMV Crash Records Department established a new Crash Data Reporting website on May 4, 2016. This website allows authorized users to view three data quality reports (Timeliness, Completeness and Reject/Resubmit). The Timeliness Report identifies the time frame crash reports are submitted to the RMV for retention, as required by law. This report calculates the time between a crash occurrence and when that information is submitted (electronically) or entered (data entry) into the Crash Data System. The Completeness Report measures if there is a pattern to the required data elements that are missing from the crash report submitted by investigating officers as well as whether law enforcement agencies are investigating and reporting on all crashes that should be reported. The Reject/Resubmit Report displays the number of crash reports that did not meet the minimum criteria for acceptance to the Crash Data System. The report also displays the resubmission date and the number of days to resubmit, if applicable. The final column indicates whether the resubmitted report was accepted and processed into the Crash Data System or rejected again for incomplete data. In addition, monthly reports of these three categories will be automatically created and emailed to the designated contact at each police department for review and corrective action, if necessary. The RMV has created two additional reports to identify elements that are missing or are incorrect. The Accept With Warning detail report displays all crash reports that are submitted with warning and the reason for the warning. Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06.**

The 2014 Traffic Records Assessment identified the following considerations:

- Identify and implement edits necessary to achieve data consistency among all crash data systems. If necessary, as is likely the case, do this in incremental steps—taking several of the most significant areas of data errors first and establish a campaign to get information corrected on those items. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06. The RMV LETL is in the beginning stages of reviewing the MMUCC 5th version and waiting for a list of MACCS edits and rules. This will be fully addressed when a new crash system is implemented.**
- Develop a crash manual and training materials for officers and supervisors to enable their optimum use of the crash reporting procedures and to correct the deficiencies known now and those that become known when changes occur in the future. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06.. The RMV LEL is working with MPTC to update the training material of the crash section for officers in-service training.**
- Develop an annotated process flow diagram showing the duration of each step in the crash data submission process, especially for paper reports, so that bottlenecks in the process can be identified and remedied. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06. The RMV has developed a process flow diagram showing the duration of each step of the process including the truck/bus and fatal crash reports.**
- Scheduled discussions of data quality in TRCC meetings and include presentations of summary reports of data quality measurements. **This will be done in FFY 2019.**
- Performance measures should be created and designed to quantify the level of accuracy, completeness, uniformity, timeliness, data integration, and data accessibility that have been achieved. Performance measures for timeliness, completeness, and accuracy should also be produced at an agency level and shared with the TRCC and law enforcement agencies. **This will be a focus of the TRCCs in FFY 2019.**
- Conduct regular reviews of a sample of crash reports. This can be performed on an agency basis and reports should be selected at random with a certain percentage represented from fatal, serious, moderate, and complaint injury levels. The results of the review should be shared with the TRCC and law enforcement agency. These results should be used to develop trainings and be compared over time to determine effectiveness. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06. UMassSafe reviewed a sample of crash reports and shared the results with TRCC and law enforcement as part of the Crash Data Audit in 2018.**
- Continue to develop Filenet to store electronic images of crash reports for extended time periods and allow safety professional and engineers to have access to the images. **This was done in 2014 and an improved Filenet system is being worked on. The upgraded Filenet system was implemented in September of 2017. The RMV is now able to scan to scan and store fatal crash reports.**
- Increase the use of electronic reporting to help increase the timeliness of the crash data. **Compared to the period April 1, 2016 – March 31, 2017 to that of April 1, 2017 – March 31, 2018, the timeliness of the RMV's Crash Data System (CDS) was not improved. There was an increase of 42.49 days on average for the inclusion of all types of crash report submissions from state and local police into the CDS. The increase was from an average of 44.05 days to 86.54 days on average. It is expected the further roll-out of the MACCS project will help address this consideration. Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06.**

Roadway

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the applicable guidelines for the roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **The FHWA Model Inventory of Roadway Elements (MIRE) standards require statewide road inventories to include a specified set of Fundamental Data Elements (FDEs) for all intersections. These FDEs for intersections currently are not included in the Massachusetts roadway inventory. MassDOT established a contract with Vanasse Hangen Brustlin, Inc. (VHB) to develop a template for collecting these FDEs. The Central Transportation Planning Staff's project, TR 19-10, described in the FFY 2019 Highway Safety Plan and Section 5 of this plan will use VHB's data-collection template to collect FDEs for a set of approximately 5,500 intersections in Massachusetts. This will accomplish two goals towards improving the Massachusetts road inventory: (1) test VHB's data-collection template before it is used to collect data across the Commonwealth, thereby providing an opportunity to modify the template if necessary, (2) collect FDEs for a subset of the intersections in the Commonwealth.**

2. Improve the data dictionary for the roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**

3. Improve the interfaces with the roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**
4. Improve the data quality control program for the roadway data system that reflect best practices identified in the Traffic Records Program Assessment. **This recommendation and the following considerations are in the process of being reviewed.**

The 2014 Traffic Records Assessment identified the following considerations:

- Ideally states are encouraged to collect the Fundamental Data Elements (FDEs) of The Model Inventory of Data Elements (MIRE) for all public roads. These fundamental data elements are the basic roadway data elements recommended to be collected that a state can combine with crash data for analysis to identify safety problems and to make more effective safety countermeasure decisions for the Highway Safety Improvement Program (HSIP). It was unclear in the responses to this assessment as to the FDEs MassDOT collects and maintains in their Roadway Inventory. With respect to the Non-Fundamental MIRE data elements, no state DOT collects all, or nearly all MIRE elements for the Roadway Inventory file. It was difficult during this assessment process to determine the level to which Mass DOT collects the non-fundamental MIRE elements. It would be beneficial to conduct an assessment of the MIRE elements collected by MassDOT to the both the recommended MIRE FDEs and Non-Fundamental MIRE data elements. To assist with this effort, MassDOT may consider requesting a Roadway Data Improvement Program (RDIP) through the FHWA Division Office. Another option would be to request a Go-Team through NHTSA. The TRCC can assist with this. Either route will provide MassDOT with technical assistance to enhance their data collection capabilities and more efficiently collect uniform roadway data.
- Local agencies such as Metropolitan Planning Organizations (MPOs) often collect and maintain a wealth of roadway information. It was identified that different location methodologies are used by locals to collect data requiring MassDOT to customize the data to work with the various systems. It is critical to use compatible location methodologies to support the Roadway Inventory File and minimize the effort required to import local data in the state's enterprise roadway system.
- The overall quality of information in the roadway system is dependent upon the GIS Services Validation report in addition to validation reports from FHWA's HPMS software for error/edit checking as data is entered into the statewide system. There was no schedule provided for the release of the validation report or process used to provide feedback to the data collectors. It was also unclear as to whether priority is placed on critical data elements. Ideally, a formal process should be developed and errors identified through the validation process are shared with the data collectors and/or office providing the data. **MassDOT has implemented ESRI's Data Reviewer Checks application to address data quality errors or issues. MassDOT is currently working on a formal validation process with ESRI.** This could be accomplished through training sessions. The RDIP process or TRCCs could be instrumental in assisting with this effort.
- Performance measures can provide the state a tool for helping assess data quality and establishing goals for data improvement. Ideally, performance measures for timeliness, accuracy, completeness, uniformity, integration, and accessibility should be established for the roadway system. Model performance measures for the six core data systems including Roadway can assist the state in developing performance measures and can be found at: http://www-nrd.nhtsa.dot.gov/Pubs/811441.pdf. As a follow-up to this publication, FHWA has also published guidance titled, Performance Measures for Roadway Inventory Data. MassDOT did not identify any formal or established performance measures for timeliness, accuracy, completeness, uniformity, integration and accessibility. MassDOT indicates that the Highway Performance Monitoring System (HPMS) requirements are met. With the wealth of data available through the MassDOT's roadway information and crash portals, it is possible to enhance the existing process to develop some of the performance measures. Formal metrics should be established to measure the performance. The state can use the documents mentioned above to assist in developing performance measures for Roadway Inventory Data or use the RDIP or Go-Team process. The TRCC can also assist in this effort.

Driver

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the applicable guidelines for the driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**
2. Improve the data quality control program for the driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**

The 2014 Traffic Records Assessment identified the following considerations:

- Emphasis should be placed upon improving the data quality management of the driver system. The framework exists within the informal management system to develop and implement an effective comprehensive data quality management program.
- Efforts to continue to expand electronic submission of data should be explored and encouraged.
- Timeliness, accuracy, completeness, uniformity, integration, and accessibility performance measures along with the numeric goals (performance metrics) for each measure are the basis of quality determinations for driver data.

Vehicle

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**

The 2014 Traffic Records Assessment identified the following considerations:

- The main area for the improvement of the Massachusetts vehicle data system is within data quality control programs. To have greater ability to fully comprehend "how good" their vehicle data system is, the state may start working on a concept for a formal quality control program for the vehicle data system, which will include a formation of the timeliness, accuracy, completeness, uniformity, integration, and accessibility performance measures. Once established, such a data quality control program will be a great tool for data managers and data users to quickly and easily recognize logical further steps toward improvements. Similarly, the State should perform periodic independent sample-based audits to examine vehicle reports, use high frequency errors to create new training materials, and conduct periodic comparative and trend analyses to identify

unexplained differences in data across years and jurisdictions. Finally, data quality feedback from key users should be regularly communicated to data collectors and managers and data quality reports should be created and provided to the state's TRCC committee for regular review.

Citation / Adjudication

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the interfaces with the citation and adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation is being addressed in FFY 2019. See the overview of the Citation/Adjudication Data System in Section 2.5 and the summary of the MACCS Project in Section 5 and the FFY 2019 HSP under TR-19-03.**
2. Improve the data quality control program for the citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation is being addressed in FFY 2019. See the overview of the Citation/Adjudication Data System in Section 5 and the summary of the Motor Vehicle Automated Citation and Crash System (MACCS) in Section 5 and the FFY 2019 Highway Safety Plan under TR-19-03.**

The 2014 Traffic Records Assessment identified the following considerations:

- There is an opportunity for the state to develop and/or promote an electronic citation system. Such a system will increase the efficiency of the business processes associated with administering citations, and will result in more timely and accurate capture of the data.
- Some opportunities exist for improving linkages among various system components – such as adjudications with both the vehicle and crash files, which could improve the efficiency of vehicle-based administrative suspensions and revocations, as well as to increase the ability of the data in the system to support research.
- Those observations are opportunities to enhance the very positive strengths observed in the MA Citation/Adjudication system:
- An outstanding integrated case management system for the courts that has received widespread acceptance and use.
- Excellent use of electronic disposition reporting from the courts to the DMV, resulting in timely reporting of most dispositions.
- Good use of edit checks and validation rules to ensure data quality.
- Excellent use of traffic/criminal history and background information at the car, potentially improving data quality and efficiency of enforcement.

EMS / Injury Surveillance

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the interfaces with the injury surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Updates are included below next to the considerations from the 2014 Traffic Records Assessment. Additional performance measures are currently being reviewed.**
2. Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Updates are included below next to the considerations from the 2014 Traffic Records Assessment. Additional performance measures are have been identified and included.**

The 2014 Traffic Records Assessment identified the following considerations:

- Improve the utility of the death certificates database by improving the electronic reporting system to produce timelier data. **The implementation of the new electronic death system, Vital Information Partnership (VIP), in September 2014, led to improvement in the timeliness of entering death certificates, as the previous paper-based system could take 4-6 months for data entry and now deaths are registered by the occurrence municipality within 7 days.**
- Use the validation score assigned by MATRIS to begin rejecting records with an unacceptable number of errors. **With the migration to NEMSIS V3 there is a new tool called Schematron that allows records and/or entire files to be rejected based on critical data errors. This tool will be leveraged with guidance from stakeholders and input from Injury Surveillance personnel. NEMSIS V3 has much more rigorous compliance standards for ePCR vendors than in Version 2. OEMS is requiring the use of NEMSIS V3 compliant software to submit data to MATRIS which will contribute to more complete and uniform data. This project is listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan under TR-19-07 and TR-19-08.**
- Increase the accuracy of the data in the trauma registry by creating an interface with MATRIS. **There are a number of methods to improve accuracy of the data in both Trauma Registry and MATRIS planned for the next fiscal year and described in the FFY 2018 Highway Safety Plan and Section 5 of this plan under TR-19-07 and TR-19-08. Creating an interface between the two systems alone will not necessarily result in better data quality but is desired and is a consideration for future strategic upgrades as the health care industry moves toward HL7 and interoperability.** MATRIS plans to begin analysis for developing HIE interfaces with hospitals after the NEMSIS V3 migration is complete.
- Develop an interface between the hospital databases and the vital records system. **At this point in time, FARS has been used as the source of death data for MassDOT, as it is believed to include more reliable and more comprehensive data on fatal crashes in Massachusetts than vital records. It is therefore unclear what the added value would be of linking hospital and vital records data. DPH's Injury Surveillance Project is currently working with MassDOT to link hospital and Crash data through a FHWA-funded project.**
- Share data quality reports from all injury surveillance data systems with the TRCCs. There is a data quality reporting tool in MATRIS and other state NEMSIS data collection systems that use the same vendor (ImageTrend) that was proposed and paid for by the New England states. **There is a data quality report available in MATRIS designed to help ambulance services review summary data in MATRIS and address discrepancies when compared to the data in their service ePCR software. OEMS leverages this tool to educate the ambulance services and monitor changes in quality. This could be run across all ambulance services for a year and shared after the information is aggregated/de-identified in accordance with DPH data privacy rules and approved for distribution. The Injury Surveillance**

Program conducts routine assessments of Hospital Case-mix data quality annually, which could be shared with the TRCC. Development of annual reports from other injury surveillance data systems may be considered for feasibility and usefulness. This project is listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan under TR-19-07 and TR-19-08.

Data Use and Integration

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory. This recommendation is currently being address in the UMassSAFE project entitled "Investigation of Improved Linkage Strategy towards the Development of a Central and Uniformed Crash Analysis Database." Additional information about this project can be found in the FFY 2019 Highway Safety Plan and Section 5 under TR-19-04.

   UMassSAFE is utilizing Massachusetts Ambulance Trip Record Information Systems (MATRIS) data for a project in 2018 to study the medical outcomes of different types of motor vehicle crashes by linking crash data from the Crash Data System (CDS) of the MassDOT Registry of Motor Vehicles (RMV) with data from the MATRIS) and analyzing the relationships between types of crashes and types of injuries including the study of symptoms, conditions, various procedures and medications as well as safety belt and alcohol use.

   MassDOT and the DPH Injury Surveillance Program conducted a pilot project to link 2012 Crash and Hospital Case-mix data using deterministic linkage methods. The project successfully developed algorithms to link Crash and all three Case-mix data sets using six matching criteria. Based on the number of MV traffic-related injury cases in each Case-mix data set, the percentage of linked records was 48.3% in hospital discharge data, 42.2% in ED discharge data and 43.9% in outpatient observation stay data. Plans are currently underway to extend this project by adding 2013 to 2015 data and conducting additional validity checks and analyses.

The 2014 Traffic Records Assessment identified the following considerations:

- With support from the TRCCs, the expertise and infrastructure is available in Massachusetts to take advantage of a number of opportunities related to data integration.
- Coordinate efforts of MassTRAC and UMassSafe to maximize the use of data from the traffic records system components, both individually and collectively. EOPSS/Highway Safety Division and MassDOT/Highway Safety Division/Traffic Safety programs are discussing ways to coordinate their needs for an online, publically accessible traffic records portal and analysis tool. This effort is reflected in the FFY 2019 Highway Safety Plan and Section 5 of this plan under TR-19-01.
- Pursue the inclusion of driver and vehicle information in the MassTRAC or UMassSafe projects.
- Complete the update of the Data Resource Guide to include information about the traffic records data systems and integration methodology.

All of the above considerations will be explored further in FFY 2019.

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
TR-19-11	Traffic Records Projects	Improves completeness of a core highway safety database
TR-19-04	Investigation of Improved Linkage Strategy towards the Development of a Central and Uniform Crash Analysis Database	Improves integration between one or more core highway safety databases
TR-19-05	Data Quality Review of Crash Reports Accepted with Warning and Technical Assistance to Police Departments to Improve Completeness and Reduce Errors	Improves accuracy of a core highway safety database
TR-19-06	Tools for Improving Crash Report Reviews	Improves accuracy of a core highway safety database
TR-19-07	Data Uniformity, Accuracy, Completeness and Timeliness	Improves uniformity of a core highway safety database
TR-19-08	MATRIS and Trauma Registry National Standard Uniformity and Data Quality Project	Improves uniformity of a core highway safety database
TR-19-09	Boston Cyclist, Pedestrian and Vehicular Incident Information System Enhancement	Improves accuracy of a core highway safety database
TR-19-10	Test Template for Collecting Model Inventory Road Element (MIRE) Fundamental Data Elements (FDEs) for Intersections	Improves completeness of a core highway safety database

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

The recommendations not being addressed at this time are ones without any bold and underlined sentence(s) after the recommendation. Here's the list of those recommendations:

- Establish a stakeholder group, preferably through the TRCC, to ensure that the MACCS product meets the needs of data collectors, managers, and users. This group must include active IT support.
  - **Reason for not being addressed:** Organizational priorities and lack of time to create another TRCC-linked group. All stakeholders involved in the TRCC are already pressed for time to be part of the TRCC and establishing another stakeholder group is not a high priority for many at this time.
- Update the MassDOT reference map and establish a location reference maintenance process.
  - **Reason for not being addressed:** Lack of funding for the update due to organizational priorities.
- Develop a single smart mapping locator tool that could be called from any of the eCrash software products used by law enforcement agencies.
  - **Reason for not being addressed:** Lack of funding for developing the tool due to organizational priorities
- Establish routine measures of overall crash data timeliness.
  - **Reason for not being addressed:** TRCC has not been able to discuss and approve routine measures to date but hopes to do so at some point during FFY 2020.
- Implement error logging in MACCS. This would require tracking of which edit checks were failed and what corrections were made to any database field in each crash report.
  - **Reason for not being addressed:** Lack of funding due to organizational priorities. This aspect of MACCS has not be tackled yet but will likely be addressed in FFY 2020.
- Establish a geolocation success rate as a measure of crash location data accuracy.
  - **Reason for not being addressed:** TRCC has not been able to discuss and approve geolocation success rate to date but hope to do so during FFY 2020.
- Invest in a CODES-like probabilistic linkage between crash and injury surveillance data (in particular EMS and trauma registry data) under the leadership of the Department of Public Health (DPH).
  - **Reason for not being addressed:** Lack of funding due to organizational priorities.
- Develop routine measures of crash data accessibility based on the MassDOT request-tracking database and use of the public Crash Portal.
  - **Reason for not being addressed:** TRCC has not been able to discuss and approve geolocation success rate to date but hope to do so during FFY 2020.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

In the FFY 2018 Strategic Plan, there were six traffic records performance targets that were to be used to measure any improvements to the State's core safety databases. The six targets and evaluation of progress made is provided below:

Performance Target #1 - *To improve the integration of traffic records systems by increasing the percent of linked Massachusetts EMS/Crash reports from 0% to 75% from June 30, 2017 to June 30, 2018.*

No progress made as UMassSafe only gained access to the EMS data from MDPH in April 2018 to being work in earnest, so this project will now need an extension to 12/31/18. Performance target percentage will remain the same, but project end date and performance target end data will be extended to 12/31/18.

Performance Target #2 - To increase by 5% the number of agencies bale to access MassTRAC (or any successor system) from 305 in May 2017 to 335 in May 2018.

MassTRAC was formally shut down during the latter part of 2017 and plans are to build a successor system within the next couple of years. Performance target for FFY 2019 is to 'develop a business plan for a new MassTRAC by December 31, 2018.'

Performance Target #3 - To improve the timeliness of crash data by decreasing the average number of days from crash incident to receipt of crash report by the RMV from 47.13 days between April 1, 2016 and March 31, 2017 to less than 45 between April 1, 2017 and March 31, 2018.

No progress made. RMV reported as of 3/31/18 the average number of days from crash incident to receipt of crash report by the RMV was 86.54 days, up from 47.13. This was attributable to RMV focusing on receiving and processing 2016 crash reports received this year; a RMS vendor upgraded the XML version and submitted crash reports for 2016; overcome a processing back-log of fatal crash reports from 2016 and 2017.

Performance Target #4 - To improve completeness of the Massachusetts emergency medical services (EMS)/injury database, the Massachusetts Ambulance Trip Record Information System (MATRIS), this project will seek to increase the system's Version 2 validation score from 86.8 for year ending December 31, 2017.

Progress was made. The system's Version 2 score as of December 31, 2017 was 90.4.

Performance Target #5 - To improve completeness of MATRIS, the project will increase the number of ambulance services submitting Version 2 reports to the state. MATRIS accepts only electronically submitted and fully NEMSIS (Version 2) compliant EMS run reports. The number will be increased from 323 as of December 31, 2016 to 329 as of December 31, 2017.

Number of reporting services as of 12/31/17 was 327, short of the goal of 329.

Performance Target #6 - To improve the completeness of the Massachusetts statewide road inventory database by increasing the number of intersections with Fundamental Data Elements (FDEs) from 9 as of June 30, 2017 to 5,400 as of June 30, 2018.

No progress made, as there was an extensive delay in Central Transportation Planning Staff being able to access an online tool being developed under a separate contract by a MassDOT contractor, so this project will now need an extension to 12/31/18. Performance target number will remain the same, but project end date and performance target end date wil lbe extended to 12/31/18.

For FFY 2019 Strategic Plan, there are five performance targets listed:

Performance Target #1: To improve the integration of traffic records systems by increasing the number of linked Massachusetts EMS/crash reports from 0% to 75% from January 31, 2018 to December 31, 2018.

For FFY 2019, EOPSS/OGR/HSD seeks to improve the integration of the Commonwealth's traffic records systems by increasing the number of linked Massachusetts EMS/crash reports from 0% to 75% from January 1, 2018 to December 31, 2018. With linked EMS/crash reports, traffic safety stakeholders (hospitals, ambulance services, law enforcement, researchers) will get a fuller picture of the impact of a crash on occupants. ***As of spring 2018, the project subrecipient had run the first attempt at a linkage, using approximately 118,700 EMS patient records and 75,000 Crash Data System records with crashes where police reported EMS transport. The result of this initial effort was a 30% linkage match. The subrecipient is currently studying these results in order to design the next linkage attempt.***

Performance Target #2: Develop a business plan for a new MassTRAC by December 31, 2018.

EOPSS/OGR/HSD determined this target after consultation with the Executive-level Traffic Records Coordinating Committee and the Executive Office of Technology Services and Security.

Performance Target #3: To improve the accuracy and completeness of the Registry of Motor Vehicles' Crash Data System by decreasing the number of crash reports rejected for not meeting the minimum criteria to be accepted into the system from 1,487 between April 1, 2017 and March 31, 2018 to 1,425 or less between April 1, 2018 and March 31, 2019.

For FFY 2019, EOPSS/OGR/HSD aims to *improve the accuracy and completeness of the Registry of Motor Vehicles' Crash Data System by decreasing the number of crash reports rejected for not meeting the minimum criteria to be accepted into the system from 1,487 between April 1, 2017 and March 31, 2018 to 1,425 or less between April 1, 2018 and March 31, 2019. This target builds off of the Interim Progress Report related to improvements in accuracy and completeness for the Massachusetts Registry of Motor Vehicles' Crash Data System that EOPSS/OGR/HSD submitted as part of its FFY 2019 Section 405c application. This target is connected to five projects submitted as part of EOPSS/OGR/HSD's FFY 2019 Section 405c application.*

Performance Target #4: To improve completeness of MATRIS, increase the number of ambulance services submitting NEMSIS **Version 3 reports to the system from 0 between April 1, 2017 and March 31, 2018 to 3 or more** between April 1, 2018 and March 31, 2019.

For FFY 2019, EOPSS/OGR/HSD seeks *to improve the completeness of MATRIS by increasing the number of ambulance services submitting NEMSIS* ***Version 3 reports to the system from 0 between April 1, 2017 and March 31, 2018 to 3 or more*** *between April 1, 2018 and March 31, 2019. This target was developed in consultation with the Massachusetts Department of Public Health as part of its two Section-405c funded projects to improve its Massachusetts Ambulance Trip Record Information System – MATRIS. These two projects were submitted as part of EOPSS/OGR/HSD's FFY 2019 Section 405c application.*

Performance Target #5: To improve the completeness of the Massachusetts statewide road inventory database by increasing the number of intersections with Fundamental Data Elements (FDEs) from 0 as of June 30, 2017 to 5,400 or more as of December 31, 2018.

For FFY 2019, EOPSS/OGR/HSD aims to improve the completeness of the Massachusetts statewide road inventory database by increasing the number of intersections with Fundamental Data Elements (FDEs) from 0 as of June 30, 2017 to 5,400 as of December 31, 2018. In spring 2018 the project subrecipient made initial progress on entering intersections into the online application for collecting this data, however modifications to the tool need to be made. It is estimated approximately 300 intersection will have been entered by June 30, 2018.

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded
FFY 2019 RMV-Interim Progress Report.docx
FFY 2019 DPH-Interim Progress Report supporting doc.xlsx
FFY 2019 DPH-Interim Progress Report.docx
FFY 2019 RMV-Interim Progress Report supporting doc.docx.xlsx

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment:	4/14/2014

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Low-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

11 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	Yes
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	No

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:	Registry of Motor Vehicles
State authority name/title:	Erin Deveney, Registrar

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula:	(i) Motorcycle Safety Foundation Basic Rider Course

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Barnstable County	6000
Berkshire County	5132
Bristol County	18397
Dukes County	875
Essex County	18714
Franklin County	3223
Hampden County	12153
Hampshire County	4339
Middlesex County	32371
Nantucket County	574
Norfolk County	12721

Plymouth County	15511
Suffolk County	6839
Worcester County	27320

Enter the total number of registered motorcycles in State.

164769

Motorcyclist awareness program

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:	Registry of Motor Vehicles
State authority name/title:	Erin Deveney, Registrar

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	46.0

Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

County or Political Subdivision	# of MCC involving another motor vehicle
Barnstable County	2
Bristol County	5
Essex County	2
Franklin County	1
Hampden County	2
Hampshire County	1
Middlesex County	3
Norfolk County	4
Plymouth County	1
Suffolk County	1
Worcester County	2

Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC crashes involving another motor vehicle:	23

Submit countermeasure strategies that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select countermeasure strategies to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Motorcycle Rider Training

Communication Campaign

Submit planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select planned activities to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC-19-01	Motorcycle Safety Media	Communication Campaign
MC-19-02	Motorcycle Safety Program Enhancements	Motorcycle Rider Training

12 405(h) Nonmotorized

Nonmotorized information

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

13 1906 Racial Profiling Data Collection Grants

Racial profiling data collection grant

Is the State applying as an official documents or assurance State? (Note: The State is not eligible for a grant as an assurance State if the State has received a grant as an assurance State for two fiscal years after October 1, 2015.)

Assurance

Assurance

Submit countermeasure strategies, at the level of detail required under section 1300.11(d), supporting the assurance that the State will undertake activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Fiscal Year	Countermeasure Strategy Name
2019	

Submit planned activities, at the level of detail required under section 1300.11(d), supporting the assurance that the State will undertake activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-19-03	Motor Vehicle Automated Citation and Crash System (MACCS)	Improves integration between one or more core highway safety databases

14 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded
No documents uploaded to GMSS

Model Policy

	Effective Date **August 2010**	*Number*
Subject **License Plate Readers**		
Reference		*Special Instructions*
Distribution	*Reevaluation Date* **August 2011**	*No. Pages* **3**

I. PURPOSE

The purpose of this policy is to provide officers with guidelines on the proper use of license plate recognition (LPR) systems, also commonly known as license plate reader systems.

II. POLICY

The availability and use of LPR systems have provided many opportunities for the enhancement of productivity, effectiveness, and officer safety. It is the policy of this agency that all members abide by the guidelines set forth herein when using LPR systems.

III. ACRONYMS AND DEFINITIONS

FOUO: For Official Use Only

LPR: License Plate Recognition/License Plate Reader

OCR: Optical Character Recognition

Read: Digital images of license plates and vehicles and associated metadata (e.g., date, time, and geographic coordinates associated with the vehicle image capture) that are captured by the LPR system.

Alert: A visual and/or auditory notice that is triggered when the LPR system receives a potential "hit" on a license plate.

Hit: A read matched to a plate that has previously been registered on an agency's "hot list" of vehicle plates related to stolen vehicles, wanted vehicles, or other factors supporting investigation, or which has been manually registered by a user for further investigation.

Hot list: License plate numbers of stolen cars, vehicles owned by persons of interest, and vehicles associated with AMBER Alerts that are regularly added to "hot lists" circulated among law enforcement agencies. Hot list information can come from a variety of sources, including stolen vehicle information from the National Insurance Crime Bureau and the National Crime Information Center (NCIC), as well as national AMBER Alerts and Department of Homeland Security watch lists. Departments of motor vehicles can provide lists of expired registration tags, and law enforcement agencies can interface their own, locally compiled hot lists to the LPR system. These lists serve an officer safety function as well as an investigatory purpose. In addition to agency supported hot lists, users may also manually add license plate numbers to hot lists in order to be alerted if and when a vehicle license plate of interest is "read" by the LPR system.

Fixed LPR system: LPR cameras that are permanently affixed to a structure, such as a pole, a traffic barrier, or a bridge.

Mobile LPR system: LPR cameras that are affixed, either permanently (hardwired) or temporarily (e.g., magnet-mounted), to a law enforcement vehicle for mobile deployment.

Portable LPR system: LPR cameras that are transportable and can be moved and deployed in a variety of venues as needed, such as a traffic barrel or speed radar sign.

IV. PROCEDURES

A. General

1. The use of LPR systems is restricted to public safety–related missions of this agency.
2. LPR systems and associated equipment and databases are authorized for official public safety purposes. Misuse of this equipment and associated databases, or data, may be subject to sanctions and/or disciplinary actions.
3. LPR systems and LPR data and associated

media are the property of this agency and intended for use in conducting official business with limited exceptions noted elsewhere in this policy.

B. Administration
   1. The agency shall designate an employee(s) with administrative oversight for LPR system deployment and operations who is (are) responsible for the following:
      a. Establishing protocols for access, collection, storage, and retention of LPR data and associated media files
      b. Establishing protocols to preserve and document LPR reads and "alerts" or "hits" that are acted on in the field or associated with investigations or prosecutions
      c. Establishing protocols to establish and ensure the security and integrity of data captured, stored, and/or retained by the LPR system
      d. Ensuring the proper selection of the personnel approved to operate the LPR system and maintaining an adequate number of trainees;
      e. Maintaining records identifying approved LPR deployments and documenting their results, including appropriate documentation of significant incidents and arrests that are related to LPR usage
      f. Authorizing any requests for LPR systems use or data access according to the policies and guidelines of this agency
   2. Designated, trained personnel shall check equipment on a regular basis to ensure functionality and camera alignment. Any equipment that falls outside expected functionality shall be removed from service until deficiencies have been corrected.
   3. LPR systems repairs, hardware or software, shall be made by agency authorized sources.

C. License Plate Reader System Usage
   1. LPR operation and access to LPR collected data shall be for official agency purposes only.
   2. Only officers who have been properly trained in the use and operational protocols of the LPR systems shall be permitted to use it.
   3. At the start of each shift users must ensure that the LPR system has been updated with the most current hot lists available.
   4. LPR Alerts/Hits: Prior to initiation of the stop:
      a. Visually verify that the vehicle plate number matches the plate number run by the LPR system, including both alphanumeric characters of the license plate and the state of issuance.
      b. Verify the current status of the plate through dispatch or MDT query when circumstances allow.
   5. In each case in which an alert or a hit is triggered, the user should record the disposition of the alert and the hit into the LPR system
   6. Hot lists may be updated manually if the user enters a specific plate into the LPR system and wants to be alerted when that plate is located. Whenever a plate is manually entered into the LPR system, the officer should document the reason.
   7. Special Details: LPR use during nontraditional deployments (e.g., special operations or during a criminal investigation) must be approved by the administrator.
   8. Searches of historical data within the LPR system should be done in accordance with established departmental policies and procedures.

D. LPR Data Sharing and Dissemination
   LPR data should be considered FOUO and can be shared for legitimate law enforcement purposes:
   1. When LPR data are disseminated outside the agency, it should be documented in a secondary dissemination log.
   2. Information sharing among agencies should be dictated in accordance with MOUs (memoranda of understanding) or established departmental policies.

E. Retention
   Please refer to the *License Plate Reader Concepts and Issues Paper* for a discussion on retention.

Acknowledgment

This *Model Policy* was developed by the International Association of Chiefs of Police (IACP) Law Enforcement Information Management (LEIM) Section, in cooperation with the IACP National Law Enforcement Policy Center. Additional support was provided by the LPR Model Policy Working Group, to whom we are deeply appreciative for sharing their agency policies and expertise.

Every effort has been made by the IACP National Law Enforcement Policy Center staff and advisory board to ensure that this model policy incorporates the most current information and contemporary professional judgment on this issue. However, law enforcement administrators should be cautioned that no "model" policy can meet all the needs of any given law enforcement agency. Each law enforcement agency operates in a unique environment of federal court rulings, state laws, local ordinances, regulations, judicial and administrative decisions and collective bargaining agreements that must be considered. In addition, the formulation of specific agency policies must take into account local political and community perspectives and customs, prerogatives and demands; often divergent law enforcement strategies and philosophies; and the impact of varied agency resource capabilities among other factors.

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MEMORANDUM OF UNDERSTANDING

USE OF THE COMMONWEALTH OF MASSACHUSETTS CRIMINAL HISTORY SYSTEMS BOARD (CHSB) – CRIMINAL JUSTICE INFORMATION SYSTEMS (CJIS) NETWORK TO ACCESS NATIONAL CRIME INFORMATION CENTER (NCIC) STOLEN VEHICLE FILE and MASSACHUSETTS REGISTRY of MOTOR VEHICLE SUSPENSION AND REVOCATION FILE FOR USE WITH LICENSE PLATE READERS.

Once executed by all parties, this MOU must remain on file with the Host and User.

This Memorandum of Understanding (MOU) is entered into this _____day of_____, 200_____by and between Massachusetts Criminal History Systems Board, a criminal justice agency, hereafter referred to as the **Host,** and _____, a criminal justice agency hereafter referred to as the **User**.

This MOU entered into between the Host and the User, is intended to define the terms, conditions, and mutual responsibilities of the parties hereto, for the purpose of enabling the User to access a stolen vehicle file daily that the Host has retrieved from the National Crime Information Center (NCIC) as well as a Massachusetts suspension and revocation file that the Host receives weekly from the Massachusetts Registry of Motor Vehicles. This MOU incorporates by reference, and operates in conjunction with the standard Massachusetts Criminal Justice Information System (CJIS) User Agreement which includes agreement by the User to adhere to National Crime Information Center (NCIC) Policy, including the NCIC Security Policy. It is the User's responsibility to ensure that its CJIS User Agreement with the CHSB is current and on file at the CHSB – CJIS Support Unit and with their Agency Head.

The User and Host agree:

a. To be bound by the conditions of this MOU and to notify each other in the event that any of the conditions stated in this Agreement change in the future;
b. To execute an MOU annually as long as the Host/User relationship continues;
c. To develop and maintain a written agreement that includes a procedural statement that clearly identifies the responsibilities of each agency;
d. That a violation of this MOU shall be considered a violation of the CJIS User Agreement.

The Host hereby agrees to:

a. Retrieve the stolen vehicle file from NCIC daily at 0300 hours via a automatic retrieval script;

b. Name the daily file lpr.zip;
c. The previous days lpr.zip file will be kept as a backup in case it needs to be utilized if there is a problem with the daily file between NCIC and the Massachusetts CJIS;
d. Retrieve the Massachusetts suspension and revocation file from the Massachusetts Registry of Motor Vehicles every Tuesday at approximately 0300 hours via an automatic retrieval script.
e. Name the weekly file rmvlpr.zip
f. The previous weeks rmvlpr file will be kept as a backup in case it needs to be utilized if there is a problem with the weekly file between the Massachusetts Registry of Motor Vehicles and the Massachusetts CJIS
g. Place the lpr.zip and rmvlpr.zip files in a agreeable directory on a agreeable FTP server housed within the Massachusetts CJIS Datacenter;
h. Allow the User access to the agreed upon directory via the FTP protocol with an agreed upon username and password.

The User agrees:

a. Retrieve the stolen vehicle file (lpr.zip) from the FTP host between 0600 and 0800 hours daily;
b. Retrieve the Massachusetts suspension and revocation file (rmvlpr.zip) from the FTP host between 0800 and 1000 every Tuesday.
c. Confirm through the Massachusetts CJIS and the NCIC system prior to taking any action against a stolen, suspended, and/or revoked vehicle that is listed within the lpr.zip file and/or rmvlpr.zip file;
d. To notify the Massachusetts CJIS of pending termination immediately, as provided in the final paragraph of this MOU;
e. All devices that retrieve and access the lpr.zip and rmvlpr.zip files must have active and current anti-virus protection;
f. All devices that retrieve and access the lpr.zip and rmvlpr.zip files must meet the current NCIC Security Policy;
g. Calls for service must be placed to the Massachusetts CJIS by the User;
h. Provide the Massachusetts CJIS with the static IP address assigned to device that will access and utilize the lpr.zip and rmvlpr.zip file.
i. Dissemination of the lpr.zip file and rmvlpr.zip file is limited to agencies and devices approved by the Massachusetts CJIS.

The User hereby acknowledges understanding of, and shall advise all its employees and user agency personnel, of the penalties relating to illegal actions with regard to criminal justice information, and the CJIS User Agreement.

Either the Host or the User may, upon thirty days notice to the other party in writing, cancel this MOU in its entirety. Upon determination that the User has violated any law, rule, or regulation concerning criminal justice information or violated the terms of this MOU, the Host reserves the right to terminate this MOU with or without notice. The Massachusetts CJIS may terminate this MOU at any time and without notice.

In witness thereof, the above-named parties have signed this document in full agreement on this _____day of_____, 200___.

USER:_____ **HOST:**_____

*By:_____ *By:_____

Title:_____ Title:_____

Date:_____ Date:_____

Attest:_____ Attest:_____

***Signature of person who is legally authorized to sign for the agency.**

Bureau of Justice Assistance
U.S. Department of Justice

License Plate Reader

Policy Development Template



For Use in Intelligence and Investigative Activities

February 2017

Where to Locate This Resource

This resource is available online at www.it.ojp.gov/privacy and at www.ncirc.gov. To request printed copies, send requests to information@ncirc.gov.

To Request a Word Version of the Template

To request a Word version, send requests to information@ncirc.gov.

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License Plate Reader Policy Development Template for Use in Intelligence and Investigative Activities

February 2017

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Introduction

Automatic license plate readers (ALPRs)—also known as license plate readers (LPRs)—use image-processing technology to identify vehicles by their license plates. LPRs automate a process that, in the past, was conducted manually by officers, license plate by license plate, with much officer discretion. Using a special form of optical character recognition (OCR), the LPR's algorithms transform pixels of a digital image into the text of a license plate. Since entering the market, LPRs have been employed in many applications, but one of the fastest-growing uses is by justice entities who use LPR technology as an investigative tool to aid them in recovering stolen vehicles, locating possible criminals, assisting in the security of large public venues, and conducting other intelligence and investigative activities. Images are captured by LPRs and translated into letters and numbers and compared to law enforcement databases of registered vehicles, including those known to be or suspected of being involved with crimes or infractions. If a match to possible criminal activity is found, the LPR system provides an alert to the officer that a suspected vehicle is in the immediate area of an LPR.

Through this growing adoption of LPRs, justice entities are reporting increased successes in locating stolen vehicles and identifying suspects. Dale Stockton, Program Manager, Road Runner, Automated Regional Justice Information System, San Diego, shared the following with attendees at a National Institute of Justice conference:

> This is the best tool we've had come along in a very long time. It can really impact crime. It can really impact public safety. . . . And, although it's often used for locating stolen cars, the reality is . . . the value goes far beyond stolen cars, particularly in the area of investigative support. . . . The biggest reason that we want to use LPR in the field, though, is that it truly is a force multiplier. Officers can do their normal job on patrol and the license plate reader functions in the background while the officer pays attention to what's going on around them. . . . One of the more recently realized applications is in support of homeland security because, around this country, we have identified infrastructure that we know is at risk . . . so if we start looking at vehicles frequenting that infrastructure, that can give us greater insight as to where potential risks are.[1]

News stories, like the ones listed below, are increasing, demonstrating the kinds of success justice entities have had in using LPRs:

- "A Look at Plate Readers That Helped Officer Catch Murder Suspect in West Carthage," WWNYTV 7, July 3, 2016.
- "Suspect in a Hit-and-Run Death of 9-Year-Old Girl Located Using Historical and Commercial License Plate Reader Data," PR Newswire, Livermore, California, March 31, 2016.
- "License Plate Readers Used to Find Journalist Killer Also Used in WNY," WIVB News Channel 4, Buffalo, New York, August 27, 2015.
- "Queens Man Pleads Guilty to Manslaughter in Death of Roommate's Friend," Office of Richard A. Brown, District Attorney, Queens County, New York, November 4, 2011.

"This is a great tool for us," said a New York State Trooper in an interview on license plate readers used to locate a suspect in shooting deaths of two journalists. "If it was a suspended plate, an alarm would go off on here saying registration suspected or revoked, and at that point in time I would have to make sure the plate that was read is the correct plate . . . . It is a great tool for law enforcement; it's a great tool for the community."[2]

[1] National Institute of Justice (NIJ) Audio Transcript: Using License Plate Readers to Fight Crime, www.nij.gov.
[2] "License Plate Readers Used to Find Journalist Killer Also Used in WNY," George Richert, News 4 Reporter, WIVB News Channel 4, Buffalo, New York, August 27, 2015, http://wivb.com/2015/08/27/license-plate-readers-found-virginia-suspect/.

Even with the proven efficacy of this technology, justice entities should be alert to risk of erroneous or deficient LPR data:

- "Driver Finds Himself Surrounded by Cops With Guns Out After Automatic License Plate Reader Misreads His Plate," TechDirt, April 28, 2014.
- "License Plate Reader Error Leads to Traffic Stop at Gun Point, Court Case," Ars Technica, May 12, 2014.

Justice entities should therefore put in place appropriate policies and procedures to guard against possible errors and other potential problems. Strong control and oversight are critical considerations in policy development, especially as the civil liberties implications of possible unforeseen derivative uses may be significant. Such efforts will not only enhance mission effectiveness but also safeguard privacy, civil rights, and civil liberties of individuals.

A. License Plate Reader (LPR) Policies

As illustrated by the successes described earlier, justice entities (such as law enforcement or homeland security agencies, fusion centers, and intelligence units) are turning to LPR technology more and more. However, when considering or implementing an LPR program, individual privacy, civil rights, and civil liberties must also be vigorously protected. Establishing and implementing such protections in an entity's LPR policy will help guide the justice entity's LPR information collection, receipt, access, use, dissemination, retention, and purging efforts. Such proactive work supports and enhances the justice entity's ability to both fulfill its mission while also protecting the privacy, civil rights, and civil liberties of community members—strengthening trust and public confidence through effective and responsible use of LPR technology.

When an entity determines to develop and implement an LPR policy, it is important to note that such a policy is not a one-time project; it is one component of an ongoing LPR program that works to protect privacy, civil rights, and civil liberties. As agencies consider establishing and implementing a policy for LPR information, they are encouraged to consider the LPR policy as one in a series of the following steps:

1. Educate and raise awareness on the importance of having privacy, civil rights, and civil liberties protections.
2. Assess agency privacy, civil rights, and civil liberties risks by evaluating the process through which the agency collects, receives, accesses, uses, disseminates, retains, and purges LPR information.
3. **Develop an LPR policy** to articulate the legal framework and policy position on how the agency handles LPR information.
4. Perform a policy evaluation, prior to publishing, to determine whether the policy adequately addresses current standards, privacy protection recommendations, and the law.
5. Implement and train personnel and authorized users on the established rules and procedures.
6. Perform an annual policy review and make appropriate changes in response to implementation experience, guidance from oversight or advisory bodies, applicable law, technology, and public expectations.
7. Audit the processes described in the LPR policy.

A comprehensive LPR policy that is developed in a transparent manner and properly enforced fosters trust—not only within and between justice partners but also by the public, whose LPR information may be collected and utilized. This process thus ensures that justice entities are serving as responsible stewards of LPR information and operating with respect for individual privacy and the law. Without this trust, LPR program initiatives may give rise to additional public scrutiny and civil liability.

To support justice entities in their efforts to implement LPR policies and procedures, the following policy development template was developed by state, local, and federal law enforcement and criminal justice partners and is designed to assist justice entity personnel—whether in a law enforcement or homeland security agency, a fusion center, or an intelligence unit—in developing a comprehensive LPR policy.

Justice entities (law enforcement and homeland security agencies, fusion centers, intelligence units, etc.) utilize different types of information (e.g., criminal history, suspicious activity reports [SARs]) and intelligence (e.g., criminal intelligence information) as part of their intelligence or investigative activities. Each type of information and intelligence is governed by laws, regulations, and policies. LPR information, as collected and maintained in an LPR database, is not considered intelligence, criminal history, or SAR information. As such, the laws, regulations, and policies that apply to those types of information and intelligence may not apply to LPR information until such time as it is downloaded and incorporated into an intelligence or investigative case file. The digital image of license plates is maintained in a separate database from all other types of information and does not include additional information that identifies a particular individual. License plate numbers and date/time location collected through an LPR are not, when taken alone, sufficient to identify the individual associated with the vehicle. Even though the LPR information accessed by the justice entity results from an LPR system's automated collection of license plate numbers, it is the investigative and/or analytic process that associates the stored digital license plate image with an identifiable individual.

For these reasons, this policy template was developed to address the collection, receipt, access, use, dissemination, retention, and purging of LPR information that is not yet part of an intelligence or investigative file. Once LPR information is downloaded by entity personnel and incorporated into an intelligence or investigative file, the LPR information is then considered intelligence or investigative information and the laws, regulations, and policies applicable to that type of information or intelligence govern its use.

The provisions suggested in this template are intended to be incorporated into the entity's general operational policies and day-to-day operations and to provide explicit and detailed privacy, civil rights, and civil liberties protection guidance to entity personnel and other authorized source and participating agencies. This policy template was developed based on the core principles articulated in the Fair Information Practice Principles (refer to Appendix B). Each section is a fundamental component of an overall comprehensive LPR policy that includes vital baseline provisions on legal compliance, governance and oversight, acquiring and receiving, use, sharing and dissemination, information quality, redress, security and maintenance, retention and purging, accountability and enforcement, and training concepts.

B. How to Use This Template

This template is designed with policy concepts grouped into related sections. Each section contains pertinent policy provision questions shown in **bold** type. Sample policy language is shown under each question in regular type.

1. Different Entity LPR Roles

There are generally two different ways (or roles) entities come into contact with LPR information:

- Entities that do not collect LPR information but have access to and query an LPR database.
- Entities that actively collect, receive, access (query), disseminate, retain, and purge LPR information.

The policy provisions contained in this template were designed to be customized for either role. Entities that do not collect, receive, and retain LPR information but only access and query an LPR system will find that some provisions may not apply. However, all of the provisions will most likely apply, in some form, to entities that do collect, receive, and retain LPR information. Notations are provided within each applicable provision to allow for customization according to these entity roles.

2. Referencing Other Policies

Frequently, agencies already have established privacy-related policies and practices contained in broader policy documents (e.g., concept of operations, standard operating procedures, user agreements, and employee handbooks). In accordance with template Sections L, Accountability and Enforcement, and L.1, Transparency, agencies are strongly encouraged to make their LPR policies available to the public, even if the other existing policies are not made available publicly. As such, consolidating various existing LPR policy provisions contained in other documents into one LPR policy is highly recommended. Agencies are cautioned, however, against simply providing a cross-reference to other policies in effect. Cross-referencing, without including the applicable policy language, should be done only if those policies are also available to the public; otherwise, agencies should restate (or excerpt) the applicable language within their LPR policy.

3. Template Modifications—Customizing Your Policy

It is important to note that this policy development template is not intended to be used as is, without modification. Each section represents the foundational components of an effective LPR policy but does not cover all concepts that may be particular to your entity, its unique processes and procedures, or the applicable constitutional provisions, laws, ordinances, or regulations within your state. Further, certain concepts or questions may not be applicable. The template represents a starting point for your entity to establish minimum baseline LPR policy protections. Law enforcement entities are encouraged to complete as many of the template questions as are applicable and to enhance sections to include items such as references to applicable statutes, rules, standards, or policies and to provide additional sections for provisions that are not addressed.

While it is important for entities to review each question and associated guidance contained in the policy template section of this document, a sample LPR policy that incorporates all of the sample policy language contained in the template section is provided in Appendix E for ease of customization.

C. Resource List

Resources that may be of interest include:

- *Acceptable Use Policy for the Regional License Plate Reader System*, Automated Regional Justice Information System (ARJIS), www.arjis.org/RegionalPolicies/ARJIS%20LPR%20AUP%20-%20Approved%20-%20Rev150213.pdf.
- Automated License Plate Reader Frequently Asked Questions, International Association of Chiefs of Police (IACP), www.iacp.org/ALPR-FAQs.
- *Automated License Plate Readers: A Primer*, Violence Reduction Network, www.vrnetwork.org/Documents/License%20Plate%20Readers%20primer.pdf.
- *Automated License Plate Recognition Systems: Policy and Operational Guidance for Law Enforcement*, IACP, www.ncjrs.gov/pdffiles1/nij/grants/239604.pdf.
- *Best Practices Guide for Improving Automated License Plate Reader Effectiveness Through Uniform License Plate Design and Manufacture*, American Association of Motor Vehicle Administrators (AAMVA), www.aamva.org/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=2911&libID=2897.
- Fair Information Practice Principles, refer to Appendix B.
- *Fusion Center Privacy Policy Development: Privacy, Civil Rights, and Civil Liberties Policy Template*, U.S. Department of Homeland Security (DHS) and the U.S. Department of Justice (DOJ), April 2010, https://it.ojp.gov/documents/d/Fusion_Center_Privacy_Policy_Development_508compliant.pdf.
- *Guidelines to Ensure That the Information Privacy and Other Legal Rights of Americans Are Protected in the Development and Use of the Information Sharing Environment* (ISE Privacy Guidelines), Office of the Program Manager, Information Sharing Environment (ISE), www.ise.gov/sites/default/files/PrivacyGuidelines20061204.pdf.
- *Initial Privacy Impact Assessment for Automated License Plate Reader Technology*, Northern California Regional Intelligence Center (NCRIC), https://northerncaliforniamostwanted.org/html/NCRIC%20ALPR%20PIA.PDF.
- *IACP Technology Policy Framework,* IACP, January 2014, www.theiacp.org/Portals/0/documents/pdfs/IACP%20Technology%20Policy%20Framework%20January%202014%20Final.pdf.
- *License Plate Readers for Law Enforcement: Opportunities and Obstacles*, RAND Corporation, www.rand.org/pubs/research_reports/RR467.html.
- *License Plate Recognition Technology (LPR) Impact Evaluation and Community Assessment*, George Mason University, http://cebcp.org/wp-content/evidence-based-policing/LPR_FINAL.pdf.
- *License Plate Standard,* American Association of Motor Vehicle Administrators, 2016, www.aamva.org/licenseplatestandard_2016/.
- *Mobile License Plate Reader System Standard for Law Enforcement Working Draft,* NIJ Standard-100x.00, National Institute of Justice, Office of Justice Programs (OJP), DOJ, August 21, 2014, www.justnet.org/pdf/Draft_Mobile_License_Plate_Reader_System_Standard_for_Law_Enforcement.pdf.
- *Privacy, Civil Rights, and Civil Liberties Audit Guidance for the State, Local, Tribal, and Territorial Intelligence Component*, Global Justice Information Sharing Initiative, https://it.ojp.gov/GIST/181/Privacy--Civil-Rights--and-Civil-Liberties-Audit-Guidance-for-the-State--Local--Tribal--and-Territorial-Intelligence-Component.
- *Privacy Impact Assessment for the Acquisition and Use of License Plate Reader Data From a Commercial Service*, U.S. Department of Homeland Security, www.dhs.gov/publication/dhs-ice-pia-039-acquisition-and-use-license-plate-reader-data-commercial-service.
- *Privacy Impact Assessment Report for the Utilization of License Plate Readers*, IACP, www.theiacp.org/Portals/0/pdfs/LPR_Privacy_Impact_Assessment.pdf.
- *Recommendations for First Amendment-Protected Events for State and Local Law Enforcement Agencies*, Global Justice Information Sharing Initiative, https://it.ojp.gov/GIST/35/Recommendations-for-First-Amendment-Protected-Events-for-State-and-Local-Law-Enforcement-Agencies.

License Plate Reader (LPR) Policy Development Template for Use in Intelligence and Investigative Activities

A. Purpose Statement

1. What is the purpose of establishing a license plate reader (LPR) policy (i.e., what does the entity hope to accomplish in adopting this policy)? Provide a succinct, comprehensive statement of purpose.

It is the purpose of this policy to provide **[name of entity]** personnel with guidelines and principles for the collection, access, use, dissemination, retention, and purging of LPR information to ensure that the information is used for legitimate law enforcement purposes only and the privacy, civil rights, and civil liberties of individuals are not violated. The Fair Information Practice Principles (FIPPs) form the core of the privacy protection framework for this policy.

This policy assists **[name of entity]** and its personnel in:

- Increasing public safety and improving state, local, tribal, territorial, and national security.
- Minimizing the threat and risk of injury to specific individuals.
- Minimizing the threat and risk of physical injury or financial liability to law enforcement and others responsible for public protection, safety, or health.
- Promoting governmental legitimacy and accountability.
- Minimizing the potential risks to individual privacy, civil rights, civil liberties, and other legally protected interests.
- Protecting the integrity of the criminal investigatory, criminal intelligence, and justice system processes and information.
- Minimizing the threat and risk of damage to real or personal property.
- Increasing trust by maximizing transparency.
- Making the most effective use of public resources allocated to public safety entities.

2. What are the entity's authorized uses for LPR information?

The provisions of this policy are provided to support authorized uses of LPR information. Authorized uses may include the following **[include any of the following purposes or others that apply to the entity]**:

- Enhance **[insert state]**'s AMBER/SILVER or other law enforcement alerts and real-time response capability by deploying and networking LPRs across the state to more rapidly identify and locate vehicles related to potential child-abduction or other serious crimes.
- Alert law enforcement that a particular license plate on a "hot list" (e.g., a stolen vehicle or a vehicle associated with a wanted individual) is in close proximity to an LPR to dramatically reduce the recovery time of stolen vehicles and assist in locating dangerous and wanted individuals.
- Identify plates associated with potential witnesses and/or victims of violent crime.

- Support **[name of entity]**'s homeland security mission by protecting critical infrastructure from individuals who intend to damage or disrupt the systems and locations that allow for travel and the free flow of commerce.
- Identify vehicles linked to stolen license plates or other motor vehicle traffic violations.
- Provide situational awareness for law enforcement related to public safety or otherwise relevant to their authorized duties.
- Support local, state, federal, and tribal public safety departments in the identification of subjects associated with/as targets of criminal investigations.
- Support law enforcement response to critical incident responses and special events.
- Support special operations, such as high-crime-area patrols, gang investigation/suppression, driving under the influence initiatives, enforcement details, directed criminal investigations, and other investigations.

B. Policy Applicability and Legal Compliance

1. What information is subject to the LPR policy?

This policy applies to LPR information collected or received, accessed, used, disseminated, retained, and purged by the **[name of entity]**. It is not intended to apply and does not apply to any other types of information accessed, retained, or used by the **[name of entity]**.

2. Who is subject to the LPR policy? Identify who must comply with the LPR policy; for example, entity personnel, participating agencies, and private contractors.

All **[name of entity]** personnel, participating agency personnel and authorized individuals working in direct support of **[name of entity]** personnel (such as interns), personnel providing information technology services to the **[name of entity]**, private contractors, and other authorized users will comply with the **[name of entity]**'s LPR policy. This policy applies to information the **[name of entity]** collects or receives, accesses, uses, disseminates, retains, and purges.

3. How is the entity's LPR policy made available to personnel, participating entities, and individual users (in print, online, etc.), and are acknowledgment of receipt and agreement to comply with this policy required in writing?

The **[name of entity]** will provide a printed or electronic copy of this LPR policy to all:

- **[name of entity]** and non-**[name of entity]** personnel who provide services.
- Participating agencies.
- Individual authorized users.

The **[name of entity]** will require both a written acknowledgement of receipt of this policy and a written agreement to comply with this policy and the applicable provisions it contains.

4. This entity requires *personnel and participating information-originating and user agencies* to be in compliance with all applicable constitutional and statutory laws. What are the primary laws with which personnel and participating agencies must comply?

Cite the primary laws with which personnel and participating users must comply that protect privacy, civil rights, and civil liberties in the collection, receipt, access, use, dissemination, retention, and purging of LPR information.

This should include any state statute regarding deployed LPR systems by state or local government. It might also include the U.S. Constitution and state constitutions; open records or sunshine laws; information breach notification laws; other laws, regulations, orders, opinions, or policies impacting or protecting privacy, civil rights, or civil liberties; local ordinances; and relevant federal laws, such as the Driver's Privacy Protection Act and regulations. (For synopses of primary federal laws an entity should consider referencing in the LPR policy, refer to Appendix C, Listing of Federal Laws.)

All **[name of entity]** personnel, participating agency personnel and authorized individuals working in direct support of **[name of entity]** personnel (such as interns), personnel providing information technology services to the **[name of entity]**, private contractors, agencies from which **[name of entity]** information originates, and other authorized users will comply with applicable laws and policies concerning privacy, civil rights, and civil liberties, including, but not limited to **[include a specific reference to any relevant state statutes or other binding state or local policy specific to LPR systems, then provide a list of other applicable state and federal privacy, civil rights, and**

civil liberties laws or include a reference to the section or appendix containing a list of applicable laws]. As part of this process, all individuals working with LPR information will complete the applicable training as directed by **[name of entity]**.

C. Governance and Oversight

1. **Who has primary responsibility for the entity's overall operation, including the entity's justice information systems, information collection and retention procedures, coordination of personnel, and enforcement of this policy? Which individual will ultimately be held accountable for any problems or errors?**

   Primary responsibility for the operation of the **[name of entity]**; its justice information systems, operations, and the coordination of personnel; the receiving, seeking, retention, evaluation, information quality, use, purging, sharing, disclosure, or dissemination of information; and the enforcement of this policy is assigned to the **[position/title]** of the **[name of entity]**.

2. **Who is assigned primary responsibility for overseeing and administering the entity's LPR program?**

   The **[name of entity]**'s **[insert title]** will designate an LPR Administrator who will be responsible for the following **[include any of the following responsibilities that apply to the LPR Administrator or other responsibilities]**:

   - Overseeing and administering the LPR program.
   - Ensuring that stored LPR information is automatically purged from the LPR database, unless determined to be of evidentiary value (refer to Section K.1, Information Retention and Purging).
   - Confirming, through random audits, that LPR information is purged in accordance with this policy.
   - Acting as the authorizing official for individual access to LPR information.
   - Ensuring and documenting that all personnel with authorized access to LPR information are trained prior to using the system.
   - Conducting audits to ensure compliance with applicable laws, regulations, standards, and policy.

3. **What is the process for developing, reviewing, and updating the LPR policy?**

   The **[name of entity]** is guided by a **[insert guiding authority, for example, a "designated LPR oversight committee"]** that liaises with the community to ensure that privacy, civil rights, and civil liberties are appropriately protected by this LPR policy and by the **[name of entity]**'s LPR information collection, receipt, access, use, dissemination, retention, and purging processes and procedures.

   Approach 1: The committee will annually review and update the LPR policy in response to changes in law and implementation experience, including the results of audits and inspections, and will solicit input from stakeholders on the development or proposed updates to the LPR policy.

   Approach 2: The committee will annually review and update the LPR policy in response to changes in law and implementation experience, including the results of audits and inspections, and will provide notice to and solicit comment from the public on the development or proposed updates to the LPR policy.

4. **Who is the designated and trained privacy, civil rights, and civil liberties individual or entity who will handle reported errors and violations and oversee the implementation of LPR privacy, civil rights, and civil liberties protections?**

   [Provide the title of the individual or name of the entity. This may be the privacy, civil rights, and civil liberties officer; legal counsel; internal affairs; external entities such as the U.S. Attorney or the Office of Inspector General; or other.]

   The **[insert title of individual or name of entity]** will receive reports regarding alleged errors and violations of the provisions of this LPR policy, will receive and coordinate complaint resolution under the **[name of entity]**'s LPR redress policy, and will ensure that privacy, civil rights, and civil liberties protections are implemented through efforts such as training, business process changes, and system designs that incorporate privacy-enhancing technologies. The **[insert title of individual but not the name or name of entity]** may be contacted at the following address: **[insert mailing address or e-mail address]**.

5. **Who is responsible for ensuring that enforcement procedures and sanctions for noncompliance with the LPR policy are adequate and enforced?**

   The **[name of entity]**'s **[insert title]** will ensure that enforcement procedures and sanctions outlined in **[insert section number of policy (see Section L.3, Enforcement)]** are adequate and enforced.

D. Definitions

1. **What key words or phrases are regularly used in the LPR policy for which the entity wants to specify particular meanings?**

   This may include terms that are not commonly known or have multiple meanings that may need to be clarified to indicate which one applies to the LPR policy. There may be legal definitions for terms in the statutes governing the operation of justice information or LPR systems. For examples of definitions of key terms commonly used throughout this template, refer to Appendix A, Glossary of Terms and Definitions.

   For examples of primary terms and definitions used in this LPR policy, refer to **[insert section or appendix citation]**.

E. Acquiring and Receiving LPR Information

1. **Describe how the entity acquires LPR information. Use the following provisions that apply to the entity. If neither a. nor b. applies because the entity does not directly collect or indirectly acquire LPR information, skip question 1 and move to question 2. For entities that do directly collect and/or indirectly acquire LPR information, answer the applicable question but also answer question 2, since it is understood that the entity would also query such information.**

   a. **If the entity directly collects LPR information through LPR systems (mobile or stationary), list the authorized purpose upon which that collection is based. Note: State law may restrict collecting LPR information from commercial databases.**

      The **[name of entity]**, through its **[insert name of the entity's LPR program]**, will directly collect and retain LPR information that:

      - Is based on a potential threat to public safety or the enforcement of the criminal law, or
      - Is based on reasonable suspicion that an identifiable individual or organization has committed a criminal offense or is involved in or planning criminal (including terrorist) conduct or activity that presents a threat to any individual, the community, or the nation and that the information is relevant to the criminal conduct or activity, or
      - Is relevant to the investigation and prosecution of suspected criminal (including terrorist) incidents; the resulting justice system response; the enforcement of sanctions, orders, or sentences, or
      - Is directly related to an investigation or mission of the law enforcement entity, and
        - The source of the information is reliable and verifiable or limitations on the quality of the information are identified, and
        - The information was collected in a fair and lawful manner (e.g., it does not infringe on the federal or state constitutional rights of any individual, group, or organization).

   b. **Does the entity indirectly acquire LPR information from other law enforcement agencies? If yes, identify the mechanism by which this occurs (e.g., memorandum of understanding [MOU], law, intergovernmental agreement [IGA]).**

      The **[name of entity]** will indirectly acquire LPR information from **[list other law enforcement agency or agencies]** in accordance with **[insert mechanisms, e.g., MOU, law, intergovernmental or interagency agreement]** established between the **[name of entity]** and the law enforcement agency(ies).

2. **For queries of LPR information, list the authorized purpose on which queries are based. Indicate whether the entity queries a law enforcement or commercial database or both. Note: State law may restrict queries to commercial databases.**

   The **[name of entity]** will query **[insert name of law enforcement or commercial database]** LPR information that:

- Is based on a possible threat to public safety or the enforcement of the criminal law, or
- Is based on reasonable suspicion that an identifiable individual or organization has committed a criminal offense or is involved in or planning criminal (including terrorist) conduct or activity that presents a threat to any individual, the community, or the nation and that the information is relevant to the criminal (including terrorist) conduct or activity, or
- Is relevant to the investigation and prosecution of suspected criminal (including terrorist) incidents; the resulting justice system response; the enforcement of sanctions, orders, or sentences; or the prevention of crime, or
- Is directly related to an investigation or mission of the law enforcement entity, and
  - The source of the information is reliable and verifiable or limitations on the quality of the information are identified, and
  - The information was collected in a fair and lawful manner (e.g., it does not infringe on the federal or state constitutional rights of any individual, group, or organization).

3. Does the entity utilize hot lists (alert lists), and if so, what is the entity's procedure?

Hot-list information is considered confidential information to the extent permitted by law and will be updated **[insert time period(s)]** each day. Officers assigned an LPR unit are responsible for ensuring they are operating with the most current hot list (at minimum) at the beginning of each shift, including information files of stolen and "of interest" vehicles containing all of the current National Crime Information Center (NCIC) information. Department members will query their LPR system to ascertain whether there is a prior read of the license plate that is the subject of the particular alert, bulletin, or alarm. Proactive manual entry of LPR hot lists in the field is permitted for:

- Dispatched reports of crimes—"Be On the Lookouts" (BOLOs) or AMBER, SILVER, or other law enforcement alerts in which a license plate number is part of the broadcast; or
- When directed or authorized for a legitimate law enforcement purpose.

4. Identify what LPR information *may not* be sought, retained, shared, or disclosed by the entity.

This may include federal or state constitutional prohibitions or prohibitions in federal, state, local, or tribal laws.

The **[name of entity]** and any information-originating entities will not seek, submit, or retain LPR information about individuals or organizations based solely on their religious, political, or social views or activities; their participation in a particular noncriminal organization or lawful event; or their race, ethnicity, citizenship, place of origin, age, disability, gender, gender identity, sexual orientation, or other classification protected by law.

5. Identify what information is *contained* in entity-accessed LPR information.

[Name of entity] LPR cameras may be mobile (mounted on vehicles) or stationary (i.e., mounted to a structure). A standard LPR record contains, at a minimum, an optical character recognition (OCR) interpretation of the captured image, a photo of the license plate and a contextual photo of an area surrounding the plate that could range from a few inches to a larger area around the entire vehicle, the geographic coordinates of where the image was captured, the date and time of the recording, and the specific camera/unit that captured the image.

6. Identify what information is *not contained* in entity-accessed LPR information.

[Name of entity]-accessed LPR information contains images of license plates that are available to public view (e.g., vehicles that are on a public road or street or that are on private property but whose license plates[s] are visible from a public road, street, or place to which members of the public have access, such as the parking lot of a shop or other business establishment) and that identify specific vehicles. Retained LPR information does not include specific identification of individuals. Separate video surveillance images of the same location or images from private cameras will not be associated with LPR data unless a specific image is required to investigate or document a violation in accordance with the authorized purposes described in this section.

License plate numbers and date/time location collected through an LPR may not be, when taken alone, sufficient to identify the individual associated with the vehicle. The **[name of entity]** may be able to link the LPR information to an individual through additional use and combination with other information, such as a check of vehicle registration. Thus, even though the LPR information the **[name of entity]** accesses may be the result of an LPR system's automated collection of license plate numbers, it is the investigation process that identifies individuals. Refer to Section H.2 for information on the **[name of entity]**'s LPR validation procedure or to Appendix A, Glossary of Terms and Definitions, for more information on LPR information.

Approach 1: [This approach should be used by entities that withhold LPR information from public release using the privacy exemption under the public records laws.]
The **[name of entity]** protects all LPR information as personally identifiable information (PII) because LPR information may be combined with other information to specify a unique individual (i.e., the identity of an individual could be directly or indirectly inferred by using information that is linked or linkable to that individual). The **[name of entity]** collects, receives, accesses, uses, disseminates, retains, and purges LPR information because it can be linked to an individual to further an authorized mission.

Approach 2:
In the absence of the investigation process, the license plate number and the time and location data attached to it may not identify a specific person. Thus, even though the **[name of entity]**'s LPR systems automate the collection of license plate numbers, it is the investigation process that identifies individuals. Refer to Section H.2 for information on the **[name of entity]**'s LPR validation procedure or to Appendix A, Glossary of Terms and Definitions, for more information on LPR information.

Databases of LPR information do not contain alert lists based on strictly civil matters. In addition, LPR information does not contain audio recordings.

7. **Does the LPR policy specifically require a consideration of nondiscriminatory intent in the placement of stationary cameras?**

   Per the **[name of entity]** policy of nondiscrimination noted in Section E.4, the pattern and frequency of stationary camera placement will be assessed **[note frequency]** to confirm nondiscriminatory placement.

8. **Who owns the entity's LPR hardware, software, and LPR information collected?**

   The hardware and software licenses associated with the **[name of entity]**'s LPR system are the property of **[insert name of owning agency]**, regardless of whether the system has been purchased, leased, or acquired as a service. All deployments of the LPR system are for official use only (FOUO). All information captured, stored, generated, or otherwise produced by an LPR system is the property of the **[insert name of owning agency]**, regardless of where the information is housed or stored.[3]

9. **What is the entity's policy regarding the investigative techniques the entity will follow when acquiring LPR information (for example, an intrusion-level statement)?**

   LPR information collection and investigative techniques used by the **[name of entity]** and by LPR information-originating agencies must be the least intrusive as necessary in the particular circumstances to collect LPR information the **[name of entity]** is authorized to seek or retain.

10. **If the entity contracts with commercial LPR databases, does the entity require an assurance that the commercial LPR database company is in legal compliance in its information collection, receipt, access, retention, dissemination, and purging procedures?**

    The **[name of entity]** will contract only with commercial LPR database companies that provide an assurance that their methods for collecting, receiving, accessing, disseminating, retaining, and purging LPR information comply with applicable local, state, tribal, territorial, and federal laws, statutes, regulations, and policies and that these methods are not based on misleading information collection practices.

11. **From what sources (nongovernmental, commercial, or private agencies or institutions or classes of individuals) will the entity not seek, receive, accept, or retain LPR information?**

    The **[name of entity]** will not directly or indirectly seek, receive, accept, or retain LPR information from:

    - An individual who or nongovernmental agency that may receive a fee or benefit for providing the LPR information, except as expressly authorized by law or **[name of entity]** policy, and/or
    - An individual who or information provider that is legally prohibited from obtaining or disclosing the LPR information.

[3] Refer to state law regarding ownership and compliance with open record requests regarding LPR information.

F. Use of LPR Information

1. Describe the authorized uses justifying access to or disclosure of LPR information *within the entity or in other governmental agencies*.

Access to or disclosure of LPR information will be provided only ***to individuals within the entity or in other governmental agencies*** who are authorized to have access and only for legitimate law enforcement purposes (e.g., enforcement, reactive investigations) and to IT personnel charged with the responsibility for system administration and maintenance. This means that queries and dissemination of LPR information are permitted only if:

- There is a legal basis requiring these actions, or
- There is reasonable suspicion that an individual or enterprise is involved in criminal conduct or activity, and
  - The LPR information is relevant to that suspected criminal conduct or activity and the requestor has a legitimate need to know.

Examples of legitimate law enforcement purposes to access LPR information may include:

- Enforcement
- Reactive investigations
- Supervisory or security oversight of LPR system and data use

Authorized uses are described in A.2 of this policy. However, the **[name of entity]** accords special consideration to the collection of LPR information relating to First Amendment-protected events and will articulate a legal or justified basis for such collection during the planning assessment and approval process for the particular event, before proceeding with the collection.[4]

2. Which LPR program or LPR information uses are prohibited by the entity?

The **[name of entity]** will prohibit access, use, or dissemination of LPR information for:

- Any purpose that violates the Constitution or laws of the United States, including the protections of the Fourth Amendment.
- Non-law enforcement or personal purposes.
- Discriminatory purposes.
- The purpose of prohibiting, infringing upon, or deterring activities protected by the First Amendment, such as freely practicing one's religion, freedom of speech and peaceful assembly, freedom of the press, and the right to petition the government for the redress of grievances.[5]
- The purpose of prohibiting or deterring lawful individual exercise of other rights, such as freedom of association, implied by and secured by the U.S. Constitution or any other constitutionally protected right or attribute.
- Harassing and/or intimidating any individual or group.
- Targeting of any individual or group by means of camera placement or data use in a discriminatory manner, noted in Section E.4.
- Any other access, use, disclosure, or retention that would violate applicable law, regulation, or policy.

3. What types of user actions and permissions are controlled by the entity's LPR access limitations?

<u>Best Practice</u>: Least privilege administration is a recommended security practice in which every user is provided with only the minimum privileges needed to accomplish the tasks he or she is authorized to perform. It is suggested that entities specify their method for identifying user actions and permissions as it relates to LPR information within their LPR policies.

In addition, the **[name of entity]** will employ credentialed, role-based access criteria, as appropriate, to control:

- The LPR information to which a particular group or class of users may have access based on the group or class.
- The assignment of roles (e.g., administrator, manager, operator, and user).

[4] For further information about these processes, see *Recommendations for First Amendment-Protected Events for State and Local Law Enforcement Agencies* at 4, Global Justice Information Sharing Initiative, https://it.ojp.gov/GIST/35/Recommendations-for-First-Amendment-Protected-Events-for-State-and-Local-Law-Enforcement-Agencies.
[5] Ibid. at 6–7 and 11–13.

- The categories of LPR information that a class of users are permitted to use in order to update a hot list, including information being utilized in specific investigations.
- Any administrative or functional access required to maintain, control, administer, audit, or otherwise manage the information or equipment.

G. Sharing and Dissemination of LPR Information

1. Under what conditions will the entity provide external law enforcement agencies with access to the entity's LPR information?

The **[name of entity]** will establish requirements for any external agency requesting access to the **[name of entity]**'s LPR information. These requirements will be documented in an interagency agreement/memorandum of understanding and will include an assurance from the external agency that it complies with the laws and rules governing those individual agencies, including applicable federal and state laws.

2. Under what circumstances will the entity or contracted vendor *not disclose* LPR information?

The **[name of entity]**'s LPR information **will not** be:

- Sold, published, exchanged, or disclosed to commercial or private entities or individuals except as required by applicable law and to the extent authorized by the **[name of entity]**'s agreement with a commercial vendor.
- Disclosed or published without prior notice to the originating entity that such information is subject to disclosure or publication. However, the **[name of entity]** and the originating agency may agree in writing in advance that the **[name of entity]** will disclose LPR information as part of its normal operations, including disclosure to an external auditor of the LPR information.
- Disclosed on a discretionary basis unless the originating agency has provided prior written approval or unless such disclosure is otherwise authorized by the memorandum of understanding or agreement between the **[name of entity]** and the originating agency.
- Disclosed to unauthorized individuals.

[For commercial LPR vendors, the entity should consult its vendor agreement.]

3. State the entity's policy on confirming the existence or nonexistence of LPR information to individuals or agencies that are not authorized to receive the information.

The **[name of entity]** will not confirm the existence or nonexistence of LPR information to any individual or agency that would not be authorized to receive the information unless otherwise required by law.

H. Information Quality Assurance

1. What is the entity's policy for ensuring that the original LPR information is not altered, changed, or modified?

Original LPR information will not be altered, changed, or modified in order to protect the integrity of the data. Any changes will be maintained as a separate and additional record, and such record will be identified as having been modified.

2. For LPR alerts, what procedure must be followed to validate LPR information prior to law enforcement action (for example, prior to law enforcement initiating a traffic stop or investigative act, including analytics)?

Whenever a license plate reader alerts on license plate information, prior to taking any law enforcement action, officers will be required, to the fullest extent possible, to visually verify that the actual vehicle license plate information matches the license plate information used and alerted upon by the LPR system, including both alphanumeric characters of the license plate and the state of issuance; verify the current status of the plate as active through **[insert name of source, such as mobile information terminal [MDT] query, NCIC, etc.]**; and confirm whether the alert pertains to the registrant of the car or the car itself. Receipt of an LPR alert for a stolen or felony vehicle may not rise to the level of reasonable suspicion and is not sufficient probable cause to arrest without confirmation that the alert is still valid and active. If the alert is for another type of transaction, the officer will read the description of the alert and follow the appropriate action or reporting method. If an LPR alert cannot be verified both visually and for validity, then law enforcement should not act on the alert and it should be rejected.

If the officer witnesses a violation of law or other action that establishes reasonable suspicion for a stop, the officer may conduct a stop based on that reasonable suspicion. This provision shall not prevent a law enforcement officer from taking immediate action when a verifiable emergency situation exists for officer safety.

On each resulting alert, the officer is required to enter a disposition indicating the action taken or not taken on the alert.

3. What is the entity's procedure for ensuring proper LPR equipment functionality?

The **[name of entity]** will perform routine maintenance, upgrades, calibration, and refreshes of all LPR equipment and components to ensure proper functionality, including the following:

- At the beginning of a shift, officers will visually inspect the exterior cameras to ensure the lenses are clear and the cameras have not been altered in any way.
- Designated, trained personnel shall check LPR equipment on a regular basis to ensure functionality and proper camera alignment.
- Any equipment that falls outside expected functionality shall be removed from service until deficiencies have been corrected.
- Officers will not attempt to disconnect, modify, or change the LPR equipment or software unless authorized to do so.
- Damage or other malfunctions to the equipment will be reported to the **[insert position/title]**.
- The LPR equipment and components will not be transferred to another vehicle except with the prior, written approval of the LPR Administrator.

4. Does the entity research alleged or suspected errors and deficiencies of LPR information (or requests that the originating agency or vendor investigates)?

The **[name of entity]** will investigate, in a timely manner, alleged errors and deficiencies of LPR information or, if applicable, will request that the originating agency or vendor investigate the alleged errors and deficiencies.

5. How does the entity respond to confirmed errors or deficiencies of LPR information it has originated or received from an originating agency or vendor—for example, camera or system metadata (i.e., camera clock, location, image quality, Global Positioning System [GPS] errors)?

Note: When the original LPR record has been corrected, the [name of entity] should consider how prosecutors (and thus, defense counsel), who may be using the LPR record as evidence in a criminal case, are to be notified of such correction (i.e., written, electronic, other).

The **[name of entity]** will correct, notate, delete, or refrain from using LPR information the **[name of entity]** originated and found to be erroneous or deficient. Originating agencies external to the **[name of entity]** are responsible for reviewing the quality and accuracy of the LPR information provided to the **[name of entity]** and must take reasonable steps to correct or amend the information upon learning that it is inaccurate or deficient. The **[name of entity]** will review the quality of LPR information it has received from an originating agency or vendor and will advise the appropriate point of contact, in writing or electronically, when its LPR information is alleged, suspected, or found to be erroneous or deficient.

6. When the entity has provided erroneous or deficient LPR information to an external agency, what method is used to notify the external agency (written, telephonic, or electronic notification)?

Note: When the original LPR record has been corrected, the [name of entity] should consider how prosecutors (and thus, defense counsel), who may be using the LPR record as evidence in a criminal case, are to be notified of such correction (i.e., written, electronic, other).

The **[name of entity]** will use written or electronic notification to inform recipient agencies **[or, if applicable, use the phrase "inform the consolidated system"]** when LPR information previously provided is erroneous or deficient. In addition, the **[name of entity]** will take reasonable steps to correct or amend the information provided to the external agency in order to ensure accuracy and sufficiency to the extent possible.

I. Redress

I.1 Disclosure

1. **May LPR information be provided *to a member of the public* in response to an information request, and are these circumstances described in the entity's redress policy? For this policy provision, consult with legal counsel to determine under what conditions, if any, LPR information would be disclosed to a member of the public.**

   Notes:
   - **This issue does not apply to circumstances in which an entity chooses to provide sensitive information in accordance with entity policy in response to an emergency situation or provide nonsensitive information to the public.**
   - **For those entities that withhold LPR information from public release using the privacy exemption under public records laws, Approach 1 under E.6 should be selected.**

   LPR information will be disclosed to the public in accordance with **[cite applicable public records laws]**. **[If the state law permits disclosure, revise provision to reflect this.]**

2. **If required by state statute, what is the entity's process for disclosing LPR information to an individual about whom LPR information has been collected or received, and if confirming identity of the requestor is required, is a record kept of all requests?**

   Note: If the state public (open) records act provides procedures for disclosure, corrections, appeals, and handling of complaints when LPR information is not subject to disclosure, these procedures should be summarized in the policy in lieu of using the sample language provided.

   Upon satisfactory verification (fingerprints, driver's license, or other specified identifying documentation) of his or her identity, an individual is entitled to know the existence of and to review the LPR information about him or her that has been collected or received and retained by the **[name of entity]**. If allowed by state law, the individual may obtain a copy of the LPR information for the purpose of challenging the accuracy or completeness of the information (correction). The **[name of entity]**'s response to the request for LPR information will be made within a reasonable time and in a form that is readily intelligible to the individual. A record will be kept of all requests.

I.2 Corrections

1. **If, in accordance with state statute, the entity is subject to disclosure, what is the entity's procedure for handling individuals' requests for correction involving *LPR information the entity has disclosed and can change because it originated the information*? Is a record kept of requests for corrections?**

   If, in accordance with state law, an individual requests correction of LPR information *originating with the* **[name of entity]** that has been disclosed, the **[name of entity]**'s **[insert title of designee]** will inform the individual of the procedure for requesting corrections, including appeal rights for those requests that are denied in whole or in part. A record will be kept of all requests.

I.3 Appeals

1. **If requests for disclosure or corrections are denied, what is the entity's procedure for appeal?**

   The individual who has requested disclosure or to whom LPR information has been disclosed will be informed of the reason(s) why the **[name of entity]** or originating agency denied the request for disclosure or correction. The individual will also be informed of the procedure for appeal when the **[name of entity]** or originating agency has cited an exemption for the type of information requested or has declined to correct challenged LPR information to the satisfaction of the individual to whom the information relates.

J. Security and Maintenance

1. **What are the entity's physical, procedural, and technical safeguards for ensuring the security of LPR information?**

   Describe how the entity will protect the LPR information from compromise, such as:

   - **Unauthorized access**
   - **Modification**
   - **Theft**
   - **Sabotage (whether internal or external)**
   - **Natural or human-caused disasters**
   - **Intrusions**

   Consider procedures, practices, system protocols, use of software, information technology tools, and physical security measures.

   Best Practice: Reference generally accepted industry or other applicable standard(s) for security with which the entity complies (e.g., National Institute of Standards and Technology guidance).

   The **[name of entity and, if applicable, the name of entity's LPR vendor]** will operate in a secure facility protected from external intrusion and will utilize secure internal and external safeguards against network intrusions. Access to **[name of entity]** LPR information from outside the facility will be allowed only over secure networks.

2. **Is the entity's LPR system in compliance with the manufacturer's recommendations or any current industry standards?**

   All LPR equipment, software, and components will be properly maintained in accordance with the manufacturer's recommendations and/or any published industry standards.

3. **What requirements exist to ensure that the LPR information will be stored in a secure format and a secure environment?**

   The **[name of entity or, if applicable, the name of entity's LPR vendor]** will store LPR information in a manner that ensures that it cannot be added to, modified, accessed, or purged except by personnel authorized to take such actions.

4. **What are the requirements of personnel authorized to have access to entity LPR information?**

   Access to **[name of entity]** LPR information will be granted only to personnel whose positions and job duties require such access and who have successfully completed a background check and training.

5. **Does the entity prohibit sharing of passwords?**

   Usernames and passwords to LPR information are not transferrable, must not be shared by **[name of entity]** personnel, and must be kept confidential.

6. **Does the entity require specific configurations of strong passwords and require the replacement of manufacturer default passwords for all Web-based system access within a specified time frame?**

   User passwords must meet the following standards **[insert rules, such as no English words and a combination of letters, numbers, and at least two symbols]**. The system administrator will ensure that all manufacturer-generated default passwords are replaced with secure passwords before Web-based interfaces of the system become operational.

7. **Does electronic access to entity LPR information identify the user? Is the identity of the user retained in the audit log?**

   Queries made to the **[name of entity]**'s LPR information will be logged into the system identifying the user initiating the query. All user access, including participating agency access, and queries are subject to review and audit.

8. **Is a log kept of accessed and disseminated entity-owned LPR information, and is an audit trail maintained? Refer to Section L.2, Accountability, for more information on audit logs.**

   The **[name of entity]** will maintain an audit trail of accessed, requested, or disseminated **[name of entity]**-held LPR information. An audit trail will be kept for a minimum of **[specify the retention period for your jurisdiction/entity for this type of request]** of requests for access to LPR information for specific purposes and of what LPR information is disseminated to each individual in response to the request. Audit logs will include:

   - The name and agency of the law enforcement user.
   - The date and time of access.
   - The specific information accessed.
   - The modification or deletion, if any, of the LPR information.
   - The authorized law enforcement or public safety justification for access, including a relevant case number if available. **[Note: The justification should be consistent with Section E.]**

9. **Are risk and vulnerability assessments (if maintained) stored separately from publicly available data?**

   To prevent public records disclosure, risk and vulnerability assessments will not be stored with publicly available data.

10. **What are the entity's procedures for adhering to information breach notification laws or policies?**

    Best Practice: Provide prompt notification to originating agencies when LPR information they provided to the entity has been the subject of a suspected or confirmed information breach.

    Option 1: State Information Breach Law

    The **[name of entity]** will follow the information breach notification guidance set forth in **[cite to applicable law]**. **Additional Best Practice Sample Language: [To the extent required by the (state) information breach notification law]** The **[name of entity]** will immediately notify the originating agency from which the **[name of entity]** received personal information of a suspected or confirmed breach of such information.

    Option 2: No State Information Breach Law

    A: No State Information Breach Law but the Entity Follows Guidance From the Office of Management and Budget (OMB)
    The **[name of entity]** will follow the information breach notification guidance set forth in OMB Memorandum M-07-16 (May 2007), available at http://www.whitehouse.gov/OMB/memoranda/fy2007/m07-16.pdf.

    B: Entity Adheres to the Following Policy
    [If there is no applicable state information breach notification law.] The **[name of entity]** will notify an individual about whom personal information was or is reasonably believed to have been breached or obtained by an unauthorized person and access to which threatens physical, reputational, or financial harm to the individual. The notice will be made promptly and without unreasonable delay following discovery or notification of the access to the information, consistent with the legitimate needs of law enforcement to investigate the release or take any measures necessary to determine the scope of the release of information and, if necessary, to reasonably restore the integrity of any information system affected by this release.

K. Information Retention and Purging

1. **What is the entity's policy regarding retention and purging of LPR information? Reference laws, if applicable. If information is stored in multiple repositories (mobile information computer [MDC]/laptops, servers, cameras, etc.), identify each repository and its associated retention period. Agencies vary in their LPR information retention policies based in part on their strategic and tactical objectives in using the technology and the specific laws and regulations of their jurisdictions.**

   All LPR information contained within the **[name of entity]**'s LPR system will be stored for a period not to exceed **[insert a time frame]**. After **[insert time period]**, the information will be automatically purged (i.e., permanently removed from the system).

   [Entities may want to consider different retention periods for LPR information based on the legitimate law enforcement purpose for retaining the record. The following are examples.]

- **When LPR information is used for short-term situational awareness surveillance, the [name of entity] will purge information on nonviolators within [insert time period]. However, with respect to the retention of LPR information relating to First Amendment-protected events (e.g., mass gatherings), the [name of entity] limits the retention of LPR information to [insert time period].**
  Note: In accordance with *Recommendations for First Amendment-Protected Events for State and Local Law Enforcement Agencies*,[6] "[a]gencies should limit the retention of information as much as possible to avoid the perception of maintaining files on groups or persons who engage in protected First Amendment activities."
- **For records retained locally on an MDC (and/or back-end servers), the [name of entity] will purge information within [insert time period].**

[The retention decision focuses on the LPR record as a whole. The individual components of the LPR record should not have different retention periods.]

This retention policy applies only to the LPR information contained in the **[name of entity]**'s LPR system itself. Once LPR information is downloaded by **[name of entity]** personnel and incorporated into a criminal intelligence record or an investigative case file, the LPR information is then considered intelligence or investigative information and the laws, regulations, and policies applicable to that type of information or intelligence govern its use.

If the LPR record has become or there is reason to believe that it will become evidence, including evidence that tends to inculpate or exculpate a suspect, in a specific criminal or other law enforcement investigation or action, the following provisions apply:

a. In those circumstances in which an LPR record is identified as having evidentiary value, the LPR **[insert Administrator or other title]** or designee will review the facts of the specific case and determine whether the information should be retained beyond the established retention period. If it is determined that it is reasonable to believe the information has evidentiary value, the LPR **[insert Administrator or other title]** will authorize the transfer of the applicable record from the LPR system server to **[insert appropriate response; for example, "the entity's case management system" or "a form of digital storage media (CD, DVD, etc.) or other portable storage device"]**.
b. Agencies requiring LPR records to be retained by the **[name of entity]** beyond the established retention period may make a formal, written request to the **[name of entity]** to extend retention. Each request must specify the need for extended retention, the circumstances surrounding the request, the requesting agency's case number, and a specific point of contact within the requesting agency. The **[name of entity]** reserves the right to grant or deny agency requests based on the information provided.

The **[name of entity]** retains the right to remove LPR information earlier than the retention period, based on limitations of information storage requirements and subject to applicable statutory disclosure mandates. Early removal, however, will not be used as a means for intentionally interfering with a lawful complaint or a public records request. The retention period may be modified at any time by the **[name of entity]**, subject to applicable legal requirements.

L. Accountability and Enforcement

L.1 Transparency

1. Is the entity's LPR policy available to the public?

The **[name of entity]** will be open with the public in regard to LPR information collection, receipt, access, use, dissemination, retention, and purging practices. The **[name of entity]**'s LPR policy will be made available in printed copy upon request and posted prominently on the **[name of entity]**'s Web site **[or Web page]** at **[insert Web address]**.

2. Does the entity have a point of contact for handling inquiries or complaints?

The **[name of entity]**'s **[Privacy Officer, LPR Administrator, or other position title]** will be responsible for receiving and responding to inquiries and complaints about incorrect information or privacy, civil rights, and civil liberties protections in the LPR information system maintained or accessed by the **[name of entity]**. The **[Privacy Officer, LPR Administrator, or other position title]** may be contacted at **[insert mailing address or e-mail address]**.

[6] Ibid. at 22–23.

L.2 Accountability

1. **What procedures and practices does the entity follow to enable evaluation of user compliance with system requirements, the entity's LPR policy, and applicable law?**

   The **[name of entity]** will adopt and follow procedures and practices by which it can ensure and evaluate the compliance of users with system requirements and with the provisions of this LPR policy and applicable law. This will include logging access to LPR information and periodic random auditing of these systems, so as not to establish a discernable pattern that may influence users' actions. These audits will be mandated at least **[insert quarterly, semiannually, annually, or other time period]**, and a record of the audits will be maintained by the **[Privacy Officer, LPR Administrator, or title of designee]** of the **[name of entity]**. Audits may be completed by an independent third party or a designated representative of the **[name of entity]**.

   Appropriate elements of this audit process and key audit outcomes will be compiled into a report and may be provided to command staff and oversight entities or governance boards.[7]

   [Entities may also release the results of the audit to the public, pursuant to law or as a matter of discretion. Under these circumstances, consider the following options.]

   Option 1: The **[name of entity]** will provide, at minimum, an overview to the public to enhance transparency with respect to privacy, civil rights, and civil liberties protections built into the **[name of entity]**'s operations.

   Option 2: The **[name of entity]** will also release to the public the full audit, with redactions as necessary to protect the privacy of any individual or group, if appropriate and consistent with jurisdictional requirements.

2. **Does the entity have a mechanism for users or other personnel to report errors and suspected or confirmed violations of LPR policies?**

   The **[name of entity]**'s personnel or other authorized users shall report errors and suspected or confirmed violations of the **[name of entity]**'s LPR policy to the **[name of entity]**'s **[insert title of LPR Administrator]**.

3. **How often does the entity review and update the provisions contained within this LPR policy (for example, annually)?**

   The **[Privacy Officer, LPR Administrator, or other position title]** will review and update the provisions contained in this LPR policy annually and will make appropriate changes in response to changes in applicable law, technology, and/or the purpose and use of the LPR system; the audit review; and public expectations.

L.3 Enforcement

1. **What is the entity's procedure for enforcement if entity personnel, a participating agency, or an authorized user is suspected of being or has been found to be in noncompliance with the provisions of this policy?**

   If **[name of entity]** personnel, a participating agency, or an authorized user is found to be in noncompliance with the provisions of this policy regarding the collection, receipt, access, use, dissemination, retention, and purging, the **[title of entity Director]** of the **[name of entity]** will:

   - Suspend or discontinue access to information by the **[name of entity]** entity personnel, the participating agency, or the authorized user;
   - Apply appropriate disciplinary or administrative actions or sanctions;
   - If the authorized user is from an agency external to the **[name of entity]**, request that the user's employer initiate disciplinary proceedings to enforce the policy's provisions; and/or
   - Refer the matter to appropriate authorities for criminal prosecution, as necessary, to effectuate the purposes of the policy.

[7] *Privacy, Civil Rights, and Civil Liberties Audit Guidance for the State, Local, Tribal, and Territorial Intelligence Component*, Global Justice Information Sharing Initiative, https://it.ojp.gov/GIST/181/Privacy--Civil-Rights--and-Civil-Liberties-Audit-Guidance-for-the-State--Local--Tribal--and-Territorial-Intelligence-Component.

2. **What is the entity's policy with regard to the qualifications and number of participating agency personnel authorized to access entity LPR information, and what additional sanctions are available for violations of the entity's LPR policy?**

   The **[name of entity]** reserves the right to establish the qualifications and number of personnel having access to **[name of entity]** LPR information and to suspend or withhold service and deny access to any participating agency or participating agency personnel violating this LPR policy.

M. Training

1. **What personnel does the entity require to participate in training programs, before access to entity LPR information is granted, regarding implementation of and adherence to this LPR policy?**

   Before access to **[name of entity]** LPR information is authorized, the **[name of entity]** will require the following individuals to participate in training regarding implementation of and adherence to this LPR policy:

   - All authorized **[name of entity]** personnel.
   - All authorized participating agency personnel.
   - All authorized personnel providing information technology services to the **[name of entity]**.

2. **What is covered by the entity's LPR training program (for example, purpose of the LPR policy, substance and intent of the provisions of the LPR policy, impact of infractions, and possible penalties for violations)?**

   The **[name of entity]**'s LPR policy training program will cover:

   - Purposes of the LPR policy.
   - Substance and intent of the provisions of this LPR policy and any revisions thereto relating to collection, receipt, access, use, dissemination, retention, and purging of the **[name of entity]**'s LPR information and the privacy, civil rights, and civil liberties protections on the use of the technology and the information collected or received.
   - Appropriate procedures relating to license plate image quality and mitigating the risks associated with a possible misread by the LPR system.
   - LPR verification process for law enforcement alerts.
   - Originating and participating agency responsibilities and obligations under applicable federal, state, or local law and policy.
   - How to implement the LPR policy in the day-to-day work of the user, whether a paper or systems user.
   - Mechanisms for reporting violations of **[name of entity]** LPR policy provisions.
   - The nature and possible penalties for LPR policy violations, including possible transfer, dismissal, criminal liability, and immunity, if any.

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Appendix A—Glossary of Terms and Definitions

The following is a list of primary terms and definitions used throughout this template. These terms are also useful in drafting the definitions section of the entity's LPR policy.

Access—Information access is being able to get to (usually having permission to use) particular information on a computer. Information access is usually specified as edit, enter, modify, or read-only and read/write access. Web access means having a connection to the Internet through an access provider or an online service provider.

Access Control—The mechanisms for limiting access to certain information based on a user's identity and membership in various predefined groups. Access control can be mandatory, discretionary, or role- or user-based.

Acquisition—The means by which an entity obtains LPR information through the exercise of its authorities.

Agency—A participating agency that accesses, contributes, and/or shares information in the **[name of entity]**'s justice information system.

Aggregation of LPR Data—Refers to information that becomes part of a case file. It is also called "used data," and it shall be compliant with applicable laws and regulations.[8]

Alert—A visual and/or auditory notice that is triggered when the LPR system receives a potential "hit" on a license plate.

Audit Trail—A generic term for recording (logging) a sequence of activities. In computer and network contexts, an audit trail tracks the sequence of activities on a system, such as user log-ins and log-outs. More expansive audit trail mechanisms would record each user's activity in detail—What commands were issued to the system? What records and files were accessed or modified?

Audit trails are a fundamental part of computer security and system user accountability and are used to trace (albeit usually retrospectively) unauthorized users and uses. They can also be used to assist with information recovery in the event of a system failure.

Authentication—The process of validating the credentials of an individual, a computer process, or a device. Authentication requires that the individual, process, or device making the request provide a credential that proves it is what or who it says it is. Common forms of credentials are digital certificates, digital signatures, smart cards, biometrics data, and a combination of usernames and passwords.

Authorization—The process of granting an individual, a computer process, or device access to certain information, services, or functionality. Authorization is derived from the identity of the individual, a computer process, or a device requesting access that is verified through authentication. See Authentication.

[8] Automated License Plate Recognition (ALPR), General Order 17.102, Tempe Police Department, Arizona, 12-13-2003.

Automatic License Plate Reader (ALPR)—ALPR systems comprise high-speed cameras mounted at a fixed location or on a mobile patrol vehicle (see Fixed LPR, Mobile LPR, and Portable LPR definitions) that function to:

- Automatically capture an image of a vehicle's license plate.
- Transform that image into alphanumeric characters using optical character recognition or similar software.
- Compare the plate number acquired to one or more databases of vehicles of interest to law enforcement and other agencies.
- Alert officers when a vehicle of interest has been observed.

The automated capture, use, and comparison of vehicle license plates typically occur within seconds, alerting officers when a wanted plate is observed.[9] A standard LPR record contains, at a minimum, an OCR interpretation of the captured image, a photo of the license plate and a contextual photo of an area surrounding the plate that could range from a few inches to a larger area around the entire vehicle; the geographic coordinates of where the image was captured; the date and time of the recording; and the specific camera/unit that captured the image. Retained LPR information does not include specific identification of individuals.

The following are other names used for this technology:

- Automated license plate recognition (ALPR)
- Automatic license plate recognition (ALPR)
- Automatic number plate recognition (ANPR)
- Automatic vehicle identification (AVI)
- Car plate recognition (CPR)
- License plate recognition (LPR)
- Mobile license plate reader (MLPR)
- Vehicle license plate recognition (VLPR)

Be On the Lookout (BOLO)—Refers to an indication by a law enforcement agency that there is an articulable and specific law enforcement reason to identify or locate a particular vehicle or, in the case of a post-scan BOLO, that there is an articulable and specific reason to ascertain the past location(s) of a particular vehicle.

BOLO List—Also known as a hot list, a compilation of one or more license plates or partial license plates of a vehicle or vehicles for which a BOLO situation exists that is programmed into an LPR so that the device will alert if it captures the image of a license plate that matches a license plate included on the BOLO list. The term also includes a compilation of one or more license plates or partial license plates that is compared against stored license plate information that had previously been scanned and collected by an LPR, including scanned license plate information that is stored in a separate information storage device or system. See Hot List.

Civil Liberties—According to the U.S. Department of Justice's Global Justice Information Sharing Initiative, the term "civil liberties" refers to fundamental individual rights, such as freedom of speech, press, or religion; due process of law; and other limitations on the power of the government to restrain or dictate the actions of individuals.

Civil Rights—The term "civil rights" refers to those rights and privileges of citizenship and equal protection that the state is constitutionally bound to guarantee all citizens regardless of race, ethnicity, religion, gender, national origin, religion, sexual orientation, gender identity, or other characteristics unrelated to the worth of the individual. Protection of civil rights imposes an affirmative obligation upon government to promote equal protection under the law. Generally, the term "civil rights" involves positive (or affirmative) government action to protect against infringement, while the term "civil liberties" involves restrictions on government.[10]

Collect—For purposes of this document, "gather" and "collect" mean the same thing.

Confidentiality—Refers to the obligations of individuals and entities to appropriately use information and data under their control once they have been disclosed to them and in accordance with applicable data security laws and policies. See Privacy.

Credentials—Information that includes identification and proof of identification that are used to gain access to local and network resources. Examples of credentials are usernames, passwords, smart cards, and certificates.

Criminal Activity—A behavior, an action, or an omission that is punishable by criminal law.[11]

Criminal Case Support—Those administrative or analytic activities that provide relevant information to law enforcement personnel regarding the investigation of specific criminal activities or trends or specific subject(s) of criminal investigations.[12]

Data Breach—The unintentional release of secure information to an untrusted environment. Your response to a data breach may be addressed in state law or agency policy. This may include incidents such as:

- Theft or loss of digital media—including computer tapes, hard drives, or laptop computers containing such media—upon which such information is stored unencrypted.

[9] Automated License Plate Recognition, "About ALPR" Web page, International Association of Chiefs of Police, http://www.iacp.org/ALPR-About.

[10] Civil Rights and Civil Liberties Protections Guidance (September 2008). The definition of "civil rights" is a modified version of the definition contained in the *National Criminal Intelligence Sharing Plan* (NCISP), at pp. 5–6.

[11] *License Plate Reader—Standard Operating Procedure*, Appendix—Definitions, Maryland Coordination and Analysis Center, www.mcac.maryland.gov/resources/LPR/LPR-SOP.html.

[12] Ibid.

- Posting such information on the Internet.
- Unauthorized employee access to certain information.
- Moving such information to a computer otherwise accessible from the Internet without proper information security precautions.
- Intentional or unintentional transfer of such information to a system that is not completely open but is not appropriately or formally accredited for security at the approved level, such as unencrypted e-mail.
- Transfer of such information to the information systems of a possibly hostile entity or environment where it may be exposed to more intensive decryption techniques.

Direct LPR Collection—The entity is the owner of the LPR equipment that captures LPR information.

Disclosure—The release, transfer, provision of access to, sharing, publication, or divulging of personal information in any manner—electronic, verbal, or in writing—to an individual, an entity, or an organization outside the entity that collected it.

Dissemination—See Disclosure.

Electronically Maintained—Information stored by a computer or on any electronic medium from which the information may be retrieved by a computer, such as electronic memory chips, magnetic tape, magnetic disk, compact disc optical media, or cloud technologies.

Electronically Transmitted—Information exchanged with a computer using electronic media, such as the movement of information from one location to another by magnetic or optical media, or transmission over the Internet, intranet, extranet, leased lines, dial-up lines, private networks, telephone voice response, or faxback systems. It does not include faxes, telephone calls, video teleconferencing, or messages left on voicemail.

Entity—The **[name of entity],** which is the subject and owner of the LPR policy.

Fair Information Practice Principles—The Fair Information Practice Principles (FIPPs) are a set of internationally recognized principles that inform information privacy policies both within government and the private sector. Although specific articulations of the FIPPs vary and have evolved since their genesis in the 1970s, core elements are consistent among nations, states, and economic sectors. These core elements are incorporated into information privacy laws, policies, and governance documents around the world. They provide a straightforward description of underlying privacy and information exchange principles and a simple framework for the legal use that needs to be done regarding the impact of an LPR system on individual privacy. Some of the individual principles, such as Principle 7, may not apply in all instances of an integrated justice system.

The eight principles are:

1. Collection Limitation/Data Minimization
2. Data Quality/Integrity (See definition.)
3. Purpose Specification
4. Use Limitation
5. Security Safeguards (See definition.)
6. Openness/Transparency
7. Individual Participation
8. Accountability/Audit

See Appendix B for one description of how the U.S. Department of Homeland Security applies these principles.

Firewall—A security solution that segregates one portion of a network from another portion, allowing only authorized network traffic to pass through according to traffic-filtering rules.

Fixed LPR—LPR cameras that are permanently affixed to a structure, such as a pole, a traffic barrier, or a bridge.

Hit—A read matched to a plate which has previously been registered on an agency's "hot list" of vehicle plates related to stolen vehicles, wanted vehicles, or other factors supporting investigation or which has been manually registered by a user for further investigation.

Hot List—A file that contains the license plate numbers of stolen vehicles; stolen license plates; AMBER, SILVER, or other law enforcement alerts; lists of license plate numbers known to be associated with specific individuals, such as wanted individuals or missing individuals (e.g., wanted for homicide, rape, robbery, child abduction); or terrorist watch lists. The Motor Vehicle Administration also provides suspended or revoked registrations. A hot list is routinely updated but does not rely on real-time communications with state or federal information sources. LPR hot lists are compiled to serve agency-specified needs. Manual entry may be available, allowing additions for specific license plates. The hot list is essential to LPR systems, as it is required in order to notify law enforcement that a vehicle on the list is near an LPR camera.[13] See Be On the Lookout.

Identification—A process whereby a real-world entity is recognized and its identity established. Identity is operationalized in the abstract world of information systems as a set of information about an entity that uniquely differentiates it from other similar entities. The set of information may be as small as a single code, specifically designed as an identifier, or a collection of data, such as a given and family name, date of birth, and address. An organization's identification process consists of the acquisition of the relevant identifying information.

Information—Inert symbols, signs, descriptions, or measures; elements of information. Includes any information about people, organizations, events, incidents, or objects, regardless of the medium in which it exists. Information received by law enforcement entities can be categorized into four general areas: general data, including

[13] Ibid.

investigative information; tips and leads data; suspicious activity reports; and criminal intelligence information.

Information Protection—Encompasses the range of legal, regulatory, and institutional mechanisms that guide the collection, receipt, use, dissemination, retention, purging, and protection of information.

Information Quality (IQ)—Refers to various aspects of the information; the accuracy and validity of the actual values of the data, information structure, and database/information repository design. Traditionally, the basic elements of IQ have been identified as accuracy, completeness, currency, reliability, and context/meaning. Today, IQ is being more fully described in multidimensional models, expanding conventional views of the topic to include considerations of accessibility, security, and privacy. This concept is also addressed as one of the Fair Information Practice Principles, Data Quality/Integrity. See Appendix B for a full set of the FIPPs.

Information Sharing Environment (ISE)—In accordance with Section 1016 of the Intelligence Reform and Terrorism Prevention Act of 2004 (IRTPA), as amended, the Information Sharing Environment (ISE) is a conceptual framework composed of the policies, procedures, and technologies linking the resources (people, systems, databases, and information) of state, local, tribal, and territorial (SLTT) agencies; federal agencies; and the private sector to facilitate terrorism-related information sharing, access, and collaboration.

Invasion of Privacy—Intrusion on one's solitude or into one's private affairs, public disclosure of embarrassing private information, publicity that puts one in a false light to the public, or appropriation of one's name or picture for personal or commercial advantage. See also Right to Privacy.

Least Privilege Administration—A recommended security practice in which every user is provided with only the minimum privileges needed to accomplish the tasks he or she is authorized to perform.

Legitimate Law Enforcement Purpose—The investigation, detection of a crime, or a violation of the law and/or the operation of terrorist or missing or endangered individual searches or alerts.[14]

Linkable Information—Information about or related to an individual for whom there is a possibility of logical association with other information about that individual.[15]

Linked Information—Information about or related to an individual that is logically associated with other information about that individual.[16]

Logs—A necessary part of an adequate security system because they are needed to ensure that information is properly tracked and that only authorized individuals are getting access to the data. See also Audit Trail.

LPR—Refer to Automatic License Plate Reader (ALPR).

LPR Information[17]—The images and the metadata associated with them are the primary forms of information collected by an LPR system. Information files typically contain the following information:

- Black-and-white plate image
- Contextual color image
- Electronically readable format of plate
- Alphanumeric characters of license plate numbers
- Location and GPS coordinates
- Time and date of image capture
- Camera identification

LPR System—A set of equipment used to capture license plate images and associated data. The equipment may include the following:

- One or more LPR cameras
- Processor for converting the images to text
- Optical Character Recognition (OCR) engine optimized for reading license plates
- GPS receiver
- Brackets or mounting hardware
- Connect cables

See also Automatic License Plate Reader, Fixed LPR, Mobile LPR, or Portable LPR.

Maintenance of Information—Applies to all forms of information storage. This includes electronic systems (for example, databases) and nonelectronic storage systems (for example, filing cabinets). To meet access requirements, an organization is not required to create new systems to maintain information or to maintain information beyond a time when it no longer serves that organization's purpose.

Mobile LPR—Intended for use in a moving motor vehicle (i.e., camera is moving) and typically mounted semipermanently to a marked patrol vehicle. A mobile LPR typically includes one to four cameras and the configuration is set at the discretion of the contributing agency based on driving patterns and street configurations.

Need to Know—As a result of jurisdictional, organizational, or operational necessities, access to sensitive information or intelligence is necessary for the conduct of an individual's official duties as part of an organization that has a right to know the information in the performance of a law enforcement, homeland security, or counterterrorism activity or other authorized government duty, such as to further an investigation or meet another law enforcement requirement.

[14] Ibid.
[15] Automated License Plate Recognition (ALPR), General Order 17.102, Tempe Police Department, Arizona, 12-13-2003.
[16] Ibid.
[17] Automated License Plate Recognition (ALPR), General Order 17.102, Tempe Police Department, Arizona, 12-13-2003.

Nonencounter Alert—Refers to an immediate alert in which the officer operating the LPR is instructed to notify the agency that put out the alert without initiating an investigative detention of the subject vehicle or otherwise revealing to the occupant(s) of that vehicle that its location has been detected or that it is the subject of law enforcement attention.

Nonrelevant Information—Information regarding a vehicle's location—particularly when collected over an extended period of time—may be misused to infer additional information about an individual that is not relevant to police purposes and potentially sensitive for the individual. Such inferences may include but are not limited to nonrelevant personal relationships, marital fidelity, religious observance, and political activities such as attending rallies or vote canvassing. By precisely and proportionally limiting access to LPR information, the risks of such misuse can be reduced and the likelihood of inferring protected/nonrelevant character attributions can be minimized. In addition, by ensuring that information lawfully collected but determined to be nonrelevant is purged upon classification as nonrelevant, entities further mitigate the privacy risks.

Participating Entity—A public safety or law enforcement agency that owns and/or operates LPR cameras, contributes information to the LPR system, and is authorized to access or receive entity LPR information.

Permissions—Authorization to perform operations associated with a specific shared resource, such as a file, a directory, or a printer. Permissions must be granted by the system administrator to individual user accounts or administrative groups.

Personal Information—Information that can be used, either alone or in combination with other information, to identify individual subjects suspected of engaging in criminal activity, including terrorism. See also Personally Identifiable Information (PII).

Personally Identifiable Information (PII)—One or more pieces of information that, when considered alone, in the context of how the information is presented or gathered, or when combined with other information, are sufficient to specify a unique individual. The pieces of information can be, but are not limited to:

- Personal characteristics (such as height, weight, gender, sexual orientation, date of birth, age, hair color, eye color, race, ethnicity, scars, tattoos, gang affiliation, religious affiliation, place of birth, mother's maiden name, distinguishing features, and biometrics information, such as fingerprints, DNA, and retinal scans).
- A unique set of numbers or characters assigned to a specific individual (including name, address, phone number, social security number, e-mail address, social media user name, driver's license number, financial account or credit card number and associated PIN number, Integrated Automated Fingerprint Identification System [IAFIS] identifier, or booking or detention system number).
- Descriptions of event(s) or points in time (for example, information in documents such as police reports, arrest reports, and medical records).
- Descriptions of location(s) or place(s) (including geographic information systems [GIS] locations, electronic bracelet monitoring information, etc.).

Portable LPR—LPR cameras that are transportable and can be moved and deployed in a variety of venues as needed, such as a traffic barrel or speed radar sign.

Privacy—Refers to individuals' interests in preventing the inappropriate collection, use, and release of personal information. Privacy interests include privacy of personal behavior, privacy of personal communications, and privacy of personal data. Other definitions of privacy include the capacity to be physically left alone (solitude); to be free from physical interference, threat, or unwanted touching (assault, battery); or to avoid being seen or overheard in particular contexts.

Privacy Policy—A printed, published statement that articulates the policy position of an organization on how it handles the personal information that it collects or receives and accesses or uses in the normal course of business. The policy should include information relating to the processes of information collection, receipt, access, use, dissemination, retention, and purging. It is likely to be informed by the Fair Information Practice Principles (FIPPs). The purpose of the privacy policy is to articulate that the entity will adhere to those legal requirements and entity policy determinations that enable collection, receipt, access, use, dissemination, retention, and purging of information to occur in a manner that protects personal privacy interests.

Public—Public includes:

- Any individual and any for-profit or nonprofit entity, organization, or association.
- Any governmental entity for which there is no existing specific law authorizing access to the entity's information.
- Media organizations.
- Entities that seek, receive, or disseminate information for whatever reason, regardless of whether it is done with the intent of making a profit and without distinction as to the nature or intent of those requesting information from the entity or participating entity.

Public does not include:

- Any employees of the entity or participating entity.
- People or entities, private or governmental, who assist the entity in the operation of the justice information system.
- Public entities whose authority to access information collected or received and retained by the entity is specified in law.

Public Access—Relates to what information can be seen by the public; that is, information whose availability is not subject to privacy interests or rights.

Purge—A term that is commonly used to describe methods that permanently erase and remove data from a storage space. There are many different strategies and techniques for data purging, which is often contrasted with data deletion.

Read—Digital images of license plates and associated metadata (e.g., date, time, and geographic coordinates associated with the vehicle image capture) that are captured by the LPR system.

Record—Any item, collection, or grouping of information that includes PII and is collected, received, accessed, used, disseminated, retained, and purged by or for the collecting entity or organization.

Redress—Laws, policies, and procedures that address public entity responsibilities with regard to access/disclosure and correction of information and the handling of complaints from individuals regarding *protected information* about them which is under the entity's control and which is exempt from disclosure and not disclosed to the individual to whom the information pertains.

Protected information includes personal information about individuals that is subject to information privacy or other legal protections by law. Protection may also be extended to organizations by center policy or state, local, tribal, or territorial law.

Retention—Refer to Storage.

Right to Know—Based on having legal authority or responsibility or pursuant to an authorized agreement, an entity or an organization is authorized to access sensitive information and intelligence in the performance of a law enforcement, homeland security, counterterrorism activity, or other authorized government duty.

Right to Privacy—The right to be left alone, in the absence of some reasonable public interest in collecting, accessing, retaining, and disseminating information about an individual's activities. Invasion of the right to privacy can be the basis for a lawsuit for damages against the individual or entity violating an individual's privacy.

Role-Based Access—A type of access authorization that uses roles to determine access rights and privileges. A role is a symbolic category of users that share the same security privilege.

Scan—Refers to the process by which an LPR automatically focuses on, photographs, and converts to digital text the license plate of a vehicle that comes within range of the LPR.

Security—Refers to the range of administrative, technical, and physical business practices and mechanisms that aim to preserve privacy and confidentiality by restricting information access to authorized users for authorized purposes. Computer and communications security efforts also have the goal of ensuring the accuracy and timely availability of information for the legitimate user set, as well as promoting failure resistance in the electronic systems overall. Security safeguarding of information is a Fair Information Practice Principle. See Appendix B.

Source Entity—Refers to the entity or organizational entity that originates LPR information.

Storage—In a computer, storage is the place where information is held in an electromagnetic or optical form for access by a computer processor. There are two general usages:

Storage is frequently used to mean the devices and information connected to the computer through input/output operations—that is, hard disk and tape systems and other forms of storage that do not include computer memory and other in-computer storage. This is probably the most common meaning in the IT industry.

In a more formal usage, storage has been divided into (1) primary storage, which holds information in memory (sometimes called random access memory, or RAM) and other "built-in" devices, such as the processor's L1 cache, and (2) secondary storage, which holds information on hard disks, tapes, and other devices requiring input/output operations.

Primary storage is much faster to access than secondary storage because of the proximity of the storage to the processor or because of the nature of the storage devices. On the other hand, secondary storage can hold much more information than primary storage.

User—An entity employee or an individual representing a participating entity who is authorized to access or receive and use an entity's information and intelligence databases and resources for lawful purposes.

Appendix B—Fair Information Practice Principles (FIPPs)

The Fair Information Practice Principles (FIPPs) are a set of internationally recognized principles that inform information privacy policies within both government and the private sector.

Although specific articulations of the FIPPs vary and have evolved since their genesis in the 1970s, core elements are consistent among nations, states, and economic sectors. These core elements are incorporated into data privacy laws, policies, and governance documents around the world. For example, the FIPPs are:

- At the core of the Privacy Act of 1974, which applies these principles to U.S. federal agencies.[18]
- Influential internationally, especially as articulated by the Organisation for Economic Co-operation and Development.
- Mirrored in many states' laws and in fusion centers' privacy policies.
- Used by numerous foreign countries and international organizations.

The following formulation of the FIPPs is used and implemented for the Information Sharing Environment (ISE) by the U.S. Department of Homeland Security (DHS).[19] For a definition of the Information Sharing Environment, refer to Appendix A, Glossary of Terms and Definitions.

1. **Purpose Specification—**Agencies should specifically articulate the authority that permits the collection of personally identifiable information (PII). The purpose(s) for which PII is collected should be specified at the time of data collection. Subsequent use of this data should be limited to the original purpose for which the PII was collected (or other purposes *compatible* with the original collection purpose).

   Implementing the Purpose Specification Principle—Agencies are bound by specific constitutional and statutory authorities that circumscribe their ability to collect PII. The following are examples of ways agencies may implement this principle:

   - Ensure that a valid lawful purpose exists and is documented for all collection of PII.
   - Include the source and authority for the data so that access restrictions can be applied.
   - Upon receipt of data containing PII from third parties, if possible, identify the purpose for which it was collected initially and limit agency use to only those uses compatible with the original purpose supporting collection.
   - Ensure that metadata or other tags are associated with the data as it is shared.
   - Institute a two-individual review and approval process to consider any Privacy Act or other legal or policy limitation before permitting use or sharing of data for purposes other than that for which it was collected.

2. **Data Quality/Integrity—**PII collected should be relevant to the purposes identified for its use and should be accurate, complete, and up to date.

[18] 5 U.S.C. § 552a.
[19] 6 U.S.C.§ 142.

Implementing the Data Quality/Integrity Principle—One important way to minimize potential downstream privacy and civil liberties concerns is to ensure that any information collected, stored, and disseminated is accurate. This includes ensuring that the information provides sufficient context for any PII. Possible approaches include:

- Properly labeling PII.
- Determining a policy for safeguarding PII if there are "mixed" databases (i.e., those databases with personal information on U.S. individuals and others, regardless of nationality).
- Instituting a source verification procedure to ensure reporting is based only on authorized data.
- Reconciling and updating PII whenever new relevant information is collected.
- Developing a protocol for ensuring data corrections are passed to those entities with which information has been shared.
- Creating a documented process for identifying and addressing situations in which data has been erroneously received, is inaccurate or has been expunged.

3. **Collection Limitation/Data Minimization—**PII should be collected only if the data is directly relevant and necessary to accomplish the specified purpose. PII should be obtained by lawful and fair means and retained only as long as is necessary to fulfill the specified purpose.

   Implementing the Collection Limitation/Data Minimization Principle—Collection limitation may be implemented by:

   - Designing a data storage system to pull data for review and then, if appropriate, automatically purging data after the specified retention period has been reached.
   - Limiting data field elements to only those that are relevant.
   - Ensuring that all distributed reports and products contain only that personal information that is relevant and necessary (nothing extraneous or superfluous).
   - Ensuring that all shared information with PII meets required thresholds for sharing, such as reasonable suspicion.

4. **Use Limitation—**PII should not be disclosed, made available, or otherwise used for purposes other than those specified except (a) with the consent of the individual or (b) by the authority of law.

   Implementing the Use Limitation Principle—Sharing information should be tempered by adherence to key principles, such as "authorized access." Use limitation may be implemented by:

   - Limiting users of data to those with credential-based access.
   - Requiring that justifications be entered and logs maintained for all queries with sensitive PII and that an internal review process of those logs takes place at specified intervals.
   - Requiring senior analysts to review all reports that use PII before dissemination to ensure (a) that PII is relevant and necessary and (b) that the recipient is authorized to receive the information in the performance of an authorized activity.
   - Prior to sharing information, verify that partners have a lawful purpose for requesting information.
   - Creating multiple use-based distribution lists and restricting distribution to those authorized to receive the information.

5. **Security/Safeguards—**Agencies should institute reasonable security safeguards to protect PII against loss, unauthorized access, destruction, misuse, modification, or disclosure.

   Implementing the Security/Safeguards Principle—This principle can be implemented by:

   - Maintaining up-to-date technology for network security.
   - Ensuring that access to data systems requires that users meet certain training and/or vetting standards and that such access is documented and auditable.
   - Ensuring that physical security measures are in place, such as requiring an identification card, credentials, and/or passcode for data access; disabling computers' USB ports; and implementing firewalls to prevent access to commercial e-mail or messaging services.
   - Implementing a protocol with technical and manual safeguards to ensure the accuracy and completeness of data system purges when records are deleted at the end of their retention period.
   - Ensuring that data system purge protocols include complete record deletion on all backup systems.
   - Transitioning older repositories into more modern systems to improve access controls.
   - Masking data so that it is viewable only to authorized users.

- Maintaining an audit log to record when information is accessed and by whom for review by senior staff at specified intervals.
- Requiring authorized users to sign nondisclosure agreements.

6. **Accountability/Audit—**Agency personnel and contractors are accountable for complying with measures implementing the FIPPs, for providing training to all employees and contractors who use PII, and for auditing the actual use and storage of PII.

   Implementing the Accountability/Audit Principle—Strong policies must not only be in place but also be effectively implemented. Accountability can be demonstrated by:

   - Ensuring that upon entry for duty, all staff take an oath to adhere to the privacy and civil liberties protections articulated in the center's or host agency's mission, core values statements, other key documents, and/or the U.S. Constitution.
   - Conducting effective orientation and periodic refresher training, including privacy, civil rights, and civil liberties protections, for all individuals handling PII.
   - Tailoring training to specific job functions, database access, or data source/storage requirements.
   - Conducting regular audits of all systems in which records are kept to ensure compliance with privacy, civil rights, and civil liberties policies and all legal requirements.
   - Following a privacy incident, establishing a handling procedure for any data breaches or policy violations.
   - Denying database access to individuals until they have completed mandatory systems access training (including training for handling of PII), show a mission need for access, and have any necessary clearances.
   - Developing targeted and consistent corrective actions whenever noncompliance is found.

7. **Openness/Transparency—**To the extent feasible, agencies should be open about developments, practices, and policies with respect to the collection, use, dissemination, and maintenance of PII. Agencies should publish information about policies in this area, including the privacy, civil rights, and civil liberties policy, and contact information for data corrections and complaints.

   Implementing the Openness/Transparency Principle—Agencies can implement the Openness/Transparency principle by:

   - Providing reports to an internal or external oversight body concerned with privacy, civil rights, and civil liberties issues, including privacy, civil rights, and civil liberties audit results.
   - Publishing the privacy, civil rights, and civil liberties policy and redress procedures.
   - Meeting with community groups through initiatives or other opportunities to explain the agency's mission and privacy, civil rights, and civil liberties protections.
   - Responding in the fullest way possible to freedom of information and/or sunshine requests and fully explaining any denial of information requests from the public.
   - Conducting and publishing Privacy Impact Assessments (PIAs) in advance of implementing any new technologies that affect PII thereby demonstrating that privacy, civil rights, and civil liberties issues have been considered and addressed.

8. **Individual Participation—**To the extent practicable, involve the individual in the process of using PII and seek individual consent for the collection, use, dissemination, and maintenance of PII. Agencies should also provide mechanisms for appropriate access, correction, and redress regarding the agency's use of PII.

   Implementing the Individual Participation Principle—To the extent appropriate, agencies can implement the Individual Participation principle by:

   - Collecting information directly from the individual, to the extent possible and practical.
   - Providing the individual with the ability to find out whether a project maintains a record relating to him or her and, if not (i.e., access and/or correction is denied), then providing the individual with notice as to why the denial was made and how to challenge such a denial.
   - Putting in place a mechanism by which an individual is able to prevent information about him or her that was obtained for one purpose from being used for other purposes without his or her knowledge.

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Appendix C—Listing of Federal Laws

The U.S. Constitution is known as the primary authority that applies to federal as well as state, local, tribal, and territorial (SLTT) entities. State constitutions cannot provide a lower level of privacy and other civil liberties protection than that established by the U.S. Constitution, but states can broaden constitutional rights guaranteed by their own constitutions.

Civil liberties protections are primarily founded in the Bill of Rights. They include the basic freedoms, such as free speech, assembly, and religion; freedom from unreasonable search and seizure; due process; etc. Statutory civil rights protections in the U.S. Constitution may, in addition, directly govern state action. These include the Civil Rights Act of 1964, as amended; the Rehabilitation Act of 1973; the Equal Educational Opportunities Act of 1974; the Americans with Disabilities Act; the Fair Housing Act; the Voting Rights Act of 1965; and the Civil Rights of Institutionalized Individuals Act.

While SLTT entities may not be generally bound directly by most statutory federal privacy and other civil liberties protection laws in the LPR information collection sharing context, compliance may be required **indirectly** by funding conditions (e.g., Title VI of the Civil Rights Act of 1964), operation of the Commerce Clause of the U.S. Constitution, or a binding agreement between a federal agency and an SLTT entity (e.g., a memorandum of agreement or a memorandum of understanding). When relevant or possibly relevant, entities/agencies are advised to list laws, regulations, and policies within their LPR policy, noting those that may potentially affect the sharing of information.

The development of an LPR policy is primarily designed for entity personnel and authorized users to ensure that they are aware of the legal and privacy framework within which they and the entity must operate. If the applicability and requirements of various laws, regulations, or sharing agreements are not spelled out or referenced in an entity's LPR policy, staff and user accountability is greatly diminished, mistakes are made, privacy violations occur, and the public's (and other agencies') confidence in the ability of the entity to protect LPR information is compromised. When staff members know the rules through sound policy and procedure communicated through ongoing training activity, LPR information sharing is enhanced.

"At the time of this writing there are no federal laws that explicitly govern or limit the use of ALPR technology or taking photographs of things that are plainly visible from public spaces by law enforcement agencies."[20] Many jurisdictions are actively developing or considering legislation that will authorize, limit, and/or restrict the use of ALPR systems and the information they generate. Some examples of specific legislative proposals and legislation that have passed include:

- **Arkansas:** Act 849 of 2015, To Allow the Arkansas Highway Police Division of the Arkansas State Highway and Transportation Department to Utilize the Automatic License Plate Reader System, and Act 1491 of 2013, To Regulate the Use of Automatic License Plate Reader Systems
- **California:** Senate Bill 34 of 2015, Automatic License Plate Recognition Systems: Use of Data
- **Colorado:** House Bill 14-1152, Concerning Passive Surveillance Records of Governmental Entities
- **Florida:** Senate Bill 226
- **Illinois:** SB 1351 - Automated License Plate Recognition System Information Act (2/18/15)
- **Tennessee:** Senate Bill 1664

[20] Automated License Plate Reader Frequently Asked Questions Web page, IACP, www.iacp.org/ALPR-FAQs.

- **Utah:** Senate Bill 196, License Plate Reader Amendments (2013); Senate Bill 222 (LPR amendment; and Senate Bill 51 (LPR Amendment)
- **Maine:** Title 29 Section 2117
- **Maryland:** Senate Bill 699, Automatic License Plate Readers and Captured Plate Data – Authorized Uses
- **Minnesota:** Senate Bill 86, A bill for an act relating to data practices; classifying data related to automated license plate readers and requiring a governing policy; requiring a log of use; requiring data to be destroyed in certain circumstances; and requiring a report
- **North Carolina:** Senate Bill 182, An Act to Regulate the Use of Automatic License Plate Reader Systems
- **Vermont:** Senate Bill 18, An Act Relating to Privacy Protection[21]

The following are synopses of primary federal laws that an entity should review and, where appropriate, consider citing in an LPR policy to protect the LPR record and any personally identifiable information later associated with the LPR record. As LPR information may be incorporated as one piece of information into a larger case file, the following federal laws may be applicable. The list is arranged in alphabetical order by popular name.

1. **Driver's Privacy Protection Act of 1994, 18 U.S.C. 2721—Prohibition on Release and Use of Certain Personal Information from State Motor Vehicle Records—**Collected LPR information contains no personally identifiable information that may be used to connect a license plate detection to an individual. It is only with permissible purpose that law enforcement may make this connect (using other systems) and this access is governed by the Driver's Privacy Protection Act of 1994.

2. **E-Government Act of 2002, Public Law 107–347, 208, 116 Stat. 2899 (2002**)**—**This act requires federal agencies to perform Privacy Impact Assessments (PIAs) for new information technologies that develop or procure new information technology involving the collection, maintenance, or dissemination of information in identifiable form or that make substantial changes to existing information technology that manages information in identifiable form. A PIA is an evaluation of how information in identifiable form is collected, stored, protected, shared, and managed. The purpose of a PIA is to demonstrate that system owners and developers have incorporated privacy protections throughout the entire life cycle of a system. The act requires an agency to make PIAs publicly available, except when an agency in its discretion determines publication of the PIA would raise security concerns or reveal classified (i.e., national security) information or sensitive (e.g., potentially damaging to a nation interest, law enforcement effort, or competitive business interest contained in the assessment) information. Although this act does not apply to SLTT partners, this tool is useful for identifying and mitigating privacy risks and for notifying the public what PII the SLTT agency is collecting, why PII is being collected, and how the PII will be collected, used, accessed, shared, safeguarded, and stored.

3. **Federal Civil Rights Laws, 42 U.S.C. § 1983, United States Code, Title 42, Chapter 21, Subchapter I, § 1983—**This is a federal statute that allows an individual to sue public officials in federal court for violations of the individual's civil rights. Civil rights include the Fourth Amendment's prohibitions against unreasonable search and seizure, violations of privacy rights, and violations of the right to freedom of religion, free speech, and free association. It serves as a deterrent to unlawful collection, use, or sharing of information rather than providing specific authority or a prohibition to the collection, use, or sharing of information.

4. **Federal Driver's Privacy Protection Act (DPPA), 18 USC § 2721-2725**—Restricts access and prohibits the release of personal information from state motor vehicle records to ensure the privacy of citizens.

5. **Federal Records Act, 44 U.S.C. § 3301, United States Code, Title 44, Chapter 33, § 3301**—This chapter contains the laws governing disposal of records made or received by a federal agency in the normal course of business. It discusses purging procedures and notices, if required, and the role of the federal archivist. The law applies only to federal agencies, but there may be similar state or local laws applicable to state and local agencies.

6. **Freedom of Information Act (FOIA), 5 U.S.C. § 552, United States Code, Title 5, Part I, Chapter 5, Subchapter II, § 552—**The federal FOIA, enacted in 1966, provides access to federal agency records or information. It does not, however, allow access to state or local government records. Nearly all states have their own public access statutes that provide access to state- and local-agency records. The interaction of federal and state FOIA laws can create complex issues. Federal statutes, in essence, provide a baseline of legal protections for individuals. While state legislatures may pass laws to supplement these federal guidelines, state laws that interfere with or are contrary to a federal law are preempted. By virtue of the Supremacy Clause of the U.S. Constitution (Article VI, Clause 2), federal law may restrict access to records otherwise available pursuant to a state's FOIA by requiring that certain

[21] For more information on state legislation that was introduced/considered regarding LPRs, refer to the National Conference of State Legislatures, ALPR State Legislation page, www.ncsl.org/research/telecommunications-and-information-technology/2014-state-legislation-related-to-automated-license-plate-recognition-information.aspx; for further information, see ALPR Policy and Privacy, IACP, www.iacp.org/ALPR-Policy.

information be kept confidential. Thus, federal confidentiality requirements may supersede a state FOIA statute mandating public disclosure of a record, but only when there is a specific federal statute (other than the federal FOIA) that mandates the records be kept confidential. In short, records may be available under one FOIA statute but not pursuant to another.

7. **Indian Civil Rights Act of 1968, 25 U.S.C. § 1301 et seq., United States Code, Title 25, Chapter 15, Subchapter I—**This act contains definitions of relevant terms and extends certain constitutional rights to Indian tribes exercising powers of self-government.

8. **National Child Protection Act of 1993, Public Law 103-209 (December 20, 1993), 107 Stat. 2490—**In each state, an authorized criminal justice agency of the state shall report child abuse crime information to or index child abuse crime information in the national criminal history background check system. A criminal justice agency can satisfy the requirement by reporting or indexing all felony and serious misdemeanor arrests and dispositions. The U.S. Attorney General (AG) is required to publish an annual statistical summary of child abuse crimes. The act requires that 80 percent of final dispositions be entered in the state databases by December 1998, with steps being taken toward 100 percent entry.

   A 1994 amendment required that the AG—in consultation with federal, state, and local officials, including officials responsible for criminal history record systems, and representatives of public and private care organizations and health, legal, and social welfare organizations—shall develop guidelines for the adoption of appropriate safeguards by care providers and by the state for protecting children, the elderly, and individuals with disabilities from abuse.

9. **NIST Special Publication 800-53 (Appendix J) *Security and Privacy Controls for Federal Information Systems and Organizations*—**Federal agencies are required to ensure that privacy protections are incorporated into information security planning. To that end, SP 800-53 Rev. 4 features eight families of privacy controls that are based on the FIPPs. The proliferation of social media, Smart Grid, mobile, and cloud computing as well as the transition from structured to unstructured information and metadata environments have added significant complexities and challenges for federal organizations in safeguarding privacy. These challenges extend well beyond the traditional information technology security view of protecting privacy, which focused primarily on ensuring confidentiality. The use of these standardized privacy controls will provide a more disciplined and structured approach for satisfying federal privacy requirements and demonstrating compliance with those requirements. Like their federal partners, SLTT agencies may use the privacy controls when evaluating their systems, processes, and programs.

10. **Privacy Act of 1974, 5 U.S.C. § 552a, United States Code, Title 5, Part I, Chapter 5, Subchapter II, § 552a—**The Privacy Act establishes a code of fair information practices that governs the collection, maintenance, use, and dissemination of information about individuals, which is maintained in systems of records by federal agencies. A system of records is a group of records under the control of an agency from which information is retrieved by using the name of the individual or some identifier assigned to that individual. The Privacy Act prohibits the disclosure of a record about an individual from a system of records absent the written consent of the individual, unless the disclosure is pursuant to one of 12 statutory exceptions. The act also provides individuals with a means by which to seek access to and amendment of their records and sets agency record-keeping requirements. In addition, the Privacy Act requires that agencies give the public notice of their systems of records by publication in the *Federal Register*.

11. **Protection of Sensitive Agency Information, Office of Management and Budget Memorandum M-06-16 (June 2006)—**This memorandum provides a security checklist from the National Institute of Standards and Technology (NIST) to protect remote information removed from or accessed from outside an agency's physical location specific to personally identifiable information (PII). The NIST checklist requires that agencies verify PII in need of protection, confirm the adequacy of organization policy surrounding PII protection, and implement any necessary protections for PII transported or stored off-site or accessed remotely. In addition to the NIST checklist, the memorandum recommends implementing information encryption on all mobile devices, allowing remote access only with two-factor authentication, using timeout functions on devices, and logging all computer-readable information extracts from databases with sensitive information, while verifying that each extract has either been erased within 90 days or its use is still required.

12. **Safeguarding Against and Responding to the Breach of Personally Identifiable Information, OMB Memorandum M-07-16 (May 2007)—**This memorandum applies to federal agency-held information and information systems, requiring development and implementation of a breach notification policy applicable to personally identifiable information in the possession of the agency. Development of a breach notification policy includes a review of existing privacy and security requirements, development of requirements for incident reporting and handling, and procedures for internal and external notification. SLTT agencies that are not subject to an existing breach notification law or policy may use the federal requirements as a template for developing their own breach notification policy.

13. **U.S. Constitution, First, Fourth, Fifth, Sixth, and Fourteenth Amendments—**The Bill of Rights establishes minimum standards for the protection of the

civil rights and civil liberties of Americans. The First Amendment protects religious freedom, speech, the press, the right to peaceably assemble, and the right to petition the government for a redress of grievances. The Fourth Amendment protects the people from unreasonable searches and seizures and requires that warrants be issued only upon probable cause, supported by oath or affirmation, and particularly describing the place to be searched and the individual or things to be seized. The Sixth Amendment establishes the right of an accused individual to a speedy and public trial by an impartial jury, to be informed of the nature and cause of the charges, to confront witnesses, to have compulsory process to obtain witnesses, and to have the assistance of legal counsel. The Fourteenth Amendment addresses citizenship rights and equal protection of the laws. Although the equal protection clause applies explicitly only to state governments, equal protection requirements apply to the federal government through the Fifth Amendment Due Process Clause.

14. **Section 210401 of the Violent Crime Control and Law Enforcement Act of 1994, 42 U.S.C. § 14141—** This is a federal statute that provides that it shall be unlawful for any governmental authority or its agent to engage in a pattern or practice of conduct by law enforcement officers that violates the Constitution or laws of the United States. It authorizes the Attorney General to bring civil actions to obtain injunctive or declaratory relief to eliminate the unlawful or unconstitutional pattern or practice.

Appendix D—Cases and Authorities

A. Fourth Amendment Privacy Law

Katz v. United States, 389 U.S. 347 (1967), provides the foundation for most federal court privacy rulings and doctrines. *Katz* moved away from previous Supreme Court privacy jurisprudence in holding that the Fourth Amendment protects people and not places and departed from the previous "trespass" doctrine of Fourth Amendment protection. Fourth Amendment considerations no longer required a physical invasion or trespass. This case began with federal charges placed against defendant Charles Katz for violating a federal law prohibiting the use of interstate communications for placing wagers and bets. Law enforcement had witnessed Katz making calls from a public telephone booth and thereafter placed microphones on the exterior of the telephone booth in order to eavesdrop on his private conversations. The Court found that no physical invasion of the phone booth had occurred but stated that this was not necessary to constitute a search for purposes of the Fourth Amendment. Rather, *Katz* established a two-prong test to determine whether the Fourth Amendment is implicated and a search has occurred. If an individual, like Katz, has manifested an intent to make the information private *and* society accepts that expectation of privacy as reasonable, then that privacy expectation cannot be violated without following Fourth Amendment warrant requirements. In this case, the Court stated that the defendant assumed his conversations were private because he sought to exclude others when he entered the enclosed telephone booth. The Court concluded, "The government's activities in electronically listening to and recording the petitioner's words violated the privacy upon which he justifiably relied when using the telephone booth and thus constituted a 'search and seizure' within the meaning of the Fourth Amendment."

Smith v. Maryland, 442 U.S. 735 (1979), forms the basis of the "third-party exposure" doctrine of electronic privacy law. In Smith, the government used pen register technology to record the numbers dialed out from a certain phone number. This information was used to convict the defendant of robbery. The defendant challenged the use of the pen register as an illegal search under the Fourth Amendment. The *Smith* Court explained that "[c]onsistently with *Katz*, this Court uniformly has held that the application of the Fourth Amendment depends on whether the individual invoking its protection can claim a 'justifiable,' a 'reason,' or a 'legitimate expectation of privacy' that has been invaded by government action. This inquiry . . . normally embraces two discrete questions. The first is whether the individual, by his conduct, has exhibited an actual (subjective) expectation of privacy' . . . . The second question is whether the individual's subjective expectation of privacy is 'one that society is prepared to recognize as reasonable.'" Id. at 740. The Court held that the defendant did not have a reasonable expectation of privacy in the phone record information because the information was automatically turned over to a third party, the phone company. Even if the defendant had an expectation of privacy in the numbers dialed, it was not one society recognized as reasonable—therefore, there was no Fourth Amendment violation.

United States v. Knotts, 460 U.S. 276, 280 (1983) (citing *Katz v. United States*, 389 U.S. 347 (1967)), examined whether a defendant had a reasonable expectation of privacy when travelling on public streets and highways. In *Knotts*, law enforcement placed a beeper in a drum of chloroform in order to track the movements of the vehicle holding the container. The information derived from the radio beeper led the police to a remote cabin where a warrantless search revealed a drug lab. The Court relied heavily on a quote from ***Smith v. Maryland***, 442 U.S. 735 (1979), elaborating on the principles articulated in *Katz*. See *Knotts*, 460 U.S. at 480-081, quoting *Smith*, 442 U.S. at 740. ("Consistently with

Katz, this Court uniformly has held that the application of the Fourth Amendment depends on whether the individual invoking its protection can claim a 'justifiable,' a 'reason,' or a 'legitimate expectation of privacy' that has been invaded by government action. This inquiry . . . normally embraces two discrete questions. The first is whether the individual, by his conduct, has exhibited an actual (subjective) expectation of privacy' . . . . The second question is whether the individual's subjective expectation of privacy is 'one that society is prepared to recognize as reasonable.'") Applying this test, *Knotts* determined that tracking the vehicle did not constitute a search because an "individual travelling in an automobile on public thoroughfares has no reasonable expectation of privacy in his movements from one place to another" and noted that such movements could have been observed by the naked eye.

United States v. Karo, 468 U.S. 705, 708 (1984), is a case in which a U.S. Drug Enforcement Administration (DEA) agent learned that defendants had ordered 50 gallons of ether from a government informant, who explained that the ether was to be used to extract cocaine from clothing that had been imported into the United States. The government obtained a court order authorizing the installation and monitoring of a beeper in a can of ether, which allowed the government to track the defendant's location. The ether was moved in succession to multiple locations. The information from the beeper led the government to a private residence. Using information derived from the beeper, the government obtained and executed a search warrant, which led to the discovery and seizure of cocaine. Relying on *Katz* and *Knotts*, the Court held that locational information received while the radio transmitter was on public roads was constitutional because Defendant Karo did not have a reasonable expectation of privacy while driving on the roads. However, monitoring the beeper while it was in a private residence, a location that is not opened to visual surveillance, violates the Fourth Amendment rights of those who have a justifiable interest in the privacy of that residence. On this latter holding, the *Karo* Court distinguished *Knotts* on the grounds that the beeper was not monitored while it was located in a private residence.

Kyllo v. United States, 533 U.S. 27 (2001), establishes the Supreme Court rule on advanced technology use in searches. In *Kyllo*, the police suspected the defendant of growing marijuana inside his residence. They utilized thermal imaging equipment to "peer through" the walls of the home and determined the defendant was growing marijuana. The court of appeals upheld the search on the basis that the defendant did not make any effort to conceal the heat emanating from his home and therefore did not have a reasonable expectation of privacy under the Fourth Amendment. The Supreme Court reversed, holding that the thermal imaging infiltrated the home and did constitute a search under the Fourth Amendment. The Supreme Court ruled that it was a search in violation of the Fourth Amendment because the thermal imaging gained information, through technology not generally used by the public that could not have otherwise been gained without physical intrusion of the home, a constitutionally protected area without a warrant.

United States v. Maynard, 615 F.3d 544 (D.C. Cir. 2010), is a case that addressed the constitutionality of the warrantless use of a GPS device by examining the privacy risks associated with prolonged collection of location information. The *Maynard* Court stated that those employing GPS trackers "can deduce whether the individual being tracked is a weekly church goer, a heavy drinker, a regular at the gym, an unfaithful husband, an outpatient receiving medical treatment, an associate of particular individuals or political groups—and not just one such fact about an individual, but all such facts." Id. at 562. Under this theory, discrete bits of data, when compiled and viewed together over time, may create a mosaic of the individual's habits, relationships, and beliefs. The Court thus extended the privacy protections articulated in *Katz* to situations in which extensive tracking of public movements would reveal a composite profile, when compiled, about an individual and thus held that the police action was a search because it defeated the defendant's reasonable expectation of privacy. Accord *United States v. Jones,* 132 S. Ct. *945, 954 (2012)* (Sotomayor, concurring); but see Orin S. Kerr, The Mosaic Theory of the Fourth Amendment, 111 MICH L. REV. 311 (2012)).

United States v. Jones, 132 S. Ct. 945 (2012), is a case involving law enforcement's placement of a Global Positioning System (GPS) device on a subject's car and use of the device to monitor the vehicle's movement on public streets for a four-week period (which extended beyond the period of time and place authorized by a search warrant). Citing *Katz*, the government argued that no search occurred because Jones had no reasonable expectation of privacy in the area of the vehicle accessed by the government and in the locations of the vehicle on the public roads since they were visible to the public. The Supreme Court Justices rejected this argument and unanimously agreed that use of the GPS device constituted a search within the meaning of the Fourth Amendment. The majority explained that a physical intrusion into a constitutionally protected area, coupled with an attempt to obtain information, can constitute a violation of the Fourth Amendment based upon a theory of common law trespass. The majority explained that "the use of longer-term GPS monitoring in investigations of most offenses impinges on expectations of privacy." Additionally, in a separate opinion, Justice Sotomayor explained that it may be time to rethink all police use of tracking technology, not just long-term GPS, reasoning that "GPS monitoring generates a precise, comprehensive record of an individual's public movement that reflects a wealth of detail about her familial, political, religious, and sexual associations . . . .The government can store such records and efficiently mine them for years to come."

The unanimous decision in ***Riley v. California***, 134 S. Ct. 2473 (2014), demonstrated the United States Supreme Court's willingness to extend Fourth Amendment protections to mitigate the privacy risks associated with the use of new technologies. The Court contrasted a search of information on the cell phone with a search of physical items, saying that such analogy is akin to "saying a ride on horseback is materially indistinguishable from a flight to the moon. Both are ways of getting from Point A to Point B but little else justified lumping them together." The Court also emphasized that "the fact that technology now allows an individual to carry such information in his hand does not make the information any less worthy of the protection for which the Founders fought. Our answer to the question of what police must do before searching a cell phone-seized incident to an arrest is accordingly simple—get a warrant."

B. ALPR and Privacy Law

New Jersey v. Donis, 157 N.J. 44 (N.J. 1998). The New Jersey Supreme Court has held that police are permitted to randomly (i.e., without probable cause) check a license plate number against the state DMV database of any vehicle they encounter while on patrol, accessing only public information such as registration, license status, and whether the car has been reported as stolen. If the inquiry discloses a basis for further police action, then the officer may access the personal information of the registered owner. This case establishes a nondisclosure rule to protect the legitimate privacy interests of motorists.

United States of America v. Curtis Ellison, 462 F.3d 557 (6th Cir. 2006), *cert. denied*, 552 U.S. 947 (2007). The United States Court of Appeals for the Sixth Circuit held that random license plate checks are not an unconstitutional invasion of privacy and that "so long as the officer had a right to be in a position to observe the defendant's license plate, any such observation and corresponding use of the information on that plate does not violate the Fourth Amendment." In reaching this holding, the *Ellison* Court relied on a central tenet of Fourth Amendment jurisprudence established in ***Katz v. United States***, 389 U.S. 347 (1967)—"that the Fourth Amendment protects only what an individual seeks to keep private," and recognized that "objects falling in the plain view of an officer who has a right to be in the position to have that view are subject to seizure . . . ." Id. at 561 (*internal citation omitted*). The court analogized license plates to an automobile's Vehicle Identification Number (VIN), "located inside the passenger compartment, but visible from outside the car," and noted that a VIN does not receive Fourth Amendment protection. Like a VIN, the purpose of a license plate number is "to provide identifying information to law enforcement officials and others." Quoting and applying the reasoning in ***New York v. Class***, 475 U.S. 106 (1986), regarding VINs, the *Ellison* Court determined that "because of the important role played by the [license plate] in the pervasive governmental regulation of the automobile and the efforts by the Federal Government to ensure that the [license plate] is placed in plain view," a motorist can have no reasonable expectation of privacy in the information contained on it. ***Ellison***, 462 F.3d at 561, quoting ***Class***, 475 U.S. at 114.

The ***Ellison*** Court also rejected the notion that the entry of the license plate number into a law enforcement database creates a privacy interest in the nonprivate information retrieved in response to a query, reasoning that "[t]he obvious purpose of maintaining law enforcement databases is to make information, such as the existence of outstanding warrants, readily available to officers carrying out legitimate law enforcement duties." In fact, the computer investigation in this case was "far less invasive than other government actions that fall" outside the purview of the Fourth Amendment. ***Ellison***, 462 F.3d at 562, citing ***Oliver v. United States,*** 466 U.S. 170, 177, 104 S.Ct. 1735, 80 L.Ed.2d 214 (1984) (entering private property with "No Trespassing" signs to observe marijuana plants in an "open field" not visible from outside the property); ***Dow Chemical Co. v. United States,*** 476 U.S. 227, 239, 106 S.Ct. 1819, 90 L.Ed.2d 226 (1986) (photographing an industrial complex with a precision aerial mapping camera); ***California v. Ciraolo,*** 476 U.S. 207, 213-14, 106 S.Ct. 1809, 90 L.Ed.2d 210 (1986) (using aerial surveillance in public airspace to observe the curtilage of a private residence); and ***Smith v. Maryland,*** 442 U.S. 735, 745-46, 99 S.Ct. 2577, 61 L.Ed.2d 220 (1979) (placing a pen register on a phone line to record the numbers dialed from a private residence). This case is distinguishable from a situation in which the police use a technology not available to the public to discover evidence that could not otherwise be obtained without "intrusion into a constitutionally-protected area." ***Kyllo v. United States,*** 533 U.S. 27, 34-35, 121 S.Ct. 2038, 150 L.Ed.2d 94 (2001) (holding that the use of thermal-imaging technology to detect heat inside a private home violates the Fourth Amendment). The ALPR technology used in this case does not enable law enforcement to access any previously unobtainable information; it simply allows them to access information more quickly. Given that the information was obtained without intruding upon a constitutionally protected area, the *Ellison* Court held that there was no "search" for purposes of the Fourth Amendment. ***Ellison***, 462 F.3d at 563, citing ***United States v. Matthews,*** 615 F.2d 1279, 1285 (10th Cir. 1980); ***United States v. Walraven,*** 892 F.2d 972, 974 (10th Cir.1989); ***Olabisiomotosho v. City of Houston,*** 185 F.3d 521, 529 (5th Cir.1999); ***United States v. Sparks,*** 37 Fed. Appx. 826, 829 (8th Cir.2002); ***Hallstein v. City of Hermosa Beach,*** 87 Fed.Appx. 17, 19 (9th Cir.2003); ***United States v. $14,000.00 in U.S. Currency,*** No. 98-4380, 2000 WL 222587, at *3 (6th Cir. Feb. 14, 2000) (finding no Fourth Amendment violation in a computer check of a license plate); ***United States v. Batten,*** 73 Fed. Appx. 831, 832 (6th Cir. 2003; *see also* **WAYNE R. LAFAVE**, 1 Search & Seizure § 2.5(b) (4th ed. 2004).

The decision in ***Ellison*** has been extensively cited for the proposition that a "motorist has no reasonable expectation of privacy in information contained on his license plate under the Fourth Amendment." See, e.g., ***Yamba v. Harper***, 2010 U.S. Dist. LEXIS 21288 (W.D. Pa. Mar. 9, 2010); ***Cincerella v. Egg Harbor Twp. Police Dep't***, 2009 U.S. Dist. LEXIS 22950 (D.N.J. Mar. 23, 2009); ***United States v. Crooks***, 2008 U.S. Dist. LEXIS 35189 (D. Del. Apr. 29, 2008); ***United States v. Lurry***, 2010 U.S. Dist. LEXIS 118494 (W.D. Tenn. Nov. 8, 2010); ***Brooks. v. Pickett***, 2008 U.S. Dist. LEXIS 27796 (E.D. Mich. Apr. 7, 2008); ***United States v. Miranda-Sotolongo***, 2016 U.S. App. LEXIS 11816 (7th Cir. Ill. June 28, 2016); ***United States v. Diaz-Castaneda***, 494 F.3d 1146, 2007 U.S. App. LEXIS 17005 (9th Cir. Or. 2007); ***Martinez v. State***, 2010 Del. Super. LEXIS 195 (Del. Super. Ct. Apr. 29, 2010); ***Milam v. Commonwealth***, 2013 Ky. App. Unpub. LEXIS 992 (Ky. Ct. App. Aug. 30, 2013); ***Gentry v. Commonwealth***, 2012 Ky. App. Unpub. LEXIS 1040 (Ky. Ct. App. Oct. 12, 2012); ***State v. Sloan***, 193 N.J. 423, 939 A.2d 796, 2008 N.J. LEXIS 22 (2008).

C. Implications of Automation

U.S. Department of Justice v. Reporters Committee for Freedom of the Press, 489 U.S. 749 (1989). The U.S. Supreme Court acknowledged the distinction between public records that might result from a diligent search of courthouse files, county clerks' offices, and local police stations throughout the United States and a computerized summary maintained in a single clearinghouse of information. The Court held that the electronic compilation of otherwise publicly available but hard to obtain information changed the privacy interest implicated by disclosure of that compilation. The process of automation overcame the "practical obscurity" associated with manually collecting and linking the public records associated with a particular individual into a comprehensive criminal history record. (Note: The Society of American Archivists defines *practical obscurity* as "the principle that private information in public records is effectively protected from disclosure as a result of practical barriers to access." *Practical Obscurity*, SOC'Y AM. ARCHIVISTS, available at http://www2.archivists.org/glossary/terms/p/practical-obscurity.)

D. Civil Rights and Civil Liberties

Green v. City & County of San Francisco, 751 F.3d 1039 (9th Cir. 2014), arose out of a vehicular stop performed by an officer after the agency's automatic license plate reader mistakenly identified the car that a woman was driving as a stolen vehicle. She was stopped, held at gunpoint by multiple officers, handcuffed, forced to her knees, and detained for up to 20 minutes and released once the officers ran her plate and discovered the ALPR mistake and that her vehicle was not stolen. The Ninth Circuit Court of Appeals reversed the district court's grant of summary judgment in favor of the defendant, reinstating the plaintiff's claims of a Fourth Amendment violation and instructing that such claims raised questions of fact for a jury. See also **Department of Homeland Security, *Privacy Impact Assessment for the Acquisition and Use of LPR Information from a Commercial Service,*** at 7 (2013), citing ***Green***, 751 F.3d 1039, and identifying misidentification of a vehicle and its occupants as a privacy risk. ("A license plate read sent to ICE may be incomplete or inaccurate because the license plate is bent, dirty, or damaged, or because the individual reading the numbers makes an error. This can result in the misidentification of a vehicle and its occupants.")

$14,000 in U.S. Currency, 211 F.3d 1270, 2000 U.S. App. Lexis 2429 (6th Cir. 2000). The claimant filed a motion to suppress the $14,000 subject to the forfeiture proceedings, arguing constitutional violations. With regard to the claimant's Fourteenth Amendment claim, the court acknowledged that "it would violate the Equal Protection Clause of the Fourteenth Amendment for an officer to run computer checks in an 'intentionally racially discriminatory manner," citing ***United States v. Travis,*** 62 F.3d 170, 174 (6th Cir. 1995), cert. denied in 516 U.S. 1060, 116 S. Ct. 738 (1996) ("consensual searches may violate the Equal Protection Clause when they are initiated solely based on racial considerations"). The claimant's Equal Protection claim was rejected by the court because the claimant failed to meet his burden of proof of establishing that the officer decided to conduct the computer check of his license plate based solely upon the race of the claimant and the other occupant in the car.

E. Guidance and Policy

International Association of the Chiefs of Police, *Automated License Plate Recognition Systems: Policy and Operational Guidance for Law Enforcement*, at 32 (2012), advising that agencies using ALPR technology should address a range of privacy issues, including "[w]hat ALPR information is collected, how the information is collected, how long the information are retained, who can access the information and for what purposes, and what kind of analytic tools and methodologies are available to query and use ALPR information."

U.S. Department of Homeland Security, *Privacy Impact Assessment for the Acquisition and Use of LPR Information from a Commercial Service,* at 7 (2013), available at https://www.dhs.gov/sites/default/files/publications/privacy-pia-ice-lpr-march2015.pdf. As explained in this PIA, U.S. Immigration and Customs Enforcement (ICE) uses information obtained from LPRs as one investigatory tool in support of its criminal investigations and civil immigration enforcement actions (i.e., in furtherance of open cases, investigations, or ongoing enforcement actions and only when

necessary based on a law enforcement need). This PIA assesses the potential impact of the use of information obtained from LPRs on the civil liberties of the public and explains the measures to be put in place, in addition to the framework of privacy and civil liberties protections, to mitigate such concerns.

U.S. Department of Justice, *Guidance for Federal Law Enforcement Agencies Regarding the Use of Race, Ethnicity, Gender, National Origin, Religion, Sexual Orientation, or Gender Identity* (December 2014), at https://www.justice.gov/sites/default/files/ag/pages/attachments/2014/12/08/use-of-race-policy.pdf, articulating the standards that should guide use by federal law enforcement officers of race, ethnicity, gender, national origin, religion, sexual orientation, and gender identity in law enforcement or intelligence activities.

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Appendix E—Sample LPR Policy

The following is a sample LPR Policy that contains all of the sample policy language shown after each question in the template section of this document. However, while drafting an LPR policy using this language, it is important that the policy author still review each question and its associated guidance in the template section in tandem with customizing this language. To assist with this task, the policy language contained here mirrors the same structure and policy categories as those reflected in the template so that the template questions may be followed, item by item, while customizing this language. Further, it is critical that entities drafting a policy not cut and paste this language and use it as is, without making modifications. There are many areas that prompt for insertions and entity customization. These are shown **bolded and in brackets [ ]**. Also, this policy may not cover all concepts that are unique to your entity's specific LPR program or there may be provisions that are not applicable that should be deleted. Throughout the sample policy, law enforcement entities are encouraged to enhance language with references to applicable statutes, rules, standards, or policies.

Finally, since this guidance resource promotes transparency with the public, entities should ensure their policy is written not only for the understandability of entity personnel but also for the understandability of members of the public. While some of the provisions here may reflect concepts and processes long understood and integrated into the daily work of law enforcement such that an entity may not feel they are necessary in the policy, they are still provided here for the purposes of informing the general public, who may not be aware of such processes, and articulating the entity's position and procedures for protecting privacy, civil rights, and civil liberties throughout the entity LPR program.

A. Purpose Statement

1. It is the purpose of this policy to provide **[name of entity]** personnel with guidelines and principles for the collection, access, use, dissemination, retention, and purging of LPR information to ensure that the information is used for legitimate law enforcement purposes only and that privacy, civil rights, and civil liberties of individuals are not violated. The Fair Information Practice Principles (FIPPs) form the core of the privacy framework for this policy.

This policy assists **[name of entity]** and its personnel in:

- Increasing public safety and improving state, local, tribal, territorial, and national security.
- Minimizing the threat and risk of injury to specific individuals.
- Minimizing the threat and risk of physical injury or financial liability to law enforcement and others responsible for public protection, safety, or health.
- Promoting governmental legitimacy and accountability.
- Minimizing the potential risks to individual privacy, civil rights, civil liberties and other legally protected interests.
- Protecting the integrity of the criminal investigatory, criminal intelligence, and justice system processes and information.
- Minimizing the threat and risk of damage to real or personal property.
- Increasing trust by maximizing transparency.
- Making the most effective use of public resources allocated to public safety entities.

2. The provisions of this policy are provided to support authorized uses of LPR information. Authorized uses may include the following **[include any of the following purposes or others that apply to the entity]**:

- Enhance **[insert state]**'s AMBER/SILVER or other law enforcement alerts and real-time response capability by deploying and networking LPRs across the state to more rapidly identify and locate vehicles related to potential child-abduction or other serious crimes.
- Alert law enforcement that a particular license plate on a "hot list" (e.g., a stolen vehicle or a vehicle associated with a wanted individual) is in close proximity to an LPR to dramatically reduce the recovery time of stolen vehicles and assist in locating dangerous and wanted individuals.
- Identify plates associated with potential witnesses and/or victims of violent crime.
- Support **[name of entity]**'s homeland security mission by protecting critical infrastructure from individuals who intend to damage or disrupt the systems and locations that allow for travel and the free flow of commerce.
- Identify vehicles linked to stolen license plates or other motor vehicle traffic violations.
- Provide situational awareness for law enforcement related to public safety or otherwise relevant to their authorized duties.
- Support local, state, federal, and tribal public safety departments in the identification of subjects associated with/as targets of criminal investigations.
- Support law enforcement response to critical incident responses and special events.
- Support special operations, such as high-crime-area patrols, gang investigation/suppression, driving under the influence initiatives, enforcement details, directed criminal investigations, and other investigations.

B. Policy Applicability and Legal Compliance

1. This policy applies to LPR information collected or received, accessed, used, disseminated, retained, and purged by the **[name of entity]**. It is not intended to apply and does not apply to any other types of information accessed, retained, or used by the **[name of entity]**.

2. All **[name of entity]** personnel, participating agency personnel and authorized individuals working in direct support of **[name of entity]** personnel (such as interns), personnel providing information technology services to the **[name of entity]**, private contractors, and other authorized users will comply with the **[name of entity]**'s LPR policy. This policy applies to information the **[name of entity]** collects or receives, accesses, uses, disseminates, retains, and purges.

3. The **[name of entity]** will provide a printed or electronic copy of this LPR policy to all:

- **[name of entity]** and non-**[name of entity]** personnel who provide services.
- Participating agencies.
- Individual authorized users.

The **[name of entity]** will require both a written acknowledgement of receipt of this policy and a written agreement to comply with this policy and the applicable provisions it contains.

4. All **[name of entity]** personnel, participating agency personnel and authorized individuals working in direct support of **[name of entity]** personnel (such as interns), personnel providing information technology services to the **[name of entity]**, private contractors, agencies from which **[name of entity]** information originates, and other authorized users will comply with applicable laws and policies concerning privacy, civil rights, and civil liberties, including, but not limited to **[include a specific reference to any relevant state statutes or other binding state or local policy specific to LPR systems, then provide a list of other applicable state and federal privacy, civil rights, and civil liberties laws or include a reference to the section or appendix containing a list of applicable law]**. As part of this process, all individuals working with LPR information will complete the applicable training as directed by **[name of entity]**.

C. Governance and Oversight

1. Primary responsibility for the operation of the **[name of entity]**; its justice information systems, operations, and the coordination of personnel; the receiving, seeking, retention, evaluation, information quality, use, purging, sharing, disclosure, or dissemination of information; and the enforcement of this policy is assigned to the **[position/title]** of the **[name of entity]**.

2. The **[name of entity]**'s **[insert title]** will designate an LPR Administrator who will be responsible for the following **[include any of the following responsibilities that apply to the LPR Administrator or other responsibilities]**:

- Overseeing and administering the LPR program.
- Ensuring that stored LPR information is automatically purged from the LPR database, unless determined to be of evidentiary value (refer to Section K.1, Information Retention and Purging).

- Confirming, through random audits, that LPR information is purged in accordance with this policy.
- Acting as the authorizing official for individual access to the LPR information.
- Ensuring and documenting that all personnel with authorized access to LPR information are trained prior to using the system.
- Conducting audits to ensure compliance with applicable laws, regulations, standards, and policy.

3. The **[name of entity]** is guided by a **[insert guiding authority, for example, a "designated LPR oversight committee"]** that liaises with the community to ensure that privacy, civil rights, and civil liberties are appropriately protected by this LPR policy and by the **[name of entity]**'s LPR information collection, receipt, access, use, dissemination, retention, and purging processes and procedures.

Approach 1: The committee will annually review and update the LPR policy in response to changes in law and implementation experience, including the results of audits and inspections and will solicit input from stakeholders on the development or proposed updates to the LPR policy.

Approach 2: The committee will annually review and update the LPR policy in response to changes in law and implementation experience, including the results of audits and inspections and provide notice to and solicit comment from the public on the development or proposed updates to the LPR policy.

4. The **[insert title of individual or name of entity]** will receive reports regarding alleged errors and violations of the provisions of this LPR policy, will receive and coordinate complaint resolution under the **[name of entity]**'s LPR redress policy, and will ensure that privacy, civil rights, and civil liberties protections are implemented through efforts such as training, business process changes, and system designs that incorporate privacy-enhancing technologies. The **[insert title of individual but not the name or name of entity]** may be contacted at the following address: **[insert mailing address or e-mail address]**.

5. The **[name of entity]**'s **[insert title]** will ensure that enforcement procedures and sanctions outlined in **[insert section number of policy (see Section L.3, Enforcement)]** are adequate and enforced.

D. Definitions

1. For examples of primary terms and definitions used in this LPR policy, refer to **[insert section or appendix citation]**.

E. Acquiring and Receiving LPR Information

1. The **[name of entity]**, through its **[insert name of the entity's LPR program]**, will directly collect and retain LPR information that:

- Is based on a potential threat to public safety or the enforcement of the criminal law, or
- Is based on reasonable suspicion that an identifiable individual or organization has committed a criminal offense or is involved in or planning criminal (including terrorist) conduct or activity that presents a threat to any individual, the community, or the nation and that the information is relevant to the criminal conduct or activity, or
- Is relevant to the investigation and prosecution of suspected criminal (including terrorist) incidents; the resulting justice system response; the enforcement of sanctions, orders, or sentences, or
- Is directly related to an investigation or mission of the law enforcement entity, and
  - The source of the information is reliable and verifiable or limitations on the quality of the information are identified, and
  - The information was collected in a fair and lawful manner (e.g., it does not infringe on the federal or state constitutional rights of any individual, group, or organization).

The **[name of entity]** will indirectly acquire LPR information from **[list other law enforcement agency or agencies]** in accordance with **[insert mechanisms, e.g., MOU, law, intergovernmental or interagency agreement]** established between the **[name of entity]** and the law enforcement agency(ies).

2. The **[name of entity]** will query **[insert name of law enforcement or commercial database]** LPR information that:

- Is based on a possible threat to public safety or the enforcement of the criminal law, or
- Is based on reasonable suspicion that an identifiable individual or organization has committed a criminal offense or is involved in or planning criminal (including terrorist) conduct or activity that presents a threat to any

individual, the community, or the nation and that the information is relevant to the criminal (including terrorist) conduct or activity, or
- Is relevant to the investigation and prosecution of suspected criminal (including terrorist) incidents; the resulting justice system response; the enforcement of sanctions, orders, or sentences; or the prevention of crime, or
- Is directly related to an investigation or mission of the law enforcement entity, and
  - The source of the information is reliable and verifiable or limitations on the quality of the information are identified, and
  - The information was collected in a fair and lawful manner.

3. Hot-list information is considered confidential information to the extent permitted by law and will be updated **[insert time period(s)]** each day. Officers assigned an LPR unit are responsible for ensuring they are operating with the most current hot list (at minimum) at the beginning of each shift, including information files of stolen and "of interest" vehicles containing all of the current National Crime Information Center (NCIC) information. Department members will query their LPR system to ascertain whether there is a prior read of the license plate that is the subject of the particular alert, bulletin, or alarm. Proactive manual entry of LPR hot lists in the field is permitted for:

- Dispatched reports of crimes—"Be On the Lookouts" (BOLOs) or AMBER, SILVER, or other law enforcement alerts in which a license plate number is part of the broadcast; or
- When directed or authorized for a legitimate law enforcement purpose.

4. The **[name of entity]** and any information-originating entities will not seek, submit, or retain LPR information about individuals or organizations based solely on their religious, political, or social views or activities; their participation in a particular noncriminal organization or lawful event; or their race, ethnicity, citizenship, place of origin, age, disability, gender, gender identity, sexual orientation, or other classification protected by law.

5. **[Name of entity]** LPR cameras may be mobile (mounted on vehicles) or stationary (mounted to a structure). A standard LPR record contains, at a minimum, an optical character recognition (OCR) interpretation of the captured image, a photo of the license plate and a contextual photo of an area surrounding the plate that could range from a few inches to a larger area around the entire vehicle, the geographic coordinates of where the image was captured, the date and time of the recording, and the specific camera/unit that captured the image.

6. **[Name of entity]**-accessed LPR information contains images of license plates that are available to public view (e.g., vehicles that are on a public road or street or that are on private property but whose license plates[s] are visible from a public road, street, or place to which members of the public have access, such as the parking lot of a shop or other business establishment) and that identify specific vehicles. Retained LPR information does not include specific identification of individuals. Separate video surveillance images of the same location or images from private cameras will not be associated with LPR data unless a specific image is required to investigate or document a violation in accordance with the authorized purposes described in this section.

License plate numbers and date/time location collected through an LPR may not be, when taken alone, sufficient to identify the individual associated with the vehicle. The **[name of entity]** may be able to link the LPR information to an individual through additional use and combination with other information, such as a check of vehicle registration. Thus, even though the LPR information the **[name of entity]** accesses may be the result of an LPR system's automated collection of license plate numbers, it is the investigation process that identifies individuals. Refer to Section H.2 for information on the **[name of entity]**'s LPR validation procedure or to Appendix A, Glossary of Terms and Definitions, for more information on LPR information.

Approach 1:
The **[name of entity]** protects all LPR information as personally identifiable information (PII) because LPR information may be combined with other information to specify a unique individual (i.e., the identity of an individual could be directly or indirectly inferred by using information that is linked or linkable to that individual). The **[name of entity]** collects, receives, accesses, uses, disseminates, retains, and purges LPR information because it can be linked to an individual to further an authorized mission. **[For those entities that withhold LPR information from public release using the privacy exemption under public records laws, Approach 1 should be selected.]**

Approach 2:
In the absence of the investigation process, the license plate number and the time and location data attached to it may not identify a specific person. Thus, even though the **[name of entity]**'s LPR systems automate the collection of license plate numbers, it is the investigation process that identifies individuals. Refer to Section H.2 for information on the **[name of entity]**'s LPR validation procedure or to Appendix A, Glossary of Terms and Definitions, for more information on LPR information.

Databases of LPR information do not contain alert lists based on strictly civil matters. In addition, LPR information does not contain audio recordings.

7. Per the **[name of entity]** policy of nondiscrimination noted in Section E.4, the pattern and frequency of stationary camera placement will be assessed **[note frequency]** to confirm nondiscriminatory placement.

8. The hardware and software licenses associated with the **[name of entity]**'s LPR system are the property of **[insert name of owning agency]**, regardless of whether the system has been purchased, leased, or acquired as a service. All deployments of the LPR system are for official use only (FOUO). All information captured, stored, generated, or otherwise produced by an LPR system is the property of the **[insert name of owning agency]**, regardless of where the information is housed or stored.[1]

9. LPR information collection and investigative techniques used by the **[name of entity]** and by LPR information-originating agencies must be the least intrusive as necessary in the particular circumstances to collect LPR information the **[name of entity]** is authorized to seek or retain.

10. The **[name of entity]** will contract only with commercial LPR database companies that provide an assurance that their methods for collecting, receiving, accessing, disseminating, retaining, and purging LPR information comply with applicable local, state, tribal, territorial, and federal laws, statutes, regulations, and policies and that these methods are not based on misleading information collection practices.

11. The **[name of entity]** will not directly or indirectly seek, receive, accept, or retain LPR information from:

- An individual who or nongovernmental agency that may receive a fee or benefit for providing the LPR information, except as expressly authorized by law or **[name of entity]** policy, and/or
- An individual who or information provider that is legally prohibited from obtaining or disclosing the LPR information.

F. Use of LPR Information

1. Access to or disclosure of LPR information will be provided only to individuals within the **[name of entity]** or in other governmental agencies who are authorized to have access and only for legitimate law enforcement purposes (e.g., enforcement, reactive investigations) and to IT personnel charged with the responsibility for system administration and maintenance. This means that queries and dissemination of LPR information are permitted only if:

- There is a legal basis requiring these actions, or
- There is reasonable suspicion that an individual or enterprise is involved in criminal conduct or activity, and
  - The LPR information is relevant to that suspected criminal conduct or activity and the requestor has a legitimate need to know.

Authorized uses are described in A.2 of this policy. However, the **[name of entity]** accords special consideration to the collection of LPR information relating to First Amendment-protected events and will articulate a legal or justified basis for such collection during the planning assessment and approval process for the particular event, before proceeding with the collection.[2]

2. The **[name of entity]** will prohibit access, use, or dissemination of LPR information for:

- Any purpose that violates the Constitution or laws of the United States, including the protections of the Fourth Amendment.
- Non-law enforcement or personal purposes.
- Discriminatory purposes.
- The purpose of prohibiting, infringing upon, or deterring individual activities protected by the First Amendment, such as freely practicing one's religion, freedom of speech and peaceful assembly, freedom of the press, and the right to petition the government for the redress of grievances.[3]
- The purpose of prohibiting or deterring lawful individual exercise of other rights, such as freedom of association, implied by and secured by the U.S. Constitution or any other constitutionally protected right or attribute.
- Harassing and/or intimidating any individual or group.
- Targeting of any individual or group by means of camera placement or data use in a discriminatory manner, noted in Section E.4.
- Any other access, use, disclosure, or retention that would violate applicable law, regulation, or policy.

3. In addition, the **[name of entity]** will employ credentialed, role-based access criteria, as appropriate, to control:

   - The LPR information to which a particular group or class of users may have access based on the group or class.
   - The assignment of roles (e.g., administrator, manager, operator, and user).
   - The categories of LPR information that a class of users are permitted to use in order to update a hot list, including information being utilized in specific investigations.
   - Any administrative or functional access required to maintain, control, administer, audit, or otherwise manage the information or equipment.

G. Sharing and Dissemination of LPR Information

1. The **[name of entity]** will establish requirements for any external agency requesting access to the **[name of entity]**'s LPR information. These requirements will be documented in an interagency agreement/memorandum of understanding and will include an assurance from the external agency that it complies with the laws and rules governing those individual agencies, including applicable federal and state laws.

2. The **[name of entity]**'s LPR information **will not** be:

   - Sold, published, exchanged, or disclosed to commercial or private entities or individuals except as required by applicable law and to the extent authorized by the **[name of entity]**'s agreement with a commercial vendor.
   - Disclosed or published without prior notice to the originating entity that such information is subject to disclosure or publication. However, the **[name of entity]** and the originating agency may agree in writing in advance that the **[name of entity]** will disclose LPR information as part of its normal operations, including disclosure to an external auditor of the LPR information.
   - Disclosed on a discretionary basis unless the originating agency has provided prior written approval or unless such disclosure is otherwise authorized by the memorandum of understanding or agreement between the **[name of entity]** and the originating agency.
   - Disclosed to unauthorized individuals.

3. The **[name of entity]** will not confirm the existence or nonexistence of LPR information to any individual or agency that would not be authorized to receive the information unless otherwise required by law.

H. Information Quality Assurance

1. Original LPR information will not be altered, changed, or modified in order to protect the integrity of the data. Any changes will be maintained as a separate and additional record, and such record will be identified as having been modified.

2. Whenever a license plate reader alerts on license plate information, prior to taking any law enforcement action, officers will be required, to the fullest extent possible, to visually verify that the actual vehicle license plate information matches the license plate information used and alerted upon by the LPR system, including both alphanumeric characters of the license plate and the state of issuance; verify the current status of the plate as active through **[insert name of source, such as mobile information terminal [MDT] query, NCIC, etc.]**; and confirm whether the alert pertains to the registrant of the car or the car itself. Receipt of an LPR alert for a stolen or felony vehicle may not rise to the level of reasonable suspicion and is not sufficient probable cause to arrest without confirmation that the alert is still valid and active. If the alert is for another type of transaction, the officer will read the description of the alert and follow the appropriate action or reporting method. If an LPR alert cannot be verified both visually and for validity, then law enforcement should not act on the alert and it should be rejected.

   If the officer witnesses a violation of law or other action that establishes reasonable suspicion for a stop, the officer may conduct a stop based on that reasonable suspicion. This provision shall not prevent a law enforcement officer from taking immediate action when a verifiable emergency situation exists for officer safety.

   On each resulting alert, the officer is required to enter a disposition indicating the action taken or not taken on the alert.

3. The **[name of entity]** will perform routine maintenance, upgrades, calibration, and refreshes of all LPR equipment and components to ensure proper functionality, including the following:

   - At the beginning of a shift, officers will visually inspect the exterior cameras to ensure the lenses are clear and the cameras have not been altered in any way.

- Designated, trained personnel shall check LPR equipment on a regular basis to ensure functionality and proper camera alignment.
- Any equipment that falls outside expected functionality shall be removed from service until deficiencies have been corrected.
- Officers will not attempt to disconnect, modify, or change the LPR equipment or software unless authorized to do so.
- Damage or other malfunctions to the equipment will be reported to the **[insert position/title]**.
- The LPR equipment and components will not be transferred to another vehicle except with the prior, written approval of the LPR Administrator.

4. The **[name of entity]** will investigate, in a timely manner, alleged errors and deficiencies of LPR information or, if applicable, will request that the originating agency or vendor investigate the alleged errors and deficiencies.

5. The **[name of entity]** will correct, notate, delete, or refrain from using LPR information the **[name of entity]** originated and found to be erroneous or deficient. Originating agencies external to the **[name of entity]** are responsible for reviewing the quality and accuracy of the LPR information provided to the **[name of entity]** and must take reasonable steps to correct or amend the information upon learning that it is inaccurate or deficient. The **[name of entity]** will review the quality of LPR information it has received from an originating agency or vendor and will advise the appropriate point of contact, in writing or electronically, when its LPR information is alleged, suspected, or found to be erroneous or deficient.

6. The **[name of entity]** will use written or electronic notification to inform recipient agencies **[or, if applicable, use the phrase "inform the consolidated system"]** when LPR information previously provided is erroneous or deficient. In addition, the **[name of entity]** will take reasonable steps to correct or amend the information provided to the external agency in order to ensure accuracy and sufficiency to the extent possible.

I. Redress

I. 1 Disclosure

1. LPR information will be disclosed to the public in accordance with **[cite applicable public records laws]**. **[If your state law permits disclosure, revise provision to reflect this.]**

2. Upon satisfactory verification (fingerprints, driver's license, or other specified identifying documentation) of his or her identity, an individual is entitled to know the existence of and to review the LPR information about him or her that has been collected or received and retained by the **[name of entity]**. If allowed by state law, the individual may obtain a copy of the LPR information for the purpose of challenging the accuracy or completeness of the information (correction). The **[name of entity]**'s response to the request for LPR information will be made within a reasonable time and in a form that is readily intelligible to the individual. A record will be kept of all requests.

I. 2 Corrections

1. If, in accordance with state law, an individual requests correction of LPR information *originating with the* **[name of entity]** that has been disclosed, the **[name of entity]**'s **[insert title of designee]** will inform the individual of the procedure for requesting corrections, including appeal rights for those requests that are denied in whole or in part. A record will be kept of all requests.

I. 3 Appeals

1. The individual who has requested disclosure or to whom LPR information has been disclosed will be informed of the reason(s) why the **[name of entity]** or originating agency denied the request for disclosure or correction. The individual will also be informed of the procedure for appeal when the **[name of entity]** or originating agency has cited an exemption for the type of information requested or has declined to correct challenged LPR information to the satisfaction of the individual to whom the information relates.

J. Security and Maintenance

1. The **[name of entity and, if applicable, the name of entity's LPR vendor]** will operate in a secure facility protected from external intrusion and will utilize secure internal and external safeguards against network intrusions. Access to **[name of entity]** LPR information from outside the facility will be allowed only over secure networks.

2. All LPR equipment, software, and components will be properly maintained in accordance with the manufacturer's recommendations and/or any published industry standards.

3. The **[name of entity or, if applicable, the name of entity's LPR vendor]** will store LPR information in a manner that ensures that it cannot be added to, modified, accessed, or purged except by personnel authorized to take such actions.

4. Access to **[name of entity]** LPR information will be granted only to personnel whose positions and job duties require such access and who have successfully completed a background check and training.

5. Usernames and passwords to LPR information are not transferrable, must not be shared by **[name of entity]** personnel, and must be kept confidential.

6. User passwords must meet the following standards **[insert rules, such as no English words and a combination of letters, numbers, and at least two symbols]**. The system administrator will ensure that all manufacturer-generated default passwords are replaced with secure passwords before web-based interfaces of the system become operational.

7. Queries made to the **[name of entity]**'s LPR information will be logged into the system identifying the user initiating the query. All user access, including participating agency access, and queries are subject to review and audit.

8. The **[name of entity]** will maintain an audit trail of accessed, requested, or disseminated **[name of entity]**-held LPR information. An audit trail will be kept for a minimum of **[specify the retention period for your jurisdiction/entity for this type of request]** of requests for access to LPR information for specific purposes and of what LPR information is disseminated to each individual in response to the request. Audit logs will include:

   - The name and agency of the law enforcement user.
   - The date and time of access.
   - The specific information accessed.
   - The modification or deletion, if any, of the LPR information.
   - The authorized law enforcement or public safety justification for access, including a relevant case number if available.

9. To prevent public records disclosure, risk and vulnerability assessments will not be stored with publicly available data.

10. **Option 1: State Information Breach Law**

    The **[name of entity]** will follow the information breach notification guidance set forth in **[cite to applicable law]**. **[To the extent required by the (state) information breach notification law, add:]** The **[name of entity]** will immediately notify the originating agency from which the **[name of entity]** received personal information of a suspected or confirmed breach of such information.

    Option 2: No State Information Breach Law

    A: Entity Follows Guidance From the Office of Management and Budget (OMB)
    The **[name of entity]** will follow the information breach notification guidance set forth in OMB Memorandum M-07-16 (May 2007), available at http://www.whitehouse.gov/OMB/memoranda/fy2007/m07-16.pdf.

    B: Entity Adheres to the Following Policy
    [If there is no applicable state information breach notification law.] The **[name of entity]** will notify an individual about whom personal information was or is reasonably believed to have been breached or obtained by an unauthorized person and access to which threatens physical, reputational, or financial harm to the individual. The notice will be made promptly and without unreasonable delay following discovery or notification of the access to the information, consistent with the legitimate needs of law enforcement to investigate the release or take any measures necessary to determine the scope of the release of information and, if necessary, to reasonably restore the integrity of any information system affected by this release.

K. Information Retention and Purging

1. All LPR information contained within the **[name of entity]**'s LPR system will be stored for a period not to exceed **[insert a time frame]**. After **[insert time period]**, the information will be automatically purged (i.e., permanently removed from the system).

This retention policy applies only to the LPR information contained in the **[name of entity]**'s LPR system itself. Once an LPR record is downloaded by **[name of entity]** personnel and incorporated into a criminal intelligence record or investigative case file, the LPR information is then considered intelligence or investigative information and the laws, regulations, and policies applicable to that type of information or intelligence govern its use.

If the LPR record has become or there is reason to believe that it will become evidence, including evidence that tends to inculpate or exculpate a suspect, in a specific criminal or other law enforcement investigation or action, the following provisions apply:

a. In those circumstances in which an LPR record is identified as having evidentiary value, the LPR **[insert Administrator or other title]** or designee will review the facts of the specific case and determine whether the information should be retained beyond the established retention period. If it is determined that it is reasonable to believe the information has evidentiary value, the LPR **[insert Administrator or other title]** will authorize the transfer of the applicable record from the LPR system server to **[insert appropriate response; for example, "the entity's case management system" or "a form of digital storage media (CD, DVD, etc.) or other portable storage device"]**.
b. Agencies requiring LPR records to be retained by the **[name of entity]** beyond the established retention period may make a formal, written request to the **[name of entity]** to extend retention. Each request must specify the need for extended retention, the circumstances surrounding the request, the requesting agency's case number, and a specific point of contact within the requesting agency. The **[name of entity]** reserves the right to grant or deny agency requests based on the information provided.

The **[name of entity]** retains the right to remove LPR information earlier than the retention period, based on limitations of information storage requirements and subject to applicable statutory disclosure mandates. Early removal, however, will not be used as a means for intentionally interfering with a lawful complaint or a public records request. The retention period may be modified at any time by the **[name of entity]**, subject to applicable legal requirements.

L. Accountability and Enforcement

L.1. Transparency

1. The **[name of entity]** will be open with the public in regard to LPR information collection, receipt, access, use, dissemination, retention, and purging practices. The **[name of entity]**'s LPR policy will be made available in printed copy upon request and posted prominently on the **[name of entity]**'s Web site **[or Web page]** at **[insert Web address]**.

2. The **[name of entity]**'s **[Privacy Officer, LPR Administrator, or other position title]** will be responsible for receiving and responding to inquiries and complaints about incorrect information or privacy, civil rights, and civil liberties protections in the LPR information system maintained or accessed by the **[name of entity]**. The **[Privacy Officer, LPR Administrator, or other position title]** may be contacted at **[insert mailing address or e-mail address]**.

L.2. Accountability

1. The **[name of entity]** will adopt and follow procedures and practices by which it can ensure and evaluate the compliance of users with system requirements and with the provisions of this LPR policy and applicable law. This will include logging access to LPR information and periodic random auditing of these systems, so as not to establish a discernable pattern that may influence users' actions. These audits will be mandated at least **[insert quarterly, semiannually, annually, or other time period]**, and a record of the audits will be maintained by the **[Privacy Officer, LPR Administrator, or title of designee]** of the **[name of entity]**. Audits may be completed by an independent third party or a designated representative of the **[name of entity]**.

Appropriate elements of this audit process and key audit outcomes will be compiled into a report and may be provided to command staff and oversight entities or governance boards.[4]

[Entities may also release the results of the audit to the public, pursuant to law or as a matter of discretion. Under these circumstances, consider the following options.]

Option 1: The **[name of entity]** will provide, at minimum, an overview to the public to enhance transparency with respect to privacy, civil rights, and civil liberties protections built into the **[name of entity]**'s operations.

Option 2: The **[name of entity]** will also release to the public the full audit, with redactions as necessary to protect the privacy of any individual or group, if appropriate and consistent with jurisdictional requirements.

2. The **[name of entity]**'s personnel or other authorized users shall report errors and suspected or confirmed violations of the **[name of entity]**'s LPR policy to the **[name of entity]**'s **[insert title of LPR Administrator]**.

3. The **[Privacy Officer, LPR Administrator, or other position title]** will review and update the provisions contained in this LPR policy annually and will make appropriate changes in response to changes in applicable law, technology, and/or the purpose and use of the LPR system; the audit review; and public expectations.

L.3. Enforcement

1. If **[name of entity]** personnel, a participating agency, or an authorized user is found to be in noncompliance with the provisions of this policy regarding the collection, receipt, access, use, dissemination, retention, and purging, the **[title of entity Director]** of the **[name of entity]** will:

   - Suspend or discontinue access to information by the **[name of entity]** personnel, the participating agency, or the authorized user;
   - Apply appropriate disciplinary or administrative actions or sanctions;
   - If the authorized user is from an agency external to the **[name of entity]**, request that the user's employer initiate disciplinary proceedings to enforce the policy's provisions; and/or
   - Refer the matter to appropriate authorities for criminal prosecution, as necessary, to effectuate the purposes of the policy.

2. The **[name of entity]** reserves the right to establish the qualifications and number of personnel having access to **[name of entity]** LPR information and to suspend or withhold service and deny access to any participating agency or participating agency personnel violating this LPR policy.

M. Training

1. Before access to **[name of entity]** LPR information is authorized, the **[name of entity]** will require the following individuals to participate in training regarding implementation of and adherence to this LPR policy:

   - All authorized **[name of entity]** personnel.
   - All authorized participating agency personnel.
   - All authorized personnel providing information technology services to the **[name of entity]**.

2. The **[name of entity]**'s LPR policy training program will cover:

   - Purposes of the LPR policy.
   - Substance and intent of the provisions of this LPR policy, and any revisions thereto, relating to collection, receipt, access, use, dissemination, retention, and purging of the **[name of entity]**'s LPR information and the privacy, civil rights, and civil liberties protections on the use of the technology and the information collected or received.
   - Appropriate procedures relating to license plate image quality and mitigating the risks associated with a possible misread by the LPR system.
   - LPR verification process for law enforcement alerts.
   - Originating and participating agency responsibilities and obligations under applicable federal, state, or local law and policy.
   - How to implement the LPR policy in the day-to-day work of the user, whether a paper or systems user.
   - Mechanisms for reporting violations of **[name of entity]** LPR policy provisions.
   - The nature and possible penalties for LPR policy violations, including possible transfer, dismissal, criminal liability, and immunity, if any.

[1] Refer to state law regarding ownership and compliance with open record requests regarding LPR information.

[2] For further information about these processes, see *Recommendations for First Amendment-Protected Events for State and Local Law Enforcement Agencies* at 4, Global Justice Information Sharing Initiative, https://it.ojp.gov/GIST/35/Recommendations-for-First-Amendment-Protected-Events-for-State-and-Local-Law-Enforcement-Agencies.
[3] Ibid. at 6–7 and 11–13.
[4] *Privacy, Civil Rights, and Civil Liberties Audit Guidance for the State, Local, Tribal, and Territorial Intelligence Component*, Global Justice Information Sharing Initiative, https://it.ojp.gov/GIST/181/Privacy--Civil-Rights--and-Civil-Liberties-Audit-Guidance-for-the-State--Local--Tribal--and-Territorial-Intelligence-Component.

MSP DHS Planning Meeting - Day 1 Notes

Attendees

Lt. Col. Dermot Quinn

Major Chris Mason

Major Richard Prior

Det Capt Phil Dowd

Det Capt Scott Range

Capt Bill Pinkes

Capt Bob Sojka

Lt. Dave Noonan

Sgt Dave Crouse

Brian Egnitz

Amy Thibault

Rose Warren

Notes

Review of mission and vision statement

- Major Chris Mason presented the mission and vision statement
- Some discussion around the term "investigate"
- Owners and operators of the technology infrastructure
- Don't want become emergency management
- Does anyone need to be approve this?

Overview of Division Sections

- Lt. Col. Quinn is the commander
- Criminal Information and Intelligence Section
  - Major Chris Mason
  - Two branches
    - Intelligence branch
    - Investigation branch
  - Investigation branch

Consider changing the Computer Crimes Unit to the Cyber Crimes Unit

Discussed the Compliance Unit and what they do

Summary is anything to do with the Registry

https://secure.rmv.state.ma.us/PolicyBrowserPublic/PB/WordDocuments/gloss_enforcementservices.htm

Used extensively by the Feds

AFIS is now the State Identification Section

High Risk Victims Unit is now part of the 5th Division

Does this include human trafficking?

Lt. Col. Quinn mentioned 265-50

https://malegislature.gov/Laws/GeneralLaws/PartIV/TitleI/Chapter265/Section50

A name change should be considered to include the term "human trafficking"

What about the Crime Gun Unit

This is still TBD

Intelligence branch

Fusion Center

Number of analysts is expected to increase substantially to 21

Plan is to hire slowly

Analysts will be assigned to a reporting location

HIDTA lives here

Two MSP resources live here

SPEAR

SPEAR = State Police Emergency Awareness and Response

This is the real-time crime center

Up and running at the GHC

Scott mentioned the following executive orders and laws:

http://www.mass.gov/courts/docs/lawlib/eo400-499/eo476.rtf

https://www.aclu.org/other/general-laws-massachusetts-c-22c-section-38-criminal-information-section-duties-and-functions?redirect=general-laws-massachusetts-c-22c-section-38-criminal-information-section-duties-and-functions

Planning, Preparedness and Response Section

Major Richard Prior

The dive team is not part of this organization

Why not?

Commonwealth Interstate Narcotics Reduction Enforcement Team

Team in Lawrence

Teams proposed in the Southeast and West

Also contains Technical Support Unit

Discussed something called the TDU

I think this is the Transportation Drug Unit

https://www.facebook.com/MassStatePolice/posts/1256458467771467

Lots of Federal funding in play here

Homeland Security Operations Branch

Airwing Unit

5 helicopters and 2 fixed wing

The fixed wing aircraft will likely be sold

Helicopters are EC135s except for the trainer

About $600/hr to fly

Considering the Aeryon SkyRanger

https://www.aeryon.com/aeryon-skyranger

Same mission as the Airwing

Mentioned Pix4D software that is used with accident reconstruction teams

https://pix4d.com/

Cost is $20,000 and was paid for by DOT

No intention of buying a fixed wing drone

Marine Unit

Responsible for 50% of Boston Harbor

26 boats

Some funded by the Port Security grant funding

Equipped with sensors

Radiation, FLIR

Downlink capability from the helicopters or drones

Discussion of how sensor data flows back to the SPEAR

The new casino will substantially increase boat traffic

Some future challenges ahead with Everett

BOSAR Unit

BOSAR = Behavioral Observation and Suspicious Activity Recognition

Interagency Planning Branch

Current structure:

Critical Infrastructure

Incident Management and Event Planning Team

Emergency Management Unit

This structure will likely change

Brian mentioned cell phone mapping and cell phone tower spoofing as possibly useful technologies

Discussed ICS

https://training.fema.gov/icsresource/icsforms.aspx

Special Technology

Brian is the only member of this section right now

Bringing the Org Chart to Life

Det Capt Scott Range

JTTF

Does the name need to change?

JTTF is the name of the task force and not the unit name

Staffing

Logan Annex

Not staffed

Lowell RA

Not staffed

Springfield RA

Not staffed

Casino?

Primary duties

Desired capabilities

Secret room at GHQ

Long guns for the troopers

Embedded analyst at Chelsea HQ

What's in Chelsea?

Staffing at RAs and Logan

This will help address gaps in situational awareness

CCU

ICAC, Cybertips and Digital Forensics Unit

Looking for 22 more resources

Case load is increasing!!!

2160 cyber tips received from NCMEC

That's an increase

Looking for new cruisers and a new forensic van

Average ICAC award is about $220K a year

- Using ACISS, SharePoint and a LIMS

Compliance Unit

- Maybe "Fraud Investigation Unit" is a better name
- Previous staffing levels were higher
- Administer the facial recognition program
- Some impact of RealID
- Occasionally use RAMS
- Do facial recognition checks every morning

HRVU

- Focus is on sex trafficking
- Ideal staffing would be 5 teams of 2 troopers
- No mandatory reporting
- Using ACISS

Interpol

- Part time job
- Requests tracked in SharePoint
    - Might be worthwhile to move to ACISS
- Internet based threats are the largest group
- Interested in training in DC

Technical Services Unit

- Dave C. runs this unit
- 150 requests for camera installations year to date
- New safety equipment needed at $500/person
- OSHA training required
- Takes approx 1 year to fully train a new member

Intel Services

- Core Fusion Center functionality
- 6 full time analysts plus Amy

About $650K per year in grant funding

SPEAR will enter SARs

MMPC

Massachusetts Missing Persons Clearinghouse

NamUs coordinator for Massachusetts

CCIP

? Critical Infrastructure Program

Utilize Physical Protection System (PPS) approach developed by Sandia

ACAMS is dead?

Social media monitoring

Need software to better target outgoing messages

Need continued improvements to the ACISS critical infrastructure tools

Need warehouse of security measure cost and effectiveness

About $200K in grant funding

2 contractors

No statutory authority to compel an entity to increase security

HIDTA

MOU with the New England HIDTA

MSP is a co-manager of the HIDTA with the FBI

Perform deconfliction function

SAFETNet

CopLink

420 different agencies

Nearly 7,000 users

Working to grow the New England node

Technology

Existing

SharePoint 2010

- Hosted in Chelsea
- Still on SharePonit 2010!
- Single point of failure
- Need remediation plan
  - Maybe move to Office 365

CrimeNtel

- Hosted in Chelsea
- Meets 28 CFR Part 23 requirements
- This system will probably be retired

ACISS

- Hosted in Chelsea

RAMS

- Motorola PremierOne cancelled so RAMS here to stay

AirWatch

- Hosted in ?
- Manage about 300 iPads

i2

- Staying with IBM
- Licenses are out of date

Sytech

- Hosted in Maynard
- Integrated with ACISS
- Backup may be an issue

Genetech

- Hosted in Maynard
- Video management system
- Backup may be an issue

Cellhawk

- Cell phone tower mapping
- Esri
  - Expensive and limited user base
    - $30K a year!
  - ArcGIS Online is not CJIS compliant so that's not an option
    - Likely to stay on prem for the foreseeable future
- WebEOC
  - Unsure how this will be used
- Rave
  - Text to tip
- DataMiner
  - Looks to be a great product
- 3M PIPS ALPR
  - System of choice for the MSP
  - Use fixed cameras
  - Database growth is a concern
- Vigilant
  - Another LPR product
  - Not well liked because of business practices
- Lotus Notes
  - Used by the DA in Worcester
  - Hope to move the data to ACISS
- Pix4D

New

- Video analytics
  - Not in the short-term plans
- Everbridge
  - https://www.everbridge.com/
    - Based in Burlington, MA

- Notification system
- SaaS based
- Funded by asset forfeiture
- Account management might be an issue
- Ready to demonstrate in about 2 weeks
- Not integrated with Active Directory
- Seems like there's a real potential for information leakage

- Workforce management
  - RFP issued
    - Chronos Telestaff
    - Orion AgencyWeb
  - SaaS based
  - Replacement for pay, rostering and scheduling systems
  - Integrated with SharePoint and RAMS

- Issues
  - No support other than Brian and Jimmy
  - DR story is horrible
  - How will video be stored for MSP cameras

Follow Ups

The mission and vision statement needs to be updated based on this morning's feedback

Are the analyst positions funded for the next fiscal year if they are not all filled this fiscal year

How do we more effectively share vehicles across the division?

More cyber resources are needed

Can we use analysts to help with daily facial recognition checks that Compliance does?

Ask Supply about specialty uniforms for the TSU



NEW JERSEY STATE POLICE

INVESTIGATIONS BRANCH

CRIMINAL INTELLIGENCE MANUAL

THE SCOPE –

Functions & Operations Delineated

December 11, 2017

Branch Member,

At the most fundamental level, intelligence, as it pertains to a law enforcement capability, is about understanding problems. Today, the problems law enforcement agencies across the nation face run the gamut. These problems include terrorism, violent and organized crime, transnational crime and cybercrime. The individuals involved in these nefarious activities operate within local and state boundaries; however, they often share a nexus that crosses jurisdictions or expands internationally. The value of a professional criminal intelligence capability within a law enforcement organization allows agency members not only the ability to better understand these actors and the associated threats they pose, but offer solutions related to prevention, interdiction, investigation, and outreach.

Just as important as it is to advance an intelligence capability is the ability to do so while safeguarding the rights of the citizens that we have sworn to protect. Representing a society that values transparency and the overwhelming need for security, leveraging criminal intelligence capabilities requires that law enforcement agencies continually evaluate their practices to ensure a strict balance between security and freedom exists. This is necessary for protecting privacy, civil rights, and civil liberties.

This manual - a refresh on the 1990 edition - serves as a guidebook for practicing criminal intelligence within the New Jersey State Police in the most professional and ethical manner. It is influenced by Title 28, Code of Federal Regulations, Part 23, which is the Federal government's guide to criminal intelligence policies, and other foundational documents considered best practices nationally (see Appendix D). It is aligned with the New Jersey Attorney Generals Guidelines on the collection, handling, storage and dissemination of criminal intelligence. Moreover, it was critically reviewed by the Association of Law Enforcement Intelligence Units (LEIU) for constructive feedback and input. LEIU is a national level organization created to facilitate intelligence sharing between state and local law enforcement agencies.

A special thanks to Major Ron Hampton, Major Geoffrey Noble, Lieutenant Fran McGovern, and DSFC Brad Gilbert for their efforts in revising and updating this manual from its original form. Additionally, it is also important to thank each Bureau Chief from all the bureaus represented within the Investigations Branch who provided a review of the final version of this manual. They contributed feedback accordingly.

It is expected that all members of the New Jersey State Police who participate in the practice of criminal intelligence, whether as an investigator, analyst, or a supervisor, are familiar with the processes, protocols, and systems outlined in this manual. Their understanding of this guidance will ensure that when advancing the components of the Division's criminal intelligence capability they will do so while protecting the privacy, civil rights, and civil liberties of the citizens we police.

Respectively,



LTC Ray Guidetti
Deputy Superintendent of Investigations

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Appendix “A” – Criminal Intelligence Terms Defined

Appendix “B” – NJIS User Agreement/Instruction

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HONOR - DUTY - FIDELITY

I. Introduction

A critical component to the Investigations Branch's strategy to investigate and interdict criminal enterprises is a robust criminal intelligence capability. The collection and analysis of criminal intelligence data produces a greater understanding, awareness, and perspective of the environment that criminals operate within and where the New Jersey State Police can focus its prevention, enforcement, and investigative efforts. The capacity to understand the criminal environment provides our organization with a fact basis for strategic, operational, and tactical planning. The primary function of the Investigations Branch's intelligence capability is to develop criminal intelligence data through an ordered process that establishes an informed approach to aid strategic planning and direction for all investigative and enforcement operations. Information that is processed through the Division's structured intelligence system is not merely the random dissemination of raw data, but instead intelligence that can assist members with understanding criminal capabilities, their vulnerabilities, and their intent.

While practicing the collection and use of criminal intelligence methods, every member must hold the preservation and protection of an individual's freedoms, rights, and privileges from unlawful conduct as a priority. Therefore, where criminal intelligence gathering about individuals is essential to effect law enforcement, and where law enforcement is essential to the protection of an individual's rights, the intelligence function could be both a protector and a violator. It therefore becomes paramount that members understand and protect the balance between an individual's privacy and an individual's protection.

The purpose of this manual is twofold. First, it is designed to orient all members of the Division of State Police to the accepted practice of law enforcement criminal intelligence, particularly the handling of criminal intelligence information as defined within Title 28, Code of Federal Regulations, Part 23, and the New Jersey Attorney Generals Guidelines on the collection, handling, storage and dissemination of criminal intelligence. Second, it is designed to provide guidance to Bureau Chiefs within the Investigations Branch, who are expected to carry out the criminal intelligence function in order to advance their Bureau's mission. All members of the Investigations Branch are expected to understand and abide by the guidance outlined within this manual in order to leverage an effective intelligence function and ensure protection against the

potential for constitutional rights abuse and subsequent liability. This manual will provide operating procedures that regulate the Investigations Branch's intelligence function.

II. Goals and Objectives

New Jersey Statute 53.2-1 empowers the Division of State Police to prevent crime, to pursue and apprehend offenders and to obtain legal evidence necessary to ensure the conviction of such offenders in the courts. Pursuant to this authority and in order to fulfill this responsibility, the Division had established a criminal intelligence capability within the former Intelligence Bureau that focused solely on organized crime. However, in the wake of the terrorist attacks conducted on September 11, 2001, when it was determined that the United States missed the indicators presented by al Qaeda, the Division, like many other law enforcement agencies around the nation, found itself quickly expanding its use of intelligence outside the scope of solely organized crime. In 2006, the Division published the New Jersey State Police Practical Guide to Intelligence-led Policing to provide guidance on how intelligence-led policing should be practiced within the Division.

With the Division's focus on intelligence-led policing, it seemed that the foundational elements surrounding the practice of criminal intelligence became overlooked. In fact, the first edition of this manual of the same name, which was authored in 1990, began to slip further and further away from the attention of those in the Division practicing criminal intelligence. It has therefore been critical that the Investigations Branch advance an effort to educate and continually offer guidance to its members regarding the practice of criminal intelligence. This 2nd edition will serve to further define the Division's criminal intelligence apparatus in modern terms.

As it relates to the current criminal intelligence capability, the goal of the Investigations Branch is to identify, define, and target criminal and terrorist activities affecting New Jersey's interests.

The strategic objectives that will accomplish these goals are:

- To develop a body of strategic knowledge necessary to direct intelligence initiatives, interpret intelligence collection findings, select investigative and enforcement targets, and for the designing of long range enforcement policies for the Division.
- To provide direction and planning support for the Investigations Branch's enforcement policies and investigative interests relative to the prioritization of investigations, allocation of resources, and the evaluation of planned goals and objectives.
- To identify major crime problems affecting New Jersey and provide recommendations for remedial efforts.
- To provide strategic perspectives on the capability and trends of criminal organizations and their activities.

- To evaluate the effects of New Jersey's crime control efforts.
- To maintain an intelligence capability that can process information into essential knowledge that produces informed, accurate strategic interpretation, strategic enforcement planning, and tactical targeting.

The tactical objectives to accomplish the above goals include:

- To develop tactical knowledge necessary to plan effective investigative and enforcement operations.
- To identify persons and organizations engaged in criminal activity and prioritize targets for enforcement action.
- To define criminal networks and their operation systems.
- To provide tactical support and technical expertise to the Investigations Branch's enforcement and investigative operations.
- To disseminate tactical intelligence products in the appropriate form and time frame to meet demands.

The Division recognizes the delicate balance between the individual rights of a citizen of the United States and the legitimate needs of law enforcement. In order to provide proper internal safeguards to ensure these rights are not violated nor the democratic processes subverted, the following practices are prohibited.

- Intelligence data will not be collected or analyzed on any individual merely on the basis that such person supports unpopular causes.
- Intelligence data will not be collected or analyzed on person(s) on the basis of religion, ethnicity or race.
- Intelligence data will not be collected or analyzed on any individual on the basis of their political affiliation.
- No member will engage in any illegal activities in the collection of intelligence data.
- No member will employ or direct an individual to engage in the collection of intelligence data via illegal means with criminal intent.
- No member will employ or utilize an individual to entrap a suspect.
- No member will be used to collect intelligence data relating to the non-pertinent personal habits and/or predilections of any individual.
- No member will use intelligence data for political or personal purposes.

The Division also recognizes that public safety and environmental welfare is jeopardized by criminally intent organizations and individuals evading government regulation of industries. Therefore, data will be collected and maintained dealing with organizations and individuals engaged directly or indirectly in such activity.

III. Criminal Intelligence Cycle Defined

A. The criminal intelligence function is guided by the "Intelligence Cycle." While there exists variability as to the flow of information depending on agency priorities and guidelines, the intent of the intelligence cycle is:

> *"To have a systemic, scientific, and logical methodology to comprehensively process information to ensure that the most accurate, actionable intelligence is produced and disseminated to the people who provide an operational response to prevent a criminal threat from reaching fruition."*[1]

Figure #1



The intelligence cycle consists of six steps: ***Planning & Direction, Collection, Processing/Collation, Analysis, Dissemination***, and ***Reevaluation.*** Each phase of the cycle has certain expectations that must be carried out by Branch members:

- *Planning & Direction* – It is the responsibility of each Bureau Chief to drive the planning and direction of their respective Bureaus if the practice of intelligence, either whole or in part, is a necessary component of their operations. As such Bureau Chiefs are expected to coordinate, manage and evaluate the criminal intelligence operations within their Bureau. Their efforts will be guided by the vision set by the Deputy Superintendent of Investigations, and the processes established by their Section Commander.

  Bureau Chiefs must continually drive collection priorities to ensure they understand their areas of responsibility, and task their investigative personnel appropriately to conduct intelligence operations. Bureau Chiefs are expected to actively and routinely engage Unit Leaders to assess intelligence capabilities, identify intelligence gaps, and use this information to drive investigative priorities. On a quarterly basis, Bureau Chiefs are expected to meet with their Section Command to review their Quarterly Integrated Intelligence Investigative Plans (QIIIP) to ensure they are meeting expectations. The QIIIP provides a platform for command to assess source capabilities, define investigative

[1] Carter, David, "Law Enforcement Intelligence: A Guide for State, Local, and Tribal Law Enforcement Agencies, 2nd Ed., US Department of Justice, 2009, pg. 57.

priorities, identify intelligence gaps, and develop collection plans to mitigate these deficiencies.

- *Collection* – Detectives assigned to Bureaus that require intelligence to further their missions are expected to gather criminal intelligence. Such intelligence can be collected via a myriad of methods to include, but not limited to, electronic surveillance, human sources, physical surveillance, and open source intelligence. As criminal intelligence is collected, it is expected that this data is documented and stored within the New Jersey Intelligence System (NJIS). Every generated intelligence report will be reviewed by the author's immediate supervisor and then routed to the Office of Intelligence Management (OIM), within the Intelligence &Criminal Enterprise Section for final approval.

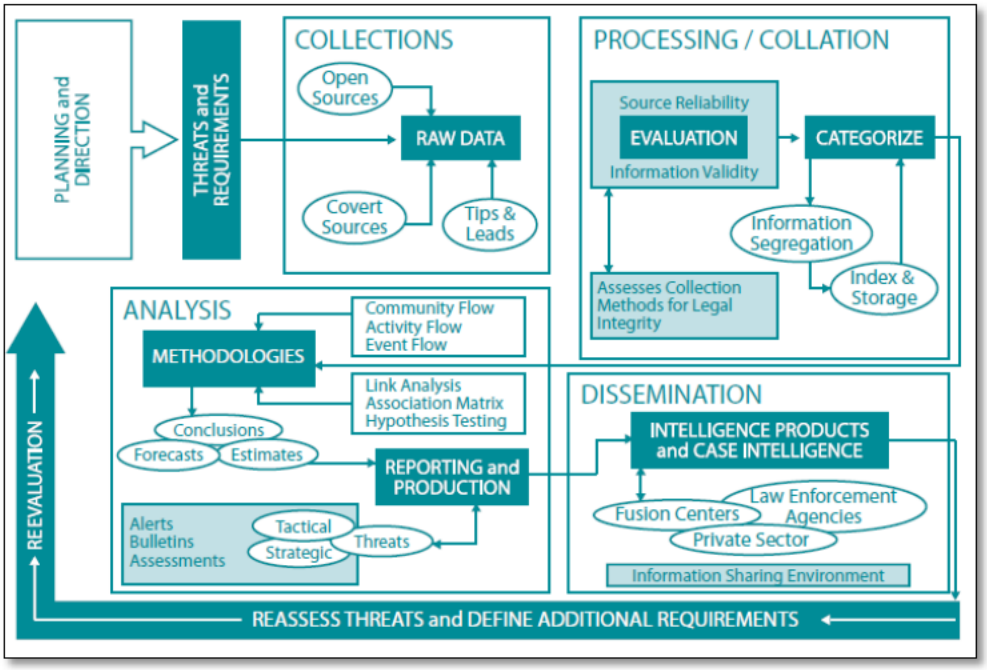
- *Processing/Collation* – OIM is responsible for ensuring the legal and constitutional collection of criminal intelligence by Branch members as well as members from across the Division and other collaborating law enforcement partners. OIM serves as the primary quality control mechanism to collate and evaluate collected criminal intelligence and ensure practices are aligned with federal regulations, according to 28 CFR Part 23, and best practices. OIM also assesses the intelligence to determine if the data is actionable from a tactical, operational, or strategic perspective.

- *Analysis & Dissemination* – Effective analysis of collected information will contribute greatly to the Branch's intelligence capability. For those members, both at the command and investigative levels, that do not have experience working with those identified analytical resources, OIM can coordinate analysis, finished intelligence product generation, and dissemination with collaborating analytical entities (i.e. ROIC, OHSP, MAGLOCLEN, Federal partners).

- *Reevaluation* – A criminal intelligence capability must include evaluation and reevaluation. Bureau Chiefs are expected to constantly evaluate the intelligence processes that are active within their commands. Specifically, Bureau Chiefs need to report out quarterly to their Section Commanders on their human source capabilities. In addition, they should provide feedback to analytical entities they leverage in order to continually build upon present capabilities. Moreover, investigative personnel also must assess and evaluate those phases of the intelligence process that they participate in.

  Each phase of the intelligence process may contain additional sub-processes which illustrate the interplay between sourcing, reliability, reporting, and information sharing within the intelligence cycle. The sub-processes are enumerated later in this manual. See Figure #2.

Figure #2



IV. Roles and Responsibilities

A. Branch Commander – The Deputy Superintendent of Investigations (DSI) is responsible for establishing the vision for the Investigations Branch, which includes prioritizing what areas the Branch will focus its resources. The Branch Commander is also responsible for evaluating the Investigations Branch's ability to leverage criminal intelligence through a myriad of investigative and intelligence platforms, namely the New Jersey Intelligence System (NJIS). NJIS allows members of the entire New Jersey law enforcement community to store and access collected criminal intelligence and other law enforcement sensitive information in a timely manner. In addition to being an intelligence repository, NJIS provides users the ability to manage confidential sources and conduct link and geo-spatial analysis. Moreover, NJIS also queries several federal, state, and county repositories, such as NJSARS, OHSP, NJDOC, RISS, NJDEX and county intelligence databases.

B. Section Commanders – The Section Commanders are responsible for carrying out the vision of the Branch and in doing so – where appropriate - ensuring that the intelligence function within their commands is vibrant and capable of informing resource allocation

and supporting investigative decision-making. Out of the three Sections within the Branch, the Intelligence & Criminal Enterprise Section (I&CES) requires the greatest focus on intelligence due to the scope of its mission. Consequently, the Office of Intelligence Management (OIM) was established and situated within the I&CES in order to support the practice of intelligence for the Section that requires intelligence to conduct enterprise and conspiracy type of investigations. While not as extensive as the I&CES, the Special Investigations Section (SIS) also requires a robust criminal intelligence capability to effectively interdict criminal activity, particularly within the Casino Gaming Bureau.

C. OIM – While the OIM is located within the I&CE Section, it provides intelligence management across the Branch, the Division, and external to the State Police. On behalf of the Branch Commander, OIM is responsible for managing the processes necessary for carrying out the strategic vision and development of the intelligence function within the Investigations Branch. The primary responsibility of OIM is to manage the Branch's criminal intelligence program, to ensure criminal intelligence collection, maintenance, and dissemination is in concert with federal guidelines (Title 28 CFR Part 23), New Jersey guidelines, and best practices. Additionally, OIM is responsible for managing many of the State Police's intelligence services available to other Division members and outside agencies.

Additional responsibilities of OIM include:

- *Strategic and tactical assessment* – reporting and advising on what is important to the respective Section Commanding Officers based on expressed priorities;
- *Evaluation of collection capability* – reporting and advising the respective Section Commanding Officer on the capability to handle information that is already known or acquired during reactive investigation, and gathering information through proactive or covert means;
- *Understanding and establishing intelligence gaps* – establishing and advising on the progress of managing intelligence requirements[2];
- *Describing criminal trends and patterns* – providing and understanding of how criminals operate in order to identify weaknesses in their systems, and identifying who is involved in their criminal networks and who their criminal associates are by leveraging Section's intelligence capabilities;

[2] **Note:** An intelligence requirement is a list of facts that are required, or questions that need answering, about a problem. The purpose is to gain a better understanding of a particular crime problem.

- *Infiltration and penetration* – identifying tactical opportunities from collected intelligence and analytical products to secure infiltration or the understanding of the criminals and criminal organizations;

- *Operational review* – determining through evaluation practices of what worked or did not work and why as it relates to infiltrating or penetrating criminal organizations;

- *Management representation* – engaging with Bureau Chiefs and Unit Leaders on behalf of the Intelligence & Criminal Enterprise Section Command to ensure that intelligence as a discipline is adequately represented in management discussions reflecting operational and resource allocation decisions.

- *Deconfliction* – have program management over the Section's deconfliction capability to ensure that Section's personnel are deconflicting from the perspectives of officer safety, coordination, safeguarding citizens, and courtesy.

D. Bureau Chiefs – Bureau Chiefs are the critical component in carrying out the Branch's vision for establishing and maintaining a robust intelligence capacity. Bureau Chiefs are required to manage their intelligence resources to carry out their Bureau specific mission.[3] To effectively support an operating environment based on sound intelligence, Bureau Chiefs are expected to take the lead on tasking and coordination process within their respective Bureaus to ensure that intelligence capabilities are applied and evaluated appropriately.

   Bureau Chiefs are expected to continually engage unit leadership to assess intelligence capabilities, priorities, and identify intelligence gaps. Bureau Chiefs are to use this information to formulate their intelligence collection plan and drive investigative policy and priorities. Bureau Chiefs should also identify members from within their command that are best suited to aid them in carrying out the tasking and coordination process.

   On a quarterly basis, Bureau Chiefs will meet with their Unit Leaders and assess their Bureau's intelligence capabilities, priorities, and gaps with their respective command, via the Quarterly Integrated Intelligence Investigative Plan (QIIIP) meetings. During QIIIP quarterly meetings, the Bureau Chief will make any necessary modifications to their intelligence collection plan. With the assistance of OIM, Bureau Chiefs will formulate and prioritize intelligence requirements to fill identified intelligence gaps. Intelligence requirements will then be communicated back to their respective units and partners. Any

[3]**Note:** The following Bureaus within the Investigations Branch are required to possess a robust intelligence capability requiring their Bureau Chiefs to perform tasking and coordination activities: a) the three regional Violent & Organized Crime Control Bureaus, b) the Counter Terrorism Bureau, c) Official Corruption Bureau, and d) the Casino Gaming Bureau.

collected intelligence related to these intelligence gaps will be reported via the NJIS platform.

The QIIIP will be memorialized and provided to the Section Commander for further review and discussion. The QIIIPs serve as a mechanism to assess the Branch's ability to fill identified intelligence gaps and determine if intelligence collection priorities will be modified.

E. Branch members – Regardless of rank, position, or assignment, it is the responsibility of all Branch members to become familiar with this guidebook to ensure they understand the lawful and ethical practice of criminal intelligence. Branch members are also expected to be active collectors and consumers of criminal intelligence. It is imperative members focus on the continual gathering of relevant information and ensuring this data is forwarded to the appropriate repository. Additionally, members should actively draw upon all available analysis of this intelligence to guide their operations and investigations.

V. Criminal Intelligence Reporting Procedures

The I&CES Commander shall establish criminal intelligence handling procedures which establish an equitable balance between the civil rights and liberties of citizens and the needs of law enforcement to collect and disseminate criminal intelligence on the conduct of persons and groups who may be engaged in systematic criminal activity. These directives shall be implemented and evaluated by OIM.

A. Criminal Intelligence File Defined – A criminal intelligence file consists of stored information on the activities and associations of:

1. Individuals who:

   Are suspected of being involved in the actual or attempted planning, organizing, financing, or commission of criminal acts; or

   Are suspected of being involved in criminal activities with known or suspected crime figures.

2. Organizations, businesses, and groups that:

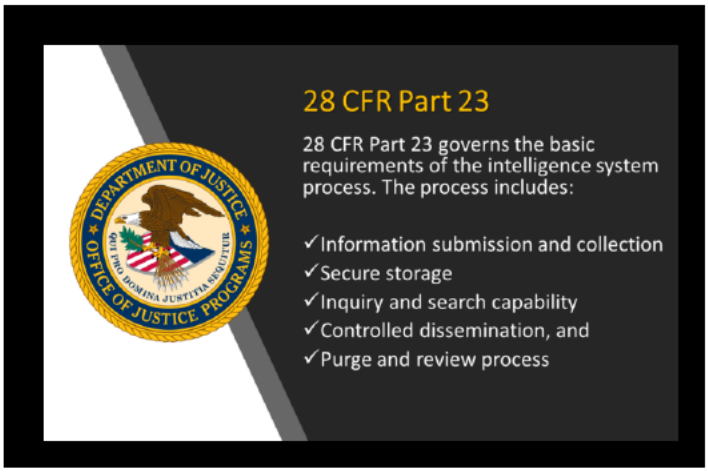
   Are suspected of being involved in the actual or attempted planning, organizing, financing, or commission of criminal acts; or

   Are suspected of being operated, controlled, financed, or infiltrated by known or suspected crime figures for use in an illegal manner.

B. General Operating Policies

1. Applicability – Criminal intelligence data is frequently composed of uncorroborated allegations or suspicions of criminal activity, and does not always contain information concerning adjudications and final judicial dispositions. As such, unauthorized disclosure of its content is potentially very damaging to individual privacy. This special characteristic of criminal intelligence requires custodians and administrators of intelligence records to employ particularly rigorous procedures to assure that the privacy of all information is adequately provided for and that information shall only be used for law enforcement, criminal justice, and other lawful purposes.

   Federal regulations governing the administration of intelligence databases are defined in 28 CFR Part23. These regulations require all federally funded multi-jurisdictional criminal intelligence systems to adhere to particular standards for implementation and operation. These standards include, but are not limited to: submission, storage, dissemination, security, audit trails, review and purge. The NJSP adheres to federal regulations regardless of whether federal funds are used to support our intelligence system.



C. New Jersey Intelligence System (NJIS) – This mission of the NJIS program is to provide a Statewide Intelligence System for the timely sharing of criminal intelligence information among law enforcement and criminal justice agency personnel in an effort to prevent and control crime and in conformance with the privacy and constitutional rights of individuals.

   The criminal intelligence program shall seek to provide liaison, coordination, and resource assistance in the collection, storage, exchange or dissemination, and analysis of criminal intelligence information relating to specific areas of criminal activity. NJIS shall provide criminal intelligence information to law enforcement and criminal justice agency personnel on individuals and organizations involved in or suspected to be involved in identified criminal organizations and enterprises. Criminal intelligence information viewable through NJIS is *NOT* to be referenced, used or otherwise made available in any affidavit, warrant, order, investigation report or any other document which may be discoverable in a court of law or any other legal proceeding.

1. Coordination and Control – By authority of the Attorney General, the Superintendent of the Division of State Police, and/or the Deputy Superintendent of Investigations in command of the NJIS system administration, or his/her designee, an individual with general policy making authority who has been expressly delegated by the Superintendent of the Division of State Police shall be responsible for coordinating the NJIS and ensuring that information is maintained and transmitted in accordance with the standards set forth in these operating policies and procedures.

2. Participation – Participation in the NJIS is open to federal, state, county, and local agencies with law enforcement or criminal investigative authority in New Jersey. Other entities who have a valid need and right-to-know may be granted access, at the discretion of the Commanding Officer of the I&CES.

   Users participating in the NJIS are required to sign a User Participation Agreement (see sample copy attached as Appendix B) agreeing to follow the NJIS Operating Policy and Procedures and comply with 28 CFR Part 23. Additionally, all new users will be required to complete the NJIS training course prior to being granted access to the database.

D. Criminal Activity Focus – Criminal intelligence information on individuals and organizations submitted to the NJIS shall refer to significant multi-jurisdictional criminal activities. Some examples of criminal activity categories are:

- Narcotics manufacturing and/or trafficking
- Loan sharking
- Weapons Trafficking
- Sex Trafficking
- Casino-related crimes
- Auto and Cargo Theft
- Retail Theft and Fraud
- Cyber Crime
- Extortion
- Unlawful gambling
- Smuggling
- Vice and prostitution
- Infiltration of legitimate businesses for illegitimate purposes
- Stolen securities
- Bribery
- Major crime including homicide, shootings, assault, burglary, auto theft, kidnapping, destruction of property, robbery, fraud, forgery, fencing stolen property, and arson
- Manufacture, use, or possession of explosive devices for fraud, intimidation, or political reasons
- Organized crime (see Appendix “A” for definitions)
- Corruption of public officials

- Threats to public officials and private citizens
- Traveling criminals (see Appendix "A" for definitions)
- Other designated multi-jurisdictional criminal activities

E. File Content – NJIS users shall only collect and maintain criminal intelligence information concerning an individual if there is "reasonable suspicion" that the individual is involved in criminal conduct or activity and the information is relevant to that criminal conduct or activity.

1. NJIS users shall not collect or maintain criminal intelligence information about the political, religious, or social views, associations, or activities of any individual or any group, association, corporation, business, partnership, or other organization, unless such information directly relates to criminal conduct or activity and there is reasonable suspicion that the subject of the information is or may be involved in criminal conduct or activity.

2. Reasonable suspicion or "criminal predicate" is established when information exists which establishes sufficient facts to give a trained law enforcement or criminal investigative agency officer, investigator, or employee a basis to believe that there is a reasonable possibility that an individual or organization is involved in a definable criminal activity or enterprise. The NJIS contributor is responsible for establishing the existence of reasonable suspicion of criminal activity, either through examination of supporting information submitted by a Participating Agency or by delegation of this responsibility to properly trained Participating Agency personnel which is subject to routine inspection and audit procedures established by the Lead Agency.

3. The NJIS shall **NOT** contain any information that has been obtained in violation of any applicable federal, state, or local laws or ordinance. The Lead Agency is responsible for establishing that no information is entered in NJIS in violation of federal, state, or local laws. The Participating Agency administrator shall ensure that all entries are compliant with 28 CFR Part 23, the Attorney General's Guidelines on the Collection, Handling, Storage and Dissemination of Intelligence, and this policy. In addition, these entries are subject to routine inspection and audit procedures, at the discretion of the Deputy Superintendent of Investigations.

4. Subject(s) should be identified by unique characteristics, including but not limited to:

- Full Name
- Address
- Aliases
- Monikers
- Date of Birth
- Place of Birth

- Citizenship (if Alien, Identification Number)
- Social Security Number
- Driver's License Number
- Physical Description: Height, Weight, Eye and Hair Color
- Violence Potential
- Distinguishing Scars, Marks, or Tattoos
- Criminal Identification Number
- Criminal Activity and/or Offenses
- Modus Operandi
- Criminal Associates

Information submission criteria should also include the following:

- Date of Submittal of Information
- Name of Submitting Agency
- Submitting Officer's Name

F. Admission Standards Policy for DNR/Subscriber/Wiretap Information: The below listed admission standards will be strictly adhered to when entering dialed number retriever (DNR) subscriber information, and wiretap information into the NJIS.

1. DNR Information - May be entered as a result of an active criminal investigation and should include **only** those telephone numbers in which analysis indicates are relevant to reasonable suspicion of criminal activity.

2. Subscriber Information- May **only** be entered if there is an active criminal investigation and there is reasonable suspicion of criminal activity associated with the person or business identified through the subscriber inquiry.

3. Wiretap Information- May be entered as a result of an active criminal investigation and will be secured to the investigating unit at a covert status until the criminal investigation/case has been fully adjudicated.

Any questions regarding the above listed information criteria can be directed to OIM.

G. Criminal Intelligence Evaluation: Information to be retained in the criminal intelligence file should be evaluated and designated for reliability and content validity prior to approval and storage. To ensure uniformity, the Deputy Superintendent of Investigations shall ensure stored criminal intelligence is evaluated according to the criteria set forth below.

1. Source Reliability:

   Completely Reliable – There is no doubt of the source's authenticity, trustworthiness, or competency. The information supplied by this source has in the past proven to be reliable in all instances.

   Mostly Reliable – There may be occasional doubt as to the source's authenticity, trustworthiness, precision or competency. However, information supplied by this source in the past has, in the majority of instances, proved to be reliable.

   Somewhat Reliable – There is usually some doubt as to authenticity and trustworthiness. Information supplied by this source in the past has proven reliable in a moderate number of cases.

   Unreliable – There is doubt as to the source's authenticity and trustworthiness. Information supplied by this source in the past has not proven to be reliable.

   Unknown – The reliability of the source cannot be judged. Its authenticity or trustworthiness has not yet been determined by either experience or investigation. There is no way of knowing the authenticity, trustworthiness, or competency or information supplied by this source. A newly developed confidential source falls into this category of source reliability.

2. Information Validity:

   Known True/Confirmed True – The information has been corroborated or is known by personal observation of the report creator to be absolutely true.

   Probably True – The information is consistent with past accounts provided by other sources regarding this topic.

   Possibly True – The information is not entirely consistent with past accounts, but is believed by the report creator to be plausible.

   Cannot be Judged – The information cannot be evaluated or judged. Its authenticity has not yet been determined by either experience or investigation.

H. Information Classification: Information retained in the criminal intelligence file should be classified in order to protect sources, investigations, and the individual's right to privacy. Criminal intelligence should be reviewed on an on-going basis to ascertain whether a higher or lesser degree of document security is required to ensure information is disseminated only when and if appropriate. Criminal intelligence shall be classified in one of three settings: *Open*, *Protected*, or *Covert*.

Open – This classification will allow open dissemination to all authorized criminal intelligence reporting platform users.

Protected – This classification will protect the criminal intelligence report from being viewed and will provide the contact information of the author. The author will determine if appropriate to disseminate the intelligence report.

Covert –Covert reports are completely hidden from all contributors, accept those granted administrative rights over the entire criminal intelligence program.

VI. Access/Dissemination of Criminal Intelligence Data

A. Standards for conducting inquiries:

1. Inquiries made through NJIS will be for authorized criminal justice purposes only. Some examples of authorized criminal justice purposes include, but are not limited to:

- Court-ordered discovery
- Resource allocation and policy planning activity of law enforcement commander and policy makers
- Conduct of a criminal investigation
- Analytical research for law enforcement command
- Strategic planning projects of a criminal justice agency
- Law enforcement workforce integrity/security
- Law enforcement employment background investigation
- Conduct of a background investigation for state government executive or judicial appointments
- Parole supervision
- Conduct of a background investigation for New Jersey casino industry licensing
- Conduct of a background investigation for waste industry licensing
- Conduct of background checks/investigations under the New Jersey Compassionate Use Medical Marijuana Act and its regulation

2. Inquiries resulting from a motor vehicle stop *MUST* meet the reasonable suspicion standard; the stop itself does not constitute the requisite reasonable suspicion.

3. "Random" inquiries are strictly prohibited.

4. Except when authorized as a lawful exercise of official duties in conformity with this policy, no one shall access or permit any other person to access information through NJIS. Only authorized users may access NJIS. No agency or individual shall confirm the existence or nonexistence of NJIS data to any person or agency that would not be eligible to receive the information.

B. Prohibited uses of NJIS criminal intelligence data:

1. NJIS criminal intelligence information is not and does not, in and of itself, provide reasonable suspicion or probable cause.

2. The criminal intelligence information viewable through NJIS is *NOT* to be referenced, used or otherwise made available in any affidavit, warrant, order, investigation report or any other document which may be discoverable in a court of law or any other legal proceeding.

C. Dissemination Protocol:

1. All criminal intelligence information accessed through NJIS will *only* be disseminated to authorized intelligence recipients for authorized criminal justice purposes.

2. "Covert" NJIS reports contain information which is considered to be extremely sensitive in nature. These reports include criminal intelligence information pertaining to police officers, judges, elected officials and other prominent figures. This information is viewable only by NJIS system administrators and generally may not be disseminated, except to *prevent death or serious bodily injury*; and then, only after careful review and approval by OIM.

3. "Unsupervised" NJIS reports are reports which have not yet been supervised by an authorized user with NJIS supervisory rights. Until approved by a supervisor, these reports cannot be viewed by users outside the NJIS security group which generated the report. A supervisor is granted thirty days to supervise a report. A report that is not supervised in thirty days must be purged from the NJIS. Third party dissemination of this information is prohibited, except to *prevent death or serious bodily injury*; and then, only after careful review and approval by OIM.

D. Authorized Intelligence Recipients ("Right-to-Know"):

1. Authorized intelligence recipients are those persons who have a *right to know* criminal intelligence information. The principal group of persons in this category are employees of a criminal justice agency who have a job function within that agency directly pertaining to the administration, investigation or analysis of criminal activity. Examples of this category of authorized intelligence recipients include: any federal or state chief executive; judge; U.S. Attorney; prosecutor; law enforcement officer;

prison warden; correction officer; parole officer, or intelligence analyst employed by a criminal justice agency. Clerks, dispatchers, operators and other individuals, even though employed by a criminal justice agency, are ***not*** considered authorized intelligence recipients, unless the requisite "right-to-know" is established by the system's approving authority.

2. Certain individuals not specifically employed directly by a criminal justice agency, such as contract vendors or researchers engaged in developing criminal justice policy options, may periodically be granted access to NJIS and/or portions of the data contained therein. Contract vendors as designated by NJIS system administrators will be permitted to perform particular tasks under the supervision of NJIS system administrators to maintain system usability, perform upgrades, and enhancements which may involve direct access to NJIS data. Under these limited conditions, contract vendors are considered to be authorized intelligence recipients. Similarly, individuals and organizations engaged in research, evaluative, or statistical activities pursuant to an agreement with a state or federal criminal justice agency are considered to be authorized intelligence recipients when that agreement specifically authorizes access to intelligence data and strictly limits its use to research, evaluative, or statistical purposes. In such cases, NJIS system administrators will act as intermediaries in retrieving and screening relevant data, rather than providing researchers with direct access to NJIS and its contents.

3. In rare, specific and limited circumstances, private citizens may be afforded access to criminal intelligence data. The circumstances under which such exceptional dissemination would be contemplated require a reasonable belief in the existence of a ***clearly defined and imminent threat of death, serious bodily injury or catastrophic destruction of property***. In such instances, private citizens may become authorized recipients of criminal intelligence data. Examples of such situations include receipt of intelligence concerning a violent criminal act such as a planned terrorist attack, an armed robbery attempt, or a premeditated murder.

E. <u>Authorized Criminal Justice Purposes ("Need-to-Know")</u>:

1. Criminal intelligence records require particularly rigorous handling procedures to assure that the privacy of all information is adequately provided for, and that information shall only be used for defined, authorized criminal justice purposes. These authorized criminal justice purposes constitute the *need-to-know* necessary for a lawful dissemination of criminal intelligence. Purposes not specifically delineated as authorized criminal justice purposes are not valid reasons for performing a NJIS dissemination. Any dissemination performed for purposes other than those defined below will be considered in violation of this policy.

- Court-Ordered Discovery - Periodically, through judicial order, the courts require production of criminal intelligence records for judicial review related to the discovery process.

- Resource Allocation and Policy Planning - Law enforcement commanders and policy makers require access to criminal intelligence information for a variety of legitimate purposes associated with their duties as criminal justice agency executives. For example: planning enforcement strategies; preparation for briefings to other law enforcement agencies, elected officials, or other authorized intelligence recipients; prison administrator/warden for the purpose of planning inmate placement and control.

- Criminal Investigation - Investigations involving violations of local, state and federal criminal code, laws, or statutes where the investigator has ***reasonable suspicion*** to believe a crime has occurred or is about to occur.

- Analytical Research - Examples of analytical research projects could include: threat assessments, traditional/non-traditional organized crime assessments, profiles of suspected criminals and their associates, assessments pertaining to tactical or strategic intelligence targets, analysis to provide the law enforcement commander /policy maker data for placement and allocation of law enforcement personnel.

- Strategic Planning - A strategic plan defines the organization's fundamental goals and the actions needed to achieve them. This ensures that members of the organization at all levels are working toward the same objective. Furthermore, a strategic plan defines the critical issues, establishes a vision, sets objectives, and prioritizes strategies for achieving the vision.

- Law Enforcement Workforce Integrity/Security - Investigations involving individuals and entities who may be performing a service for a law enforcement agency although not specifically employed as a member of a law enforcement agency. For example: individuals serving internships at a criminal justice agency through an educational institution, or contract vendors performing a service for, or on behalf of a law enforcement agency. Also included are those agencies/individuals who may be involved as employers, supervisors and co-workers of law enforcement agency employees seeking employment beyond their duties as a law enforcement agency employee.

- Law Enforcement Employment Background Investigation - All types of waived background investigations involving employment by a law enforcement agency.

- Executive/Judicial Appointment Background Investigation - State government executive, judicial and cabinet-level appointments in which appointment of an

individual of suspect character would reflect substantial discredit upon the appointing agency or official proposing such appointment.

- Parole Supervision - Information provided to any probation/parole board regarding potential candidates for probation or parole, as well as those currently under supervision.

- Casino Licensing Background Investigation - Casino Licensing Background Investigation - Investigations of individuals and organizations eligible for the casino industry licensor in New Jersey may include potential/current vendors or individuals applying for casino licensing work permits. The casino industry employs a variety of services which have historically been exploited by organized criminal enterprises. In the past, New Jersey has experienced cases were labor organizations, construction companies, and waste removal companies have been infiltrated by organized criminal enterprises making it necessary for ensuring that those employed within the industry do not have criminal associations with organized crime figures.

- Waste Licensing Background Investigation - The solid and hazardous waste industry in New York/New Jersey has been particularly susceptible to infiltration and control by organized criminal enterprises. These types of investigations are currently conducted by the Division of State Police Solid and Hazardous Waste Squad.

- NJIS System Administration - Those functions directly related to the maintenance, operation, supervision, integrity, and stability of NJIS. Performing user audits, editing/creating users/groups, checking system stability, ensuring system integrity, running random searches, and remote access to NJIS servers are some examples of NJIS system administrative duties. *Additionally, if a user discovers information in NJIS that does not satisfy 28 CFR Part 23, and/or possibly suggests inappropriate investigative procedure, the user will notify OIM through the appropriate chain of command. Moreover, this policy does not preclude the user from taking appropriate action through their chain of command to address improper investigative practices.*

- Medical Marijuana Background Check/Investigation - The New Jersey Compassionate Use Medical Marijuana Act became effective October 1, 2010 and provides protection against criminal and other prosecution or penalty for the medical use of marijuana. The Act allows certain qualifying patients and/or their primary care givers to obtain registry identification cards to purchase medical marijuana from authorized alternative treatment centers. Primary care givers and applicants for a permit to operate an alternative treatment center must undergo a criminal history record background check pursuant to N.J.S.A. 24:6I-4c(1) and N.J.S.A. 24:6I-7d(1). The Division of State Police is authorized to conduct these

criminal history record background checks and exchange information with the Department of Health and Senior Services pursuant to N.J.S.A. 24:6I-13. Access to criminal intelligence information is essential in order to ensure that, among others, primary care givers and individuals and/or entities associated with alternative treatment centers are not involved with or controlled by organized criminal enterprises.

- Prevention of Death or Serious Bodily Injury - Information pertaining to various particularly violent or catastrophic criminal acts such as the deployment of a weapon of mass destruction, a planned terrorist attack, an armed robbery attempt, and a premeditated murder would be examples where death or serious bodily injury may result.

VII. Intelligence Products

A vital component to a robust intelligence capability is analysis. The Investigations Branch must leverage its partners both internal and external to the State Police to benefit from this practice. It is therefore important that all members of the Branch recognize the different categories of intelligence products that are available to them when patronizing their analytical partners.

A. Strategic Assessments – These products are aimed at a high level audience because they are necessary for: a) aiding and supporting strategic business planning; b) aiding and supporting resource allocation; and, c) assisting the formation of strategies that will identify prevention, enforcement priorities and defining intelligence requirement.

B. Tactical Assessment – These products are aimed at assisting and supporting tactical business planning and resource allocation. The products aid with the review of prevention, intelligence and enforcement plans and assist in amending intelligence requirement as necessary.

C. Problem Profile – The purpose of a problem profile is to: a) Identify and understand the scope and context of specific problems; b) enable operational commanders to make resource decisions; c) aid in guiding investigations and shaping plans; d) highlighting prevention, intelligence and enforcement opportunities; e) assist in subject identification and selection (suspects or victims); and f) focus intelligence gathering.

D. Suspect Profile – The purpose of a subject profile is to: a) assist in prioritizing suspects for investigative targeting; b) identify intelligence gaps and focus intelligence gathering; c) enable operational management to make resource and tactical decisions; d) inform investigations and shape plans; e) highlight prevention, intelligence and enforcement

opportunities; and f) provide justification for operational activity.

VIII. Security of Intelligence Data

A. The criminal intelligence file should be located in a secured area with file access restricted to authorized personnel. Physical security of the criminal intelligence file is imperative to maintain the confidentiality of the information stored in the file and to ensure the protection of the individual's right to privacy.

B. Access Security of the NJIS Database

1. In order to maintain the confidentiality of stored criminal intelligence information and to ensure the protection of the individual's right to privacy, the Superintendent of the Division of State Police, or designee, shall be responsible for implementing the following security requirements for the NJIS:

- Primary access to the NJIS database shall be granted to users via NCIC/2000. As such, all terminals that are used to access NJIS via NCIC/2000 shall be in compliance with the New Jersey Criminal Justice Information System Security Policy (2004).

- Only designated authorized personnel will have access to information stored in the NJIS database

- When remote database access is authorized by the NJIS System Administrator for a participating agency, the agency must still adhere to the NJCJIS Security Policy and the NJIS Operating Policy and Procedures.

IX. Auditing and Purging of Intelligence Data

A. <u>Review and Purge Procedures</u>:

1. Criminal intelligence purge procedures are required to maintain compliance with federal regulation 28 CFR Part 23 and the New Jersey Attorney General's guidelines governing the operation of criminal intelligence databases. This federal regulation provides specific recommendations and procedures where the New Jersey Attorney General's Guidelines reinforce that **all** intelligence databases maintained in New Jersey be compliant with the federal regulation 28 CFR Part 23.

28 CFR Part 23 states that:

"All projects shall adopt procedures to assure that all information which is retained by a project has relevancy and importance. Such procedures shall provide for the periodic review of information and the destruction of any information which is misleading, obsolete or otherwise unreliable and shall require that any recipient agencies be advised of such changes which involve errors or corrections. All information retained as a result of this review must reflect the name of the reviewer, date of review and explanation of decision to retain. Information retained in the system must be reviewed and validated for continuing compliance with system submission criteria before the expiration of its retention period, which in no event shall be longer than five (5) years."

The NJIS system is set to automatically identify records which will become subject for review at the end of the retention period. Upon being notified by NJIS that a record is pending review, the investigator will follow the following guidelines:

- The submitting user and supervisor will be notified by NJIS, sixty days prior to the review date expiration that their record is pending review. The investigator will be granted an additional thirty days to determine if the report is to be retained or purged (**deleted**) from NJIS.

- If the report is to be deleted, the investigator will delete the record.

- If the report is to be retained, the user will enter a **new** NJIS report indicating there is reasonable suspicion that the individual(s) or organization(s) are involved in criminal conduct or activity and the new information is relevant to that criminal conduct or activity.

- In cases where numerous individual(s) or organization(s) are indexed in the original NJIS report as being involved in a definable criminal activity or enterprise, and there is no current information to substantiate that a specific individual(s) or organization(s) are currently engaged in that criminal activity or enterprise, the NJIS user **MUST** update these individuals in the original NJIS report as non-criminal "Identification Only." The NJIS user must then indicate the reasonable suspicion of the other individual(s) or organization(s) who are still engaged in the said criminal activity, prior to updating the existing NJIS report.

- The original NJIS report's review date will then be then be reset to five years from the new intelligence report.

- In instances where the submitting user leaves service with the submitting agency, the acting NJIS supervisor of the submitting agency will ensure the record is reviewed, updated or purged within the sixty days.

- If a record pending review falls beyond the ninety day review period, the System Administrator shall purge the record from the system without notice to the submitting investigator or law enforcement agency.

B. Inspection and Audit of Files:

1. Federal regulations governing the administration of intelligence databases are defined in 28 CFR Part 23. These regulations require all federally funded multi-jurisdictional criminal intelligence systems to institute procedures for audit trails to ensure against unauthorized access, system misuse, and/or intentional or unintentional damage.

2. OIM has guidelines to govern member agency/user audits. All member agency/user audits may include, but are not limited to:

   - Queries Performed
   - Records Viewed
   - Record Submissions
   - Record Edits
   - Record Deletions
   - Disseminations
   - Print Requests
   - Covert Hit Violations

C. Sanctions/Liability:

1. Users of NJIS are bound to the policy as established herein and are subject to audit by the OIM. Failure to comply with this policy may result in the termination of service. Serious violations of this policy will be brought to the attention of the appropriate investigative body for investigation and possible prosecution and penalties as outlined in federal guidelines 28 CFR Part 23 as well as Federal and New Jersey state law related to Official Corruption/Misconduct and Theft/Misuse of computerized systems.

2. This policy will be reviewed periodically as needed by OIM for relevance, accuracy and compliance with 28 CFR Part 23, the Attorney General's Guidelines on the collection, handling, storage, and dissemination of Intelligence in New Jersey, the New Jersey Criminal Justice Information System Security Policy (2004), and any applicable federal or New Jersey state law.

X. Sources of Information

In order to identify, target, investigate, and assess individuals and groups, and exploit associated information and intelligence, involved with the commission or facilitation of organized, enterprise, and violent serial crime occurring in or impacting the State of New Jersey, the Division must employ sources of information. The following guidelines have been designed to provide Division members with a general description of sources of information utilized for the collection of intelligence data. These guidelines have taken into consideration the right of privacy and all other legal rights afforded citizens of the United States.

Sources of Information –Criminal Intelligence data can be gathered from the following sources of information:

A. Electronic Surveillance – Electronic surveillance, wiretaps, Dialed Number Retrievers (DNR), telephone call detail or toll billing records (obtained from a telephone service provider) of an individual suspected of committing criminal activity can be obtained by law enforcement authorities upon the authorization of a court. Subsequent analysis of these records can often aid in generating new intelligence information, identifying associates, and/or corroborating other sources of intelligence data.

B. Human Source – Information obtained from credible and reliable human sources of information. This information and the credibility of the source must be routinely evaluated by his/her designated handler and authorized supervisors. In order to establish a consistent and accountable procedure for the utilization of criminal sources, the following procedure will be adhered to:

    1. The utilization of all criminal sources being utilized by members of the Division will be subject to the continuing approval of the Section and/or Troop Commander and/or their designee, which may be a Bureau Commander and/or Unit Leader.

    2. As directed by the DSI, OIM serves as the Confidential Source Database Administrator where all sources will be documented, managed and maintained. Security for this database will be the responsibility of this unit who will insure all records are properly completed and in compliance with S.O.P. E-24. Under no circumstances will the contents of these files be divulged to any person(s) without the authorization of the respective Section or Troop Commander and/or their designee.
    3. All sources will be assigned a source identification number and processed according to S.O.P. E-24. Any information obtained from a source will be documented in the NJIS platform by the reporting member(s).

4. The source's handler shall document any and all meetings with a source and/or other persons providing information of a criminal nature.

5. Members should attempt to corroborate any information obtained from a source through independent sources. The reporting member will indicate in his/her report the reliability of the source and the validity and accuracy of the information.

6. There may be circumstances when individuals wish to provide one-time or limited information in a confidential manner. These sources often refuse, or prefer to not be documented, as per the requirements set forth in S.O.P. E-24. Individuals such as hotel, car rental agency and warehouse clerks fit this category of individuals who have valuable information to provide but on a very limited and infrequent basis.

C. Physical Surveillance – Surveillance of meetings, gatherings and events attended by persons engaged in criminal activity often provide information indicative of individual or group associations. Any intelligence data obtained from surveillances should meet the following criteria:

1. The relationship between the subjects identified should be established.

2. The member submitting a report wherein the data contained in said report reflects information obtained from secondary sources (i.e. motor vehicle identification data, telephone service records, commercial identification data systems), should ascertain the relationship between the individuals in question. The member should be reasonably certain that the secondary data establishing a relationship between the subjects of the surveillance is valid and accurate.

3. It is imperative that all members recognize the indiscriminate use of covert surveillances of social, political and/or religious functions for the gathering of intelligence data is not condoned. These functions are quite often attended by persons exercising their legitimate constitutional rights. Therefore, it is the responsibility of the member and their respective supervisor to ensure that the rights of such persons are not violated.

D. Undercover Operations – Involve covert means of discovering information and gathering intelligence through the use of an undercover law enforcement officer to infiltrate an entity, organization or person engaged in criminal activity.

E. Open Source – Media or Internet information, often referred to as open source information, is data collected from publically available sources. Forms of open source information include, but are not limited to; traditional mass media, Internet based websites and related resources, geospatial information such as maps and imagery, social media and photographs.

F. Documents/Correspondence – Search warrants and the arrests of subjects often reveal documents, papers, ledgers, and other written correspondence, computer files and dossier which contain information indicative of criminal activity. This information, in some cases, is evidentiary in nature but more often contains valuable intelligence.

G. Financial Investigations – Conducting analysis into financial transactions and the intelligence derived thereof can be critical to any criminal investigation. Financial investigations can determine: the scope of a criminal organization, fund origination, how the money was used to further a criminal enterprise, who benefitted from the money, uncover underlying conspiracies, locate evidence of criminal activity, and identify financial targets. Additionally, analysis of this intelligence may reveal conspirator links through associations, asset purchases, travel, money laundering, and misappropriation of funds.

   Financial related intelligence is most commonly gleaned from three investigative networks: FinCEN (Financial Crimes Enforcement Network), CTR (Currency Transaction Report), SAR (Suspicious Activity Report).[4]

XI. Counter Terrorism Intelligence

A. Reporting/Inquiries – When a member becomes aware of counter terrorism related matters, intelligence, or wishes to conduct investigative inquiries, he/she shall immediately contact the Joint Terrorism Task Force Unit (JTTF). The JTTF Unit will act as the sole representative, NJSP liaison, and conduit to the Federal Bureau of Investigations (FBI) JTTF Unit. The JTTF Unit will work cooperatively with the member to obtain the information acquired, assist with database inquiries, evaluate intelligence for appropriate action, and ensure it is passed onto the appropriate entity.

   1. Members of the Investigations Branch are expected to contact the JTTF Unit Head or his/her designee to coordinate the sharing of intelligence. Subject(s) under criminal investigation with a possible counter terrorism (CT) nexus will be vetted by JTTF Unit personnel through established JTTF Unit baseline checks.

   2. To facilitate intelligence sharing with the Operations Branch, the JTTF Unit has established the *JTTF Unit Field Operations Liaison Contact Program*. Under the aforementioned initiative, the JTTF Unit has established regional liaisons dedicated to each of the 25 NJSP Field Operations Section Stations. In exigent circumstances, all

[4] See Appendix "A" for further explanation of these networks.

members are instructed to funnel all CT related intelligence and inquiries through the CT Watch Desk at the ROIC.

B. Additional Counter Terrorism Sources of Information – The JTTF Unit leverages additional methods of CT related intelligence.

1. Suspicious Activity Reports – Suspicious Activity Reporting (SAR) to the JTTF, in the state of New Jersey, is governed by the procedures set forth in NJ Attorney General Directive 2016-7. There are many channels and routes to report counter terrorism information to the JTTF. However, for purposes of uniformity, tracking, and analysis, the SAR system has been established and adhered to by the NJ law enforcement community.

2. Tripwire Program – The Counter Terrorism Bureau is responsible for managing the interests of the Division of State Police pertaining to the corporate sector Tripwire Program. This program is administrated in concert with the FBI and NJ OHSP. The program is intelligence-driven and incorporates statewide outreach efforts for the purposes of education, partnership, and solicitation of information in matters bearing a potential nexus to criminal indicators and/or behaviors associated with terrorist activity and associated outliers. All counter terrorism intelligence and suspicious activity derived from this program and by the efforts of NJSP personnel is reported to the JTTF Unit and documented in SARS as per NJ Attorney General Directive 2016-7.

3. Interstate Liaison – The Counter Terrorism Bureau has established a collaborative relationship with New Jersey's bordering metropolitan regions: New York City and Philadelphia. The Interstate Liaison Unit (ILU) serves as the conduit for investigative and criminal intelligence support cross-jurisdictional threats and criminal activities. Additionally, ILU executes the reciprocal sharing of counter terrorism information and intelligence impacting planning, allocation and deployment of resources for the NJSP. All coordinated efforts under this partnership are supervised by CTB with awareness and strict adherence to issues that may impact the DIOG and/or NJ Attorney General Directive 2016-7.

XII. Crime Gun Intelligence

A. New Jersey State Police Crime Gun Protocol – The Crime Gun Protocol is a program designed to take a complete 360° approach to assessing both the inside and outside of each crime gun for intelligence. This program was created to provide the front line investigators with actionable and timely intelligence to combat violent crimes committed with firearms. Leveraging people, processes, and technology, the crime gun protocol combines state of the

art forensics with modern day technology to develop and share leads quickly and efficiently. The NJSP Crime Gun Protocol defines Crime Guns as those guns which have been utilized in the commission of a crime, illegally owned/possessed, or found guns with unknown circumstances. Under the protocol, every Crime Gun submitted to the laboratory is subjected a nine step systemic process for a thorough forensic examination.

B. Crime Gun Intelligence – The New Jersey State Police shares its data and leads through a cloud based program, *GunOps®*. *GunOps®* provides investigators with real time access to the NIBIN data, gun crime raw data, location history, ALPR data, and advanced searching capabilities. GunOps® is made available to any trooper, detective, or officer responsible for investigating gun crime. Crime Gun intelligence is derived from multiple sources:

1. Vigilant ALPR – GunOps® captures ALPR data 12 hours before-and-after any gun-related incident.

2. NIBIN – Analysis through this platform links ballistic evidence (firearms, spent cartridges) to all know firearm-related incidents. After each crime gun undergoes a forensic analysis, semi-automatic/automatic pistols and rifles are then test fired. The test casings are then turned over to a NIBIN technician for entry into NIBIN. The test casings are compared in a national database of other casings found at crime scenes to determine if the crime gun has been used in other shootings.

3. Link Analysis – GunOps® harnesses data from Vigilant ALPR and NIBIN to link ballistic evidence to other gun-related incidents. This intelligence is linked and is color coded to delineate confirmed, possible, and pending NIBIN "hits."

XIII. Evaluation

A. Quarterly Integrated Intelligence Investigative Plan – On a quarterly basis, or upon the discretion of Section Command, Bureau Chiefs are expected to formulate a comprehensive criminal intelligence collection plan. This collection plan is formulated through direct engagement with Unit Leaders and intelligence collectors. The goal of this engagement is to assess intelligence capabilities and identify intelligence priorities and gaps (as detailed in Section III). The quarterly meeting with Section Command serves as a mechanism to evaluate the Bureau Chief's intelligence collection plan to ensure collection priorities are aligned with Section Command prerogatives and provide the opportunity

for Section Command to allocate resources to support the intelligence collection mission, as needed.

B. Management Accountability Conference (MAC) – On a monthly basis, or at the discretion of Section Command, an accountability and planning meeting will be convened. The MAC will be coordinated by the Section Commander or his/her designee and attended by Bureau Command (Bureau Chief and Assistant Bureau Chief) and OIM. Additionally, the Section Commander may summon operational units under his/her command to attend as needed. The primary goal of the MAC is to increase the flow of information from Section Command and ensure the commander's intent is realized. The MAC also serves as a venue to assess intelligence capabilities and evaluate each respective Bureau's intelligence collection plan. It is the expectation of Section Command that Bureau Chiefs have the ability to account their intelligence capabilities, such as human source deployment/management, criminal intelligence collection, and overall participation on the Branch's intelligence program.

C. Bureau Accountability Meeting (BAM) – Following the MAC, Bureau Chiefs are expected to convene a BAM with unit leadership. This meeting is a conduit of information communicated at the MAC and provides an opportunity for Bureau Command to engage unit leadership and intelligence collectors in the development and continual reevaluation of the Bureau's intelligence collection plan for use in the QIIIP.

XIV. Conclusion

As delineated in this manual, the legal and ethical collection of criminal intelligence is critical to the success of the Branch's criminal intelligence program. It is the expectation of senior command that respective Bureau Chiefs are the primary consumers of intelligence and are responsible for driving strategic and tactical policies based on sound and actionable criminal intelligence. In doing so, it is ***paramount*** Bureau leadership and membership under their command engage in criminal intelligence ***Planning & Direction, Collection, Processing/Collation, Analysis, Dissemination***, and ***Reevaluation*** in concert with the parameters set forth in 28 CFR Part 23. Leveraging the aforementioned sources of information within the intelligence process provides a structured method to glean actionable criminal intelligence to further investigations, drive policy, and assist command in allocating resources. Lastly, criminal intelligence is extremely malleable and must be continually re-evaluated and modified to reflect the Branch's needs and priorities.

Member - National Association of Law Enforcement Intelligence Units

Appendix "A"

Criminal Intelligence Terms Defined

For the purposes of these operating policies and procedures:

Criminal Activity - is defined as any activity which violates state statutes, ordinances, or codes, and constitutes a criminal act under the law (excluding traffic violations).

Criminal Associate - is defined as an individual who is suspected of maintaining criminal associations and involvement with any individual, group, or organization reasonably suspected of engaging in criminal activity.

Criminal Intelligence - For the purposes of this policy, any data/information contained in or viewable through NJIS which may include:

- Allegations of criminal activity on the part of individuals or organizational entities
- Fully articulated suspicions of criminal activity described and/o r substantiated by trained employees of a criminal justice agency
- Descriptions of *modus operandi* employed in the conduct of criminal activity, either by specific suspects or by persons unknown.
- Associations between known or suspected criminals
- Associations between known or suspected criminals and organizational entities
- Locations frequented by known or suspected criminals
- Ownership of property and/or other assets used or controlled by known or suspected criminals
- Estimates of revenue generated by criminal activities and enterprises
- Surveillance of individuals known to be connected to or suspected of criminal activity which is designated in NJIS as intelligence data

The definition of criminal intelligence does not include basic offender-based transaction data (criminal arrest records) such as are contained in the CCHI or III Systems. This data is governed by a separate dissemination and security policy as specified in Title 28 Chapter 1, Part 20, Code of Federal Regulations and Title 13 New Jersey Regulation, Chapter 59- Criminal History Record Background Checks for Non-Criminal Matters. The criminal intelligence data record is not, and should not be considered, a substitute for the criminal arrest record.

Criminal Intelligence Information - is defined as data which has been evaluated to determine that it (1) is relevant to the identification of the criminal activity engaged in by an individual or organization which is reasonably suspected of involvement in criminal activity; and (2) meets NJIS submission criteria.

Criminal Intelligence System or **Intelligence System -** is defined as the arrangements, equipment, facilities, and procedures used for the receipt, storage, interagency exchange or dissemination, and analysis of criminal intelligence information.

Currency Transaction Report (CTR) – A report that U.S. financial institutions are required to file with FinCEN for each deposit, withdrawal, exchange of currency, or other payment or transfer, by, through, or to the financial institution which involves a transaction in currency of more than $10,000.

FinCEN - Network which provides a unique service to law enforcement to help locate financial assets and recent transactions by subjects of criminal investigations. The Financial Crimes Enforcement Network is a bureau of the United States Department of the Treasury that collects and analyzes information about financial transactions in order to combat domestic and international money laundering, terrorist financing, and other financial crimes.

Jurisdictional Boundaries - are defined as the area within any city, village, township, or county within the area served by the NJIS.

Lead Agency - is defined as the organization that operates a statewide intelligence system on behalf of a group of Participating Agencies.

Modus Operandi - is defined as a unique method of operation for a specific type of crime and may not be immediately linked to an identifiable suspect.

Multi-Jurisdictional - criminal activity is defined as criminal activity that crosses jurisdictional lines and involves two or more separate and distinct jurisdictions.

Need-to-Know - is defined as the necessity to obtain or receive criminal intelligence information in the performance of official responsibilities as a law enforcement or criminal justice authority.

New Jersey Intelligence System - is defined as an intelligence system or criminal intelligence system that involves two or more agencies representing different governmental units or jurisdictions.

Organized Crime - is defined as any organized group that has its leadership insulated from direct involvement in criminal acts and ensures organizational integrity in the event of a loss of leadership.

Participating Agency - is defined as an agency of local, county, state, federal or other governmental unit which exercises law enforcement or criminal investigation authority and which is authorized to submit and receive criminal intelligence information through NJIS. A Participating Agency may be a member or a nonmember of the NJIS.

Reasonable Suspicion or **Criminal Predicate -** is established when information exists which establishes sufficient facts to give a trained law enforcement or criminal investigative agency

officer, investigator, or employee a basis to believe there is a reasonable possibility that an individual or organization is involved in a definable criminal activity or enterprise.

Right-to-Know - is defined as the legal authority to obtain or receive criminal intelligence information pursuant to court order, statute, or decisional law.

Suspicious Activity Report (SAR) - A document that financial institutions must file with the Financial Crimes Enforcement Network (FinCEN) following a suspected incident of money laundering or fraud. These reports are required under the United States Bank Secrecy Act (BSA) of 1970

Traveling Criminals - is defined as individuals, groups, or organizations engaged in or otherwise associated with criminal activity that traverses jurisdictional boundaries.

Appendix "B"

NJIS User Agreement & Instructions

CLEAR FORM

New Jersey Intelligence System

USER REGISTRATION

All fields must be completed, including signatures. Thank you for your cooperation and participation.

Agency Information

Agency Name: _____

Agency Address: (Number, Street, Bldg) _____

(City) _____ (County) _____ (Zip Code) _____

Agency Phone Number: _____ Agency Fax Number: _____

User Information

Name: (First) _____ (Middle Initial) _____ (Last) _____

Rank or Title: _____ Unit/Station/Office/Group: _____

Work Email: _____ *Government addresses only.*

Work Landline: _____ Work Cell Phone: _____

Badge Number or Agency ID: _____ CJIS User ID: _____ *Do not provide password.*

NJ Learn Username: _____ *Do not provide password. Used to verify training.*

Basic User Training Completion Date: _____ Supervisor Training Completion Date: _____

- By signing this form User acknowledges that he/she has completed the required New Jersey Intelligence System training as set forth by the New Jersey State Police and will comply with New Jersey Intelligence System policies and 28 CFR Part 23 regulatory requirements. Failure to comply may result in the termination of access and possible recommendation for disciplinary action or criminal charges.

User Signature: _____ Date: _____

- By signing this form Supervisor acknowledges that above listed User is currently employed in good standing by said agency, authorized to view law enforcement sensitive information, and requesting access to the New Jersey Intelligence System for use in the performance of above listed User's official duties.

Supervisor Signature: _____ Date: _____

Supervisor Printed Name: _____ Email: _____

Send completed form to the New Jersey State Police, Office of Intelligence Management: OIM@GW.NJSP.ORG

Administrative Use Only

Account Created By: _____ Date: _____ Reference # _____

New Jersey Intelligence System

All new users of the New Jersey Intelligence System (NJIS), more commonly referred to as InfoShare, must complete the following steps for account registration and access.

Step 1:
Complete the following NJ Learn courses:

- ❑ NJIS Welcome to the NJIS E-Learning Course
- ❑ NJIS Module 1. Understanding 28 CFR Part 23
- ❑ NJIS Module 2. Intelligence Report Writing
- ❑ NJIS Module 3. Getting Started with the NJIS Software

NJ Learn can be accessed using this internet address. New users may have to create an account.
https://gm1.geolearning.com/geonext/snjlearn/login.geo?OriginalURL=%2fgeonext%2fsnjlearn%2fGoHome.geo

Step 2:
Complete the NJIS user registration form and email it to: OIM@GW.NJSP.ORG
If you are unable to scan and email the form, please send an email request for a fax number.

After completion of these steps is verified, you will be sent an email confirmation with instructions on how to access the system and important 28 CFR Part 23 compliancy information.

Thank you for your cooperation and participation with the New Jersey Intelligence System.

New Jersey State Police, Office of Intelligence Management

Appendix "C"

28 CFR, Part 23[5]

CRIMINAL INTELLIGENCE SYSTEMS OPERATING POLICIES

PART 23—CRIMINAL INTELLIGENCE SYSTEMS OPERATING POLICIES

Sec.
23.1 Purpose.
23.2 Background.
23.3 Applicability.
23.20 Operating principles.
23.30 Funding guidelines.
23.40 Monitoring and auditing of grants for the funding of intelligence systems.
AUTHORITY: 42 U.S.C. 3782(a); 42 U.S.C.3789g(c).
SOURCE: 58 FR 48452, Sept. 16, 1993, unless otherwise noted.

§ 23.1 Purpose.
The purpose of this regulation is to assure that all criminal intelligence systems operating through support under the Omnibus Crime Control and Safe Streets Act of 1968, 42 U.S.C. 3711, *et seq.,* as amended (Pub. L. 90–351, as amended by Pub. L. 91–644, Pub. L. 93–83, Pub. L. 93–415, Pub. L. 94–430, Pub. L. 94–503, Pub. L. 95–115, Pub. L. 96–157, Pub. L. 98–473, Pub. L. 99–570, Pub. L.100–690, and Pub. L. 101–647), are utilized in conformance with the privacy and constitutional rights of individuals.

§ 23.2 Background.
It is recognized that certain criminal activities including, but not limited to loan sharking, drug trafficking, trafficking in stolen property, gambling, extortion, smuggling, bribery, and corruption of public officials often involve some degree of regular coordination and permanent organization involving a large number of participants over abroad geographical area. The exposure of such ongoing networks of criminal activity can be aided by the pooling of information about such activities. However, because the collection and exchange of intelligence data necessary to support control of serious criminal activity may represent potential threats to the privacy of individuals to whom such data relates, policy guidelines for federally funded projects are required.

§ 23.3 Applicability.
(a) These policy standards are applicable to all criminal intelligence systems operating through support under the Omnibus Crime Control and Safe Streets Act of 1968, 42 U.S.C. 3711, *et*

[5] https://www.gpo.gov/fdsys/pkg/CFR-2010-title28-vol1/pdf/CFR-2010-title28-vol1-part23.pdf, accessed 11/15/2017.

seq., as amended (Pub. L. 90–351, as amended by Pub. L. 91–644, Pub. L. 93–83, Pub. L. 93–415, Pub. L. 94–430, Pub. L. 94–503, Pub. L. 95–115, Pub. L. 96–157, Pub. L. 98–473, Pub. L. 99–570, Pub. L.100–690, and Pub. L. 101–647).

(b) As used in these policies:
(1) *Criminal Intelligence System* or *Intelligence System* means the arrangements, equipment, facilities, and procedures used for the receipt, storage, interagency exchange or dissemination, and analysis of criminal intelligence information;(2) *Interjurisdictional Intelligence System* means an intelligence system which involves two or more participating agencies representing different governmental units or jurisdictions;(3) *Criminal Intelligence Information* means data which has been evaluated to determine that it:

(i) Is relevant to the identification of and the criminal activity engaged in by an individual who or organization which is reasonably suspected of involvement in criminal activity, and
(ii) meets criminal intelligence system submission criteria;
(4) *Participating Agency* means an agency of local, county, State, Federal, or other governmental unit which exercises law enforcement or criminal investigation authority and which is authorized to submit and receive criminal intelligence information through an interjurisdictional intelligence system.

A participating agency may be a member or a nonmember of an interjurisdictional intelligence system;

(5) *Intelligence Project* or *Project* means the organizational unit which operates an intelligence system on behalf of and for the benefit of a single agency or the organization which operates an interjurisdictional intelligence system on behalf of a group of participating agencies; and
(6) *Validation of Information* means the procedures governing the periodic review of criminal intelligence information to assure its continuing compliance with system submission criteria established by regulation or program policy.

§ 23.20 Operating principles.
(a) A project shall collect and maintain criminal intelligence information concerning an individual only if there is reasonable suspicion that the individual is involved in criminal conductor activity and the information is relevant to that criminal conduct or activity.
(b) A project shall not collect or maintain criminal intelligence information about the political, religious or social views, associations, or activities of any individual or any group, association, corporation, business, partnership, or other organization unless such information directly relates to criminal conduct or activity and there is reasonable suspicion that the subject of the information is or may be involved in criminal conduct or activity.

Department of Justice § 23.20
(c) *Reasonable Suspicion* or *Criminal Predicate* is established when information exists which establishes sufficient facts to give a trained law enforcement or criminal investigative agency officer, investigator, or employee a basis to believe that there is a reasonable possibility that an

individual or organization is involved in a definable criminal activity or enterprise. In an interjurisdictional intelligence system, the project is responsible for establishing the existence of reasonable suspicion of criminal activity either through examination of supporting information submitted by a participating agency or by delegation of this responsibility to a properly trained participating agency which is subject to routine inspection and audit procedures established by the project.

(d) A project shall not include in any criminal intelligence system information which has been obtained in violation of any applicable Federal, State, or local law or ordinance. In an interjurisdictional intelligence system, the project is responsible for establishing that no information is entered in violation of Federal, State, or local laws, either through examination of supporting information submitted by a participating agency or by delegation of this responsibility to a properly trained participating agency which is subject to routine inspection and audit procedures established by the project.

(e) A project or authorized recipient shall disseminate criminal intelligence information only where there is a need to know and a right to know the information in the performance of a law enforcement activity.

(f)(1) Except as noted in paragraph (f)(2) of this section, a project shall disseminate criminal intelligence information only to law enforcement authorities who shall agree to follow procedures regarding information receipt, maintenance, security, and dissemination which are consistent with these principles.

(2) Paragraph (f)(1) of this section shall not limit the dissemination of an assessment of criminal intelligence information to a government official or to any other individual, when necessary, to avoid imminent danger to life or property.

(g) A project maintaining criminal intelligence information shall ensure that administrative, technical, and physical safeguards (including audit trails) are adopted to insure against unauthorized access and against intentional or unintentional damage. A record indicating who has been given information, the reason for release of the information, and the date of each dissemination outside the project shall be kept. Information shall be labeled to indicate levels of sensitivity, levels of confidence, and the identity of submitting agencies and control officials.
Each project must establish written definitions for the need to know and right to know standards for dissemination to other agencies as provided in paragraph (e) of this section. The
project is responsible for establishing the existence of an inquirer's need to know and right to know the information being requested either through inquiry or by delegation of this responsibility to a properly trained participating agency which is subject to routine inspection and audit procedures established by the project. Each intelligence project shall assure that the following security requirements are implemented:

(1) Where appropriate, projects must adopt effective and technologically advanced computer software and hardware designs to prevent unauthorized access to the information contained in

the system;(2) The project must restrict access to its facilities, operating environment and documentation to organizations and personnel authorized by the project;(3) The project must store information in the system in a manner such that it cannot be modified, destroyed, accessed, or purged without authorization;(4) The project must institute procedures to protect criminal intelligence information from unauthorized access, theft, sabotage, fire, flood, or other natural or manmade disaster;(5) The project must promulgate rules and regulations based on good cause for implementing its authority to screen, reject for employment, transfer, or remove personnel authorized to have direct access to the system; and(6) A project may authorize and utilize remote (off-premises) system databases to the extent that they comply with these security requirements.

(h) All projects shall adopt procedures to assure that all information which is retained by a project has relevancy and importance. Such procedures shall provide for the periodic review of information and the destruction of any information which is misleading, obsolete or otherwise unreliable and shall require that any recipient agencies be advised of such changes which involve errors or corrections. All information retained as a result of this review must reflect the name of the reviewer, date of review and explanation of decision to retain. Information retained in the system must be reviewed and validated for continuing compliance with system submission criteria before the expiration of its retention period, which in no event shall be longer than five (5) years.

(i) If funds awarded under the Act are used to support the operation of an intelligence system, then: (1) No project shall make direct remote terminal access to intelligence information available to system participants, except as specifically approved by the Office of Justice Programs (OJP) based on a determination that the system has adequate policies and procedures in place to insure that it is accessible only to authorized systems users; and
(2) A project shall undertake no major modifications to system design without prior grantor agency approval.

(ii) [Reserved]

(j) A project shall notify the grantor agency prior to initiation of formal information exchange procedures with any Federal, State, regional, or other information systems not indicated in the grant documents as initially approved at time of award.

(k) A project shall make assurances that there will be no purchase or use in the course of the project of any electronic, mechanical, or other device for surveillance purposes that is in violation of the provisions of the Electronic Communications Privacy Act of 1986, Public Law 99–508, 18 U.S.C. 2510–2520, 2701–2709 and 3121–3125, or any applicable State statute related to wiretapping and surveillance.

(l) A project shall make assurances that there will be no harassment or interference with any lawful political activities as part of the intelligence operation.

(m) A project shall adopt sanctions for unauthorized access, utilization, or disclosure of information contained in the system.

(n) A participating agency of an interjurisdictional intelligence system must maintain in its agency files information which documents each submission to the system and supports compliance with project entry criteria. Participating agency files supporting system submissions must be made available for reasonable audit and inspection by project representatives.
Project representatives will conduct participating agency inspection and audit in such a manner so as to protect the confidentiality and sensitivity of participating agency intelligence records.

(o) The Attorney General or designee may waive, in whole or in part, the applicability of a particular requirement or requirements contained in this part with respect to a criminal intelligence system, or for a class of submitters or users of such system, upon a clear and convincing showing that such waiver would enhance the collection, maintenance or dissemination of information in the criminal intelligence system, while ensuring that such system would not be utilized in violation of the privacy and constitutional rights of individuals or any applicable state or federal law.

§ 23.30 Funding guidelines.
The following funding guidelines shall apply to all Crime Control Act funded discretionary assistance awards and Bureau of Justice Assistance (BJA) formula grant program subgrants, a purpose of which is to support the operation of an intelligence system. Intelligence systems shall only be funded where a grantee/subgrantee agrees to adhere to the principles set forth above and the project meets the following criteria:

(a) The proposed collection and exchange of criminal intelligence information has been coordinated with and will support ongoing or proposed investigatory or prosecutorial activities relating to specific areas of criminal activity.

(b) The areas of criminal activity for which intelligence information is to be utilized represent a significant and recognized threat to the population and:(1) Are either undertaken for the purpose of seeking illegal power or profits or pose a threat to the life and property of citizens; and (2) Involve a significant degree of permanent criminal organization; or (3) Are not limited to one jurisdiction.

(c) The head of a government agency or an individual with general policymaking authority who has been expressly delegated such control and supervision by the head of the agency will retain control and supervision of information collection and dissemination for the criminal intelligence system. This official shall certify in writing that he or she takes full responsibility and will be accountable for the information maintained by and disseminated from the system and that the operation of the system will be incompliance with the principles set forth in § 23.20.

(d)(1) Where the system is an interjurisdictional criminal intelligence system, the governmental agency which exercises control and supervision over the operation of the system shall require

that the head of that agency or an individual with general policy making authority who has been expressly delegated such control and supervision by the head of the agency:

(i) Assume official responsibility and accountability for actions taken in the name of the joint entity, and
(ii) Certify in writing that the official takes full responsibility and will be accountable for insuring that the information transmitted to the interjurisdictional system or to participating agencies will be in compliance with the principles set forth in § 23.20.(2) The principles set forth in § 23.20shall be made part of the by-laws or operating procedures for that system. Each participating agency, as a condition of participation, must accept in writing those principles which govern the submission, maintenance and dissemination of information included as part of the interjurisdictional system.

(e) Intelligence information will be collected, maintained and disseminated primarily for State and local law enforcement efforts, including efforts involving Federal participation.

§ 23.40 Monitoring and auditing of grants for the funding of intelligence systems.
(a) Awards for the funding of intelligence systems will receive specialized monitoring and audit in accordance with a plan designed to insure compliance with operating principles as set forth in § 23.20. The plan shall be approved prior to award of funds.

(b) All such awards shall be subject to a special condition requiring compliance with the principles set forth in§ 23.20.

(c) An annual notice will be published by OJP which will indicate the existence and the objective of all systems for the continuing interjurisdictional exchange of criminal intelligence information which are subject to the 28 CFR Part 23 Criminal Intelligence Systems Policies.

Appendix "D"

Foundational Documents for the Criminal Intelligence Function[6]

Association of Law Enforcement Intelligence Units. "Audit Checklist for the Criminal Intelligence Function." Available from https://www.it.ojp.gov/documents/LEIU_audit_checklist.pdf.

Association of Law Enforcement Intelligence Units. "Criminal Intelligence File Guidelines." Available from https://it.ojp.gov/documents/LEIU_Crim_Intell_File_Guidelines.pdf

International Association of Chiefs of Police. "Criminal Intelligence Model Policy." Available from https://www.ncirc.gov/documents/public/criminal_intelligence_model_policy.pdf.

U.S. Department of Justice. "10 Simple Steps to help your agency become part of the National Criminal Intelligence Sharing Plan." Available from https://it.ojp.gov/documents/d/NCISP%2010%20steps.pdf.

U.S. Department of Justice. "Criminal Intelligence Resources Guide." Available from https://www.it.ojp.gov/documents/d/criminal%20intelligence%20resources%20guide_compliant.pdf.

U.S. Department of Justice. "Law Enforcement Intelligence." Available from https://it.ojp.gov/documents/d/e050919201-IntelGuide_web.pdf.

U.S. Department of Justice. "National Criminal Intelligence Sharing Plan." Available from https://it.ojp.gov/documents/National_Criminal_Intelligence_Sharing_Plan.pdf.

U.S. Department of Justice. "Navigating Your Agency's Path to Intelligence-led Policing." Available from https://it.ojp.gov/documents/d/Navigating%20Your%20Agency%27s%20Path%20to%20Intelligence-Led%20Policing.pdf.

U.S. Department of Justice. "Recommendations for First Amendment-protected Events for State and Local Law Enforcement Agencies." Available from https://it.ojp.gov/documents/d/Recommendations%20for%20First%20Amendment-Protected%20Events%20for%20state%20and%20local%20Law%20Enforcement.pdf.

[6] For training and additional resources pertaining 28 CFR Part 23 and related policies, see: https://28cfr.iir.com/?AspxAutoDetectCookieSupport=1

PIPS ALPR Data Calculation Table

1	**Avg. File Size per Vehicle Record (typical 70-150 kb)**	**0**	Use 70 from all mobile, Use 110 for even mixed hybrid, Use 150 for all Fixed.
2	**Data Retention (Days)**	**0**	Days that data will be retained.
	Mobile Systems		
2	**Number of Mobile Systems**	**0**	Number of mobile units.
3	**Avg. Number Plates Read (per car/per shift)**	**0**	Typcial is around 3000 per/8hr shift
4	**Number of Shifts**	**0**	Number of shifts on a given mobile ALPR unit.
	Fixed Systems		
2	**Number of Fixed Cameras**	**0**	Number of Fixed cameras.
3	**Avg. Number Plates Read (per day)**	**0**	Average ranging 6,000-20,000 depending on traffic voulume, use 13k if unsure.

	Data Storage Needs		**Average**
Kilobits	**0**		0
Kilobytes	**0**		0
Megabytes	**0**		0
Gigabytes	**0.0**		0
Terabytes	**0.0**	**Total Avg.**	**0**

Policing in the 21st Century

Transparency, Trust and the New Normal

IACP Annual Conference
Chicago, Illinois
October 2015

Director Jim Baker
Law Enforcement Operations and Support
International Association of Chiefs of Police

Why Are We Discussing These Matters

- Encouraging a "wellness check"
- Separating the wheat from the chaff—what's real?
- Providing accurate information and assessments
- Facilitating discussions around a strategy





The Problem in Some Communities

- Erosion of trust
- Lack of transparency
- Lack of legitimacy
- Disenfranchisement
- Law enforcement as the face of government
- Documentation of abuses widely available

President's Task Force on 21st Century Policing

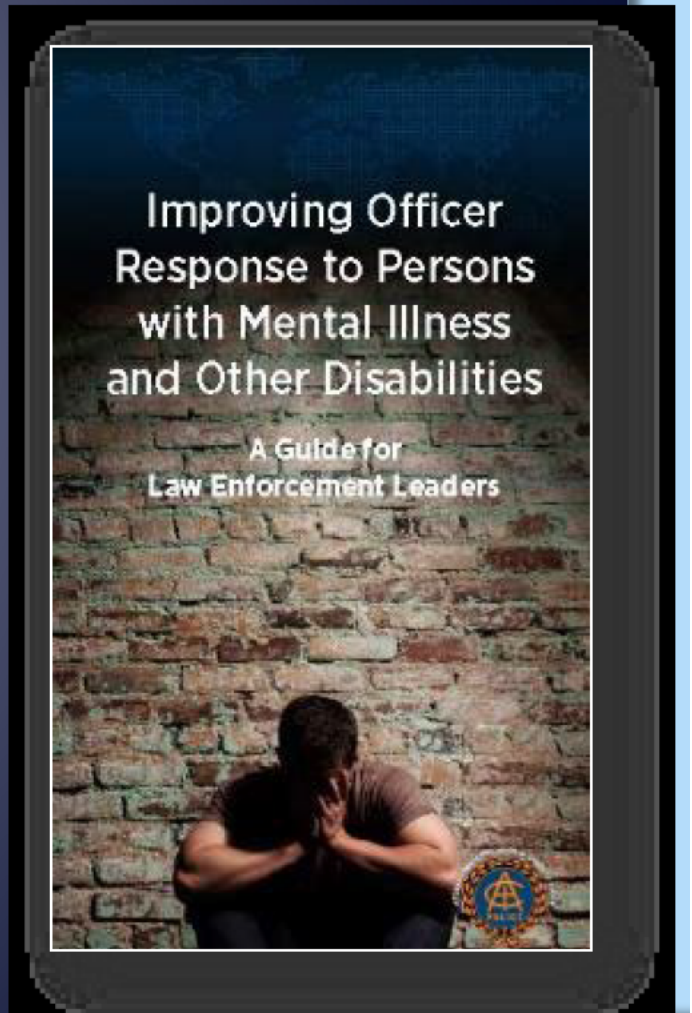
- Mission and makeup of the committee
- Philosophy
- Pillars and Recommendations





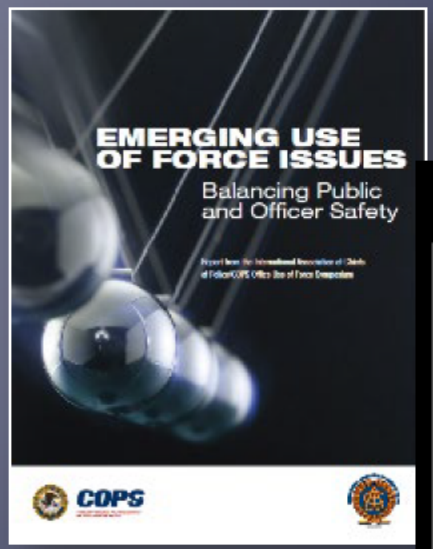
Pillar One: Building Trust and Legitimacy

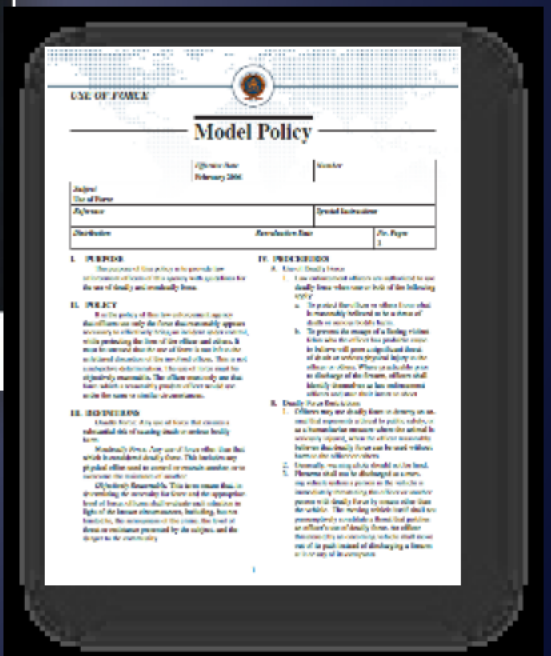
- Four essential principles:
  - Treating people with dignity and respect
  - Giving individuals "voice" during encounters
  - Being neutral and transparent in decision-making
  - Conveying trustworthy motives



Pillar Two: Policy and Oversight

- Sound and current policy (regular review and revision)
- Data collection
- Supervision
- Accountability



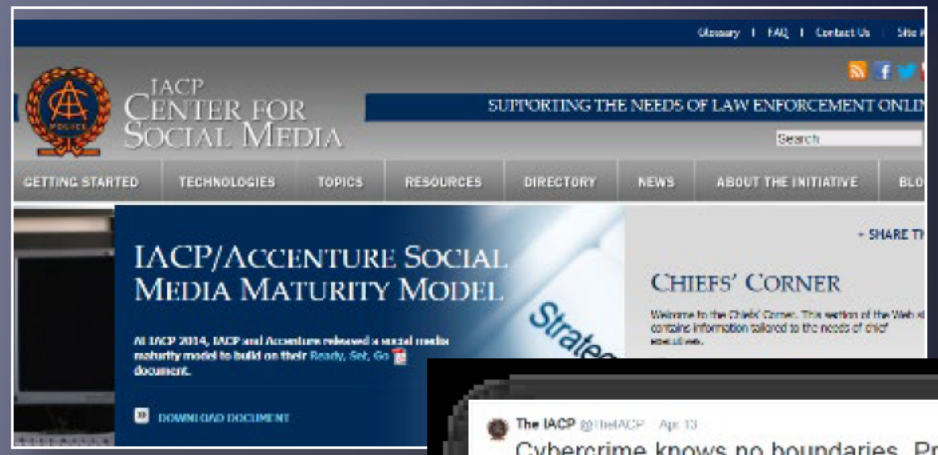


Policy and Oversight

- Community Oversight (voluntary input v. mandated oversight)
  - Regular forum as a release valve
  - Advisory committees
  - Citizen police academy
- Transparency as a tool
- Awareness and consideration of community values in policy
- Accreditation?

Pillar Three: Technology and Social Media

- Maintaining a positive social media presence
- Use of various social media tools to provide information and transparency
- Community concerns about privacy (BWC, UAV's, ALPR's, CCTV, cell phone surveillance)
- The question of retention
- Management of data
- To use or not use…is it necessary because it's available?
- Challenges (cost v. benefit, unintended consequences, system management)





Pillar Four: Community Policing & Crime Reduction

- Philosophy of organization that promotes partnerships
- Proactive approach to addressing public safety
- Problem solving with the community
- Policing "with" the community not "to" the community









Community Policing

- Not just a program…it's a philosophy
- More than just getting out of the patrol car
- Goal is PUBLIC SAFETY, not getting rid of crime
- Crime reduction strategies must be FAIR
- Protection of citizens is paramount…must adopt a guardian mentality

Pillar Five: Training & Education

- Sound recruitment and hiring practices
- Training from recruitment throughout entire career
- Supervisor training
- Extensive and ongoing in specific disciplines
- Use of simulation and decision-based training
- Training that fosters community policing approach (communication, bias, CIT, decision-making, procedural justice, victim services, language and cultural responsiveness)

Mentors lead to Success
New Police Chief Mentoring Project

Leading by Legacy

Pillar Six: Officer Wellness & Safety

- Fitness and nutrition programs
- Sleep
- Suicide prevention and psychological services
- Early warning systems
- Line of duty deaths—seatbelts and vests
- Family support



Moving your agency forward

- Conduct agency self-assessment
- Review policy
- Evaluate promotion/discipline practices
- Foster community dialogue
- Build, Develop or Enhance partnerships
- Demand agency buy-in
- Shift agency philosophy and culture

Questions?

Smart Roadside™

Automated Electronic Screening System

Revolutionizing
the delivery of
Highway Safety.

Support & Maintenance Services (SMS) Plan
Massachusetts State Police

Q2018715
May 18, 2018



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IIS Support & Maintenance Services (SMS) Plan

1 Introduction

This proposal presents the scope and pricing for a three (3) year Support and Maintenance Services (SMS) Plan for the Smart Roadside Inspection Program equipment and software included in the SRIS Trailer. The proposal represents a comprehensive and proactive approach to ensuring that deployed systems operate to the highest possible standard, with a minimum of unexpected downtime, or reduced function. The SMS program presented will ensure that uptime of the system operation is maintained in a cost effective manner.

2 Equipment Locations and Equipment Covered

The following sites and equipment are covered under this proposal

Site Location/Name	Hardware & Software Included
SRIS Trailer	• ALPR Hardware (1) • ALPR Software • USDOT Recognition (AUR) Hardware (1) • USDOT Recognition (AUR) Software • HazMat Recognition Software • Overview Camera (OVC) Hardware (1) • Smart Roadside Trailer Software • Smart Roadside Trailer Hardware including trailer, batteries, KBM & computer (1), UPS and server (1)

As of today, all the equipment above is no longer under its one (1) year warranty (expiry November 3rd, 2017)

3 Scope of Services

IIS is proposing the following main tasks making up three (3) year SMS plan as follows:

- Extended Warranty
- Scheduled Maintenance
- Unplanned Repairs

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- Software Services

These individual tasks are defined as follows:

3.1 *Extended Warranty*

Under extended warranty, IIS will additionally extend the initial standard system warranty at delivery to ensure that the systems are 1) free from defects in materials and workmanship and 2) conform to the IIS's system specifications at time of delivery.

During the extended warranty period IIS, will provide repair and exchange service for the system components, without charge.

If a system does not function as warranted during the warranty period, IIS will make it do so or by either repairing or replacing the system or system components, to return the system to conform to IIS system specifications.

IIS will not be responsible for Extended Warranty for any damage or equipment failure as a result of any causes that are presented in Section 4, Limitations

For vehicles resold by IIS from a third party manufacturer, the vehicle standard warranty shall apply.

3.2 *Scheduled Maintenance Service*

One scheduled maintenance will be performed by IIS during this term. At this scheduled maintenance inspection, IIS will perform the following tasks in addition to any preventative maintenance recommended by the equipment manufacturer for all equipment that constitutes the operational system:

- Physical check of all system components at the site including
  - Lens cleaning / general cleaning
  - Visual Inspection of wiring and connections
  - Power systems check
  - General electronics hardware check including power supplies
  - Cabinet condition, fans, filters and air conditioning systems
  - Verifying proper connectivity to all devices

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- End-to-end System testing to confirm that all equipment is operating within specified performance standards during the annual commissioning (spring) and decommissioning (winter) of the trailer[1]:
    - Imaging system operation
    - Communication systems check
    - Processor check / data check
    - Station workstation check
    - Operational performance test including batteries
    - During decommissioning batteries will be disconnected
    - Verify operations of UPS and Power protection systems
- System adjustments and calibration
    - Reset and refocus any out of alignment cameras
    - Ensure backup systems are operational
    - Ensure relevant software upgrades/patches have been applied.
- Preventative maintenance report

3.3 *Unplanned Repairs*

Should they arise, requests for unplanned repairs shall be communicated to IIS by the Customer by either phone or email to the following contacts:

Contact	Phone	Email
IIS Service Desk	**877-393-3939**	service@intelligentimagingsystems.com or www.intelligentimagingsystems.com

IIS will respond to service requests by contacting the customer, attempting resolution over the phone, and issuing a service ticket where applicable including a unique service number for tracking, planning and reporting. If the service request is not immediately resolved, IIS will follow up with a service resolution plan.

[1] These tasks assume that the trailer will be stored in an indoor, climate controlled facility. If the trailer is stored outside condensation will become an issue for electronics if not used for long periods of time.

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IIS Support & Maintenance Services (SMS) Plan

Q2018715

The resolution plan will include the categorization of the service request as one of the following:

Priority 1 – Emergency
Priority 2 – Critical
Priority 3 – Non-Critical
Priority 4 – Scheduled

IIS will remotely access the systems identified in the emergency service request, and will remotely repair, or diagnose the issue if possible. At this time, the customer will be advised of the most probable cause of the issue, and the issue will be categorized either as an operational failure, or an operational performance issue.

Operational failures will apply in situations where the system is unavailable for use, and will be identified as Priority 1 (Emergency), or Priority 2 (Critical). The difference between a Priority 1 and Priority 2 situation may vary, but in general Priority 1 situations require repairs to address safety concerns, and Priority 2 situations will require repairs to reinstate a lack of operational status not affecting safety.

In the case of Priority 1 or Priority 2 events, IIS will advise the customer of the resolution plan of the action to be taken, and services will be dispatched to the site according to the plan.

Operational performance issues will include situations where the bulk of the system remains operational, with a minor degrade in performance from a failed, intermittent, or out of calibration component. These situations will be identified as Priority 3 (Non-Critical), or Priority 4 (Scheduled). IIS will work with the customer on a plan of action to remedy these issues.

Service response and performance times will be as per the following table:

Task	Response Time	Resolution Time
Scheduled Maintenance site visits	N/A	6 Month Intervals
Initial Response to unplanned service call and service ticket issuance (if required)	4 Business Hours	N/A
Remote access to system, and categorization of service request	8 Business Hours	N/A
Priority 1 Service Ticket	8 Business Hours	2 Business Days[2]

[2] To be completed on a best efforts basis. IIS accepts no liability for exceptions to resolution times caused by conditions beyond the control of IIS including 3rd party dependencies.

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Priority 2 Service Ticket	20 Business Hours	5 Business Days[1]
Priority 3 Service Ticket	3 Business Days	5 Business Days[1]
Priority 4 Service Ticket	5 Business Days	At Scheduled Service
Service Report and summary	Annually	
Business Hours are defined as Monday to Friday, 0800 to 1700, Mountain Standard Time		

Service Tickets will remain outstanding until the matter is resolved, and once resolved, IIS will prepare a full service report that will be forwarded to the customer at the noted interval.

3.4 *Software Services*

For deployed sites that include the IIS Smart Roadside Program Management System, IIS will provide the following scope of Software Services under this agreement:

3.4.1 SmartStatus 24x7 Remote System Monitoring

IIS will perform ongoing remote monitoring of the system operation and status of system components. As part of this service, IIS will supply the customer regular site updates on system performance and operation in a quarterly status report.

If the operation of the system or system components falls outside of normal specified operational parameters, a system alert will be sent to the IIS Help Desk. All alerts will be reviewed, addressed, or proactively logged as a Service Ticket on behalf of the client if required. Service Tickets will be addressed as per Unplanned Repairs.

3.4.2 Unlimited Telephone Support

Customers will have toll free access to IIS service desk to address any questions on system operations or issues that might arise. Issues that cannot be resolved by telephone will be addressed through the generation of a Service Ticket. Service Tickets will be addressed as per Unplanned Repairs.

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3.4.3 Ongoing Operator Training

Ongoing operator training will be performed once per year at a time and place mutually agreed to by IIS and the customer. This program will include refresher training on system operation at one location. IIS will supply the necessary training materials and presentation aids. The customer will be responsible for the organization of a suitable training venue if not at a weigh station location. Additionally, IIS offers regular Web based training on IIS Smart Roadside Systems. Customers are encouraged to contact IIS to schedule participation in Web training sessions.

3.4.4 Lifecycle Support

IIS is continually improving and releasing new features to the Smart Roadside Program Management System. The IIS Lifecycle Support program provides clients with automatic installation of all system patches and service updates. Additionally, under this program, IIS will work with the client to test and implement all new version releases and upgrades.

3.4.5 Feature Requests

IIS will accept requests by the customer for new features or modifications for Smart Roadside Program Management Systems software. All such requests will be acknowledged by IIS, and may be considered within the IIS product enhancement and development planning process (i.e. integration with Iteris inSPECT). Feature additions or modifications that are not being implemented in future versions will be quoted separately by IIS for consideration by the customer as custom development.

3.4.6 Custom Program Development

IIS has a fully qualified software development team. IIS welcomes the opportunity to work with clients on custom software consulting, design and development projects on a unit rate or fixed fee basis.

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3.4.7 IT Technical Services

IIS has a fully qualified Information Technology (IT) team. IIS welcomes the opportunity to work with clients on technical infrastructure consulting, design and implementation projects on a unit rate or fixed fee basis.

4 Proposal Limitations

IIS will not be responsible for damage or equipment failure due to the following:

- External causes such as accident, abuse, negligence, or environment.
- Problems caused by electrical service, unless it is determined that the problem was caused as the result of improper grounding of equipment, which would then be the responsibility of IIS
- Modifications not authorized by IIS.
- Failure to follow the product instructions.
- Problems caused by using accessories, parts or components not supplied by IIS.
- Products with missing or altered services tags or serial numbers.

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IIS Support & Maintenance Services (SMS) Plan

5 Pricing of Support and Maintenance Services

The price listed below is based on the current condition of all components, and the proposed payment schedule is aligned with the state's available funding:

SMS Plan	SMS Period	Payment Schedule	Totals
Year 1	7/1/18 - 6/30/19		
		7/1/18	*$ 6,250.00*
		10/1/18	*$ 18,750.00*
		Total Year 1	**$ 25,000.00**
Year 2	7/1/19 - 6/30/20		
		7/1/19	*$ 5,625.00*
		10/1/19	*$ 16,875.00*
		Total Year 2	**$ 22,500.00**
Year 3	7/1/20 - 6/30/21		
		7/1/20	*$ 5,625.00*
		10/1/20	*$ 16,875.00*
		Total Year 3	**$ 22,500.00**
	3-year Term SMS Plan		**$ 70,000**

For more information on all hardware and software covered by the SMS plan at each of the technology sites, refer back to Section 2 of this proposal.

6 IIS Standard Manpower Services Rates

The following provides a breakdown of IIS Standard field and technical service rates for Smart Roadside systems to be considered only for any additional services not listed in Section 3 of this SMS Plan. The standard discounting for those customers with a Scheduled Maintenance Services (SMS) agreement are shown. (Customers with SMS agreements, please refer to your specific contract documentation for applicable discounted hourly rates.)

6.1 *Service Summary*

Intelligent Imaging Systems will respond to service requests on a time and materials basis as set out below. Service or repair response will come from the closest available field representative. All daily rates are inclusive of back-end support time at our service office.

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IIS Support & Maintenance Services (SMS) Plan

6.1.1 Service Requests

On an "as requested basis", Intelligent Imaging Systems shall provide service for the System. Upon receipt of notice (email, phone or fax is acceptable), our service department will provide a complimentary support phone call. During this phone call basic troubleshooting and system analysis will be conducted. Following the phone call, a recommended action plan with a price estimate will be provided. This recommended action plan may include additional phone support from Level I or Level II technical support personnel, specialized technical personnel, or an onsite field mobilization. Scheduling for phone support and onsite field mobilization will be coordinated with available resources. Replacement parts and travel will be included in the price estimate.

Manpower Category	Standard Office Rate/Hour	Standard Field Rate/Day*	SMS Office Rate/Hour	SMS** Field Rate/Day	% Discount off Standard Rate
Initial Phone Support	Complimentary				
Level I Technical Support	$100				
Level II Technical Support	$150				
Field Service Technician	$200	$2000	$150	$1500***	25%
Specialized Technical Personnel					
Imaging Engineer	$225	$2150	$160	$1600	26%
Mechanical Engineer	$225	$2150	$160	$1600	26%
Electrical Engineer	$225	$2150	$160	$1600	26%
Project Manager/Engineer	$225	$2150	$160	$1600	26%
Senior Systems Engineer	$250	$2400	$175	$1750	27%
Senior Product Engineer	$250	$2400	$175	$1750	27%
Senior Software Designer/Engineer	$250	$2400	$175	$1750	27%

** Field Rates include local transportation (rental vehicle), accommodation, and meals on a per diem basis, but do not include return travel to the site from our location.*

*** Scheduled Maintenance Services*

**** Hourly rates are derived from the field rates on the basis of an 8 hour work day.*

7 IIS Standard Systems Pricing

This SMS contract provides the state with the option of purchasing new or replacement standard integrated IIS systems to support the statewide Smart Roadside program. The customer, under issuance of a purchase order, can procure the following systems at the fixed prices listed in the table below.

Intelligent Imaging Systems
6325 Gateway Blvd NW, Suite 170
Edmonton, Alberta T6H 5H6
Phone 1.877.393.3939
Fax 1.877.393.8883
info@intelligentimagingsystems.com

intelligent imaging systems.com

IIS Support & Maintenance Services (SMS) Plan

Q2018715

Item	Description	Price*
1	Commercial Vehicle Inspection System: Product: Thermal Imaging Inspection System- Van Model: IRIS	$400,000
2	Commercial Vehicle Inspection System: Product: Smart Roadside Inspection System- Van Mobile Based ALPR/AUNR/OVC Model: SRIS Van	$400,000
3	Commercial Vehicle Inspection System: Product: Smart Roadside Inspection System- Van Mobile Based ALPR/AUNR/OVC Model: SRIS Trailer	$250,000
4	Commercial Vehicle Inspection System: Product: Thermal Imaging Inspection System- Fixed Model: TIS	$400,000
5	Commercial Vehicle Inspection System: Product: Thermal Inspection System- Automated Model: ATIS	$250,000
6	Commercial Vehicle Inspection System: Product: Smart Roadside Inspection System Ramp Based ALPR/AUNR/OVC Model: SRIS Ramp	$360,000
7	Commercial Vehicle Inspection System: Product: Smart Roadside Inspection System Virtual/Mainline Based ALPR/AUNR/OVC Model: SRIS Mainline	$ 360,000
8	Commercial Vehicle Inspection System: Product: Smart Roadside Inspection System Virtual/Mainline Based ALPR/AUNR/OVC/VWI Model: SRIS Integrated Mainline to Ramp	$450,000 - $650,000

*Standard System pricing includes site design, project management, site commissioning manpower, and training. Standard Systems pricing does not include civil installation. Civil installation prices will be determined on a case by case basis and submitted for Client approval to accommodate local conditions.

8 IIS Standard Component

The following prices are for major system components that make up systems used in IIS SRIS. The following sub-systems are offered as upgrade pricing for items outside of extended warranty.

Intelligent Imaging Systems
6325 Gateway Blvd NW, Suite 170
Edmonton, Alberta T6H 5H6
Phone 1.877.393.3939
Fax 1.877.393.8883
info@intelligentimagingsystems.com

intelligent imaging systems.com

IIS Support & Maintenance Services (SMS) Plan

Q2018715

Item	Description	Price
1	IIS Model 2.0 Automated License Plate Reader (ALPR) system with integrated housing and mounts	$50,000
2	IIS Model 3.0 Automated USDOT Number Reader (AUNR) with integrated illumination enclosure and mounts	$50,000
3	IIS Model 2.0 Overview Camera System (OVC), dual camera image capture with integrated housing and mounts	$15,000
4	IIS Model 1.0 CVSA Safety Sticker Reader (SSR), image capture with integrated illumination enclosure and mounts	$80,000
5	IIS SRIS integrated roadside electronics and enclosure	$120,000
6	IIS SRIS Scale-house workstation with large format display and equipment enclosure	$ 10,000
7	IIS Integrated roadside ALPR/AUNR/OVC mounting pole	$ 5,000
8	IIS SRIS Site Software License – Base Version – 3 Device Interface	$ 45,000
9	IIS SRIS Site Software Device – Additional Device Interface	$ 50,000
10	IIS OCR Engine Customization for ALPR	$ 20,000

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REGIONAL DATA SHARING PARTNERSHIP
MEMORANDUM OF UNDERSTANDING

This **Memorandum of Understanding ("MOU")** is made and entered into this ____ day of _____ 20__, between the City of New York, acting by and through the New York City Police Department ("NYPD"), with headquarters at One Police Plaza, New York, New York 10038, and the State of New Jersey, Department of Law and Public Safety, Division of New Jersey State Police ("NJSP") (the "Partner Agency" or "Partner") and shall confirm the mutual understanding and intention of NYPD and the Partner Agency (individually, a "Party" or, collectively, the "Parties") regarding the sharing of license plate data, collected through technology deployed in the public space and in furtherance of each Party's respective counterterrorism efforts and law enforcement operations, by storing and tagging each Party's data in the NYPD's technology infrastructure and creating a secured means to access the data as part of this Regional Data Sharing Partnership ("RDSP").

WHEREAS, the NYPD and Partner Agency own or manage automated license plate readers ("LPRs") that provide real-time imaging of license plates on vehicles in use or at rest in the public space ("license plate data"); and

WHEREAS, the capacity of law enforcement agencies to collect real-time data on vehicle movement in the public space is a recognized tool in combatting terrorism, detecting and deterring crime, and furthering forensic investigation; and

WHEREAS, vehicle operators using public spaces have no expectation of privacy concerning their presence in public spaces; and

WHEREAS, the NYPD and Partner Agency recognize the critical need for data sharing and cooperation amongst state and local governments for counterterrorism, law enforcement, and public safety purposes; and

WHEREAS, information sharing between state and local governments is a priority for any and all projects with counterterrorism, law enforcement, and public safety purposes which receive support from the federal government; and

WHEREAS, the capacity to securely share data has improved since state and local governments began deploying technology to enhance their domain awareness; and

WHEREAS, the NYPD and Partner Agency have, respectively, instituted policies to legally and securely collect and share license plate data exposed to public view obtained from their respective LPRs; and

WHEREAS, the NYPD and Partner Agency, individually and collectively, recognize that license plate data is used only in furtherance of legitimate counterterrorism, law enforcement, and public safety purposes and in accordance with each Party's respective policies; and

WHEREAS, the NYPD and Partner Agency have the capacity to securely share data while adhering to all appropriate legal requirements on the exchange and subsequent use of license plate data; and

WHEREAS, license plate data shared through the RDSP will be stored by the NYPD and tagged according to its source, with access, use, and retention timelines established based on both parties' policies; and

WHEREAS, the Partner Agency will retain the right to direct the NYPD, in writing, to archive its license plate data in RDSP beyond the Partner Agency's standard retention period; and

WHEREAS, the NYPD and the Partner Agency will work together to enhance the safety and security of the people who live, work, and travel in the region;

NOW, THEREFORE, the NYPD and the Partner Agency agree as follows:

1. RECITALS
   a. All of the above recitals are incorporated as part of this MOU.

2. PARTIES
   a. The Parties to this MOU are the NYPD and the NJSP.

3. AUTHORITY
   a. NYPD enters into this MOU under the authority provided by Chapter 18, § 435(a) of the New York City Charter.

   b. NJSP enters into this MOU under the authority of the laws of the State of New Jersey, specifically N.J.S.A. § 53:2-1 et seq., and New Jersey Attorney General Directive No. 2010-5, regarding Guidelines for the Use of ALPRs and Stored ALPR Data.

4. POINT OF CONTACT
   a. The Parties shall provide each other with the name, email address, and telephone number of a designated point of contact ("POC") for the RDSP. POCs are listed in the attached Schedule A to this MOU.

   b. The Parties agree that if there is any change in their respective POC or POC contact information, they will inform the other Party within 10 business days of that change and update Schedule A accordingly.

   c. Notices from either Party concerning this MOU should be sent to:

      i. Partner Agency:

New Jersey State Police
P.O. Box 7068
West Trenton, NJ 08628

ii. NYPD:

New York City Police Department
Counterterrorism Bureau
One Police Plaza, Room 1109
New York, New York 10038
Attention: Chief of Counterterrorism

5. INFORMATION SHARING PLATFORM

a. The NYPD shall, at its sole expense and leveraging its established technical infrastructure, create and maintain a secured electronic platform to serve as the aggregation point for LPR information shared as part of the RDSP.

b. In collaboration with the Partner Agency, the NYPD shall establish a secure means for transmitting license plate data from Partner Agency to the RDSP.

c. The Partner Agency shall provide the NYPD access to Partner Agency's secured electronic network that receives, stores, and transmits the Partner Agency's license plate data for the limited purpose of the NYPD establishing a secure means for transmitting data to the RDSP.

d. The Partner Agency shall provide the NYPD with access to, and, when needed, technical assistance for, the network to establish the secure means of transmission.

e. The NYPD and Partner Agency shall be responsible for secure access to authorized NYPD and Partner Agency personnel to prevent unauthorized external or internal access through their respective networks to the RDSP.

f. This MOU shall not be construed to create costs for Partner Agency beyond its own maintenance and support for its own technology infrastructure.

g. Partner Agency agrees to notify the NYPD of any changes to its network that may affect the collection and transmission of license plate data to the RDSP.

h. The NYPD and Partner Agency agree to work collaboratively to resolve any possible issues of interference with the RDSP that arise from the secure means for transmitting and accessing data.

i. Any interference with the RDSP from either party's technology infrastructure shall be the responsibility of the party that owns and operates the technology.

j. The Partner Agency will be responsible for providing the NYPD with its policies for collecting, storing, and using data, including its license plate data policies, concurrent with the effective date of this MOU. The NYPD's policies shall be attached to this MOU as Schedule B. The Partner Agency's policies shall be attached to this MOU as Schedule C and updated as necessary.

k. All license plate data stored in the RDSP will be accessible to Partner Agency through a secure means that is maintained and managed by the NYPD.

l. The NYPD shall have personnel available 24/7 for Partner Agency to troubleshoot any issues its users experience accessing the RDSP at the same level as the NYPD provides for itself.

6. DATA TRANSMISSION

a. The Partner Agency shall transmit its license plate data to the NYPD and allow its data to be ingested into the RDSP platform.

i. This ingestion shall not, however, relieve the Partner Agency of maintaining its own data when stored in its own electronic system or systems or abrogate the responsibility of the Partner Agency to maintain its license plate data pursuant to the Partner Agency's own legal requirements and policies.

b. The NYPD shall tag and index data ingested into the RDSP platform to ensure that all shared license plate data may be used by the Parties in accordance with each Party's license plate policies, including data retention policies.

c. The tagging and indexing system will ensure all data is logged based on its source and the time and place of collection.

i. This ingestion shall be effective beginning from the effective date of this MOU. The Partner Agency may, as permissible by applicable law and policy, transmit for ingestion into RDSP

historical license plate data acquired prior to the effective date of this MOU.

d. The NYPD shall transmit its license plate data to and allow it to be ingested into the RDSP platform.

e. Neither the NYPD nor Partner Agency shall make the other Party's license plate data available to any third party other than those authorized to access the RDSP platform without prior written authorization from the Party whose technology originated the data, or as is required by relevant local, state or federal laws.

f. The Parties agree that license plate data exchanged pursuant to this MOU shall be fully secured from its creation, acquisition, and receipt through its useful life and up until its authorized disposal.

g. The Parties may, pursuant to the terms of this MOU and in accordance with the policies applicable to the party accessing the RDSP, use the RDSP platform and data contained therein only for authorized counterterrorism, law enforcement, and public safety purposes.

h. The Partner Agency may, at its sole discretion and through the authorized agent as designated in Partner Agency's policies on license plate data retention, direct the NYPD in writing to retain its license plate data in the RDSP beyond the Partner Agency's standard retention period.

7. LPR OWNERSHIP

a. The Parties agree that each Party shall remain responsible for the operation and proper use of their respective LPR system or systems.

b. The Parties agree not to control or interfere with the operation of the other Party's LPRs.

8. SYSTEM ACCESS AND SECURITY

a. The Parties agree to maintain administrative, technical, and physical safeguards appropriate to the sensitivity of, and designed to appropriately protect, the license plate data shared under this agreement from any form of loss or use that is inconsistent with the MOU and the Parties' respective policies.

b. Access to license plate data shall be granted only to each Party's authorized personnel whose access to license plate data is already governed under policies articulated by that Party.

i. The Partner Agency shall submit to the NYPD written authorization that contains the personnel designated by Partner

Agency to receive log-in credentials from NYPD to view shared license plate data.

ii. The NYPD will ensure unique log-ins for each person designated by Partner Agency to receive log-in credentials for the RDSP.

iii. The Partner Agency shall submit to the NYPD every six months an updated list of the personnel designated by Partner Agency to receive log-in credentials.

c. The Parties shall be responsible for the identification, credentialing, screening, level of access, and, if needed, training of their respective personnel to be granted authorization to access and analyze the license plate data shared between the Parties.

i. Personnel from the Partner Agency who receive log-in credentials shall not share those credentials, including with other personnel from the Partner Agency, regardless of whether those other personnel are also designated to have log-in credentials.

d. Each Party shall be responsible for resolving issues involving violations of its license plate data policies or this MOU committed by its own personnel.

e. The Parties shall update personnel credential information immediately and notify the other Party should a previously authorized user, who, as a result of a change in employment status or assignment, or for any other reason, should no longer be granted permission to access the license plate data shared pursuant to this MOU. This update shall be in writing, although the initial notification may be verbal.

f. The Parties shall immediately notify one another of any misuse or suspected misuse of the license plate data shared pursuant to this MOU. This may include unauthorized access, disclosure, copying, use, modification, storage, or deletion of information. In the event of a confirmed misuse of a Party's license plate data shared pursuant to this MOU, the aggrieved Party reserves the right to suspend or withhold access of its license plate data to the other Party or that Party's personnel.

g. The NYPD shall regularly audit the RDSP's use by authorized personnel and make audit logs available for review upon request by Partner Agency.

9. REQUESTS FOR INFORMATION

a. Court orders, including discovery requests, or freedom of information and open public records requests, seeking information or documents regarding the RDSP, the terms of this MOU, or the license plate data shared pursuant to this MOU, shall be responded to and fulfilled by the Party that

owns and maintains the data or record in accordance with Federal and State laws and applicable Party policy. A Party receiving a request or demand for information or data maintained by the other Party shall notify that Party verbally and in writing immediately after receiving the request, so that the other Party may seek a protective order or other appropriate remedy. If a protective order is not obtained or if the other Party waives in writing compliance with this paragraph, the Party receiving a legal request or demand for information agrees to furnish only the information that it is legally required to and to exercise reasonable efforts to obtain confidential treatment of such information.

10. SEVERABILITY

a. Nothing in this agreement is intended to conflict with applicable Federal or State laws or the policies as applicable to each Party. If a provision of this agreement is inconsistent with an applicable Federal or State law or the policy of a Party, then the Parties shall determine whether the remaining provisions of this agreement shall continue in effect.

11. EFFECT ON OTHER AUTHORITIES

a. Nothing in this agreement is intended to restrict the authority of any Party to act as permitted by law, or to restrict any Party from administering or enforcing any law.

12. TERM AND TERMINATION

a. This MOU is effective immediately upon the signature of both Parties and shall remain in effect for a term of five (5) years after its effective date.

b. At the end of the term, the MOU shall be automatically extended for an additional term of one (1) year, and each year thereafter, unless terminated in writing by a party at the end of a term.

c. Either Party may terminate this MOU without cause, but shall provide thirty (30) days written notice to the other Party prior to the end of a term.

d. No more than thirty (30) days after the termination of the MOU, NYPD agrees to permanently destroy from its system all license plate data provided by the Partner Agency.

e. In the event of termination, the provisions of section 9, Requests For Information, and 14, Indemnification, shall remain in effect.

13. NO PRIVATE RIGHTS CREATED

a. This agreement does not create any right or benefit, substantive or procedural, enforceable in law or in equity, against either Party, or against any department, agency, officer, employee of the Parties, or against any party to this agreement, agency, or any other person.

14. INDEMNIFICATION

a. The Parties agree, subject to any limitations imposed by law, rule, or regulation, to be responsible for the acts or omissions of their respective officials, employees, or agents and to cooperate in good faith to resolve any claims between the parties promptly and, whenever appropriate, without litigation. For all such claims, each Party's point of contact will, within five (5) business days of receipt, provide one another's designated legal representatives copies of any documents memorializing such claims.

15. NON-WAIVER

a. The failure by a Party to insist on performance of any term or condition or to exercise any right or privilege included in this MOU shall not constitute a waiver of same unless explicitly denominated in writing as a waiver and shall not in the future waive any such term or condition or any right or privilege. No waiver by a Party of any breach of any term of this MOU shall constitute a waiver of any subsequent breach or breaches of such term.

16. ENTIRE AGREEMENT & AMENDMENTS

a. This MOU, including any Attachments and Schedules contained within it, represents the entire understanding and agreement between the Parties and supersedes all prior agreements and understandings between the Parties. Unless otherwise described in this MOU, no amendment or modification of this MOU shall be effective unless in writing and signed by both Parties.

17. COUNTERPARTS

a. This MOU may be executed in counterparts, each of which shall be deemed to be an original, and such counterparts when taken together shall constitute but one MOU.

SIGNATURE PAGE FOLLOWS

THE REMAINDER OF THIS PAGE IS LEFT INTENTIONALLY BLANK

REGIONAL DATA SHARING PARTNERSHIP
MEMORANDUM OF UNDERSTANDING

The terms of this MOU have been read and understood by the persons whose signatures appear below, and shall become effective upon execution by all parties.

NEW YORK CITY
POLICE DEPARTMENT

_____ _____
James P. O'Neill Date
POLICE COMMISSIONER

PARTNER AGENCY

New Jersey Department of Law and Public Safety

Division of New Jersey State Police

_____ _____
Colonel Joseph R. Fuentes Date
Superintendent

Approved as to Form

Christopher S. Porrino
Attorney General of New Jersey

_____ _____
By: Jonathan S. Garelick, DAG Date
Special Assistant to the
Attorney General

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SCHEDULE A
POC INFORMATION

NYPD Contact
Name: Inspector Anthony Tasso
Office phone: 646-610-6873

NJSP Contact
Name: LTC Ray Guidetti
Office phone: 609-584-5051; 5491

SCHEDULE B
NYPD LICENSE PLATE DATA POLICIES

Public Security Privacy Guidelines

I. Background

In order to help ensure public safety and security and to detect, deter, and prevent potential terrorist activities, the New York City Police Department (NYPD) has developed a networked Domain Awareness System. The Domain Awareness System not only supplies critical supplemental assistance to officers' ongoing security and public safety efforts, but also enhances the collaborative nature of those efforts by leveraging the resources of the private sector and other City agencies. Given the ongoing threat of terrorist attack, the Domain Awareness System is an important part of the NYPD's integrated approach to providing protection for those who work in, live in, and visit New York City.

The *Public Security Privacy Guidelines* (the *Guidelines*) establish policies and procedures to limit the authorized use of the Domain Awareness System and to provide for limited access to and proper disposition of stored data. To ensure that appropriate privacy protections exist, the NYPD has considered and consciously incorporated technical, operational, legal, policy, and oversight safeguards throughout the development life cycle of the Domain Awareness System.

II. Legal Authority

The NYPD created the Domain Awareness System under the authority provided by Chapter 18, §435(a) of the New York City Charter, which gives the NYPD plenary power to:

> …preserve the public peace, prevent crime, detect and arrest offenders, suppress riots, mobs and insurrections, disperse unlawful or dangerous assemblages…protect the rights of persons and property, guard the public health, preserve order…
>
> …regulate, direct, control and restrict the movement of vehicular and pedestrian traffic for the facilitation of traffic and convenience of the public as well as the proper protection of human life and health…inspect and observe all places of public amusement, all places of business…enforce and prevent the violation of all laws and ordinances in force in the city; and for these purposes to arrest all persons guilty of violating any law or ordinance for the suppression or punishment of crimes or offenses.

III. Policy

A. Definitions

Archival Data: data types and/or specific data instances collected by the Domain Awareness System which have been approved by the Authorized Agent, or a designee approved in writing by the Authorized Agent, for further retention beyond the Pre-Archival Period.

Authorized Agent: the designated NYPD official whose approval is required before certain actions may be taken.

Domain Awareness System: technology deployed in public spaces as part of the counterterrorism program of the NYPD's Counterterrorism Bureau, including: NYPD-owned and Stakeholder-owned closed circuit television cameras (CCTVs) providing feeds into the Lower Manhattan Security Coordination Center; License Plate Readers (LPRs); and other domain awareness devices, as appropriate.

Environmental Data: environmental data collected by devices designed to detect hazards related to potential terrorist threats, or to respond to terrorist attacks.

License Plate Reader (LPR) Data: license plate data collected by fixed or mobile LPR devices that are part of the Domain Awareness System.

Metadata: information about data collected by the Domain Awareness System that increases the usefulness of that data.

Pre-Archival Data: data types and/or specific data instances collected by the Domain Awareness System that are destroyed as a matter of course after the Pre-Archival Period, unless approved by the Authorized Agent, or a designee approved in writing by the Authorized Agent, for further retention.

Pre-Archival Period: the data retention period designated for routine review.

Stakeholders: companies and other government agencies that have partnered with the NYPD via memorandum of understanding, some of whom have agreed to provide feeds from their proprietary CCTVs into the Lower Manhattan Security Coordination Center.

Stakeholder Representative: a non-NYPD person affiliated with a Stakeholder who is granted access to the Lower Manhattan Security Coordination Center based on his/her specific knowledge of the Stakeholder's premises and duties in connection with maintaining the safety and security thereof.

Video: data collected from CCTVs that are part of the Domain Awareness System.

B. Statement of Purpose

The Domain Awareness System is a counterterrorism tool designed to:

- Facilitate the observation of pre-operational activity by terrorist organizations or their agents
- Aid in the detection of preparations to conduct terrorist attacks
- Deter terrorist attacks

- Provide a degree of common domain awareness for all Stakeholders
- Reduce incident response times
- Create a common technological infrastructure to support the integration of new security technology

C. Operation

The Domain Awareness System will be operated 24 hours a day, seven days a week, in a professional manner and only in furtherance of legitimate law enforcement and public safety purposes.

As with all NYPD operations, no person will be targeted or monitored by the Domain Awareness System solely because of actual or perceived race, color, religion or creed, age, national origin, alienage, citizenship status, gender (including gender identity), sexual orientation, disability, marital status, partnership status, military status, or political affiliation or beliefs.

The Domain Awareness System will be used only to monitor public areas and public activities where no legally protected reasonable expectation of privacy exists.

Facial recognition technology is not utilized by the Domain Awareness System.

All NYPD-owned CCTVs that are part of the Domain Awareness System will have accompanying signage, and the NYPD will recommend that signage accompany each Stakeholder-owned CCTV that is part of the Domain Awareness System.

In certain cases, technologies governed by the *Guidelines* may utilize or be integrated with systems and technologies deployed by other bureaus and divisions of the NYPD. In such cases, the application of the *Guidelines* will be controlled by separate memorandum from the Deputy Commissioner of Counterterrorism to the Deputy Commissioner for Legal Matters.

D. Data Storage

Generally, data gathered through the use of the Domain Awareness System will be destroyed as a matter of course at the end of the relevant Pre-Archival Period; any decision to retain certain data possessing evidentiary or other value beyond the Pre-Archival Period must be approved and documented in writing by the Authorized Agent, or a designee approved in writing by the Authorized Agent.

- **Video**:
  - → The Pre-Archival Period for Video is 30 days. For any decision to retain Video beyond the Pre-Archival Period, the Authorized Agent is the Deputy Commissioner of Counterterrorism. All Video from CCTVs will be recorded.
- **Metadata**:

→ The Pre-Archival Period for Metadata is five years. For any decision to retain Metadata beyond the Pre-Archival Period, the Authorized Agent is the Deputy Commissioner for Legal Matters.

- **LPR Data**:

→ The Pre-Archival Period for LPR Data is five years. For any decision to retain LPR Data beyond the Pre-Archival Period, the Authorized Agent is the Deputy Commissioner for Legal Matters.

- **Environmental Data**:

→ Environmental Data will be retained indefinitely.

After the conclusion of five years, Archival Data must be reviewed by the Deputy Commissioner of Counterterrorism and the Deputy Commissioner for Legal Matters for continuing law enforcement or public safety value or legal necessity; all Archival Data determined not to have continuing law enforcement or public safety value or legal necessity will be destroyed as a matter of course.

E. Data Usage

Data from the Domain Awareness System may be used in furtherance of the purposes set out in the Statement of Purpose (III.B).

In limited circumstances, data from the Domain Awareness System may also be used in furtherance of legitimate law enforcement and public safety purposes beyond the scope of those purposes set out in the Statement of Purpose (III.B). Such use is subject to certain restrictions:

- **Incidental Use**: occurs when data from the Domain Awareness System is used in furtherance of a purpose set out in the Statement of Purpose (III.B), and the user incidentally notices something useful for a legitimate law enforcement or public safety purpose beyond the scope of those purposes set out in the Statement of Purpose (III.B).

→ For Incidental Use, no additional approval is required.

- **Secondary Use**: occurs when data from the Domain Awareness System, with the exception of LPR Data, is intentionally used for a legitimate law enforcement or public safety purpose beyond the scope of those purposes set out in the Statement of Purpose (III.B). Any decision to make Secondary Use of data from the Domain Awareness System must be approved and documented in writing by the Authorized Agent, or a designee approved in writing by the Authorized Agent. Any individual seeking to make Secondary Use of data from the Domain Awareness System must have a reason to believe that the data will further a law enforcement or public safety purpose.

→ For Secondary Use of Pre-Archival Data, the Authorized Agent is the Deputy Commissioner of Counterterrorism.

→ For Secondary Use of Archival Data, generally the Authorized Agent is the Deputy Commissioner for Legal Matters; however, when the data to be Secondarily Used is to be accessed in furtherance of the purpose for which that data was retained beyond the Pre-Archival Period, the Authorized Agent is the Deputy Commissioner of Counterterrorism.

F. Data Sharing
It is the policy of the NYPD to place limits on the sharing of data with third parties.

Video, Metadata, LPR Data, or Environmental Data may only be used for law enforcement or public safety purposes; except as required by law, subpoena, or other court process, such data will not be otherwise disclosed by the NYPD.

Unless otherwise provided for in a memorandum of understanding between the NYPD and a third party, any decision to share Video, Metadata, LPR Data, or Environmental Data with third parties, beyond Stakeholder Representatives, must be approved and documented in writing by the Authorized Agent, or a designee approved in writing by the Authorized Agent.

- **Video:**
  - → For Video requested by a third party to be used in furtherance of a purpose consistent with those purposes set out in the Statement of Purpose (III.B), the Authorized Agent is the Deputy Commissioner of Counterterrorism.
  - → For Video requested by a third party to be used in furtherance of a purpose beyond the scope of those purposes set out in the Statement of Purpose (III.B), the Authorized Agent is the Deputy Commissioner for Legal Matters.
- **Metadata:**
  - → For all Metadata requested by a third party, the Authorized Agent is the Deputy Commissioner for Legal Matters.
- **LPR Data:**
  - → For LPR Data requested by another government entity or Stakeholder to be used in furtherance of a purpose consistent with those set out in the Statement of Purpose (III.B), the Authorized Agent is the Deputy Commissioner of Counterterrorism.
  - → For LPR Data requested by any other third party, or for LPR Data requested by another government entity or Stakeholder to be used in furtherance of a purpose beyond the scope of those purposes set out in the Statement of Purpose (III.B), the Authorized Agent is the Deputy Commissioner for Legal Matters.
- **Environmental Data**

→ For Environmental Data requested by another government entity or Stakeholder to be used in furtherance of a purpose consistent with those set out in the Statement of Purpose (III.B), the Authorized Agent is the Deputy Commissioner of Counterterrorism.

→ For Environmental Data requested by any other third party, or for Environmental Data requested by another government entity or Stakeholder to be used in furtherance of a purpose beyond the scope of those purposes set out in the Statement of Purpose (III.B), the Authorized Agent is the Deputy Commissioner for Legal Matters.

G. Safeguarding and Protecting Stored Data

The NYPD will take all appropriate technological, physical, administrative, procedural, and personnel measures to protect the confidentiality and integrity of all sensitive data, whether in transit or in storage.

Accordingly, the NYPD will observe the following safeguards regarding access to and use of data:

- Physical access to the Lower Manhattan Security Coordination Center is limited to NYPD personnel, authorized invited guests, and Stakeholder Representatives. Physical security protections include: guards who will keep access logs and locked facilities requiring badges or access cards for entry.
- Prior to accessing the Domain Awareness System database, all Stakeholder Representatives must be authorized, and all non-sworn law enforcement Stakeholder Representatives must be screened. All authorized Stakeholder Representatives will be briefed on the *Public Security Privacy Guidelines* and will be required to sign both a confidentiality agreement, which strictly limits the purposes for which accessed data may be used and imposes sanctions for any violation, and an agreement promising to adhere to the *Guidelines*.
- Direct access to the Domain Awareness System database is limited to authorized NYPD personnel and Stakeholder Representatives; administrative rules governing which operators may use various system capabilities will create a differentiated access system. As part of the differentiated access system, Stakeholder Representatives will not have access to NYPD-generated data that includes personally identifiable information, except as specified by the Deputy Commissioner of Counterterrorism or a designee approved in writing by the Deputy Commissioner of Counterterrorism.
- All Stakeholder Representatives and NYPD personnel with access to the Domain Awareness System and the Domain Awareness System database will complete privacy training, based, in part, upon a curriculum covering the proper use and handling of such information, with periodic assessments.
- The Domain Awareness System will employ data security technologies to protect the integrity of its data from hacking and other risks.

- Digital watermarking or an equivalent technique will be used to create an immutable audit log of where and when data is accessed.

H. Accountability

Any violation of these *Guidelines* will result in appropriate disciplinary action.

A Counterterrorism Bureau Integrity Control Officer (ICO) is tasked with conducting periodic reviews of audit logs to ensure full compliance with these *Guidelines*.

Nothing in these *Guidelines* is intended to create any private rights, privileges, benefits or causes of action in law or equity. Rather, these *Guidelines* are designed to ensure that the Domain Awareness System is properly used based on legally appropriate and relevant law enforcement and public safety considerations and information.

SCHEDULE C
PARTNER AGENCY LICENSE PLATE DATA POLICIES





U.S. Department of Transportation
Volpe, The National Transportation Systems Center

April 25, 2018
Lieutenant Colonel Dermot Quinn
Massachusetts State Police
470 Worcester Road
Framingham, MA 01702

RE: State of Knowledge and Practice for Using ALPRs for Traffic Safety Purposes

Dear Lieutenant Colonel Quinn,

I am writing to inform you of an opportunity to participate in a very important research study. The Texas Transportation Institute, a Texas state agency that is part of the Texas A&M University System, is conducting the study, which is on law enforcement's use of automated license plate readers (ALPR) for traffic safety purposes (such as detecting drivers with suspended, revoked, or restricted licenses). This study is being conducted on behalf of the Volpe National Transportation Systems Center, U.S. Department of Transportation for the National Highway Traffic Safety Administration and the Governors Highway Safety Association. It is one of several studies being conducted under the National Cooperative Research and Evaluation Program, a program established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Public Law 112-141) to research and evaluate state highway safety countermeasures.

Your agency's participation in the study will provide us with useful information on the use of ALPR technology for traffic enforcement activities to improve highway safety. Participation in the case studies will be confidential; neither your agency nor any individuals participating on behalf of your agency will be identified in any study report or publication. Study findings will help other law enforcement agencies interested in the use of ALPR technology for traffic safety purposes. You will receive a follow-up email from my colleague, Ben Ettelman or Bob Gilbert, which will provide additional information on the research study and next steps in the process.

If you have any questions regarding this research, please contact me at 202-679-3195 or j-zmud@tti.tamu.edu, or Margaret Petrella, Volpe's Contracting Officer Representative at 617-494-3582 or Margaret.Petrella@dot.gov.

Cordially,
Johanna Zmud
Principle Investigator and Senior Research Scientist
Texas A&M Transportation Institute

INTERNATIONAL ROAD DYNAMICS INC.

Date: 12 January 2024 INTELLIGENT TRANSPORTATION SYSTEMS

PROPOSED DIVISION OF RESPONSIBILITIES BETWEEN IRD AND OTHERS

	ITEM	IRD	OTHERS
1.	Supply of WIM electronics and controller cabinet: Including all necessary hardware, software and term panel	X	
2.	Installation of WIM Electronics and Cabinet including the supply and install of the Concrete pad foundation		X
3.	Supply of Class 1 Piezoelectric Sensors w/ lead cable and grout	X	
4.	Installation of Piezoelectric Sensors		X
5.	Supply of inductive loops, c/w lead cable and sealant	X	
6.	Installation of inductive loop, including saw cutting pulling of lead wire, etc.		X
7.	Supply of temperature sensor	X	
8.	Installation of temperature sensor		X
9.	Supply of static or variable message signs		X
10.	Installation of signs and supply and install of any required poles and foundation.		X
11.	Supervision of installation of all IRD supplied components calibration and acceptance	X	
12.	Supply and Install conduit and junction boxes as required		X
13.	Traffic control during installation work		X
14.	Supply of calibration truck and driver (typically a 5 axle tractor-trailer loaded to 80% of maximum allowable weight with good suspension)		X

PROPOSED DIVISION OF RESPONSIBILITIES BETWEEN IRD AND OTHERS

	ITEM	IRD	OTHERS
15.	Supply of a cellular modem for remote communication	X	
16.	Supply and installation of Power		X
	(AC power equipment to include load center with surge protection)		
17.	Monthly Cellular Fee		X

BILL OF MATERIALS

ITEM	QTY
1. Inductive Loops c/w sealant	7
2. Class 1, 12’ piezoelectric sensors c/w grout	4
3. Class 2, 6’ piezoelectric sensors c/w grout	8
4. iSINC Electronics and Cabinets	1
5. Temperature Sensor	1
6. Cellular Modem	1

BUDGETARY QUOTATION

SUPPLY AND SUPERVISION OF ROLLOVER WARNING SYSTEM **$145,000.00**

INSTALLATION ESTIMATE.....**$100,000.00**

Note: Installation is dependent upon local contractor prices and site conditions.

(As per Bill of Materials and proposed Division of Responsibilities)

CUSTOMER DRIVEN

Quality System Registered to ISO 9001

702 - 43rd Street East, Saskatoon, Saskatchewan CANADA S7K 3T9 Telephone: (306) 653-6600 Facsimile: (306) 242-5599

US IRD Corp: Spring Grove, Illinois Telephone: 1-877-444-4IRD (4473) Facsimile: (306) 242-5599

www.irdinc.com

GENERAL TERMS & CONDITIONS

- Prices quoted for equipment are in U.S. Dollars and valid for 90 days.
- Freight is FOB site.
- Shipping 6-8 weeks ARO
- All taxes (Federal, State, and Local) are extra where applicable. Buyer must provide a sales tax exemption number/certificate to claim exemption. Sales tax will be included in the final price if the sales tax exemption number/certification is unavailable.
- Payment terms are net 30 days from date of shipment. Interest of 1.5% per month is applicable on all past due invoices.
- Acceptance of order is dependent upon credit approval from IRD.
- Bonding is not included and premiums are extra if a bond is required.
- Physical installation is not included in price quotation.
- To ensure performance, IRD authorized supervision is required for the installation of traffic sensors and scales. Warranty coverage may not apply for any road sensors or equipment installed without IRD Authorized Installation Supervision.
- IRD provides a standard one (1) year warranty from date of delivery (does not include removal and reinstallation of defective equipment or traffic control). Please see IRD's standard warranty statement details at www.irdinc.com.
- The quantity of grout and/or epoxy included in the Bill of Materials or Division of Responsibilities is sufficient for the quantity of sensors utilizing IRD recommended installation procedures. If additional grout and/or epoxy is required, then additional charges will apply.
- Some grouts and epoxies (such as AS-475, Flexolith, and some loop sealants) require special handling and storage since they are classified as hazardous materials. Please contact IRD for more information or for the MSDS (Material Safety Data Sheets).
- When epoxy is being used for the installation, it is based on an understanding that the roadway is suitable for an epoxy-based installation. Asphalt roadways are not always suited for installation using epoxy. IRD is not responsible for failure of the pavement should the epoxy be used for asphalt roadway installation without prior written approval from IRD of the pavement design.
- No returns accepted on shelf-life sensitive materials unless material is defective upon delivery. Customer must notify IRD immediately upon receipt of shipment of any defects. Customer is responsible for following special handling and storage requirements.
- IRD reserves the right to charge a restocking charge for returned materials.

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- Refer to PROPOSED DIVISION OF RESPONSIBILITIES for clarification of items for which IRD and OTHER are responsible.
- All other sections of the project not specifically identified in this proposal will be the responsibility of OTHERS.
- To achieve stated WIM accuracy pavement smoothness must meet industry standards such as ASTM E-1318-09.
- Transfer of title to goods will pass from Seller to Buyer when the goods are removed from the transportation conveyance at the client's designated named place.

INTERNATIONAL ROAD DYNAMICS INC.
INTELLIGENT TRANSPORTATION SYSTEMS

TECHNICAL SPECIFICATIONS
WEIGH-IN-MOTION (WIM) TRUCK ROLLOVER WARNING SYSTEM

System Overview

The Weigh-In-Motion (WIM) Truck Rollover Warning System will be designed to provide a warning directed specifically to trucks that are in danger of a rollover accident. Traditional highway warning signs can become commonplace and easily ignored by drivers. With the multitude of signs that a driver is exposed to during a trip on a major freeway the important warning signs may be lost in the crowd. Even if the warning sign is noticed it is often ignored when a driver does not understand the nature of the danger and considers the warning irrelevant for his situation. The more directed and specific the warning the less chance there will be that the message will be ignored by the driver. Also, the fewer times drivers are given a warning when there is no real danger, the less accustomed they become to ignoring the warning.

The WIM Truck Rollover Warning System will consist of the following components:

1. Roadside Weigh-In-Motion (WIM) Electronics and Cabinet
2. Piezoelectric WIM Sensors and Inductive Loops
3. Signs (static or variable message)

System Description

The WIM Truck Rollover Warning System is an Intelligent Transportation System (ITS) which helps to prevent rollover accidents on sharp curves and notifies vehicle operators of ramp conditions. The system is to be installed on freeway exit ramps to selectively advise drivers of excessive speeds and potential rollover conditions. The operation of the system shall have the following functions and characteristics.

The WIM system utilizes piezoelectric sensors and inductive loops to determine the base vehicle configuration, size, and weight. Piezoelectric sensors have been installed at hundreds of locations throughout North America to provide vehicle information valuable for planning future roadway requirements and evaluating pavement performance under programs such as the Strategic Highway Research Program (SHRP). The sensor is sensitive to forces caused by the passing of tires and produces an output signal corresponding in size to the amount of load.

The WIM electronics analyses the signals to determine axle weights, spacing between axles, axle group weights, gross vehicle weight, and vehicle classification.

These components give the system enough information to determine a safe speed, called the threshold speed, for the vehicle to negotiate the exit ramp based on the ramp geometry. The vehicle weight, vehicle type, curve radius, and curve super-elevation are all considered in a calculation of the maximum safe speed for the specific conditions of the road and vehicle. The speed determined by the calculation is also checked against the predetermined maximum speed for the road for any vehicle. The lower of the two values is used in determining whether the sign should be activated.

For example, if the calculated speed indicated that the vehicle could travel the curve at 50 miles per hour but the advisory or posted speed of the exit is 45 miles per hour, the predetermined value would over-ride the calculated value so that a vehicle is never allowed to exceed the speed limit without receiving a warning.

Roadside WIM Electronics and Cabinet

The roadside shall be an IRD iSINC Weigh-In-Motion (WIM) Electronics and provide the following functions:

- Interfaces to the piezoelectric sensors and inductive loops
- Controls the Warning Signs
- Contains the WCU processor to process the sensor signals for all instrumented lanes
- Stores vehicle records



The WIM Electronics shall be located next to the in-road and associated equipment in a 334 roadside cabinet. The WIM Electronics shall be responsible for creating vehicle records and formatting the data to enable remote access and downloading of the vehicle record data. The WIM Electronics shall be a stand-alone system with the capability to collect and interpret the signals from the installed sensors and associated equipment.



iSINC® 334

All material necessary for setup, installation and operation of the WIM Electronics shall be provided including all wiring and cabling.

The WIM Electronics shall be provided with the required software pre-loaded and must support on-site or remote configuration of the overall system considering installation variances. The software shall automatically execute when the WIM Electronics is powered up.

The WIM Electronics shall be modular to facilitate easy maintenance, troubleshooting and in-field servicing. For ease of maintenance, each type of sensor, input and output device shall interface to a WIM Electronics interface module. All interface modules shall feature self-test and built-in fault diagnosis. All interface modules shall be field replaceable and slot mounted in a WIM Electronics sub-chassis.

The WIM Electronics shall be of a durable, industrial design and construction, and enable continuous operation, with automated start-up in the event of a power outage. For reliability, modularity, and ease of communication with any additional system components that may be added at a future date, the WIM Electronics interface and computing modules shall communicate over a rugged, industry standard communications bus such as; the CAN Bus system (Controller Area Network protocol).

The WIM Electronics shall include interfaces to the following components:

1. WIM Sensors including Piezoelectric Sensors , Bending Plate Scales, Single Load Cell Scales, and Lineas Quartz Sensors
2. Axle Sensors including Piezoelectric Sensors
3. Inductive Loops
4. Communications Systems including serial connections for cameras and other devices
5. System Bridging modules for connection of systems over extended distances

6. Digital I/O Components

The WIM Electronics shall provide a facility for viewing vehicle records and sensor diagnostics over either a direct computer connection or a telecommunications link.

All components of the WIM Electronics, including inductive loop detectors, shall contain electrical over-voltage protection to prevent damage from electrical surges, spikes and lightning.

The WIM Electronics shall support as a minimum the following functions:

1. Insertion of sequence numbers for each vehicle record for tracking purposes.
2. Vehicle measurements including speed, length, and weight when associated equipment is installed.
3. Vehicle classification for all vehicles traveling on all instrumented lanes of the highway.
4. Vehicle data collection, data storage, file management and report generation functions for collected vehicle information.

The WIM Electronics shall support data downloading functionality to allow collected vehicle data to be retrieved either remotely or locally on site.

A roadside cabinet shall house the WIM Electronics and any optional equipment.

The roadside cabinet shall have ventilation and a fan. All cutouts and openings shall be vermin proofed.

All wires from scales, offscale sensors, axle sensors, and loops, shall be terminated on terminal strips. The terminal strips shall be identified by terminal strip number and screw connection number. These terminal strips shall be readily accessible. All cables shall be long enough to easily reach these terminal strips. Terminal strips, splices, or other types of connections prior to these standard terminal strips shall not be allowed except for splicing of a loop to a shielded twisted loop lead.

All AC power connections shall be shielded to prevent electrical shock.

The WIM Electronics shall meet the following requirements:

System	Low Temperature: -40 degrees C Cold start
	High Temperature: +75 degrees C
	Humidity: +95% relative humidity, non-condensing
	Processer: 32-bit RISC
	Memory: 32 MB RAM, up to 4 Gig Storage
	CAN Bus environment for sensor and control configuration
Communications	Industry standard CAN Bus environment
	USB interface

	Ethernet interface
	One RS-232 serial interface dedicated to external interface
	One RS-232 serial interface dedicated to remote administration (modem dial-in)
	Remote administration via Telnet or Windows Remote Desktop
	Remote file download via FTP
Software	Non-volatile storage for vehicle information to prevent data loss during power outages
	Sensor inputs include Single Load Cell, Bending Plate, Slow Speed WIM, Lineas Quartz, DYNAX, Piezo, Loops and Serial and Digital Devices
	Vehicle Classification performed by means of user-defined classification scheme
	Weight Compliance performed by means of user-defined weight compliance scheme
	Records data logs on operational status, power supply condition and system activity
Maintenance	Local connection through laptop PC in terminal mode
	Remote connection through a dial-up modem to a PC in terminal mode
	Telnet over an Ethernet interface
	System configuration and fault diagnosis operations
Axle Sensor Interface (WIM and Piezo)	Adjustable threshold for detecting axles
	Capable of automatic temperature compensation
	Capable of autocalibration
Digital I/O Interface	Report on rising edge, falling edge or both
	Adjustable input debounce
	Control output state, single pulse, or square wave
	Adjustable timeout on inputs

Piezoelectric Sensors and Inductive Loops

The off-ramp lane each contain:

- Two (2) 12 foot Class I Piezoelectric Sensors,
- Two (2) 6 foot Class Piezoelectric Sensors,
- Two (2) Inductive Loops

This group of sensors together will measure vehicle axle weight, axle spacings and speed. This will allow the WIM Electronics to determine the classification of vehicle and determine the vehicle status prior to entering the ramp.

The I-78 site will also include the following sensor array prior to the ramp entrance to determine vehicle presence.

I-78 Site Sensor Array (prior to ramp entrance)

- Two (2) Inductive Loops

The ramp entrance contains:

- Four (4) 10 foot Class I Piezoelectric Sensors,
- Two (2) Inductive Loops

This group of sensors will measure vehicle axle spacings and speed and allow the WIM Electronics to determine the vehicle status after the vehicle exits from the off-ramp and prior to the curve of the ramp. The WIM Electronics will determine if the commercial vehicle is in a potential rollover situation. If the vehicle is determined to be at risk of a potential rollover, the WIM Electronics will trigger the message sign to warn the commercial vehicle to take action.

The signing location contains:

- Two (2) Inductive Loops

These loops will calculate and capture the commercial vehicle speed as it passes through point of concern and also trigger the WIM Electronics to turn off the warning message for the current commercial vehicle passing.

702 - 43rd Street East, Saskatoon, Saskatchewan CANADA S7K 3T9 Telephone: (306) 653-6600 Facsimile: (306) 242-5599
US IRD Corp: Spring Grove, Illinois Telephone: 1-877-444-4IRD (4473) Facsimile: (306) 242-5599
www.irdinc.com

The Class I and Class II Piezoelectric Sensors shall meet the following technical specifications:



TECHNICAL DATA

- +/- 7% for Class I (Weigh-In-Motion)
- Operating Temperature: -40° F to 160° F (-40 to 70° C)
- Temperature Sensitivity: 0.2% per °F typical, dependent on grout used
- Typical Output Level: A Wheel load of 400 pounds (180 kg) will produce a
- minimum output Signal of 250mv at 70° F (21° C) and
- 55mph (89kph) for proper installation
- Passive Signal Lead In Cable: RG58C/U rated for direct burial; 3/16" (4.75mm) O.D.
- Product Life: 40 Million ESAL's depending on installation
- Insulation Resistance: >500Ù
- Installation Brackets: Included, use one per every 6" (150mm)
- For successful Piezo installation, IRD recommends AS475 Grout or PU200 Piezo installation resin.

The inductive loops shall meet the State Standard Specifications and be sized as per the plans.

Sign

The sign supplied shall be a Daktronics VANGUARD® VF-2420-64x128-20-RGB. The sign shall interface with the WIM Electronics via direct digital control. It may be required to have an external sign controller provided by the sign vendor in order to accept a digital signal to minimize the delay of the warning message. The sign shall stay blank until a potential rollover event is detected and at that time the system shall trigger the sign and provide a notification message. The sign shall have the following specifications:

VANGUARD® VF-2420-64x128-20-RGB

Full-Color (RGB)

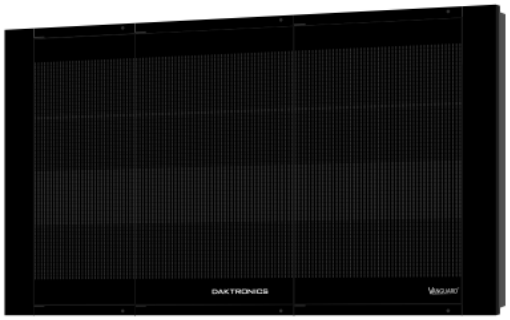
Display Technology	High-intensity LED
Cabinet Access	Front access
Cabinet Enclosure	NEMA 3R
Face Panel	Aluminum mask over polycarbonate face panel
Weight	620 lbs. (282 kg)
Dimensions[1]	5'8" x 10' 0" x 1'2" (1.73 m x 3.05 m x .36 m)
Operating Temp. Range	-30° F to +165° F (-34° C to +74° C)
Humidity Range	0 to 99%, non-condensing
Ventilation	Pressurized, forced-air ventilation system
Controller Location	Sign cabinet or equipment cabinet
Display Type	Full-matrix (variable text and graphics)
Active Area	4'3" x 8'8" (1.32 m x 2.64 m)
Top/Bottom Border Width	8" (203 mm)
Left/Right Border Width	8" (203 mm)
Pixel Matrix	64 rows x 128 columns
Pixel Pitch	20mm (.81")
Viewing Distance	300' (91 m) using 6" characters
Sign Intensity	12,400 candelas/m² minimum (white)
LED Color	Full color (32,000 distinct colors using red, green and blue LEDs)
Power Requirements	120/240 VAC, single-phase power (3-wires plus ground)
Communications Protocol	NTCIP 1203 v02
Communications Options	Cellular, fiber optic, direct Ethernet and radio Ethernet
Structural Design Standard	AASHTO
NEMA Standards	NEMA TS 4 Section 2 Environmental Requirements

Power Specifications

Model	Viewing Angle (HxV)	Amps Per Leg[3]	Typical Power[4]
VF-2420-64x128-20-RGB	30° x 30°	15	864 W

Sample Character Capacity[2]

Character Height	Lines/ Characters	Example Font Size	Interline Spacing	Character Spacing
18"	2/6	23x15_3	12	4
12"	3/10	15x10_2	8	3
9"	3/13	12x8_2	6	2
6"	6/21	7x5_1	4	1



NOTES

1. Display cabinet depth measurement includes "Z" mounting brackets on the rear of the cabinet.
2. Many other font sizes are available.
3. Amps per leg calculation is based on the maximum load of a typical DMS, including a fully-loaded 15A convenience outlet. This value is measured for a 120/240 3W+G system and will vary with auxiliary options installed in the DMS.
4. Typical power includes a partially-illuminated LED sign (38% of the pixels at full intensity), the sign controller and ventilation system.
5. Sign front face paint color is semi-gloss black. Other sides are mill finish aluminum.
6. With the continuous improvement of all Daktronics products, the features and measurements on this page are subject to change without notice.
7. The product illustration on this page is for conceptual purposes only and may not represent the actual dimensions of the specified display.

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ISO 9001

SENATE . . . . . No. 2299

The Commonwealth of Massachusetts

In the One Hundred and Ninetieth General Court
(2017-2018)

SENATE, Monday, February 12, 2018

The committee on Transportation, to whom was referred the petition (accompanied by bill, Senate, No. 1909) of Cynthia S. Creem, Michael J. Barrett, Jay R. Kaufman, Marjorie C. Decker and other members of the General Court for legislation to regulate the use of automatic license plate reader systems,- reports the accompanying bill (Senate, No. 2299).

For the committee,
Joseph A. Boncore

SENATE . . . . . No. 2299

The Commonwealth of Massachusetts

In the One Hundred and Ninetieth General Court
(2017-2018)

An Act to regulate the use of automatic license plate reader systems.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

The General Laws, as appearing in the 2014 Official Edition, are hereby amended by inserting after chapter 90I the following chapter:-

Chapter 90J Automatic License Plate Reader Systems

Section 1. Definitions

As used throughout this chapter, the following words shall have the following meanings:

"ALPR data" means any data captured, created or originated by an ALPR system, including, without limitation, GPS coordinates, dates, times, images and license plate numbers, existing in an any form or medium, whether electronic, paper or otherwise, and any copies thereof;

"Automated license plate reader system" or "ALPR system" means an automated system of one or more mobile or fixed high-speed cameras combined with computer algorithms to convert images of license plates into computer-readable data;

“Department” means department of transportation;

“Executive office” means executive office of public safety and security;

“Governmental entity” means any official, officer, agency, office, instrumentality, department, division, committee, board, advisory board, commission or other body or authority of the commonwealth, or of any county or municipality, or any employee thereof, or any agent or other person acting on behalf thereof while acting within the scope of such agency or representation;

“Law enforcement agency” means any state or municipal law enforcement agency;

“Law enforcement officer" means a state or municipal police officer or traffic or parking enforcement officer;

"Legitimate law enforcement purpose" means: detection or investigation of a crime, traffic violation or parking violation; operation of AMBER alerts; or searches for missing or endangered persons;

“Non-governmental entity” means any person other than a governmental entity;

“Person” means any individual, partnership, corporation, association, society, entity or governmental entity;

“Preservation request” means written notice delivered by a federal, state or municipal law enforcement agency or a defendant in a criminal case to the executive office or a non-governmental entity requesting that certain ALPR data be preserved and retained for a specified period of time not to exceed 30 days from the date such request is received; provided, that such preservation request shall be accompanied by an affidavit stating: (i) the parameters identifying

which ALPR data must be preserved, including, without limitation, the license plate numbers, if any, and the dates, times, and locations; and (ii) that such specified period of time is necessary to obtain a search warrant or production order compelling the production of such ALPR data; provided further, that the agency or defendant may serve subsequent preservation requests pending resolution of any motion filed in connection with such search warrant or production order, or any appeal related thereto;

"Production order" means an order or summons obtained by a defendant in a criminal case charged with a felony requiring a non-governmental entity or the executive office to produce ALPR data; provided, that such order or summons shall be issued in compliance with Massachusetts Rule of Criminal Procedure 17(a)(2); provided further, that any ALPR data produced in response to such order or summons shall be deemed privileged for the purposes of complying therewith;

"Search warrant" means: (i) a federal search warrant issued upon a determination of probable cause by a court or justice authorized to issue warrants in criminal cases that meets the requirements of the Federal Rules of Criminal Procedure; or (ii) a state search warrant issued pursuant to the requirements of sections 2 through 3A, inclusive, of chapter 276 by a court or justice authorized to issue warrants in criminal cases.

Section 2. State or municipal government; permitted uses

Notwithstanding any general or special law or regulation to the contrary, it shall be unlawful for any governmental entity to use an ALPR system; provided, however, that an ALPR system may be used by:

(a) law enforcement agencies for legitimate law enforcement purposes; and

(b) the department or an agent acting on behalf thereof for the purpose of assessing or collecting tolls or parking fees.

Section 3. General obligations

(a) Any database or other information against which license plate numbers are cross-referenced by an ALPR system operated by any person shall be updated every 24 hours, or at such other intervals as updated information become available if greater than 24 hours.

(b) Prior to taking any action in response to an alert or prompt from an ALPR system operated by any person, the individual so alerted shall confirm that the license plate number and state of issuance of the targeted vehicle matches the license plate number and state of issuance that prompted the alert.

Section 4. ALPR data; retention by law enforcement

Notwithstanding any general or special law or regulation to the contrary, not later than 48 hours following the time ALPR data is captured, created or originated by an ALPR system operated by a law enforcement agency, the law enforcement agency:

(a) may, at the option of the law enforcement agency, transfer such data to the executive office; and

(b) in any event shall permanently erase or destroy any such data in its possession, custody or control.

Section 5. ALPR data; retention by the executive office

(a) The executive office shall retain and store ALPR data transferred to it pursuant to section 4 for a period of 120 days. At the end of such 120-day period, the executive office shall permanently erase or destroy all such data in its possession, custody, or control.

(b) ALPR data may be retained beyond the 120-day period established under subsection (a) as necessary to comply with a search warrant, production order, or preservation request.

Section 6. ALPR data; retention by non-governmental entities

A governmental entity shall not enter into a business agreement with, or access ALPR data from, a non-governmental entity that retains ALPR data derived from vehicles registered or operated within the Commonwealth for periods longer than those established for the executive office under section 5.

Section 7. ALPR data; government access and review

Notwithstanding any general or special law or regulation to the contrary, a governmental entity may not access, search, review, disclose, or exchange ALPR data from any source; provided, however, that:

(a) a law enforcement agency or officer may access, search or review ALPR data as necessary to comply with section 3;

(b) a law enforcement agency, the executive office or the department, or an agent thereof, may access ALPR data as necessary to install, maintain or repair an ALPR system or a system storing ALPR data;

(d) a governmental entity may access, search, review or disclose ALPR data as necessary to respond to a reasonable belief that an individual is at imminent risk of serious physical injury,

death or abduction; provided, that not later than 48 hours after accessing such ALPR data, the agency, executive office or department shall provide written notice to the office of the attorney general describing with particularity the grounds for such emergency access and the parameters of the ALPR data accessed, searched, reviewed or disclosed; provided further, that such ALPR data within the possession, custody or control of the law enforcement agency shall be permanently erased or destroyed not later than 48 hours after such imminent risk ceases to exist;

(e) a law enforcement agency or the executive office may access, search, review or disclose ALPR data as necessary to comply with: (i) sections 5 or 7; or (ii) a search warrant, production order or preservation request issued in connection with the investigation or prosecution of a felony;

(g) a law enforcement agency, a district attorney's office or the office of the attorney general may access, search, review or disclose ALPR data obtained pursuant to a production order or search warrant in order to further the investigation or prosecution of a felony; provided, that notwithstanding sections 4 and 5, such data may be retained until and shall be permanently erased or destroyed promptly following the conclusion of the investigation or prosecution, including any appeals; or

(h) a governmental entity or an agent thereof may access, search, review or disclose ALPR data for the purpose of assessing, collecting or pursuing tolls, parking fees, or fines related to parking or traffic violations.

Section 8. Additional protections

Notwithstanding any general or special law or regulation to the contrary, ALPR data derived from vehicles registered or operated within the commonwealth shall not be used in any way by any person:

(i) to determine a person's numerical or other credit rating;

(ii) to determine whether to offer or enter into any secured or unsecured credit facility or loan;

(iii) to determine a person's insurance rate or rating with respect to any form of insurance, including, without limitation, any policy of life insurance, health insurance, automobile insurance or liability insurance; provided however, that nothing in this subsection shall be construed to prevent the verification of the accuracy of information submitted by an applicant to a motor vehicle insurance carrier or its agent in support of an application for or renewal of a motor vehicle insurance policy in order to make a determination as to whether to extend such insurance coverage;

(iv) to make any determination with respect to hiring, dismissal, discharge, suspension, compensation or any other employment decision; or

(v) to identify targets of or to engage in any form of promotion, marketing, advertising or solicitation.

Nothing in this section shall be construed to prevent a person from reporting unpaid tolls, violations or parking fees to any credit reporting agency.

Section 9. ALPR data; admissibility

(a) Notwithstanding any general or special law or regulation to the contrary, ALPR data produced, obtained or maintained in knowing violation of this chapter shall not be admitted, offered or cited by any governmental entity for any purpose in any criminal, civil, or administrative proceeding.

(b) Notwithstanding any general or special law or regulation to the contrary, ALPR data shall not be discoverable, admissible in evidence or offered or cited for any purpose in any civil or administrative proceeding by any party; provided, however, that subject to subsection (a), such data shall be admissible when offered in any civil or administrative proceeding (i) relating to the collection of tolls, parking fees, or traffic or parking violations, or (ii) arising out of claims of insurance fraud, motor vehicle theft, or motor vehicle repossession.

Section 10. Civil actions

(a) Any aggrieved person may institute a civil action in district or superior court for damages resulting from a violation of this chapter, or in superior court to restrain any such violation. If in any such action a willful violation is found to have occurred, the violator shall not be entitled to claim any privilege absolute or qualified, and he shall, in addition to any liability for such actual damages as may be shown, be liable for treble damages, or, in the alternative, exemplary damages of not less than one hundred and not more than one thousand dollars for each violation, together with costs and reasonable attorney's fees.

(b) A violation of section 8 of this chapter shall also be a violation of section 2 of chapter 93A.

Section 11. Further regulation by governmental entities

Nothing contained in this chapter shall be construed to prevent a law enforcement agency, a municipality, the executive office or the department from adopting stricter limitations with respect to ALPR systems or ALPR data.

Section 12. Reporting

On or before March 1 annually, the executive office shall file a report with the clerks of the senate and house of representatives containing the following information based on data from the prior calendar year: (i) the total number of ALPR systems being operated within the commonwealth; (ii) the number of municipalities submitting ALPR data to the executive office pursuant to section 5; (iii) the number of license plate scans transferred to the executive office pursuant to section 5; and (iv) the number of search warrants and production requests seeking ALPR data served on the executive office.

Section 13. Executive office; rules and regulations

The executive office shall promulgate rules and regulations necessary to implement sections 2 through 7, inclusive, and section 12, including, without limitation, rules and regulations establishing an auditing process to assess compliance with this chapter by governmental entities.

Section 14. Office of the attorney general; enforcement

The attorney general shall enforce sections 2 through 8, inclusive, and shall have the power to petition the court for injunctive relief, relief under chapter 93A, or other appropriate relief against any person that fails to comply therewith.

Section 15. Severability

If any provision of this chapter or the application thereof to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications of the chapter which can be given effect without the invalid provision or application, and to this end the provisions of this chapter are declared to be severable.

Department of State Police
General Order

Effective Date	Number
October **, 2013	**SOC-11**

Subject

Automatic License Plate Recognition

DRAFT

Purpose

The purpose of this policy is to establish guidelines and procedures for the proper use and application of Automatic License Plate Recognition (ALPR) Systems, the management of the data, and the maintenance of the equipment.

Policy

The availability and use of ALPR System have provided many opportunities for the enhancement of law enforcement agencies' productivity, effectiveness, and protection of public and officer safety.

The Department shall only utilize the technology in furtherance of official and legitimate law enforcement operations and public safety. All Department Employees shall abide by the guidelines set forth herein when using ALPR Systems.

Definitions and Acronyms

Automatic License Plate Recognition (ALPR): Automatic license plate recognition technology uses high-speed cameras combined with sophisticated computer algorithms capable of converting the images of license plates to electronically readable data. The ALPR System captures an image of a license plate and converts it to a text file using Optical Character Recognition (OCR) technology. The technology also compares the digital images of license plates to the CJIS-NCIC Hot file database.

Alert: A visual and/or auditory notice that is triggered when the ALPR System receives a potential hit on a license plate.

Alert Data: Information captured by an ALPR relating to a license plate that matches the license plate on a hot list.

ALPR Data: Scan files, alert data, and any other documents or data generated by, or obtained thorough, utilization of the ALPR system.

ALPR Data Query Logs: A record of a search or query of ALPR data.

ALPR System: The ALPR camera and all associated equipment and databases.

Department: Town/City Police Department or Department of State Police.

Continued next page.

Definitions and Acronyms (Continued)

Fixed ALPR System: ALPR cameras that are permanently affixed to a structure, such as a pole, a traffic barrier, or a bridge.

GPS: Global Positioning System.

Hit: An alert that a license plate matches a record maintained in the ALPR database related to stolen vehicles, wanted vehicles, or other alert type files that support investigation or which have been manually registered by a user for further investigation.

Hot List: License plate numbers of vehicles of interest, such as stolen vehicles, unregistered vehicles, vehicles owned by persons of interest, and vehicles associated with AMBER Alerts, Missing Child Alerts, Missing College Student Bulletins, Be On Look Out (BOLO), Attempt To Locate (ATL), and Wanted or Missing Person broadcasts or bulletins in which a license plate number is included, or other license plate numbers of interest entered by the Department or an authorized officer.

Hot List Download: The method by which the hot list data is transferred to a computer within a law enforcement vehicle.

Mobile ALPR System: ALPR cameras that are affixed, either permanently (hardwired) or temporarily (e.g., magnet-mounted), to a law enforcement vehicle for mobile deployment.

Optical Character Recognition (OCR): The technology that supports the automated reading and digitizing of images of license plates that are captured by the ALPR system.

Portable ALPR System: ALPR cameras that are transportable and can be moved and deployed in a variety of venues as needed, such as a traffic barrel or speed radar sign.

ALPR Systems

The ALPR Systems and associated equipment (hardware or software), databases shall be:

- Considered property of the Department;
- Authorized for official use only; and
- Repaired by Department-authorized sources.

Any misuse of this equipment, associated databases or data shall be:

- Investigated either through a criminal or administrative investigation.

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Subject	Number
Automatic License Plate Recognition	**SOC-11**

ALPR Administrator

The Division Commander of Field Services (DFS) shall:

- Designate a commissioned officer as the ALPR Administrator; and
- Ensure the ALPR Administrator has oversight for the ALPR System deployment, operations, and maintenance.

The ALPR Administrator shall be responsible for the following:

- Establish protocols for access, collection, storage, and retention of ALPR data and associated media files;
- Establish protocols to preserve and document ALPR reads and "alerts" or "hits" that are acted on in the field or associated with investigations or prosecutions;
- Establish protocols to ensure the security and integrity of data captured, stored, and/or retained by the ALPR System;
- Ensuring the proper selection of the personnel approved to operate the ALPR System and maintaining an adequate number of trained and authorized users;
- Maintaining records identifying approved ALPR deployments and documenting their results, including appropriate documentation of significant incidents and arrests that are related to ALPR usage;
- Authorize any requests for ALPR Systems use or data access according to Department policy;
- Manage and secure the data, including requests for searches of the ALPR data, hot lists, and backing up the ALPR data; and
- Ensure that designated, trained personnel check equipment on a regular basis to ensure functionality, camera alignment, and removing from service any equipment that falls outside expected functionality until deficiencies are corrected.

- The ALPR Administrator shall:
  1. Designate users and permitted them to use the system who have been properly trained in the use and operational protocols of the ALPR System;
  2. Allow access to the ALPR System for those users with an approved login and password; and
  3. Ensure that any changes in hardware, software, policy, or law are the subject of continuing in-service training or bulletins.

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Subject	Number
Automatic License Plate Recognition	**SOC-11**

ALPR Procedures

Automatic License Plate Recognition System

- ALPR Systems and information shall:
  1. Be accessed and used only for official and legitimate law enforcement business; and
  2. Only be used based on specific and articulable facts of a concern for safety, wrongdoing, criminal investigations, Department-related civil investigations, or pursuant to a court order.
- ALPR Hit shall be preserved when the hit results in an enforcement action, investigation, or prosecution;
- The Department shall securely maintain all ALPR Hot Lists and data gathered;
- Searches of historical ALPR data shall be conducted in accordance with this policy and other Department policies or regulations where applicable;
- Requests for searches of ALPR data may be made by members of this Department or by other law enforcement agencies through the ALPR Administrator; and
- The Colonel/Superintendent or designee shall approve the use of ALPR technology.

ALPR Operations

Members using the ALPR System shall:

- Ensure at the start of each shift the ALPR System has been updated with the most current hot lists available;
- Verify prior to use the aim of the ALPR camera(s) to ensure it is focused on the correct lanes of traffic;
- Ensure ALPR equipment be cleaned and maintained according to the manufacturer's recommendations;
- Immediately report any damage to ALPR System;
- Secure the ALPR equipment in the trunk or other secure location when on extended leave; and
- Notify the ALPR Administrator of any malfunctions.

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Subject	Number
Automatic License Plate Recognition	**SOC-11**

ALPR Alerts/Hits

The member shall prior to initiation of a stop based on a ALPR Hit or Alert:

- Visually verify that the vehicle plate number matches the plate number run by the ALPR System, including both:
  1. Alphanumeric characters of the license plate; and
  2. The state of issue.
- Verify the current status of the plate through:
  1. The Commonwealth's Criminal Justice Information System(CJIS), or
  2. National Crime Information Center (NCIC), or
  3. Department's Records Management System(RMS), or
  4. Other appropriate source of data, when circumstances allow, or as soon as practicable.

Manual Entry of Data

Manual entries may include, but should not be limited to:

- AMBER Alerts;
- Missing Child Alerts;
- Missing College Student Bulletins;
- Be On Look Out (BOLO);
- Attempt To Locate (ATL); or
- Wanted or Missing Person broadcast or bulletin in which a license plate number is included.

Manual entries entered into the ALPR System shall be:

- Manually updated when the information changes or is no longer current;
- Documented with the specific reason by the member; and
- Check by a second party.

Members may request additional license plate numbers of interest be entered into the Department's Hot List. License plates shall be:

- Entered only when directed or authorized by *[specify command position]*;
- Entered only for official and legitimate law enforcement business.

ALPR Data Query Logs

An ALPR Data Query Log shall be maintained for each transaction. The automated log shall include:

- The name of the individual accessing the data; and
- The date and time of access.

The ALPR Data Query Log shall record:

- All requests to review stored ALPR data and search results.

Audits shall be conducted at the discretion of the Colonel/Superintendent or designee.

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Subject	Number
Automatic License Plate Recognition	**SOC-11**

ALPR Data Sharing and Dissemination

ALPR data can be accessed, retrieved, or shared for official and legitimate law enforcement business only.

Dissemination of ALPR data outside the Department among law enforcement agencies, other than the DCJIS, shall be:

- Documented in a secondary dissemination log, as determined by the ALPR Administrator; and
- Governed by an established memoranda of understanding.

ALPR Retention

As determined by the ALPR Administrator, data from ALPR System shall be:

- Transferred/uploaded to the Department's server; and
- Purged once the upload to the Department sever is complete.

All ALPR data may be stored in the Department's server for a period of one (1) year, however data may be stored for longer than one (1) year in the following circumstances:

- Alert data associated with an enforcement action, investigation, or prosecution shall be maintained until a final disposition has been reached in the particular case; or
- Alert data associated with an arrest shall be maintained in the criminal case file and retained for the maximum period of time associated with such record; or
- Alert data associated with criminal investigations shall be maintained in the criminal case file and retained for the maximum period associated with such record; or
- If it is reasonable to believe that the ALPR data will be used as evidence in a criminal or civil action, the record shall be maintained until it is no longer reasonable to believe it will be used as evidence in a criminal or civil action; or
- Whenever otherwise directed by the ALPR Administrator.

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Subject	Number
Automatic License Plate Recognition	**SOC-11**

State Central Repository

The Department has procured the ALPR System under a grant program of the Executive Office of Public Safety and Security's (EOPSS) Highway Safety Division.

For EOPSS Highway Safety Division grantees:

As a grantee, the Department has agreed to:

- Electronically submit captured ALPR data to the state repository maintained by the Department of Criminal Justice Information Services (DCJIS) at the Commonwealth's Public Safety Data Center; and
- Captured ALPR data shall be made available to local, state, and national law enforcement as needed to support official law enforcement business.

The Department and its users agree to the terms of this policy and to the Commonwealth of Massachusetts Global Justice and Public Safety Information Sharing Policy of the DCJIS.

Policy Review

The ALPR Administrator shall be responsible for:

- The annual review of this policy and the procedures contained herein; and
- Making recommendations to the Colonel/Superintendent or designee, for any necessary amendments.

As use of the technology progresses, the Department shall continue to monitor and assess the appropriateness of this policy, as with new technology may raise both legal and technological issues.

References

The Commonwealth of Massachusetts Global Justice and Public Safety Information Sharing Policy

Promulgated By:

DRAFT

Department of State Police
General Order

Effective Date	Number
July 22, 2014	**TRF-11**

Subject

Automatic License Plate Recognition

Purpose

The purpose of this policy is to establish guidelines and procedures for the proper use and application of Automatic License Plate Recognition (ALPR) System.

Policy

The availability and use of ALPR System provide opportunities for the enhancement of law enforcement agencies' productivity, effectiveness, and protection of public and officer safety.

The Department shall only utilize the technology in furtherance of official and legitimate law enforcement operations and public safety. All Department Employees shall abide by the guidelines set forth herein when using ALPR System.

Definitions and Acronyms

Automatic License Plate Recognition (*ALPR):* Automatic license plate recognition technology uses high-speed cameras combined with sophisticated computer algorithms capable of converting the images of license plates to electronically readable data. The ALPR System captures an image of a license plate and converts it to a text file using Optical Character Recognition (OCR) technology. The technology also compares the digital images of license plates to the CJIS-NCIC Hot file database. ALPR System is configured as either fixed, mobile or portable.

Alert: A visual and/or auditory notice that is triggered when the ALPR System receives a potential hit on a license plate.

Alert Data: Information captured by an ALPR relating to a license plate that matches the license plate on a hot list.

ALPR Data: Scan files, alert data, and any other documents or data generated by, or obtained thorough, utilization of the ALPR System.

ALPR Data Query Logs: A record of a search or query of ALPR data.

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Subject	Number
Automatic License Plate Recognition	**TRF-11**

Definitions and Acronyms (Continued)

Hit: An alert that a license plate matches a record maintained in the ALPR database related to stolen vehicles, wanted vehicles, or other alert type files that support investigation or which have been manually registered by a user for further investigation.

Hot List: License plate numbers of vehicles of interest, such as stolen vehicles, unregistered vehicles, vehicles owned by persons of interest, and vehicles associated with AMBER Alerts, Missing Child Alerts, Missing College Student Bulletins, Be On Look Out (BOLO), Attempt To Locate (ATL), and Wanted or Missing Person broadcasts or bulletins in which a license plate number is included, or other license plate numbers of interest entered by the Department or an authorized officer.

Hot List Download: The method by which the hot list data is transferred to a computer within a law enforcement vehicle.

Optical Character Recognition (OCR): The technology that supports the automated reading and digitizing of images of license plates that are captured by the ALPR System.

ALPR Administrator

The Division Commander of Field Services (DFS) shall:

- Designate a Commissioned Officer as the ALPR Administrator; and
- Ensure the ALPR Administrator has oversight for the ALPR System deployment, operations, and maintenance.

The ALPR Administrator shall be responsible for the following:

- Ensuring the proper selection of the personnel approved to operate the ALPR System and maintaining an adequate number of trained and authorized users;
- Authorize any requests for ALPR System use or data access according to Department policy;
- Ensure that designated, trained personnel check equipment on a regular basis to ensure functionality, camera alignment, and removing from service any equipment that falls outside expected functionality until deficiencies are corrected.

The ALPR Administrator shall:

1. Designate users who have been properly trained in the use and operational protocols of the ALPR System;
2. Allow access to the ALPR System for those users with an approved login and password; and
3. Ensure that any changes in hardware, software, policy, or law are the subject of continuing in-service training or bulletins.

Subject	Number
Automatic License Plate Recognition	**TRF-11**

ALPR Procedures

The use of ALPR technology shall be approved by the Colonel/Superintendent or designee.

ALPR System and information shall be:

- Accessed and used only for official and legitimate law enforcement purpose;
- Used for searches of historical ALPR data, in accordance with this policy and other Department policies or regulations where applicable; and
- Used for searches of ALPR data by members of this Department or by other law enforcement agencies through the ALPR Administrator.

ALPR Operations

Members using the ALPR System shall:

- Ensure at the start of each shift the ALPR System has been updated with the most current hot lists available;
- Verify prior to use the aim of the ALPR camera(s) to ensure it is focused on the correct lanes of traffic;
- Ensure ALPR equipment be cleaned and maintained according to the manufacturer's recommendations; and
- Notify the ALPR Administrator of any malfunctions.

ALPR Alerts/Hits

The member shall prior to initiation of a stop based on a ALPR Hit or Alert:

- Visually verify that the vehicle plate number matches the plate number run by the ALPR System, including both:
  1. Alphanumeric characters of the license plate; and
  2. The state of issue.
- Verify the current status of the plate through:
  1. The Commonwealth's Criminal Justice Information System(CJIS), or
  2. National Crime Information Center (NCIC), or
  3. Department's Records Management System(RMS), or
  4. Other appropriate source of data, when circumstances allow, or as soon as practicable.

Manual Entry of Data

Manual entries may include, but should not be limited to:

- AMBER Alerts;
- Missing Child Alerts;
- Missing College Student Bulletins;
- Be On Look Out (BOLO);
- Attempt To Locate (ATL); or
- Wanted or Missing Person broadcast or bulletin in which a license plate number is included.

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Subject	Number
Automatic License Plate Recognition	**TRF-11**

Manual Entry of Data (Continued)

Manual entries entered into the ALPR System shall be:

- Manually updated when the information changes or is no longer current; and
- Documented with the specific reason by the member.

ALPR Data: Logs, Sharing Dissemination and Retention

The following process shall apply to ALPR Data:

- A Query Log is internally maintained by each instrument for each transaction;
- Data can be accessed, retrieved, or shared for official and legitimate law enforcement business only; and
- Retention of data shall be determined by the Department of Criminal Justice Information Services (DCJIS) Policy.

State Central Repository

The Department has agreed to:

- Electronically submit captured ALPR data to the state repository maintained by the DCJIS at the Commonwealth's Public Safety Data Center.

The Department and its users agree to the terms of this policy and to the Commonwealth of Massachusetts *Global Justice and Public Safety Information Sharing Policy* of the DCJIS.

Policy Review

The ALPR Administrator shall be responsible for:

- The annual review of this policy and the procedures contained herein; and
- Making recommendations through channels to the Colonel/Superintendent or designee, for any necessary amendments.

As use of the technology progresses, the Department shall continue to monitor and assess the appropriateness of this policy, as with new technology may raise both legal and technological issues.

References

Executive Office of Public Safety and Security (EOPSS)- *The Commonwealth of Massachusetts Global Justice and Public Safety Information Sharing Policy*

Promulgated By:

Department of State Police
General Order

Effective Date	Number
June 14, 2018	**TRF-11**

Subject

Automatic License Plate Recognition

Purpose

The purpose of this policy is to establish guidelines and procedures for the proper use and application of the Automatic License Plate Recognition (ALPR) System.

Policy

The availability and use of the ALPR System provides opportunities for the enhancement of law enforcement agencies' productivity, effectiveness, and protection of public and officer safety.

The Department shall only utilize the technology in furtherance of official and legitimate law enforcement operations and public safety. All Department Employees shall abide by the guidelines set forth herein when using the ALPR System.

Definitions and Acronyms

Automatic License Plate Recognition (*ALPR):* Automatic license plate recognition technology uses high-speed cameras combined with sophisticated computer algorithms capable of converting the images of license plates to electronically readable data. The ALPR System captures an image of a license plate and converts it to a text file using Optical Character Recognition (OCR) technology. The technology also compares the digital images of license plates to the CJIS-NCIC Hot file database. The ALPR System is configured as either fixed, mobile or portable.

Alert: A visual and/or auditory notice that is triggered when the ALPR System receives a potential hit on a license plate.

Alert Data: Information captured by an ALPR relating to a license plate that matches the license plate on a hot list.

ALPR Data: Scan files, alert data, and any other documents or data generated by, or obtained thorough, utilization of the ALPR System.

ALPR Data Query Logs: A record of a search or query of ALPR data.

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Subject	Number
Automatic License Plate Recognition	**TRF-11**

Definitions and Acronyms (Continued)

Hit: An alert that a license plate matches a record maintained in the ALPR database related to stolen vehicles, wanted vehicles, or other alert type files that support investigation or which have been manually registered by a user for further investigation.

Hot List: License plate numbers of vehicles of interest, such as stolen vehicles, unregistered vehicles, vehicles owned by persons of interest, and vehicles associated with AMBER Alerts, Missing Child Alerts, Missing College Student Bulletins, Silver Alerts, Be On Look Out (BOLO), Attempt To Locate (ATL), and Wanted or Missing Person broadcasts or bulletins in which a license plate number is included, or other license plate numbers of interest entered by the Department or an authorized officer.

Hot List Download: The method by which the hot list data is transferred to a computer within a law enforcement vehicle.

Optical Character Recognition (OCR): The technology that supports the automated reading and digitizing of images of license plates that are captured by the ALPR System.

ALPR Administrator

The Division Commander of Field Services (DFS) shall:

- Designate a Commissioned Officer as the ALPR Administrator; and
- Ensure the ALPR Administrator has oversight for the ALPR System deployment, operations, and maintenance.

The ALPR Administrator shall be responsible for the following:

- Ensuring the proper selection of the personnel approved to operate the ALPR System and maintaining an adequate number of trained and authorized users;
- Authorizing any requests for ALPR System use or data access according to Department policy; and
- Ensuring that designated, trained personnel check equipment on a regular basis to ensure functionality, camera alignment, and removing from service any equipment that falls outside expected functionality until deficiencies are corrected.

The ALPR Administrator shall:

1. Designate users who have been properly trained in the use and operational protocols of the ALPR System;
2. Allow access to the ALPR System for those users with an approved login and password; and
3. Ensure that any changes in hardware, software, policy, or law are the subject of continuing in-service training or bulletins.

Subject	Number
Automatic License Plate Recognition	**TRF-11**

ALPR Procedures

The use of ALPR technology shall be approved by the Colonel/Superintendent or designee.

ALPR System and information shall be:

- Accessed and used only for official and legitimate law enforcement purposes;
- Used for searches of historical ALPR data, in accordance with this policy and other Department policies or regulations where applicable; and
- Used for searches of ALPR data by members of this Department or by other law enforcement agencies through the ALPR Administrator.

ALPR Operations

Members using the ALPR System shall:

- Ensure, at the start of each shift, the ALPR System has been updated with the most current hot lists available;
- Verify, prior to use, the aim of the ALPR camera(s) to ensure it is focused on the correct lanes of traffic;
- Ensure ALPR equipment be cleaned and maintained according to the manufacturer's recommendations; and
- Notify the ALPR Administrator of any malfunctions.

ALPR Alerts/Hits

The member shall, prior to initiation of a stop, based on an ALPR Hit or Alert:

- Visually verify that the vehicle plate number matches the plate number run by the ALPR System, including both:
  1. Alphanumeric characters of the license plate; and
  2. The state of issue.
- Verify the current status of the plate through:
  1. The Commonwealth's Criminal Justice Information System (CJIS), or
  2. National Crime Information Center (NCIC), or
  3. Department's Records Management System (RMS), or
  4. Other appropriate source of data, when circumstances allow, or as soon as practicable.

Manual Entry of Data/Manual Hot List

Manual entries may include, but should not be limited to:

- AMBER Alerts;
- Missing Child Alerts;
- Missing College Student Bulletins;
- Silver Alerts;
- Be On Look Out (BOLO);
- Attempt To Locate (ATL); or
- Wanted or Missing Person broadcast or bulletin in which a license plate number is included.

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Subject	Number
Automatic License Plate Recognition	**TRF-11**

Manual Entry of Data/Manual Hot List

(Continued)

Manual entries entered into the ALPR System shall be:

- Manually updated when the information changes or is no longer current;
- Documented with the specific reason by the member;
- Documented with agency case number; and
- Given a retention date of 1 year or less.

ALPR Data: Logs, Sharing Dissemination and Retention

The following process shall apply to ALPR Data:

- A Query Log is internally maintained by each instrument for each transaction;
- Data can be accessed, retrieved, or shared for official and legitimate law enforcement business only; and
- Retention of data shall be determined by the Department of Criminal Justice Information Services (DCJIS) Policy.

State Central Repository

The Department has agreed to:

- Electronically submit captured ALPR data to the state repository maintained by the DCJIS at the Commonwealth's Public Safety Data Center.

The Department and its users agree to the terms of this policy and to the Commonwealth of Massachusetts *Global Justice and Public Safety Information Sharing Policy* of the DCJIS.

Policy Review

The ALPR Administrator shall be responsible for:

- The annual review of this policy and the procedures contained herein; and
- Making recommendations through channels to the Colonel/Superintendent or designee, for any necessary amendments.

As use of the technology progresses, the Department shall continue to monitor and assess the appropriateness of this policy, as new technology may raise both legal and technological issues.

References

Executive Office of Public Safety and Security (EOPSS)- *The Commonwealth of Massachusetts Global Justice and Public Safety Information Sharing Policy*

Promulgated By:

FROM: INTERNATIONAL ROAD DYNAMICS INC. (IRD)
DATE: JANUARY 12, 2024

PROPOSED DIVISION OF RESPONSIBILITIES AND BILL OF MATERIALS

	Item	Quantity	IRD	Contractor	DOT
1.	Supply of inductive loops, with lead cable and loop sealant	4	X		
2.	Supply of Kistler Quartz sensor with lead cable and grout	8	X		
3.	Saw-cut the pavement and install in-road sensors	Lump		X	
4.	Supply of cabinet	1	X		
5.	Supply of IRD Electronics, including all necessary hardware, software and term panel	1	X		
6.	Supply and installation of concrete base for cabinet	1		X	
7.	Installation of cabinet	Lump		X	
8.	Supply and installation of conduit and junction boxes	Lump		X	
9.	Supply and installation of AC Power service for the cabinet	Lump			X
10.	Supply and installation of high-speed network communication	Lump			X
11.	Supply and installation of guard rail	Lump			X
12.	Supply and installation of traffic control and lance closure	Lump			X
13.	Supply and installation of roadside poles/foundations for mounting cameras	Lump		X	
14.	Supply of overview camera and illuminator with mounting brackets	2	X		
15.	Supply of LPR camera with illuminator with mounting brackets	2	X		
16.	Supply of USDOT Reader and illuminator, with mounting brackets, and cable	2	X		
17.	Installation of overview camera and illuminator, LPR camera, USDOT Reader and illuminator on roadside poles	Lump		X	
18.	Supply of Intelligent Roadside Operations Computer (iROC) E-Screening server (to be installed at LA DOTD operation office)	1	X		
19.	Supervision of installation of IRD supplied equipment	Lump	X		
20.	Supply of all installation labor and equipment	Lump		X	
21.	Transport and unloading of materials to site	Lump		X	
22.	System configuration, setup, testing and commissioning	Lump	X		
23.	Provide 1-day training session for state personnel	Lump	X		
24.	Supply of classroom space for training	Lump		X	

FROM: INTERNATIONAL ROAD DYNAMICS INC. (IRD)
DATE: JANUARY 12, 2024

BUDGETARY QUOTATION

VIRTUAL WEIGH-IN-MOTION SYSTEM (For items listed as IRD in the PROPOSED DIVISION OF RESPONSIBILITIES) ……. $450,000 USD

Installation Estimate (For items listed as Contractor in the PROPOSED DIVISION OF RESPONSIBILITIES) …… $175,000 USD

Please note that AC power service, communication, traffic control and guard rail installation are not included in the above pricing.

TERMS & CONDITIONS:

- Prices quoted for equipment are in U.S. Dollars and budgetary.
- Freight is FOB site.
- All taxes (Federal, State, and Local) are extra where applicable. Buyer must provide a sales tax exemption number/certificate to claim exemption. Sales tax will be added to the final price if the sales tax exemption number/certification is unavailable.
- Payment terms are net 30 days from date of shipment. Interest of 1.5% per month is applicable on all past due invoices.
- Acceptance of order is dependent upon credit approval from IRD.
- Bonding is not included and premiums are extra if a bond is required.
- To ensure performance, IRD authorized supervision is required for the installation of traffic sensors and scales. Warranty coverage may not apply for any road sensors or equipment installed without IRD Authorized Installation Supervision.
- IRD provides a standard one (1) year warranty from date of delivery (does not include removal and reinstallation of defective equipment or traffic control). Please see IRD's standard warranty statement details at www.irdinc.com.
- The quantity of grout and/or epoxy included in the Bill of Materials or Division of Responsibilities is sufficient for the quantity of sensors utilizing IRD recommended installation procedures. If additional grout and/or epoxy is required, then additional charges will apply.
- Some grouts and epoxies (such as AS-475, Flexolith, and some loop sealants) require special handling and storage since they are classified as hazardous materials. Please contact IRD for more information or for the MSDS (Material Safety Data Sheets).
- When epoxy is being used for the installation, it is based on an understanding that the roadway is suitable for an epoxy-based installation. Asphalt roadways are not always suited for installation using epoxy. IRD is not responsible for failure of the pavement should the epoxy be used for asphalt roadway installation without prior written approval from IRD of the pavement design.
- No returns accepted on shelf-life sensitive materials unless material is defective upon delivery. Customer must notify IRD immediately upon receipt of shipment of any defects. Customer is responsible for following special handling and storage requirements.
- IRD reserves the right to charge a restocking charge for returned materials.
- Refer to PROPOSED DIVISION OF RESPONSIBILITIES for clarification of items for which IRD and Others are responsible.

FROM: INTERNATIONAL ROAD DYNAMICS INC. (IRD)
DATE: JANUARY 12, 2024

- All other sections of the project not specifically identified in this proposal will be the responsibility of Others.
- To achieve stated WIM accuracy pavement smoothness must meet industry standards such as ASTM E-1318-09.
- Transfer of title to goods will pass from Seller to Buyer when the goods are removed from the transportation conveyance at the client's designated named place.

VIRTUAL WEIGH STATION SYSTEM

SYSTEM INTRODUCTION

A Virtual Weigh Station weighs and measures vehicles automatically and provides vehicle record information to an authorized user either locally or remotely for enforcement, commercial vehicle and traffic data analysis. The vehicle record information may be provided via a network communication service.

The WIM system is to be modular in design for ease of service and upgradeability. Changing or upgrading the functionality at a site shall only require the addition of the electronics modules and peripheral devices needed for that functionality; existing equipment shall be usable in the upgraded system.

The scope of work is to supply and install the following:

- WIM Scales, axle sensors, inductive loops, controller electronics and cabinet
- Side image camera installation
- License Plate Reader Camera
- USDOT Number Recognition System (UNRS)
- Communications wiring and conduit for all equipment
- Power wiring and conduit
- Network communications

The Contractor shall be required to furnish documentation which demonstrates to the satisfaction of the Department that all equipment proposed for use in the Virtual Weigh Station is of standard manufacture; that the manufacturer has had WIM equipment available for purchase for not less than ten (10) years and has at least three (3) successful Virtual Weigh Station installations (which are not for research and development purposes); and that the manufacturer's WIM equipment has a proven acceptable performance history while in use under conditions similar to those for the intended use. The manufacturer shall be registered to an ISO 9001 Quality Control Program.

As a minimum, the equipment documentation provided by the Contractor shall include the following:

1. Detailed description of how the system requirements will be met.
2. Drawings with descriptions.
3. Manufacturer's name and model number, supported by descriptive material for (but not limited to) the standard package components with all accessories identified under "Description." Submittals shall be supported by descriptive material, such as catalog cuts, diagrams and other data published by the manufacturer, to show conformance to specifications and plan requirements; model numbers alone will not be acceptable.
4. At least three (3) Virtual Weigh Station references. These must all be different references.

VIRTUAL WEIGH STATION OPERATIONAL OVERVIEW

The Virtual Weigh Station system shall include a system controller and signal processing electronics, sensors, cameras, and network communication equipment. The system shall produce a vehicle record for all vehicles within a user defined set of classes that pass over the Virtual Weigh Station sensors. The cameras capture an image of each vehicle as it passes the WIM Scales and associates each image with the appropriate vehicle record. The vehicle information shall be viewable through a web-based visual interface.

VIRTUAL WEIGH STATION FUNCTIONAL REQUIREMENTS

Lanes at the Virtual Weigh Station site that are equipped with WIM sensors are termed WIM lanes; vehicle data from WIM lanes shall include axle and vehicle weights.

WIM Sensors

The WIM sensor shall be a Lineas® Quartz WIM Sensor by Kistler (Lineas is a trademark owned by Kistler). The accuracy of the sensor shall be in conformance with ASTM E 1318 “Standard Specifications for Highway Weigh-in-Motion (WIM) Systems with User Requirements and Test Method” performance requirements for a Type III system.

The sensor shall be installed flush with the road surface. The roadway shall meet the requirements of Section 6 of ASTM E 1318-09 to achieve the accuracy above.

The sensor shall be 5.74’ (1.75m) in length with 330’ (100m) lead cable. The sensor shall have cross sectional dimensions of 1.97” (50mm) by 1.73” (44 mm). The sensor shall have a temperature operating range of -40°F to 176°F (-40°C to +80°C) and shall have a temperature coefficient of less than 0.036 %/°F (0.02 %/°C).

The installation grout shall be Kistler Type 1000A1 Grouting Compound approved for WIM sensors.

Detector Loops

The Virtual Weigh Station shall use inductive detector loops to detect the presence, entry or exit of a vehicle in support of WIM and AVC operations.

For the Virtual Weigh Station operation, the sensor configuration shall be:

“Loop – Quartz – Quartz – Loop” (if Lineas Quartz Sensors are used)

Each detector loop shall have a minimum loop area of 6 feet x 6 feet (1.83 m x 1.83 m) with 45° angle cut at the corners.

Loop wire shall be 1 conductor, 14 AWG, IMSA 51-5. Loop leads must be 2 conductor, 18 gauge, IMSA 50-2 cable.

All saw-cut loops shall be sealed with approved loop sealant.

System Electronics

The System Electronics shall be located next to the WIM scales in a roadside cabinet. The System Electronics shall be responsible for creating vehicle records and formatting the truck data to enable a user to remotely view the vehicle records. The WIM interface electronics will be a stand alone system with the capability to collect and interpret the signals from the WIM Scale.

All material necessary for setup and operation of the system must be provided including all wiring and cabling.

The system must be provided with the required software pre-loaded. The software must automatically execute when the system is powered up.

The electronics must be modular to facilitate easy maintenance, troubleshooting and in-field servicing. For ease of maintenance, each type of input and output device shall interface to a system electronics printed circuit board interface module. All interface modules shall feature self-testing and built-in fault diagnosis. All sensor modules shall be field replaceable and slot mounted in a system electronics sub-chassis.

The system electronics shall be available in optional CE compliant configurations. These configurations shall satisfy the following European Union directives:

Low Voltage 2006/95/EC

Electromagnetic Capability Directive 2004/108/EC

Restriction of Hazardous Substances Directive 2002/95/EC

Waste Electronic and Electrical Equipment Directive 2002/96/EC

The system shall be of a durable, industrial design and construction, and enable continuous operation, with automated start-up in the event of a power outage. For reliability, modularity and ease of communication with any additional system components that may be added at a future date, system electronics modules shall communicate over a CAN Bus (Controller Area Network).

The electronics shall be capable of interfacing to the following components:

1. WIM Sensors including Piezo, Bending Plate, Single Load Cell, Kistler Lineas Quartz
2. Axle Sensors including Piezo and DYNAX
3. Loops
4. Offscale Detectors
5. Communications System

The roadside electronics shall provide a facility for viewing vehicle records and sensor diagnostics over either a direct computer connection or a telecommunications link.

All components of the electronic system, including inductive loop detectors, will contain electrical over-voltage protection to prevent damage from electrical surges, spikes and lightning.

The System Electronics shall provide the following functions:

1. Insert sequence numbers for vehicle records for tracking purposes.
2. Perform WIM operation.
3. Weigh all vehicles traveling over WIM scales.
4. Classify all vehicles traveling on all instrumented lanes of the highway.
5. Perform weight compliance analysis on vehicles in accordance with department or agency regulations.
6. Perform sorter operation in accordance with decisions based on weight compliance analysis, other violations (speeding, improper maneuver, sudden speed change, etc.).
7. Capture images for all vehicles.
8. Filter out images for specific classes of vehicles and format for Web server display purposes.
9. Perform data collection, data storage, file management and report generation functions for collected vehicle information.

The system shall include a data downloading system to allow collected vehicle data to be retrieved either remotely or on site.

The Virtual Weigh Station shall be provided with a secure, weather resistive roadside enclosure to house the System Electronics, the WIM computer and its peripherals and the side image camera equipment.

All wires from scales, offscale sensors, axle sensors, loops, etc. shall be terminated on terminal strips. The terminal strips shall be identified by terminal strip number and screw connection number. These terminal strips shall be readily accessible. All cables shall be long enough to easily reach these terminal strips. Terminal strips, splices, or other type of connections prior to these standard terminal strips shall not be allowed except for splicing of a loop to a shielded twisted loop lead.

All AC power connections shall be shielded to prevent electrical shock.

The System Electronics shall meet the following requirements:

System	Low Temperature: -40 degrees C Cold start
	High Temperature: +75 degrees C
	Humidity: 95% relative humidity, non-condensing
	Processor: 32-bit RISC architecture
	Memory: 32 MB RAM, up to 4 GB Storage
	CAN Bus for sensor and control configuration
	Non-volatile storage for vehicle information to prevent data loss during power outages and to retain sensor module configuration
Communications	CAN Bus
	USB interface
	Ethernet interface
	One RS-232 serial interface dedicated to external interface
	One RS-232 serial interface dedicated to remote administration (modem dial-in)
	Remote administration via Telnet Secure Shell (SSH) or Windows Remote Desktop
	Remote file download via Secure FTP
Software	Sensor inputs Kistler Lineas Quartz, Loops and Serial and Digital Devices
	Sensor inputs from WIM, loop and sensors
	Vehicle Classification performed by means of user-defined classification scheme
	Weight Compliance performed by means of user-defined weight compliance scheme
	Records data logs on operational status, power supply condition and system activity
Maintenance	Local connection through laptop PC in terminal mode
	Remote connection through a dial-up modem to a PC in terminal mode
Maintenance (cont'd)	Telnet over an Ethernet Interface
	Interface cards shall be hot-swappable (i.e. cards can be safely removed or replaced while the system is operating and powered)

	System configuration and fault diagnosis operations
Axle Sensor Interface (WIM)	Adjustable threshold for detecting axles
	Capable of automatic temperature compensation
	Capable of autocalibration
Digital I/O Interface	Report on rising edge, falling edge or both
	Adjustable input debounce
	Control output state, single pulse, or square wave
	Adjustable timeout on inputs

Vehicle Imaging

The System shall include a video imaging system to record images of vehicles for identification purposes. The imaging system shall consist of camera capable of taking pictures in all lighting conditions and the image processing electronics to record the image of each vehicle that passes through the system. The side image camera shall be mounted alongside the roadway on the mainline positioned to obtain the best possible images, detailing their cab and side. The images shall be linked with the vehicle records of commercial vehicles; non-commercial images shall be discarded. The camera shall be capable of full color images during daytime operation, and monochrome (black & white) near-infrared images during nighttime and low light operation. The imaging system electronics shall be located in the roadside System Electronics enclosure.

The Imaging System shall consist of the following system components:

- Color and low light monochrome (black & white) video camera
- Illuminator system
- Video capture system

License Plate Reader (LPR)

The system shall be able to interface with a License Plate Reader (LPR) system. Images produced by an LPR system shall be linked to the record of the appropriate vehicle. The LPR system may be capable of performing Optical Character Recognition (OCR) to extract the vehicle license plate number from the captured image. If so equipped, the Virtual Weigh Station shall be capable of interrogating a CVIEW database with the license plate to determine whether the vehicle should be instructed to report.

The License Plate Reader System shall exhibit the following characteristics:

- integrated camera, illumination, and processor
- minimum 10' horizontal field of view
- vehicle speeds up to 80 mph
- day/night, all-weather functional capability
- accepts hardware or software trigger

- multiple jurisdiction recognition
- IP based
- license plate images captured along with ALPR data
- overview images captured

USDOT Number Recognition System (UNRS)

The system shall be able to interface with an USDOT Number Recognition System (UNRS). At the Department's option, this system may be either supplied and supported by the vendor or supplied and supported by another contractor. In either case, the Virtual Weigh Station electronics shall be capable of interfacing to industry standard UNRS.

Images produced by an UNRS shall be linked to the record of the appropriate vehicle.

Communications

The Virtual Weigh Station System allow vehicle data from multiple Virtual Weigh Stations to be accessible to multiple users over the Internet using a Web browser. High speed internet communications shall be provided at the site.

Credential Screening - iROC (Intelligent Roadside Operations Computer)

The iROC Server uses an industry standard database tool to store all CVIEW, SAFER, PRISM and other credential and permit data transferred from the external database sources. This data is updated from the external database as it becomes available from the external systems. The Server uses a Data Exchange Application that can be configured to load any defined XML or fixed format data file.

Commented [A1]: Most iROC's have an embedded oracle license, which means the database is not directly accessible by the end user. Probably should remove the word "Oracle"? maybe say "industry standard database management tool"?

Commented [A2]: I agree.

The LPR or USDOT reading at the Mainline Location is looked up in the SAFER-CVIEW database to retrieve the credential information for that identifier. The matching vehicle's credential and safety record is compared to the set of screening criteria for this inspection station to determine whether the vehicle has any outstanding credential or safety infractions. When all active credential and safety checks have been processed, the iROC transmits the results of the credential and safety screening process back to the WIM controller, which combines them with the results of the WIM controller compliance process to determine whether the vehicle should be signaled as in violation. The system user can also manually edit the OCR results for the LPR and USDOT at the static scale location if discrepancies are noted.

Commented [A3]: Usually also have functionality to edit the OCR results for the vehicle at the static scale location.

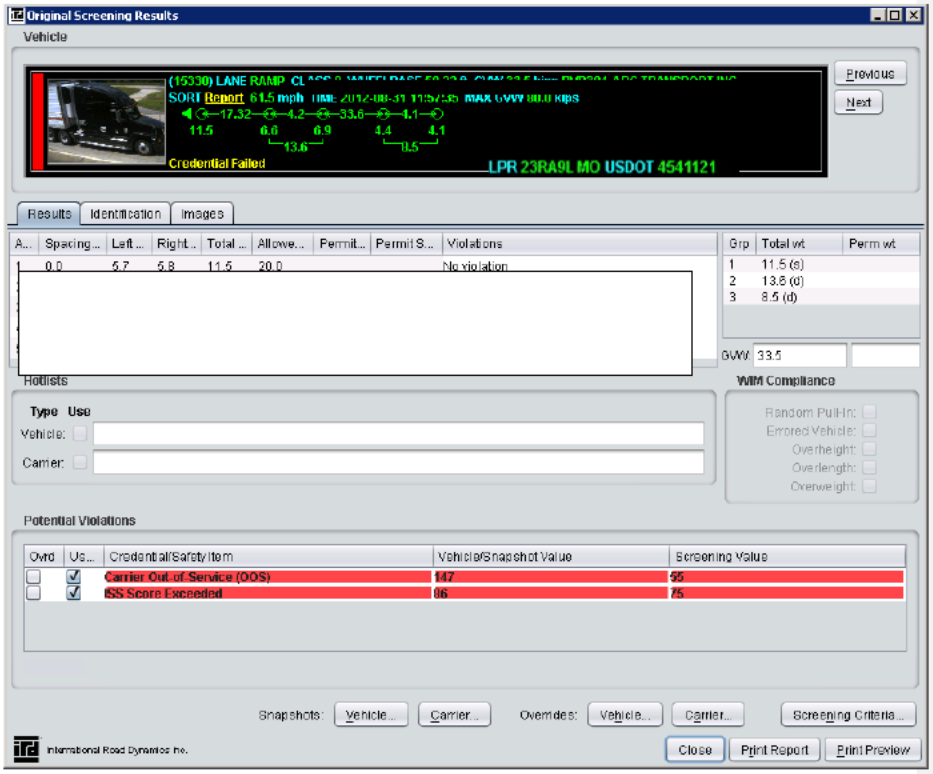
Commented [A4]: Previous text describes mainline

The Operator Workstation Computer in the scale house displays summary records for each vehicle in real time as traffic moves through the system. The operator can call up a detailed listing of any selected vehicle's credential and weight information, and search the database for past records. The workstation also provides the ability to add vehicles or carriers to "must report" hotlists, and to change the screening checks that will be performed on all vehicles.

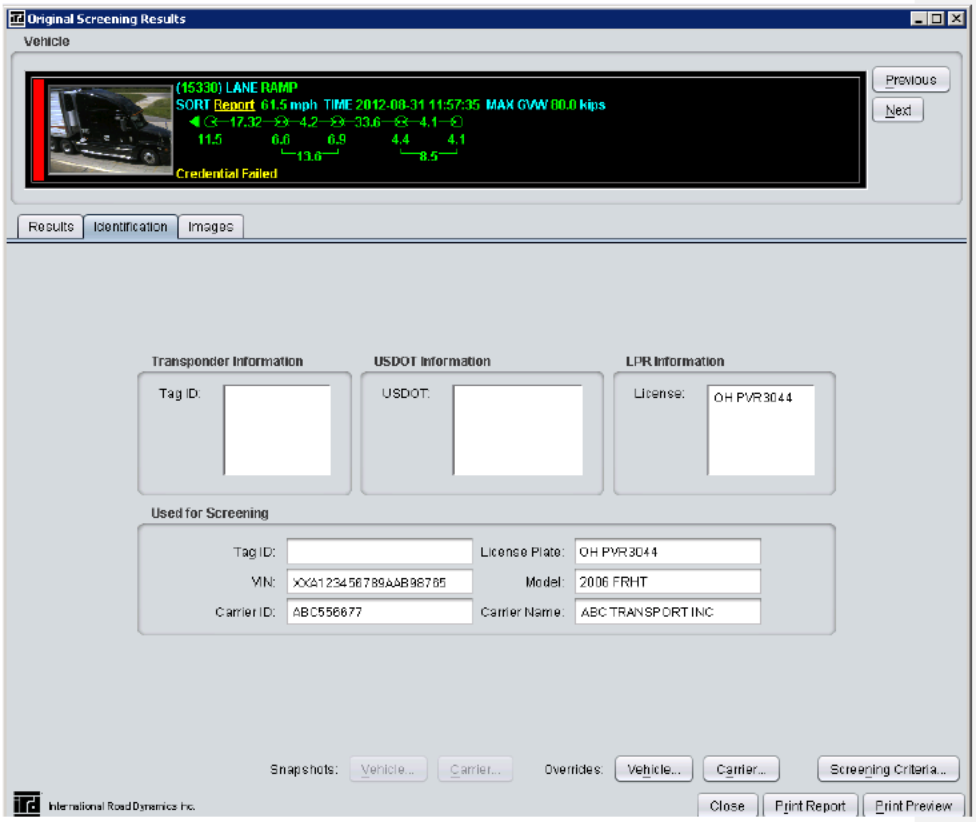
ORIGINAL SCREENING RESULTS WINDOW

Double-clicking the summary record in the Workstation Vehicle Display opens the Original Screening Results window, displaying the complete details of all of the information in that vehicle's record. There are tabs for the screening results, vehicle identity and any images taken of the vehicle, as shown in the sample pictures in the following pages.

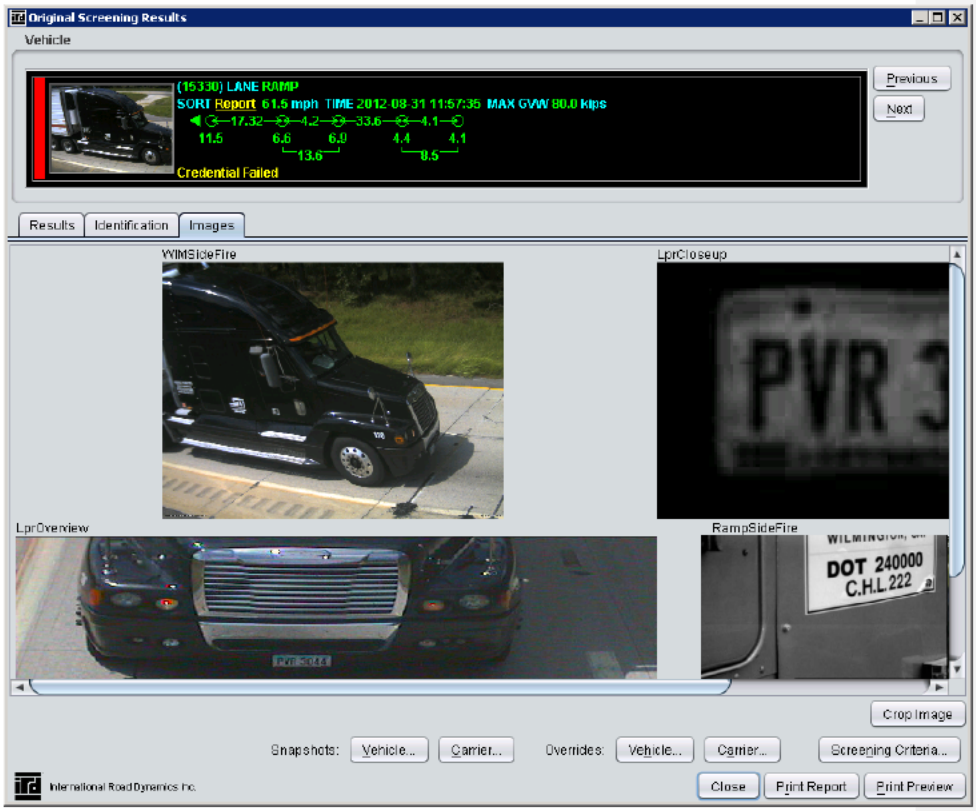
The vehicle record saved on the iROC can also be accessed at a later time by performing a historical search (described later in this document). Records are archived on the iROC for a configurable period, typically 1 year, or as required by the customer, contract, or legal statutes.



Original Screening Results Window, Results Tab



Original Screening Results, Vehicle Identification Tab



Original Screening Results Window, Images Tab

Carrier and Vehicle Snapshots

The Carrier Snapshot and Vehicle Snapshot buttons on either the Vehicle Display window or the Original Screening Results window open a window displaying the complete snapshot record of CVIEW information for the selected carrier or vehicle contained in the database.

The Carrier Snapshot window has seven tabs displaying the Carrier information as below:

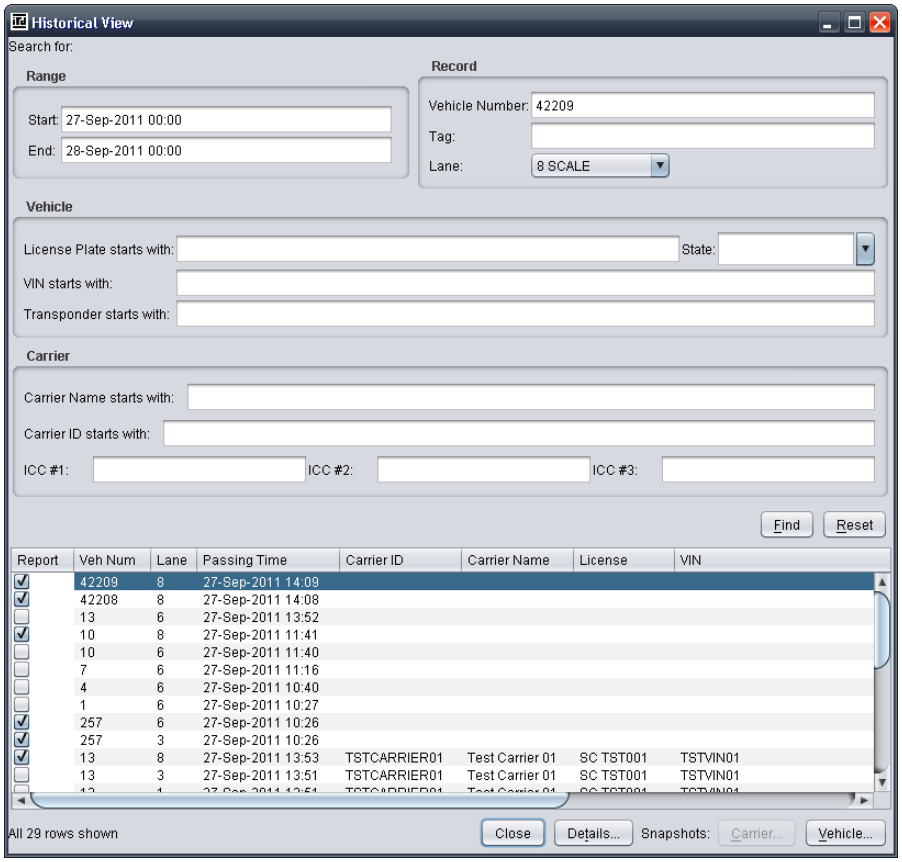
- **Identification** – carrier name, contact information and business information
- **Work / Cargo** – the type(s) of work and type(s) of cargo handled by this carrier
- **Hazmat** – Hazardous materials handling credentials held by the carrier
- **Inspections** – types and dates of inspections and violations record
- **Safety Score / Review** – the Safety and review information
- **Credentials** – the MCMS, IFTA and Fleet IRP records
- **Insurance** – the insurance coverage information for the carrier

The Vehicle Snapshot window has four tabs displaying the vehicle information as below:

- **Identification** – the owner and operator information and a description of the vehicle
- **Inspections** – the current inspection data, out of service record and violations record
- **Credential Data** – the Registration, Title, IRP and NMVTIS information
- **Permits** – any permits and/or restrictions for the vehicle

HISTORICAL VIEW

The Historical View performs a search of the iROC archive for the records of vehicles that passed the weigh station. The search options include a date and time range, vehicle information and carrier information:

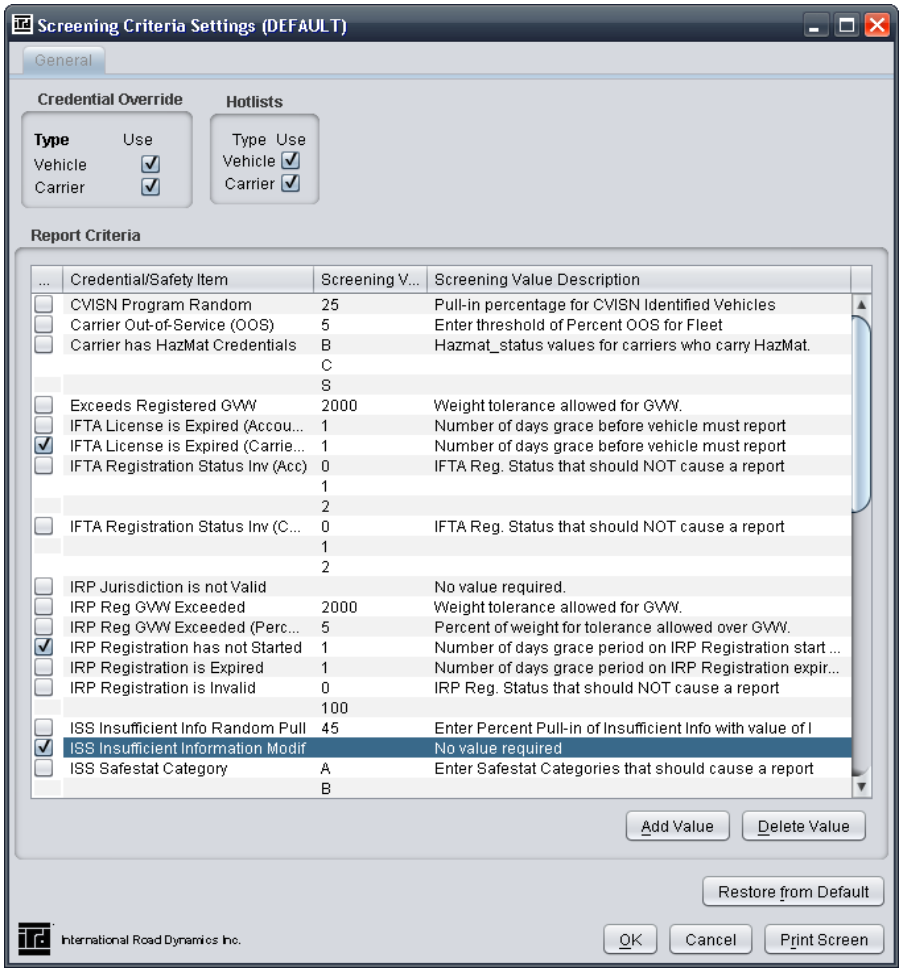


Historical View Search Window

The detailed record for any vehicle found by the search can be displayed in the Original Screening Results window.

SCREENING CRITERIA

The Screening Criteria Settings window determines which credential and safety parameters will be checked when screening the credentials of a vehicle:

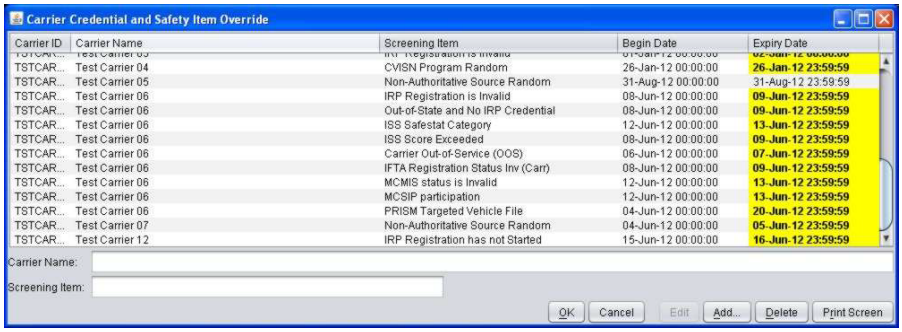


Screening Criteria Settings Window

CREDENTIAL OVER-RIDES

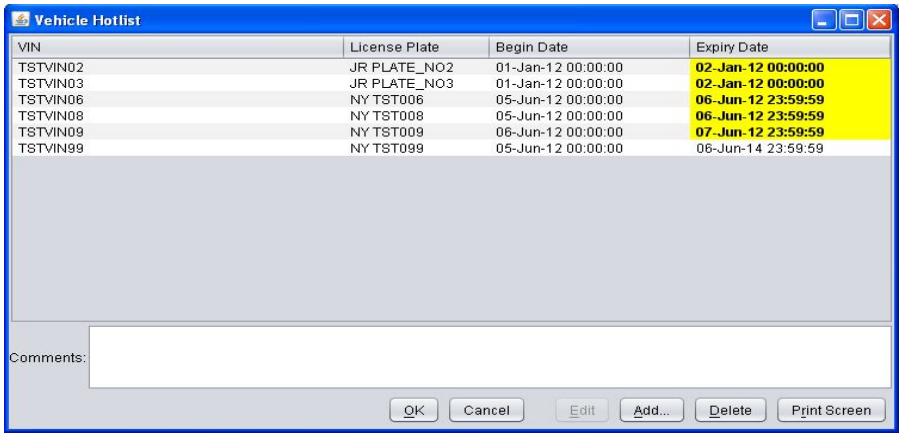
A credential over-ride will cause the system to ignore the results of the specified credential check for the specified vehicle or carrier during the time period shown. There

are separate over-ride lists for vehicles and carriers. Over-rides can be added, modified or deleted from the list using controls on this window.



HOTLISTS

Vehicles on a “hotlist” are signaled to report for inspection regardless of their credential and WIM status. There are separate hotlists for vehicles and carriers. Hotlist entries can be added, modified or deleted from the list using controls on this window.



SYSTEM REPORTING

Sample WIM Reports

Per site vehicle data reports include the following list of Reports:

1) Site Summary
2) Class By Hour
3) Class By Day Of Month
4) Lane By Hour
5) Lane By Class
6) Lane By Error
7) Lane By Status
8) Speed By Hour
9) Class By Speed
10) Error By Hour
11) Status by Hour
12) FHWA Traffic Monitoring Guide Traffic Volume
13) FHWA Traffic Monitoring Guide Truck Weight
14) FHWA Traffic Monitoring Guide Vehicle Classification
15) Class By Gross Vehicle Weight
16) Class By Front Axle Weight
17) Class By Single Axle Weight
18) Class By Tandem Axle Weight
19) Class By Tridem Axle Weight
20) Class By Quadrem Axle Weight
21) Total ESAL Class By Hour
22) Weight Violation By Hour
23) Weight Violation By Class
24) Weight Violation – Class By Hour
25) Average Temperature By Hour
26) Truck Count Class By Day Of Month
27) Weekday by Speed
28) Weekday by Class
29) Weekday by Lane
30) Error by Weekday
31) Status by Weekday
32) Weight Violations by Weekday
33) Month by Lane
34) Average GVW Class by Hour
35) Average GVW Weekday by Class
36) Maximum GVW Weekday by Class
37) Maximum ESAL Weekday by Class
38) Status Percent by Hour
39) Status Percent by day
40) Error Percent by Hour
41) Error Percent by day
42) GVW by Day of Month
43) GVW by Hour
44) GVW by Month
45) WIM Error by Class

CONDUITS AND PULL BOXES

All cables shall be in conduits unless specifically approved by the engineer. All pull boxes are to meet Department specifications.

All materials shall comply with the "National Electrical Code" and the current Department Standard Specifications for Highway Construction, "Highway Division Standard Drawings for design and Construction", and special requirements by Department weigh in motion and automatic vehicle identification system specifications. Duct seal shall be used to seal all conduits in the cabinets and in all junction boxes. All conduits shall have a polyethylene pull string with at least 210 pound break strength left in place at completion of construction.

Separate conduits shall be used for AC/DC power and low voltage signal cables. Low voltage signal cables shall include video, digital communication, sensor signal cable, and sensor excitation cables where voltage is under +/- 50 volts DC. Conduits for video and RF cables shall be of a large enough size to accommodate the maximum bend radius using factory 90 degree “bends”.

All cables shall be in conduits unless specifically approved by the Department.

SYSTEM ACCEPTANCE

The system shall be accepted subject to fulfilling the following conditions:

1. System review
2. Acceptance tests
3. Training

SYSTEM REVIEW

The WIM vendor shall submit three (3) copies of documentation as follows:

1. Detailed description of how the system requirements will be met.
2. Drawings layout with descriptions.

3. Manufacturer's name and model number, supported by descriptive material for (but not limited to) the standard package components with all accessories identified under "Description." Submittals shall be supported by descriptive material, such as catalog cuts, diagrams, and other data published by the manufacturer, to show conformance to specifications and plan requirements; model numbers alone will not be acceptable.
4. At least three (3) Virtual Weigh Station System references which have had systems in regular use for a period of not less than one year. The Department reserves the right to request the owner's evaluation of in-service equipment. These must all be different references.

ACCEPTANCE TESTS

The system, all inclusive as contracted, shall be designed, built and tested by the Vendor, and as proof of operation. The system(s) shall be tested in accordance with ASTM E-1318-09 standard specifications for Highway WIM Systems for a Type 3 System. Field tests shall be performed by the WIM Vendor and observed by the Department with reports submitted to the Department.

Factory Acceptance Tests

Prior to shipment of any equipment, Factory Acceptance Tests shall be performed for each system to verify the equipment operating as described in the contract documents and in accordance with the test specifications approved by the Department.

Field Acceptance test

The Department shall issue a Certificate of Final Acceptance upon successful completion of the acceptance test.

This calibration/acceptance procedure follows ASTM E1318 Standards. Calibration is to be performed by the running of one (1) calibration truck. The test vehicle should be a five (5) axle, tractor/trailer combination (3S2), with air ride suspension. The truck will be in excellent mechanical condition. The truck will be loaded with solid, non-shifting material. The truck will be loaded to within 90 to 100% of allowable Gross Vehicle Weight for the road under test.

The calibration procedure is as follows:

1. The vehicle will be weighed at a government certified static weigh scale. The weight information on the front (single axle), drive (tandem axle group), and trailer (tandem axle group), should be recorded. The Gross Vehicle Weight (GVW) of the vehicle will be calculated by adding the three weights together.
2. The distance between the five (5) individual axles on the truck will be measured and recorded.
3. The test vehicle will make three (3) test passes over the system under test at a selected speed which is indicative of the truck traffic at the site. Adjustments will be made by vendor personnel on site during this time to fine tune the axle spacing, and weight output of the WIM system.
4. Once all initial adjustments have been made, the test vehicle will make an additional two (2) test passes to confirm the accuracy of the adjustments. If all the readings fall within the ASTM ranges for the WIM Type under test, and vendor personnel do not feel that additional adjustments are required, the tests will continue. If this is not the case, additional adjustments will be performed and two (2) more confirming passes will be made by the test truck.
5. The test truck should then make an additional ten (10) passes at a selected speed that is indicative of the truck traffic at the test site.

6. All of the data should be recorded and placed into a spreadsheet. The mean error and standard deviation for all recorded measurements will be calculated at the end of the ten (10) test passes. The calculations will be as follows:
   a. For weight measurements, the percent error for each test pass will be calculated using the following formula:

      [(WIM Weight - Static Weight)/Static Weight] x 100 = % error

   b. The mean error for each weight type (single, group, GVW) will be calculated as follows:

      % errors for single, group or GVW/# of samples = Mean error

      (Each weight type calculated individually)

   c. The error for individual axle spacings will be calculated using the following formula:

      10 of [(WIM Axle Spacings - Actual Axle Spacing)]/10 = Mean Axle Spacing Error

      (Each of the four axle spacings calculated individually)

   All of the calculated errors will also be entered into the spreadsheet.
7. A check will be made of the calculated result against the acceptable range for the ASTM WIM Type under test. There will be one of two results:
   a. If 95% of all recorded test results, (single axles, axle groups, GVW, axle spacing) fall within the specified tolerance for the ASTM WIM Type under test then the system will have passed the requirements.
   b. If less than 95% of the calculated differences fall within the specified tolerance for the ASTM WIM Type under test then the system will be readjusted and an additional ten (10) test passes will be required to retest the system.
8. The testing will continue until the system passes all criteria according to ASTM E1318 Standards.

TRAINING

The Vendor shall set up and conduct formal training programs for Department personnel on the operation of the WIM Systems. The training shall include at a minimum the following:

1. One half-day operator training session providing an introduction to the operation of the WIM Systems and to the functions performed by the major system components. A class size of up to eight individuals per session can be expected.

2. One day "hands-on" guidance sessions for operators in the operation of the systems. A class size of up to four individuals per session can be expected.

The cost for the first training sessions shall be included in the contract price. The Department shall, from time to time review any future training requirements. The WIM Vendor shall agree to provide future and additional training sessions upon receipt of

requests from the Department. The Department shall reimburse the WIM Vendor the cost of providing additional training sessions on a per diem basis and at a rate agreed upon by Department at the time of the request. The Department shall provide classroom space for the training session.

WARRANTY

The WIM Vendor shall warrant all manufactured materials and equipment for a period of one (1) year from the date of acceptance of the system.

The warranty shall cover the manufacture of the equipment, and includes manufacturer's workmanship, material defects, assembly and installation of system components, hardware and software. The warranty shall not cover damage to any in-road equipment as a result of pavement deterioration. The warranty shall not cover physical damage caused by accident, vandalism, lightning, flood, fire, acts of God, acts of war or terrorism, or improper installation or servicing by personnel not authorized by the Vendor.

The Vendor shall not under any circumstances be liable for any special, incidental, indirect or consequential damage, including damages from the use or malfunction of the product, loss of profits or revenue or cost of replacement goods, whether the Vendor has been informed or not in advance of the possibility of such damages.

Following the expiry of the warranty, the Vendor shall provide the option of a system maintenance service contract for a period to be negotiated between the Department and the Vendor.

MATERIAL

Material used in the construction of this equipment shall be of good commercial quality entirely suitable for the intended purpose. Material shall be free from all defects and imperfections that might affect serviceability of the finished product.

STANDARD PRODUCTS

The equipment shall be constructed of standard material, so that the prompt and continuing service and delivery of spare parts may be assured. The component parts need not be products of the same manufacturer.

LIGHTNING PROTECTION

Ground rod(s) shall be provided and installed at all outdoor equipment cabinet locations, scale vault(s), and equipment mounting pole(s) and structure(s). All system components and equipment shall be properly grounded.

Lightning protection devices shall be provided for signal input/output and power connections at any separately packaged electronic signal processing device/equipment.

Lightning protection devices shall be either in the form of terminal boxes equipped with terminal blocks and lightning/transient suppressors or modular lightning protectors. Lightning protection shall be provided.