



22

COMMUNITY
MITIGATION
FUND

APPENDIX I – PUBLIC SAFETY GRANT APPLICATION

BD-22-1068-1068C-1068L-68403

Please complete each section of this Application

1. PROJECT INFORMATION

• NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT AND VENDOR CODE	
City of Boston/Boston Police Department (BPD)	VENDOR CODE: VC6000192075

• PROJECT NAME (LIMIT 10 WORDS)
BPD Public Safety Strategy to Mitigate Impact of the Encore Casino

• BRIEF PROJECT DESCRIPTION (LIMIT 50 WORDS)
A three-pronged strategy to mitigate increases in criminal activity and traffic collision incidents, including: - increased investigative activities between the BPD’s Human Trafficking Unit and other related law enforcement entities; - increased traffic safety patrols on the roadways surrounding the casino; and - investments in BPD’s accident reconstruction capabilities.

• CONTACT PERSON(S)/TITLE (Persons with responsibility for this grant)
Maria Cheevers, Director, Office of Research and Development Office of the Police Commissioner Boston Police Department

• PHONE # AND EMAIL ADDRESS OF CONTACT PERSON(S)
617.343.5096 Maria.Cheevers@pd.boston.gov

• MAILING ADDRESS OF CONTACT PERSON(S)
Maria Cheevers, Director, Office of Research and Development Boston Police Headquarters, 4 th Floor 1 Schroeder Plaza Boston, MA 02120

2. IMPACT DESCRIPTION/CONNECTION TO GAMING FACILITY

Please describe in detail the impact that is attributed to the operation of a gaming facility.

Calls for Service Data:

The Encore Casino opened in June of 2019. During Calendar Year 2019, and within the police districts most impacted by casino activities (**Boston Downtown [A1]** and **Charlestown [A15]**), the data indicated an increase, from 84,599 calls in A1 in 2018, to 86,892 in 2019; and in A15, from 14,312 calls for service in 2018 to 14,746 in 2019. In 2020, citywide calls for service data decreased due to the COVID-19 shutdown; from 18,357 total calls for violent and property crime in 2018, 17,571 in 2019, down to 17,013 in 2020. In 2021, after many COVID-19 restrictions were lifted, calls for service data showed slight increase compared to the 2020 citywide data and in Area A overall. However, in A15, calls continued to decrease, from 12,333 calls in 2020 to 11,761 in 2021.

Crime Incidents Data:

In District **A1**, we see an increase in total combined violent and property crime from 2018 to 2019 (2,562 v. 2,413), a decrease from 2019 to 2020 (2,413 v. 1,941), and then an increase from 2020 to 2021 (1,941 v. 2,142). This follows overall citywide crime trends over those years, demonstrating the impact of COVID-19. However, when you look closer at the crime categories within violent and property crime, you see some interesting patterns. From 2019 to 2020, there were increases in commercial burglary (66 v. 129), and larceny from MV (210 v. 293); and from 2020 to 2021 there were increases in homicide (0 v. 2), rape and attempted rape (18 v. 19), domestic aggravated assault (22 v. 30), other larceny (1,021 v. 1,194), and auto theft (70 v. 120). Impacts in some of those crime categories were significant.

In District **A15**, the overall combined violent and property crime data **does not** reflect the A1 or citywide trend, of increases (2018 v. 2019), decreases (2019 v. 2020) and then increases again (2020 v. 2021). Instead we see an increase in the combined total from 2018 to 2019 (335 v. 354), and another increase from 2019 to 2020 (354 v. 416), and then a decrease from 2020 to 2021 (416 v. 255). Looking at individual crime categories that impacted these numbers you see increases, between 2018 and 2019, in the categories of: domestic aggravated assault (15 v. 30), commercial burglary (3 v. 4), larceny from MV (53 v. 103), other larceny (129 v. 139), and auto theft (15 v. 29). And between 2019 and 2020, there were crime increases in 6 crime categories: homicide (0 v. 1), robbery (4 v. 12), commercial burglary (4 to 8), residential burglary (12 v. 35), larceny from MV (103 v. 141) and other larceny (139 v. 159). Finally, between 2020 and 2021 increases took place in only 2 categories: robbery (12 v. 14) and domestic aggravated assault (14 v. 17). Again, increases in some of these categories are significant.

Motor Vehicle Collision Data: In Districts A1 and A15, the data shows increases from 2018 to 2019, decreases between 2019 and 2020, and then increases again between 2020 and 2021. The increase in collisions between 2018 and 2019 may have been related to the opening of the Encore Casino in June 2019, as citywide collisions that year in other Districts decreased.

Although these data sets cannot be utilized to assert cause and effect, they certainly do show an upward pattern of crime increases in certain crime categories, particularly in Area A1 and A15, even taking into account the crime decreases caused by the COVID-19 shutdown in 2020 and 2021.

a) Please provide documentation, specificity or evidence that gives support for the determination that the operation of the gaming facility caused or is causing the impact (i.e. surveys, data, reports)

The calls for service data comes from BPD's Office of Research and Development (ORD). The crime incident and motor vehicle collision data was produced by BPD's Boston Regional Intelligence Center (BRIC). Much of the BRIC data was also noted in the 2020 "Assessing the Impact of Gambling on Public Safety" study by Christopher Bruce.

Anecdotal evidence in other crime categories may help to show a correlation between the casino's operations and crime increases, not only in A1 and A15, but in all of Boston's 11 neighborhoods.

The BPD Human Trafficking Unit (HTU) has been called, on more than one occasion, to help the Massachusetts State Police, the Everett Police Department and the Encore Casino's Gaming Enforcement Unit, to help investigate suspected sex trafficking on and around casino property. Example: email from the Commander of the HTU, Sgt. Detective Marc Sullivan, based on investigative activities over the past few years:

In September 2020, three known human trafficking victims entered the Encore Casio with their trafficker. The Massachusetts State Police Gaming Enforcement Unit responded to an establishment related to probable prostitution and the victims and trafficker were identified. The report was forwarded to the Boston Police Human Trafficking Task Force.

In July 2021, Boston Police Officers assigned to East Boston responded to an address to meet with a human trafficking victim who stated that she was being "pimped out". The victim identified the pimp as "XX" who was the same trafficker as was identified in the Encore incident from September 2020. The victim further reported that she had met the trafficker in Portland, Oregon and he had convinced her to travel to Boston to traffic her for sex. The victim reported that she was in fear of her trafficker and that he may retaliate against her if he knew she was speaking with the police. The victim further stated that the trafficker had secured several rooms in the Boston area where he houses several women working for him.

The Boston Police Human Trafficking Task Force along with the FBI conducted investigation and interview of the victim and identified another victim that was actively being trafficked by the same trafficker (XX). The second victim stated that she met the same trafficker in Oregon (XX). The second victim stated she eventually went to Boston with her trafficker and with the other victim from Oregon. The second victim stated she was making \$1,000 per date and all of the money would go to her trafficker. The second victim stated that her trafficker would arrange all her dates and she would perform sex for money in all sections of the city including the Seaport area of Boston. The second victim also identified a third female who was in Boston who had previously been identified in the Encore incident. The second victim identified this third victim as the "bottom girl", identified as "VV". The second victim stated that "VV" also works for the trafficker and send all her proceeds to the sex trafficker. The second victim further stated that she felt that she was being held hostage because her trafficker would say she would be better off dead if she left.

The Boston Police Human Trafficking Task Force along with the FBI executed a search warrant in relation to this investigation and recovered a black semi-automatic 9mm handgun with 20 live rounds of ammunition. During the course of the investigation, investigators also identified a co-conspirator (XZ) who was also in Boston and working with the trafficker. The Boston Police Human Trafficking Task Force also arrested the trafficker in relation to this investigation and the trafficker.

In September 2021 a Suffolk Grand Jury indicted XX with trafficking two teenagers and possessing a large capacity firearm in Boston/Revere. (XZ) was indicted for threatening to kill one of the teenagers for cooperating with law enforcement. During the course of this investigation, investigators have traveled to several parts of Florida and to Cincinnati, OH in on-going efforts to identify additional victims related to this trafficker. Investigators have also had numerous contacts and conferences with law enforcement agencies from across the country. At this time, investigators have identified in excess of 50 victims of human trafficking related to this same trafficker (XX) and specifically 7 victims directly connected to the Encore Casino and Boston area.

In early January 2022, The Boston Police Human Trafficking Task Force assisted the Massachusetts State Police High Risk Victims Unit with monitoring Human Trafficking activity at the Encore activity. While at the casino, investigators were approached by Troopers were had an incident the previous night that was related to potential human trafficking. The MSP became involved in an incident where a female victim had no forms of identification nor money on her person and relayed to the police that a man was controlling all of her items. The MSP knew this to be

an indicator of human trafficking and forwarded this to the Task Force. The Boston Police Human Trafficking Task Force conducted a work-up of the parties involved and learned that the parties were from the Mattapan area and the victim had a history of prostitution. Investigators also learned that the victim had recent ads posted on various websites advertising herself for sex for money.

Also in early to mid-January 2022, the Massachusetts State Police High Risk Victims Unit notified the Boston Police Human Trafficking Task Force of a video circulating that reflects a person cashing in over \$35,000 at the casino and with a recorded \$400,000 of recently cashed in money. The individual has a record that includes sex trafficking and the initial report that he is sex trafficking in the casino. The trafficking also appears to be affecting not just only the casino but different sections of the city. This is currently under investigation.

Other crime categories that are difficult to properly quantify due to victim’s hesitancy to report include: sexual assault, crimes against children and domestic violence. With regard to sexual assault, the BPD has seen an uptick in drug-facilitated sexual assaults citywide. The majority of these incidents originated with the drugging of unsuspecting victims in nightclubs and bars located across the City, including at Encore casino nightclub venues, and also at the Boston Waterfront, in South Boston, Downtown Boston and Allston/Brighton. The BPD was only able to identify these patterns by performing a key-word search analysis, within our incident report narrative fields - as we often do when hoping to understand scenarios by which certain crimes are committed. For this search we looked for key words, such as: drugged, lost all memory, roofied, felt dizzy, could not remember anything, could not feel my legs, and woke up in a stranger’s home. This pattern would not have been picked up had we simply searched the number of sexual assault incidents reported.

With regard to domestic violence, there were increases in domestic aggravated assault incidents during the 2018-2021 time frame in both A1 and A15. However, unless we do a key-word search within the narrative sections of all of these reports, it is difficult to determine if the perpetrators of these assaults had gone to the casino prior to their domestic violence incident. What is clear is that many gender violence-type crime categories are historically under-reported. Data on how often victims report domestic violence incidents comes from the [National Crime Victimization Survey](#), which asks the general public if they were a victim of a crime, and whether they reported this crime to the police. That survey indicated that 48% of people who experienced domestic violence did not report the crime. Fewer people report domestic violence incidents to authorities now than in 2010. About two-thirds of victims of domestic violence in 2010 reported to police that year, compared to 52% in 2019.

Understanding better, and comparing the nuances in crime reporting, non-reporting patterns, calls for service data, incident data and arrest data will help us in the long-term more fully understand the correlations between casino operations and crime incidents. However, for now, given the COVID-19 shutdown and ongoing restrictions, we can only shed light on what we know with regard to crime data, and can only estimate the impact through other, more nuanced and anecdotal information.

How do you anticipate your proposed remedy will address the identified impact?

Boston is proposing a three-pronged strategy based on the data available, including calls for service, crime incident data, collision data and anecdotal information gathered:

1. Training for, and increased investigative activities between the BPD Human Trafficking Unit (HTU) and other related law enforcement entities that work to reduce and prevent sex trafficking of vulnerable persons under the jurisdiction where the Encore Casino is located;
2. Increased traffic safety patrols on the roadways surrounding the casino, and increased resources to those District Detectives charged with investigating car theft and motor vehicle larceny; and
3. Investments in BPD's accident reconstruction capabilities, including equipment and Detective time.

The **BPD Human Trafficking Unit (HTU)** is charged with three separate and distinct activities: 1) investigating criminal enterprises that profit from the sexual exploitation of vulnerable persons; 2) identifying and arresting buyers who drive the sex trade by increasing demand for the purchase of vulnerable persons; and 3) following up on referrals that come into the HTU by family members and service providers, of young persons that are missing, and assumed to be coerced, exploited and forced into Boston's sex trade. Follow-up activities are time-intensive and investigative in nature.

The sex trade industry in Boston, nationally and internationally is a multi-billion dollar industry that has the financial means to constantly evolve and evade criminal prosecution through the use of new technologies, social media normalization of sexual exploitation, online sale sites, transportation systems, untraceable monetary tools, and force and intimidation of victims. Human trafficking is **the fastest-growing and second-largest criminal industry in the world**, generating roughly \$150.2 billion worldwide. According to the Trafficking in Persons Report produced by the State Department, approximately 27 million men, women and children are victims of some form of human trafficking; while 79% of human trafficking is sex trafficking. The BPD needs training in a wide range of areas to keep up with the evolving nature of the sex trade, and to understand the tools that they could use for harm reduction. Through this grant, the BPD would offer the following trainings to the Detectives and Commanders of Boston's [Family Justice Center](#).

- The National Cyber Crime Conference hosted by the MA Attorney General's Office, which includes training in digital evidence for both law enforcement and prosecutors; and
- The Internet Crimes Against Children Annual Conference.

In addition, the HTU is in need of two undercover cars to perform surveillance and other investigative tasks, in order to avoid detection by sex traffickers while performing these duties. This is especially needed for surveillance and enforcement activities in and around Encore, since many of the sex traffickers and individual sellers ("pimps") who currently operate at the casino are known gang affiliates, who are very aware of the types of cars that BPD uses for surveillance. We are requesting vehicles that blend in with similar cars at the casino, to make it more likely that the BPD, and our law enforcement partners, will be able to conduct enforcement activities undetected.

Both **Area A1 (Downtown Boston)** and **A15 (Charlestown)** Districts have been negatively impacted by increased traffic flow in and around the roadways connected to the Encore Casino, including motor vehicle, pedestrian and bicycle collisions. In addition, there has been an increase in car thefts and motor vehicle larcenies. To combat the continuance of these incidents, the BPD needs high-visibility patrols in the area between 4:00 p.m. through 4:00 a.m., during high-traffic weekends and weekdays. In addition, Detectives from these two Districts need additional time to implement strategies to combat the increase in car theft and larceny. These strategies could include undercover surveillance, community meetings to educate residents about target hardening tactics that protect their cars from theft and larceny, and additional hours to investigate car theft and larceny incidents.

Overtime funds will be needed for all of these activities.

BPD Homicide Unit's Fatal Collision Investigative Team - Since the opening of the Encore Casino in June 2019, members of the BPD's Fatal Collision Investigative Team have responded to 1 fatality, which occurred in the area of Alford Street, Route 99 and Dexter Street in Charlestown. This location is directly adjacent to the casino, along the main artery connecting Charlestown to the City of Everett. A pedestrian was fatally struck on July 25, 2019, at approximately 10:20 PM, by a motor vehicle, which subsequently fled the scene. The suspect's motor vehicle was located and the operator charged.

Alford Street is a heavily traveled, four-lane commuter roadway that is often used by commuters as a secondary route to avoid heavy traffic along Route 93 North. Since the opening of the casino, this roadway has seen a traffic increase during the off-peak weekday, and weekend periods due to the destination of the casino. The direct route from Boston, Logan Airport, and points south and west of Boston, is to exit Route 93 North at Exit 20 onto Cambridge Street, towards Sullivan Square and onto Alford Street into Everett.

With an increase in commuter traffic, including bicycle traffic, as well as an increase in pedestrian travel in this corridor, collisions involving motor vehicles, bicycles and pedestrians have increased and are expected to continue to increase. The collection of evidence at a collision scene is very important, **but the exposure of responders to the dangers of traffic increases the chance of a secondary collision occurring.** The evidence that is identified and documented on the roadway includes tire marks, vehicle positions, body positions, marks in the pavement, debris, roadway grade and other environmental evidence. This information is essential to determining the true cause of a crash, and accurate recording is essential so that investigation results are uncompromised. The recording of the information is a determining factor in the length of time needed for the crash scene investigation. **Technology can decrease data collection time and improve the accuracy of the data collected.**

When technology is effectively applied to traffic incident management and collision investigation, safety is increased and traffic congestion is minimized. The use of traffic collision reconstruction technology has a significant impact on the safety of the investigators, the traveling public and the operation of the transportation system. During the on-scene investigation, the roadways (primary and secondary) can be impacted or closed completely for upwards of four hours while the evidence is identified, documented, and collected.

After the on-scene investigation is completed, the recorded information must be processed to complete the reconstruction. Computer software can complete scale diagrams and mathematical calculations to determine speed and other factors, as well as determine the cause of the collision. Results must be verified so that the investigator is able to defend the results of the reconstruction when testifying in court. Traffic collision technology assists the investigator with recording and processing critical information.

The BPD Fatal Collision Investigative Team needs technology that supports the timely removal of collision obstructions in the response and clearance phases, and maintains the integrity of the collision investigation data collected at the scene to be used in a legal proceeding (i.e., court prosecution, civil proceeding, or insurance claim).

b) Please provide information demonstrating that the requested funds are supplementing and not supplanting historic operations funding.

The grant budget includes the costs of overtime, training, and equipment that are not provided from the City's operating budget. These items would supplement the work hours, training and equipment not available to the Units during the course of their regular work schedule, or while performing their specialized duties.

3. PROPOSED USE OF PUBLIC SAFETY MITIGATION FUNDS.
(Please attach additional sheets/supplemental materials if necessary.)

a) Please identify the amount of funding requested. In determining the funding request, please round up to the nearest hundred dollars.

We are requesting \$256,300.

b) Please identify below the manner in which the funds are proposed to be used. Please provide detailed scope, budget and timetable for the use of funds.

Please see attached Budget Narrative and Price Quotes

Personnel\$ 95,378 overtime for patrol officers and detectives in Districts, Human Trafficking Unit and Accident Reconstruction Unit

Training:\$ 15,835 conference costs for District, Unit and Family Justice Center officers and detectives

Equipment:\$121,789 cost quotes attached for technology equipment; vehicle quotes estimated by City of Boston fleet vendor

Administrative Cost:\$ 23,300 charged on all City of Boston grants

TOTAL:\$256,302

Project Timeline:

July 2022 - Award announcement and contract execution

August 2022 - Financial system processing and City Council approval process

September 2022

- Overtime codes are established and distributed to the Area A Captain and the 2 Unit Commanders.
- Equipment valued over \$10,000 goes out to bid through the City of Boston procurement process
- Software valued under \$10,000 is purchased through the BPD Bureau of Administration and Technology
- Human Trafficking Unit (HTU) plans logistics for Detectives to attend trainings

October - December 2022

- HTU, Areas A1 & 15, and the Homicide Accident Reconstruction Unit begin using overtime funds
- Detectives attend the Cyber Security Conference in December, and write a report on the training content to Director of the Office of Research & Development (ORD)

January - June 2023

- The two HTU vehicles arrive and are assigned to the HTU;
- The HTU utilizes the vehicles on going to perform all casino- related investigative tasks (ongoing);
- The HTU Commander documents all investigative activities that relate directly, or indirectly to casino operations, and copies the Director of ORD (ongoing);
- The Leica GS07 RTK GNSS System arrives and is assigned to the Homicide Accident Reconstruction Unit to be utilized (ongoing);
- The software purchased is also utilized (ongoing);
- The Commander of the HTU documents all investigative activities that relate directly, or indirectly to casino operations, and copies the Director of the ORD (ongoing);
- The Area A1 & A15 Commander assigns District detectives and patrol officers on overtime to perform investigative and patrol duties related, directly or indirectly, to car theft and larceny as well as traffic safety patrols (ongoing).
- The Commander documents the use of these overtime funds over the life of the grant, and copies the Director of the ORD (ongoing).

July 2013

The ORD Director submits a written evaluation report to the Mass Gaming Commission, listing all quantifiable and qualifying outcomes related to the success of these grant funds, as they positively impact public safety in and around the Encore Casino.

- c) Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of mitigating the impact from the operation of a gaming establishment.**

Please see attached:

Excel Budget Narrative

Quotes for the Leica GS07 RTK GNSS System for recording and documenting evidence located at collision scenes,

Quote for the Input-Ace Video Analysis Software,

Quote for the Interactive Driver Response Research Software, and

Email explaining estimates for the 2021 Used Toyota Sienna & 2021 Used Cadillac CT5

d) Please describe how the mitigation request will address the impact indicated.

- Once the HTU begins working more intentionally with other law enforcement entities that serve the Encore Casino, we assume that the size and scope of prostitution and sex trafficking in and around the casino may reveal a larger challenge than we know now.
- With traffic safety deployments in Area A1 (Downtown Boston) and A15 (Charlestown), we may see a decrease in collisions and an increase in motor vehicle violations. With overtime funds to enable Area A detectives to spend more time investigating auto thefts and larcenies, their investigations may uncover 2 to 5 persons that are responsible for a large number of these criminal incidents; and
- Through the Accidental Reconstruction Unit, we expect more timely removal of collision obstructions in the response and clearance phases of an investigation, and the maintenance of the integrity of the collision investigation data collected at the scene, to be used in a legal proceeding.

Through our evaluation report, the details of these assumed outcomes will be documented.

e) How will you provide the data for reporting? How will you measure the effectiveness of the proposed project in mitigating impacts?

The BPD Office of Research and Development (ORD) supports all BPD Units that receive grant funds on the development of effective strategies to measure outcomes and impact, through evaluation measurement tools, implementation of those tools, and, at times, through more formal research initiatives. For this initiative, the ORD will work with all three Units to create specific reporting benchmarks that, when quantified and qualified, will show the impact of the grant funds afforded through this grant.

ORD will work with the Human Trafficking Unit (HTU) to document/quantify the number of cases brought to their attention by partner law enforcement entities related to Encore Casino activities; the number of cases investigated; the number of cases prosecuted; other outcomes of those cases; as well as other anecdotal information, including trends and scenarios. Further, ORD will work with the HTU to document the number of specialized unit Detectives from the Family Justice Center who attend the trainings, and what types of content they receive when trained.

In addition to working with HTU and Districts A1 and A15 to provide individualized evaluation tools and plans, the ORD will continue to gather data on calls for service, incident details, and motor vehicle collision data, so that we may utilize current data as a benchmark against which to compare future crime statistics. This too will help us determine the efficacy of our work, and the impact of it from a public safety perspective.

Please see attached:

Calls for Service Data Report

Crime Incident Report Data

Motor Vehicle Collision Data Report

4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS

a) Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement.

GENERAL RECITALS:

“And whereas, Boston desires to mitigate any anticipated adverse impacts from the development and operation of the Project through the means described herein, and to work proactively with [the Licensee] to capitalize on the unique nature of Boston's community resources;”

TERMS AND CONDITIONS:

1.2. The Parties acknowledge and agree that the Project will result in additional vehicular traffic that may burden the transportation infrastructure in Boston, particularly in the Sullivan Square area in the neighborhood of Charlestown.

...

1.3. The Project may also have an impact on Boston's municipal services and require additional expenditures by Boston in order to provide such services. ...

b) Please explain how this impact was either anticipated or not anticipated in that Agreement.

Traffic impacts were expressly anticipated in the Terms and Conditions of the Surrounding Community Agreement. The subject of human trafficking was not specifically included, but may be inferred from the phrase “any anticipated adverse impacts” in the General Recitals.

5. INTERNAL CONTROLS/ADMINISTRATION OF FUNDS

a) Please provide detail regarding the controls that will be used to ensure that funds will only be used to address the impact.

Boston Administrative Information Systems (BAIS) is made up of Oracle/Peoplesoft modules that support both the human capital management and financial management of the City. These systems allow the City to maintain internal controls, and allowable cost controls, for all associated business processes.

A budget authorized by the Grant Award is set up in BAIS Financials/Budget. The budget is entered online by the Department that is awarded the grant and is assigned a distinct Project/Grant number. The Project/Grant is then work-flowed for approval by the central Grants Monitoring Unit in the Auditing Department. Only those accounts authorized by the Grant Award are allowed to be established.

Financial management system process for tracking expenditures: The BAIS Financial System offers multiple queries to track expenditures. The system allows the sponsoring department access to queries that will summarize the budgeted amount, obligated amount and total expenditures by account, for a particular Project/Grant.

The ORD Grants Manager oversees transactions on grant-funded expenses.

b) Will any non-governmental entity receive funds? If so, please describe. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

No

6. CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.



Date: 1/26/22

Signature of Responsible Municipal
Official/Governmental Entity

Lisa J. O'Brien
(print name)

Chief, Bureau of Administration & Technology
Title:

2022 MA Gaming Commission Community Mitigation Fund	
BD-22-1068-1068C-1068L-68403	
Boston Police Department Grant Budget	
<u>Personnel</u>	
Overtime for A1 and A15 Patrol Officers: \$62/hour x 810 hours	\$ 50,220.00
Overtime for A1 and A15 Detectives: \$67/hour x 374 hours	\$ 25,058.00
Overtime for Human Trafficking Unit Detectives: \$67/hour x 150 hours	\$ 10,050.00
Overtime for Accident Reconstruction Unit - \$67/hour x 150 hours	\$ 10,050.00
Subtotal Personnel	\$ 95,378.00
<u>Training</u>	
MA Attorney General's Office Cyber Conference: 25 participants @ \$395 per person	\$ 9,875.00
Internet Crimes Against Children Conference attended by 4 participants: 4 night stay (airfare, hotel, per diem, ground transportation)	\$ 5,960.00
Subtotal Training	\$ 15,835.00
<u>Equipment</u>	
Leica GS07 RTK GNSS System for recording and documenting evidence located at the collision scene	\$ 18,789.00
Interactive Driver Response Research (IDRR) software allows the collision reconstructionist to incorporate human factors and driver response research into real-life crash scenarios. IDRR assists in determining acceleration rate, acceleration time, deceleration rate, search times, response to lead vehicles, traffic signals, steering and braking capabilities, response, avoidance, and discernability distance for these complex investigations.	\$ 4,000.00
Input-Ace Video Analysis Software, Camera Overlay, and VFR Lightboard allows the collision reconstructionist to view surveillance video before, during, and after the collision to determine vehicle movement, speed, and identification. The Camera Overlay Tool will allow calculations that will determine positions, distances, heights, and other key measurements in use with the Leica GS07 scanning hardware and software. The VFR Lightboard provides a method to accurately calculate timing from video, primarily for vehicle speed calculations and use of force matters.	\$ 5,000.00
2021 Toyota Siena Used	\$ 51,000.00
2021 Cadillac CT5 Used	\$ 43,000.00
Subtotal Equipment	\$ 121,789.00
Subtotal Personnel, Training and Equipment	\$ 233,002.00
10% Admin	\$ 23,300.20
TOTAL	\$ 256,302.20
ROUNDED TO NEAREST HUNDRED	\$ 256,300.00

----- Forwarded message -----

From: **Marc Sullivan** <marc.sullivan@pd.boston.gov>

Date: Mon, Jan 24, 2022 at 1:24 PM

Subject: Initial Encore -

To: Richard Driscoll <richard.driscoll@pd.boston.gov>,
Therese Kozmiski <Therese.Kozmiski@pd.boston.gov>

Good afternoon again,

This is what I have preliminarily priced out. Both vehicles are somewhat used- the prices of cars are expensive these days. We have been seeking to land more of an upper-end vehicle to be able to look at higher-end buyers and 'companions' and being able to fit into those environments. We attempted to seize a vehicle in one of our investigations through the feds but the car was upside down... please let me know your thoughts and I will make any revisions.

*Sergeant Detective Marc Sullivan
Boston Police Department
Human Trafficking Unit
989 Commonwealth Avenue
Brighton, Massachusetts 02215
617-343-6533
(617) 594-4292 (cell)*

Boston Police Department
Homicide Unit – Fatal Collision Investigative Team

Since the opening of the Encore Boston Harbor Casino in June of 2019, members of the Boston Police Department Fatal Collision Investigative Team have responded to one (1) fatality that occurred in the area of Alford Street, Route 99 and Dexter Street in Charlestown MA. This location is directly adjacent to the casino, along the main artery connecting Charlestown to the City of Everett. A pedestrian was fatally struck on July 25, 2019, at approximately 10:20 PM, by a motor vehicle, which subsequently fled the scene. The suspect motor vehicle was located and the operator charged.

Alford Street is a heavily traveled, four lane, commuter roadway during both the morning and evening rush hours. Alford Street is often used by commuters as a secondary route to avoid heavy traffic along the Route 93 corridor north of the City of Boston. Along with the opening of the casino, this roadway has seen a traffic increase during the off-peak weekday, and weekend periods due to the destination of the casino. The direct route from Boston, Logan Airport, and points south and west of Boston, would be to exit Route 93 north at Exit 20 onto Cambridge Street, towards Sullivan Square and onto Alford Street into Everett.

With an increase in commuter traffic, including bicycle traffic along this corridor, as well as an increase in pedestrian travel in the area of the casino, collisions involving motor vehicles, bicycles and pedestrians have, and will continue, to increase.

Traffic collisions have an effect on the lives of those involved, the lives of those who respond to the incident and the lives of those who investigate the incident. The collection of evidence at a collision scene is very important but the exposure of responders to the dangers of traffic increases the chance of a secondary collision occurring. The evidence that is identified and documented on the roadway includes tire marks, vehicle positions, body positions, marks in the pavement, debris, roadway grade and other environmental evidence. This information is essential to determining the true cause of a crash and accurate recording is essential so that investigation results are uncompromised. The recording of the information is a determining factor in the length of time needed for the crash scene investigation. Technology can decrease data collection time and improve the accuracy of the data collected.

When technology is effectively applied to traffic incident management and collision investigation, safety is increased and traffic congestion is minimized. The use of traffic collision reconstruction technology has a significant impact on the safety of the investigators, the traveling public and the operation of the transportation system. During the on-scene investigation, the roadways (primary and secondary) can be impacted or closed completely for upwards of 3 to 4 hours while the evidence is identified, documented, and collected.

After the investigation at the scene is completed, the recorded information must be processed to complete the reconstruction. Modern technology utilizes computer software to complete scale diagrams and mathematical calculations to determine speed and other factors, as well as determine the cause of the collision. Depending upon the software and the proficiency of the investigator in its use, this process can be time consuming. The verification of the results is essential even with the use of the computer software. The investigator must be able to defend the results of the reconstruction when testifying in court. The technology used in the traffic collision reconstruction process assists the investigator with the recording and processing of critical information.

The technology that is being requested by members of the Boston Police Department Fatal Collision Investigative Team, supports the timely removal of collision obstructions in the response and clearance phases, and maintains the integrity of the collision investigation data collected at the scene to be used in a legal proceeding (i.e., court prosecution, civil proceeding, or insurance claim.)

The following items being requested will further the mission of the Boston Police Fatal Collision Investigative Team:

- 1.) Leica GS07 RTK GNSS System for recording and documenting evidence located at the collision scene;
- 2.) Interactive Driver Response Research (IDRR) software allows the collision reconstructionist to incorporate human factors and driver response research into real-life crash scenarios. IDRR assists in determining acceleration rate, acceleration time, deceleration rate, search times, response to lead vehicles, traffic signals, steering and braking capabilities, response, avoidance, and discernability distance for these complex investigations.
- 3.) Input-Ace Video Analysis Software, Camera Overlay, and VFR Lightboard allows the collision reconstructionist to view surveillance video before, during, and after the collision to determine vehicle movement, speed, and identification. The Camera Overlay Tool will allow calculations that will determine positions, distances, heights, and other key measurements in use with the Leica GS07 scanning hardware and software. The VFR Lightboard provides a method to accurately calculate timing from video, primarily for vehicle speed calculations and use of force matters.

Respectfully,

Sergeant Detective Thomas Barrett

BPD Calls for Service by District, 1/1/17 - 12/31/2021

District	2017	2018	2019	2020	2021
A1	86,599	84,833	86,892	69,750	70,364
A15	13,317	14,312	14,746	12,333	11,761
A7	28,935	30,908	27,702	28,249	27,208
B2	99,610	97,470	111,604	104,861	94,185
B3	57,993	52,731	55,685	57,995	49,447
C11	74,981	68,365	64,942	66,543	63,501
C6	52,073	53,154	54,585	53,634	58,454
D14	40,292	38,909	41,671	38,163	37,514
D4	88,327	90,174	94,359	85,435	86,529
E13	41,500	39,384	40,873	39,861	33,559
E18	34,391	30,863	31,079	29,886	27,132
E5	28,488	27,897	30,422	29,033	25,264
Citywide	646,506	629,000	654,560	615,743	584,918

Citywide												
Crime Category	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021		
Homicide	54	39	52	40	46	59	56	35	56	40		
Rape & Attempted	299	261	269	232	273	283	253	230	191	213		
Robbery	1906	1852	1693	1538	1534	1381	1175	1042	924	757		
Domestic Aggravated Assault	968	880	911	817	845	805	855	889	920	798		
Non-Domestic Aggravated Assault	2093	1970	1868	2025	2002	1899	1896	1917	1809	1540		
Commercial Burglary	649	527	425	438	415	429	312	339	564	305		
Residential Burglary	2690	2559	2292	2140	1868	1595	1430	1320	1135	925		
Other Burglary				103	119	107	105	63				
Larceny From MV	4958	4498	4239	3433	3512	3156	3059	2717	3394	2652		
Other Larceny	8537	8613	9055	8236	7878	7726	7999	7880	6801	6383		
Auto Theft	1565	1696	1614	1418	1352	1300	1217	1139	1219	1246		
Total Violent Crime	5320	5002	4793	4652	4700	4427	4235	4113	3900	3348		
Total Property Crime	18399	17893	17625	15768	15144	14313	14122	13458	13113	11511		
Grand Total	23722	22896	22422	20420	19844	18740	18357	17571	17013	14859		

A1

Crime Category	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Homicide	2	0	1	1	1	2	1	1	0	2
Rape & Attempted	27	28	25	19	30	21	22	27	18	19
Robbery	183	261	231	185	192	210	191	157	122	197
Domestic Aggravated Assault	18	16	16	19	25	18	27	26	22	30
Non-Domestic Aggravated Assault	236	225	239	235	267	261	262	275	212	198
Commercial Burglary	100	78	71	75	69	74	82	66	129	79
Residential Burglary	115	97	88	56	50	64	60	50	49	40
Other Burglary				7	13	10	12	9		
Larceny From MV	633	454	620	397	463	429	310	210	293	263
Other Larceny	1725	1675	1783	1472	1388	1369	1512	1503	1021	1194
Auto Theft	96	100	101	108	81	111	83	89	75	120
Total Violent Crime	466	530	512	459	515	512	503	486	374	446
Total Property Crime	2669	2404	2663	2115	2064	2057	2059	1927	1567	1696
Grand Total	3135	2934	3175	2574	2579	2569	2562	2413	1941	2142

A15

Crime Category	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Homicide	0	1	1	0	0	0	1	0	1	1
Rape & Attempted	2	1	3	0	1	6	10	3	2	0
Robbery	31	32	24	39	20	23	35	4	12	14
Domestic Aggravated Assault	29	10	12	15	10	17	15	30	14	17

Non-Domestic Aggravated Assault	33	30	30	32	30	38	44	30	26	21
Commercial Burglary	15	11	5	6	4	6	3	4	8	4
Residential Burglary	47	29	37	32	18	37	28	12	35	18
Other Burglary				2	4	4	2	0		
Larceny From MV	170	161	109	90	127	75	53	103	141	82
Other Larceny	139	147	153	133	167	176	129	139	159	86
Auto Theft	39	28	37	28	26	42	15	29	18	12
Total Violent Crime	95	74	70	86	61	84	105	67	55	53
Total Property Crime	410	376	341	291	346	340	230	287	361	202
Grand Total	505	450	411	377	407	424	335	354	416	255

Citywide												
Crime Category	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021		
M/V - LEAVING SCENE - PERSONAL INJURY	489	457	496	424	351	375	351	340	260	339		
M/V - LEAVING SCENE - PROPERTY DAMAGE	4547	5112	5156	5518	4888	5043	4828	4869	3805	4849		
M/V ACCIDENT - INVOLVING BICYCLE - INJURY				191	302	265	241	176				
M/V ACCIDENT - INVOLVING BICYCLE	479	416	427	98								
M/V ACCIDENT - INVOLVING BICYCLE - INJURY								49	157	192		
M/V ACCIDENT - INVOLVING BICYCLE - NO INJURY				118	139	94	109	107	79	74		
M/V ACCIDENT - INVOLVING PEDESTRIAN - INJURY								191	372	415		
M/V ACCIDENT - INVOLVING PEDESTRIAN - NO INJURY				74	136	113	143	145	96	78		
M/V ACCIDENT - OTHER	292	278	251	402	746	1140	1022	1028	1043	1384		
M/V ACCIDENT - OTHER CITY VEHICLE				121	228	212	223	236	171	230		
M/V ACCIDENT - PERSONAL INJURY	2019	1959	1884	1545	1476	1553	1384	1256	937	1091		
M/V ACCIDENT - POLICE VEHICLE	267	255	278	265	229	253	221	259	215	219		
M/V ACCIDENT - PROPERTY DAMAGE			1	987	1892	1928	2024	1444				
M/V ACCIDENT - PROPERTY DAMAGE	1594	1551	1588	665				566	1791	2187		
M/V ACCIDENT INVOLVING PEDESTRIAN - INJURY				270	552	468	462	286				
M/V ACCIDENT - OTHER CITY VEHICLE	214	211	181	147								
Grand Total	9901	10239	10262	10825	10939	11444	11008	10952	8926	11058		
A1												
Crime Category	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021		
M/V - LEAVING SCENE - PERSONAL INJURY	49	50	45	23	22	26	32	20	8	13		
M/V - LEAVING SCENE - PROPERTY DAMAGE	353	381	397	375	356	384	363	396	201	322		
M/V ACCIDENT - INVOLVING BICYCLE - INJURY				23	36	35	31	20				
M/V ACCIDENT - INVOLVING BICYCLE	48	42	40	9								
M/V ACCIDENT - INVOLVING BICYCLE - INJURY								4	8	16		
M/V ACCIDENT - INVOLVING BICYCLE - NO INJURY				13	27	14	12	18	11	12		
M/V ACCIDENT - INVOLVING PEDESTRIAN - INJURY								23	35	35		
M/V ACCIDENT - INVOLVING PEDESTRIAN - NO INJURY				16	29	24	38	23	10	16		
M/V ACCIDENT - OTHER	35	28	14	33	62	119	141	112	81	111		
M/V ACCIDENT - OTHER CITY VEHICLE				26	24	29	33	34	12	30		
M/V ACCIDENT - PERSONAL INJURY	142	126	134	94	67	87	76	65	31	27		
M/V ACCIDENT - POLICE VEHICLE	13	19	26	17	19	31	20	25	14	21		
M/V ACCIDENT - PROPERTY DAMAGE			1	71	105	117	116	85				
M/V ACCIDENT - PROPERTY DAMAGE	110	109	85	64				36	70	95		
M/V ACCIDENT INVOLVING PEDESTRIAN - INJURY				46	73	45	52	35				
M/V ACCIDENT - OTHER CITY VEHICLE	28	23	27	8								
Grand Total	778	778	769	818	820	911	914	896	481	698		

A15

Crime Category	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
M/V - LEAVING SCENE - PERSONAL INJURY	7	8	10	5	8	11	7	5	9	7
M/V - LEAVING SCENE - PROPERTY DAMAGE	140	143	130	134	138	123	132	131	54	105
M/V ACCIDENT - INVOLVING BICYCLE - INJURY				7	11	9	7	3		
M/V ACCIDENT - INVOLVING BICYCLE	13	15	8	2						
M/V ACCIDENT - INVOLVING BICYCLE - INJURY								5	7	9
M/V ACCIDENT - INVOLVING BICYCLE - NO INJURY				10	10	2		8	4	3
M/V ACCIDENT - INVOLVING PEDESTRIAN - INJURY								4	3	8
M/V ACCIDENT - INVOLVING PEDESTRIAN - NO INJURY				2	1	1	3	2	3	3
M/V ACCIDENT - OTHER	1	5	5	12	16	45	53	52	55	39
M/V ACCIDENT - OTHER CITY VEHICLE				1	6	4	8	4	3	6
M/V ACCIDENT - PERSONAL INJURY	47	51	44	46	43	35	26	24	23	20
M/V ACCIDENT - POLICE VEHICLE	3	6		5		4	4	7	2	4
M/V ACCIDENT - PROPERTY DAMAGE				35	58	44	60	41		
M/V ACCIDENT - PROPERTY DAMAGE	45	41	51	19				23	41	41
M/V ACCIDENT INVOLVING PEDESTRIAN - INJURY				7	6	8	6	3		
M/V ACCIDENT - OTHER CITY VEHICLE	5	5	3	6						
Grand Total	261	274	251	291	297	286	306	312	204	242

Crash Safety Solutions, LLC
201 W High Street, Unit B8
East Hampton, CT 06424 US
+1 8604676888
Lynn@crashesafetysolutions.com
www.crashesafetysolutions.com



ADDRESS

Boston Police Department
Homicide Unit, Fatal Collision Inv.
Team
One Schroder Place
Boston, MA 02119

Estimate 1024

DATE 01/26/2022

DATE	ACTIVITY	DESCRIPTION	QTY	RATE	AMOUNT
01/26/2022	IDRR training course	IDRR training - 3 day course	2	850.00	1,700.00
01/26/2022	Individual	Interactive Driver Response Research (I.DRR) Individual License	2	2,000.00	4,000.00T
01/26/2022	Discount	LE Discount for class	2	-50.00	-100.00T
01/26/2022	Discount	LE Discount for IDRR license	2	-800.00	-1,600.00T
SUBTOTAL					4,000.00
TAX (0%)					0.00
TOTAL					\$4,000.00

Accepted By

Accepted Date

Occam Video Solutions
107 S Cedar Street, Spokane, WA 99201
213.596.0909 | info@input-ace.com

Quote Number 1735
Created Date 1/20/2022
Expiration Date 3/31/2022

Contact Name William Zubrin
Department Fatal Colission Investigative Team
Bill To Name Boston Police Department
Bill To 1 Schroeder Plaza
Boston, Massachusetts 02120
United States

Quantity	Product	Product Name	Product Description	Sales Price	Total Price
1.00	1600	iINPUT-ACE Crash Package	Includes iINPUT-ACE Dongle with 1 year of support, Camera Match Overlay Tool, VFR Lightboard with certified calibration, and VFR Lightboard reader software integration (included on Dongle). Annual subscription.	\$5,000.00	\$5,000.00
				Subtotal	\$5,000.00
				Grand Total	\$5,000.00

*All quotes are in U.S. dollars and shall be paid in U.S. funds
Make checks payable to Occam Video Solutions, LLC
Visa, Mastercard, Discover, & American Express accepted. Credit card processing fees apply.
Past Due invoices will be charged 2% per month until the final balance is paid.*

Thank you for your business!
Occam Video Solutions
107 S Cedar Street, Spokane, WA 99201 | 213.596.0909 | info@input-ace.com

Leica Customer Care Package offering

With a range of five different CCPs, you will be sure to obtain the package that best suits your particular requirements and budget. From Basic to Gold, Leica Geosystems has the right CCP for your business.

Customer Care Packages Offering	BASIC CCP»	BLUE CCP»	BRONZE CCP»	SILVER CCP»	GOLD CCP»
Global Components					
Customer Support	✓	✓	✓	✓	✓
Software Maintenance	✓	✓	✓	✓	✓
Hardware Maintenance		✓		✓	✓
Extended Warranty			✓	✓	✓
Local Benefits		(✓)	(✓)	(✓)	(✓)

CCPs are available for different durations and coverage levels.

Customer Support

Benefit from direct telephone and online access to a network of support professionals who will work with you to solve any problems that may arise, whether they are operational questions, instrument configuration issues or general advice. Support requests can be submitted online 24 hours a day.

Software Maintenance

Latest software improvements and new features keep you and your products up-to-date to maximize productivity.

Hardware Maintenance

Periodic preventative maintenance carried out by experienced [technical service](#) experts:

- Minimizes repairs
- Minimizes downtime
- Ensures reliable instrument operation with [Calibration Certificate Blue](#)

Extended Warranty

Leica Geosystems surveying instruments come with a standard one-year warranty. This may be extended to a maximum of three years, covering labor and spare parts. An extended warranty provides the additional security of knowing that unplanned costs in the future can be avoided.

Forensic Mapping Solutions Inc.
 766 Falmouth Road Suite A-8
 Mashpee, MA 02649
 508-444-2188
 www.forensicmappingsolutions.com



QUOTE

ADDRESS

Sgt. Det. Thomas Barrett
 Boston Police Department
 One Schroeder Plaza
 Boston, MA 02120

SHIP TO

Sgt. Det. Thomas Barrett
 Boston Police Department
 One Schroeder Plaza
 Boston, MA 02120

QUOTE # 1901

DATE 01/24/2022

EXPIRATION DATE 02/23/2022

QTY	DESCRIPTION	UNIT PRICE	AMOUNT
<u>GS07 RTK GNSS SYSTEM</u>			
1	GS07 GNSS Smart Antenna 869374 GS07 SmartAntenna. Geodetic 320 channels GNSS receiver, includes GPS, QZSS, dual-frequency, Network RTK and 5 Hz positions. Easily upgradeable to multi-frequency, Glonass, Galileo and BeiDou. 896293 Leica CS20 GS Sensor QG, multil.1	7,400.00	7,400.00
1	GVP743 GNSS Rover Container 937440 Small-sized hard container for Smart- Antenna, CS10/20/30 field controller and accessories for a rover setup.	153.00	153.00
2	GEB212 772806 Lithium Ion battery, 7.4V/2.6Ah, chargeable.	188.00	376.00
1	GKL311 Charger Pro 799185 Charger Pro 3000 basic charger for one Li-Ion battery for GEB212, GEB333 and GEB361 including AC/DC adaptor. 733272 AC/DC-Adapter for GKL211, GKL112, US.	215.00	215.00
1	LOP74 GLONASS option 869410 Enables GLONASS tracking on a GS07 receiver.	910.00	910.00
1	LOP75 Galileo Option 869412 Enables Galileo tracking on a GS07 receiver	910.00	910.00
1	LOP76 BeiDou option 869413 - Enables BeiDou tracking on a GS07 receiver	910.00	910.00
1	CS20 LTE Disto Field Controller 876480 Ruggedized field controller with 5" WVGA touch display, 4GB eMMC Flash Memory, 2GB SDRAM, SD card slot, 5MP camera and LED flash. Includes internal Bluetooth/WLAN module, 4G GSM/UMTS/LTE module, internal TS communication module, integrated Disto-Lasermeter QWERTY keypad, stylus. 896293 Leica CS20 GS Sensor QG, multil.1	5,550.00	5,550.00
2	GEB333 Battery 905306 Lithium-Ion battery, 11.1V/3500 mAh, chargeable.	215.00	430.00
1	GKL311 Charger Pro 799185 Charger Pro 3000 basic charger for one Li-Ion battery for GEB212, GEB333 and GEB361 including AC/DC adaptor.	215.00	215.00

Thank You For Your Business!

QTY	DESCRIPTION	UNIT PRICE	AMOUNT
	733272 AC/DC-Adapter for GKL211, GKL112, US.		
1	GHT63 Pole Holder Clamp 767880 Pole holder clamp for CS10 and CS15 field ontrroller for use with GLS13, GLS30 or GLS31 pole.	170.00	170.00
1	GHT66 Holder 807157 Holder for attaching a CS20 with a GHT63 clamp to a pole. GHT63 is not included.	126.00	126.00
1	Captivate Measure & Stakeout CS20 827698 - License key which allows the survey and stakeout apps to be used on a CS20 field controller connected to a total station or GNSS sensor.	1,000.00	1,000.00
1	1 Year Viva GNSS GS07 & CS20 Basic CCP 6011300 Viva GNSS GS07 & CS20 Basic CCP - 1 Year	619.00	619.00
1	SECO 5128-20-GT 2M Snap Lock Rod	339.00	339.00
1	SECO 5217-04-RED Red GPS Bipod for Prism Pole with thumb release lock	169.00	169.00
1	SECO 8151-02-FLY HD System Bag. 55"L Cordura with Rhinotek ends, Zipper Closure, Holds 2M Snap Lock Pole with a Bipod or Tripod attached	72.00	72.00
1	FMS GCP Targets Drone Ground Control Targets numbered 1-10. Includes zippered rhinotek carrying case.	525.00	525.00

NOTE: Access to a CORS network is required for operation of this system. If no current and/or free access is available to you, FMS offers a discounted, annual subscription to Hexagon SmartNet (rates vary depending on state/region). **MA DOT PROVIDES FREE ACCESS**

ANNUAL MAINTENANCE

- Viva GNSS GS07 & CS20 Basic CCP \$619

ALTERNATE MAINTENANCE PLANS WITH EXTENDED WARRANTY

Only available at initial purchase. Reference attached CCP Chart

2 Year Viva GNSS GS07/CS20 Bronze CCP \$1,598

2 year Software Maintenance, 2 year Customer Support, 1 year Extended Warranty.

3 Year Viva GNSS GS07/CS20 Bronze CCP \$2,456

3 year Software Maintenance, 3 year Customer Support, 2 year Extended Warranty.

5 Year Viva GNSS GS07/CS20 Bronze CCP \$4,240

5 year Software Maintenance, 5 year Customer Support, 4 year Extended Warranty.

1	FMS Tech Support Two years 24/7 phone tech support provided by Forensic Mapping Solutions, Inc. NO CHARGE	0.00	0.00
1	RTK GPS Training 1 Day On-site training of RTK GPS system and software, 8 hours. 1 Instructor, up to 10 students. Instructor is an ACTAR accredited reconstructionist. NO CHARGE PER ASK. Valued at \$2,500!	0.00	0.00

SUBTOTAL	20,089.00
DISCOUNT	-1,500.00
TAX	0.00
SHIPPING	200.00
TOTAL	\$18,789.00