Karen Sheley
Roger Baldwin Foundation of ACLU
180 N Michigan Avenue
Suite 2300
Chicago, IL 60439

Dear Ms. Sheley:

Thank you for writing to the Village of Lemont with your request for information pursuant to the Illinois Freedom of Information Act.

On July 30, 2012 you requested various documents. On August 2nd the Village sent a request for additional time to fulfill with the FOIA, under state authorized reasons.

The attached documents represents the documents the Village is in possession of and aware of. If you have any further questions please do not hesitate to contact me at (630) 243-2709 or gschafer@lemont.il.us

Sincerely,

George J. Schafer
Village of Lemont
FOIA Officer

August 2, 2012

Via Electronic Mail
Karen Sheley
The Roger Baldwin Foundation of ACLU, Inc
Suite 2300
180 North Michigan Avenue
Chicago, IL 60601
ksheley@aclu-il.org

Dear Ms. Sheley:

Thank you for writing to the Village of Lemont with your request for information pursuant to the Illinois Freedom of Information Act ("Act"), 5 ILCS 140/1 et seq.

On July 30, 2012, you requested documentation from the Village regarding the Police Department deployment of Automatic License Plate Reader technology. Under the Act, the Village may extend the time to respond to a Request by up to five (5) business days (5 ILCS 140/3(e)). This letter is to advise you that there has been a delay in fulfilling your request for the following reason(s):

( ) The requested records are stored in whole or in part at other locations than the office having charge of the requested records.
(X) The request requires the collection of a substantial number of specified records.
( ) The request is couched in categorical terms and requires an extensive search for the records responsive to it.
( ) The requested records have not been located in the course of routine search and additional efforts are being made to locate them.
(X) The requested records require examination and evaluation by personnel having necessary competence and discretion to determine if they are exempt from disclosure under Section 140/3 (g), Section 140/7 or Section 140/7.5 of the Act or should be revealed only with appropriate redactions.
(X) The request for records cannot be compiled with by the public body within the time limits prescribed by Paragraph 140/3(d) of the Act.
( ) The request for records cannot be complied with in that it is believe to be unduly burdensome or interfering with the operations of the public body without consideration of an attempt to reduce the request in a way that is manageable-Section 140/7 (g) of the Act.

( ) There is a need for consultation, which shall be conducted with all practicable speed, with another public body or among two or more components of the public body having a substantial interest in the determination or in the subject matter of the request.

( ) The information requested may result in an unwarranted invasion of personal privacy (5 ILCS 140/7(1)(c)) or the information may fall into the exemption for preliminary policy drafts (5 ILCS 140/7(1)(f)). The Village has requested an opinion from the PAC asserting either of the exemptions and awaits the opinion from the PAC.

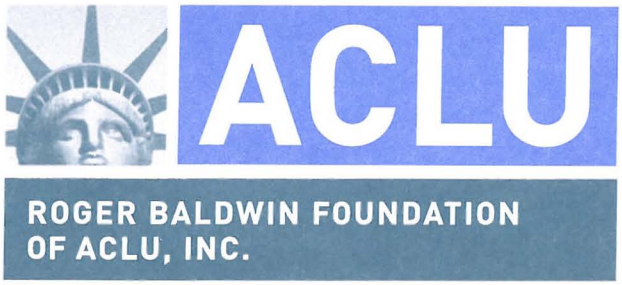
The records that you have requested will be made available to you or denied to you by August 13, 2012.

Sincerely,

George J. Schafer
Freedom of Information Officer
418 Main Street
Lemont, Illinois 60439

THE
ROGER
BALDWIN
FOUNDATION
OF ACLU,
INC.

SUITE 2300
180 NORTH MICHIGAN AVENUE
CHICAGO, ILLINOIS 60601-1287
(312) 201-9740
FAX (312) 201-9760
WWW.ACLU-IL.ORG



July 30, 2012

VIA E-MAIL AND U.S. MAIL

Lemont Police Department
Attn: Freedom of Information Officer
14600 127th Street
Lemont, IL 60439
E-mail: Lemontpd@lemont.il.us

Re: FOIA request regarding police department deployment of Automatic License Plate Reader ("ALPR") technology

Dear Freedom of Information Officer:

We write to seek information about Automatic License Plate Reader ("ALPR") technology pursuant to the Freedom of Information Act ("FOIA"). 5 ILCS 140/1 *et seq.* ALPR technology is also sometimes referred to as Automatic Vehicle Identification, Car Plate Recognition, or License Plate Recognition technology. This records request uses ALPR in reference to any technology which is described by these terms or is substantially similar to the technology so described.

The time period for the request is from January 1, 2006 until the time of the production of the information.

Specifically, we seek the following records[1]:

1. All records regarding your policies, practices, and procedures relating to ALPR technology, including but not limited to:

[1] The term "records" as used herein includes, but is not limited to, all documents or communications of any kind preserved in electronic or written form, including but not limited to, correspondence, documents, data, videotapes, audiotapes, faxes, files, guidance, guidelines, evaluations, instructions, analyses, memoranda, agreements, notes, orders, policies, procedures, protocols, reports, audits, studies, inquiries, examinations, inspections, investigations, probes, surveys, rules, technical manuals, technical specifications, training manuals, and/or computer files and databases.

a. Your agency's policies, practices and procedures for procuring and using ALPR technology;
b. Your agency's policies, practices and procedures for storing, accessing and sharing data obtained through ALPR technology.

2. All records regarding the procurement of ALPR technology, including but not limited to:

   a. sources of funds used to pay for ALPR technology;
   b. invoices for the purchase of ALPR technology;
   c. local government approval for any ALPR purchase;
   d. interactions with vendors, suppliers and potential suppliers of ALPR technology, including materials and fact sheets supplied by vendors describing their products.

3. All records regarding the use of ALPR technology, including but not limited to:

   a. what types of data are obtained by the use of ALPR technology;
   b. number of license plates scanned and/or read for each month in the time period;
   c. number of ALPR units or systems acquired;
   d. number of ALPR units or systems which are actively deployed;
   e. method and location of that deployment for each unit or system actively deployed (e.g. mobile vehicle, street location of red light camera, etc.);
   f. technical capabilities of the ALPR units;
   g. number of "hits" (alerts provided by the ALPR system that it has scanned a license plate flagged for surveillance by your department or a cooperating document) which have occurred since your implementation of ALPR technology;
   h. categorization of all "hits" by reason vehicle was flagged for surveillance (e.g. unpaid parking tickets; outstanding warrant; etc.).

4. All records regarding the storage of data obtained using ALPR technology, including but not limited to:

   a. what types of data are stored for any period longer than an hour;
   b. how long data is stored;
   c. when data must be discarded;
   d. how many individual license plate scan records your agency currently stores.

5. All records regarding access to ALPR data, including but not limited to:

   a. the legal justification required before an individual accesses ALPR data;
   b. purposes for which the data may be accessed;
   c. purposes for which the data may *not* be accessed;
   d. who may access the data, what procedures they must go through to obtain access, and who must authorize access;
   e. the existence or non-existence of a system that records who accesses the data and when the data is accessed.

6. All records regarding the sharing of data obtained through ALPR technology, including but not limited to:

    a. what type of data is shared;
    b. which databases your agency puts collected ALPR data into;
    c. third parties, governmental or private, that may access your agency's ALPR data, including what procedures third parties must go through in order to access the data and any restrictions placed on third parties regarding further sharing of your ALPR data;
    d. any agreements to share ALPR data with outside agencies, corporations or other entities.

7. All records regarding the methods by which department obtains ALPR data, either obtained through ALPR technology or for the purpose of use by ALPR technology, from third parties, including a but not limited to a list of which databases your agency can access.

8. All training materials used to instruct members of your agency in ALPR deployment, data management, or operation of automated records systems that contain ALPR data to which any member of your agency has access, including regional or shared ALPR databases.

Please send the requested materials to:

Karen Sheley
Roger Baldwin Foundation of ACLU, Inc.
180 N. Michigan Avenue
Suite 2300
Chicago, Illinois 60601-1287

As you know, the Illinois FOIA requires that you make available for inspection and copying all public records, except certain exempt records, within five working days of receipt of a written request.

If you determine that portions of the requested records are exempt from the Act, we expect that you will delete such exempted material and send copies of the remaining non-exempt material within five working days. Also, if all or any part of this request is denied, please provide in writing the specific exemption(s) under the Act on which you rely to withhold the records.

We are prepared to pay reasonable copying costs for reproducing the requested materials, but request that you waive any such fees under the provision of FOIA that authorizes you to waive copying fees when release of requested information is "in the public interest." In compliance with section 6(b) of the amended FOIA, I represent to you that the documents are sought to determine information concerning the legal rights of the general public and this request is not for the purpose of personal or commercial benefit. Accordingly, a waiver of fees is in the public interest as defined by section 6(b).

If you deny the request for waiver, please notify me before compiling records for which the copying charge will exceed $50.00 so that we can discuss narrowing the request to cover only the information I seek.

Please contact me at 312/201-9740 ext. 325, or via email at ksheley@aclu-il.org, if you have any questions regarding this request. Thank you for your prompt attention.

Sincerely,

Karen Sheley
Staff Attorney

cc: Village of Lemont, Village Hall
Attn: FOIA Officer, Police Dept.
418 Main Street
Lemont, IL 60439
E-mail: foia@lemont.il.us

PIPS TECHNOLOGY
A Federal Signal Company

Village of Lemont
Lemont Police Department
Commander Dan Tully
416 Main Street
Lemont, IL 60439

April 25, 2009

REF: Lemont Police Department Mobile Law Enforcement Automated License Plate Recognition (ALPR) System.

Dear Commander Tully,

During these last several months the Village, and particularly the Police Department, have been extremely patience with Federal Signal and our implementation of the VelocityCam solution. While we are now in a position to deploy the solution in the manner originally intended, we recognize it has been a frustrating exercise. In consideration of this patience and frustration at not being able to fully utilize the solution provided by the VelocityCam product, I would like to offer the Police Department on behalf of Federal Signal, a three (3) camera Mobile Automated License Plate Recognition (ALPR) System.

We will provide to the Police Department, for permanent use, and Free of Charge, our industry leading License Plate Recognition System, including Hardware, Software, Installation, Training, and (1) Warranty, to be delivered and installed within a mutually convenient time period.

- HighLights to Federal Signal's Quote:
  - **Slate-810-LE-G** Qty One (1) Police ALPR PAGIS units to include: Three (3) Slate Dual (2) lens cameras with Infrared *and* **color** overview; all custom camera cabling; PIPS ALPR processor-trunk mounted; GPS module; All required PAGIS and ALPR software installed on the processor for vehicle license database. Custom flat camera brackets for use on the vehicle of your choice.
  - **PIPS-SW-BOSS** "**B**ack **O**ffice **S**erver **S**oftware" installed on department hardware one (1) software license per site is required. This is for 1 administrator and 1 concurrent user. This ALPR "back-end" analysis software package (**B**ack **O**ffice **S**erver **S**oftware (BOSS). Based on **Microsoft's Sequel Server database software.** provides data-mining of "historic" license plate information obtained and stored from all deployed mobile (and fixed) systems from within your department which can be integrated with other PAGIS / BOSS users to share and data mine their historic plate information.
  - **PIPS-SRVC-MVI** Field Engineering services required for the installation of the PIPS Mobile ALPR system on a police vehicle including PAGIS in-car and BOSS back office software training. Priced on a per vehicle basis with travel and living expenses included.
  - **Warranty (1) year Free**- and (3) years of Optional Maintenance for Hardware and Software.

PIPS TECHNOLOGY
A Federal Signal Company

The following pricing for One (1) **Three**-camera new "low profile" ALPR systems "hard" mounted and integrated into your existing MDT system in your patrol vehicles.

Qty	DESCRIPTION	Each	Extended
1	**Slate-810-LE-G** Police ALPR PAGIS unit to include: **Three** Slate dual (2) lens cameras with Infrared *and* **color** overview; all custom camera cabling; PIPS ALPR processor-trunk mounted; GPS module; All required PAGIS and ALPR software installed on the processor for the vehicle license database. Custom flat camera brackets for use on the vehicle of your choice.	$16,550	No Charge
1	**PIPS-SW-BOSS** "**B**ack **O**ffice **S**erver **S**oftware" installed on department hardware one (1) software license per site is required. This is for (1) administrator and (1) concurrent user.	$995	No Charge
1	**PIPS-SRVC-MVI** Field Engineering services required for the installation of the PIPS Mobile ALPR system on a police vehicle including PAGIS in-car and BOSS back office software training. Priced on a per vehicle basis with travel and living expenses included.	$3,420	No Charge
	Freight	$100	$100
	TOTAL(Not Including Taxes):	**$21,065**	**$100**
	MS Virtual Earth- $795 (optional)		
	Wireless/Aircard and municipal infrastructure required for wireless connect.		
	Subject to Federal Signal's standard terms, conditions and warranties.		
	All shipments are FOB shipping point.		
	Tax NOT Included if necessary.		
	Without Laptop/MDT -System requires touch-screen display or monitor.		

Scope of Work:

Our quote ***does include*** the cost of installation and training on the system / software. After installation, you or the appropriate personnel will receive training on both PAGIS and BOSS by a Federal Signal representative.

Our quote ***does include*** the cost for our Back Office Server Software (BOSS) that can be installed on your existing PC or Laptop Computer. During the installation and training, our engineer will install one copy of this software application that is used for mining of all data collected by each mobile LPR system. The initial cost of installing BOSS for your office can be utilized for all future PIPS mobile installations within your organization. It can also integrate with other Law Enforcement agencies utilizing BOSS, Fixed/Mobile ALPR sites, or with commercial purchasers of our ALPR systems to provide a comprehensive database of vehicle movement where Federal Signal's PIPS Technology systems have been deployed. **This software has a 4GB storage limit. If your agency has a full license of Microsoft Sequel Server Software, BOSS will not have any storage limit.**

PIPS TECHNOLOGY
A Federal Signal Company

All Federal Signal PIPS Technology equipment hardware and software is covered by a one-year parts and labor warranty. Maintenance agreements are available for both our hardware and software products. These agreements supply you with upgrades and improvements to our Optical Character Resolution (OCR) engine for enhanced plate detection capabilities and software upgrades for BOSS and PAGIS in addition to all hardware sold by Federal Signal's PIPS Technology, Inc. (cameras, processor, cables, connectors and/or touch screen monitor). The cost for this optional coverage is $2,200 for Year Two and Year Three (after the (1st) year warranty expiration), per Unit. The third year of Maintenance (after the (1st) year warranty expiration) would be $2,420, per Unit.

***Federal Signal will provide a (1) year Warranty to Lemont Police Department:
Year 1- Warranty on Hardware and Software
Year 2- $2,200 (optional)
Year 3- $2,200 (optional)
Year 4- $2,420 (optional)

Optional offerings include Enhanced Mapping software, Mounting, Fixed camera deployment, and Services.

Regards,

Matt Brady
Vice President of Sales
Federal Signal Public Safety Systems

IACP Executive Training

Implementing LPR Technology in your Community

Wednesday, July 28, 2010

1:00 – 5:00 PM

Doubletree Guest Suites and Conference Center
2111 Butterfield Road, Downers Grove, IL 60515
Grand Ballroom

12:30 – 1:00 PM: Registration

Located outside the Grand Ballroom on the main level

Welcome and Opening Remarks

Video Testimonials & Success Stories

LPR Capabilities

LPR Policies

Vendors

IT Infrastructure

The Evolution of LPR

Questions and Closing Remarks

This session is funded through a grant from the United States Department of Justice, Office of Community Oriented Policing Services (COPS) and presented by the Technology Technical Assistance Program (TTAP)

IACP Executive Training
Implementing LPR Technology in your Community

Agency Representatives Appearing in LPR Training Videos:

Sgt. Rodney Brimlow
Broward County Sheriff's Office, Florida

Sharon Bradford Franklin
Senior Counsel
The Constitution Project

Chief Scot Haug
Post Falls Police Department, Idaho

Lt. Pat Knight
Post Falls Police Department, Idaho

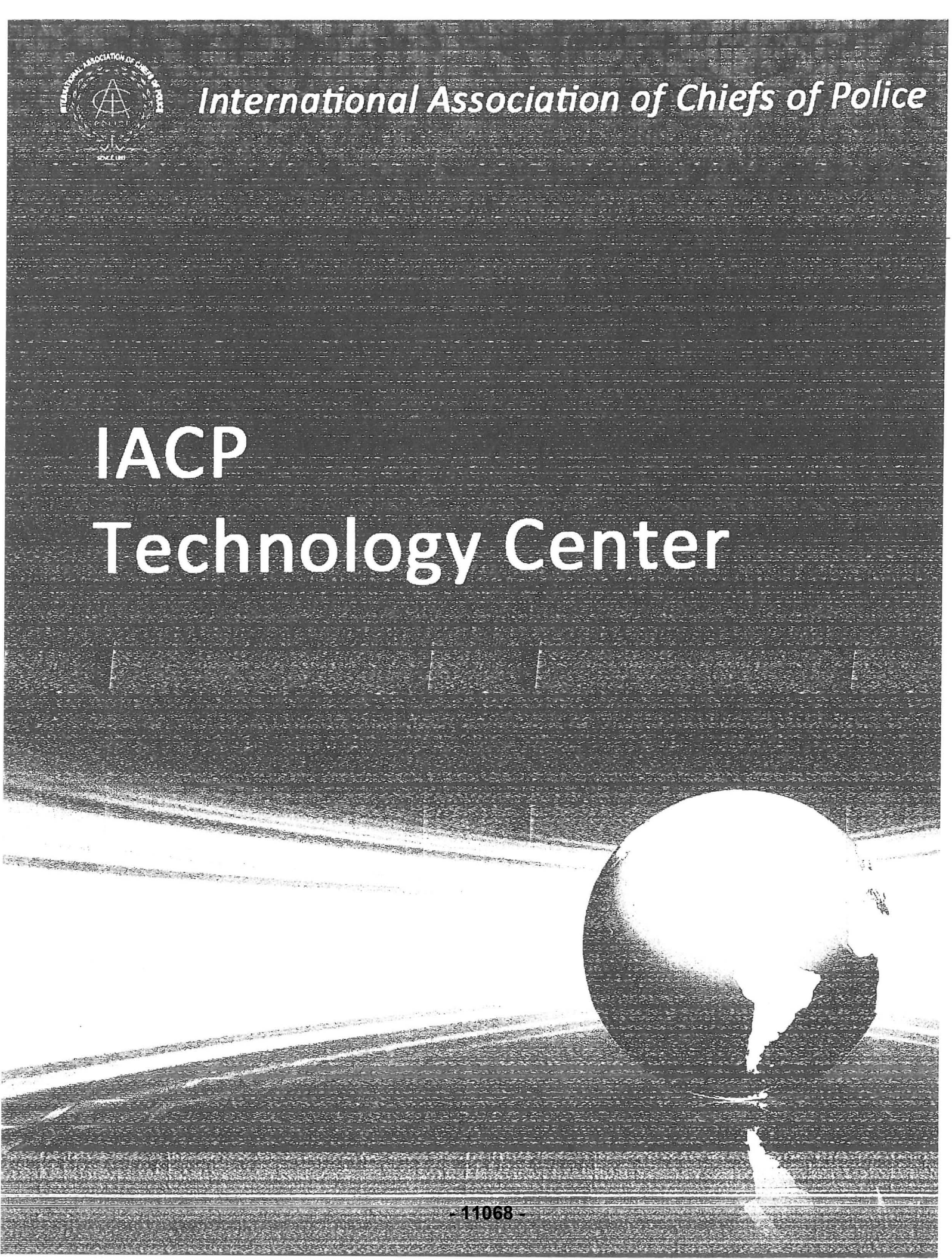
Eileen Langer-Smith
Criminal Justice Program Specialist
NY State Division of Criminal Justice Services

Captain Emile Larson
Jefferson Parish Sheriff's Office, Louisiana

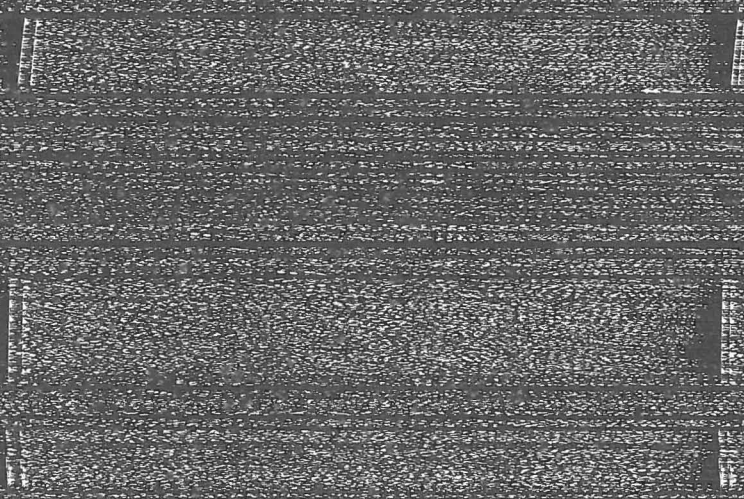
Heather Whitton
LPR Project Manager
Cincinnati Police Department

International Association of Chiefs of Police

IACP Technology Center



The International Association of Chiefs of Police is a not-for-profit organization of over 20,000 members from the world's law enforcement community. In operation for over a century, the association has as its mission to advance professional police services; promote enhanced administrative, technical, and operational police practices; foster cooperation and the exchange of information and experience among police leaders and police organizations of recognized professional and technical standing throughout the world; champion the recruitment and training of qualified persons in the police profession; and, encourage all police personnel worldwide to achieve and maintain the highest standards of ethics, integrity, community interaction, and professional conduct.



International Association of Chiefs of Police Technology Center Initiatives

The IACP Technology Center is a one-stop-shop for technology services and programs to the law enforcement community. Through the Technology Center, agency officials can get answers to the questions they have on a variety of technology issues from information sharing systems to technical standards. Law enforcement technology is constantly evolving and it is critical to address the policy issues on emerging technologies and provide the IACP membership with the knowledge and information necessary to serve their communities better. The IACP Technology Center offers a variety of programs and services for its members to leverage and apply in their respective agencies.

Sections and Committees

The IACP has a number of working groups that meet specifically to address technology issues in law enforcement. These stakeholders convene regularly and address issues that law enforcement agencies are facing with technology. The IACP Technology Center plays a significant role in supporting these groups and ensures their messages are delivered back to the IACP membership.

Technology Coordination Panel

This panel, comprised of the leadership from the technology focused committees and sections of the IACP, serves as the umbrella coordinating body to the IACP's senior leadership. The work of this panel results in the clarification of emerging technology issues and the distribution of problem solving assignments to other committees and sections.

Communications and Technology Committee

This committee seeks to set guidelines for wireless communication, radio spectrum frequency allocation, and data encryption. This committee addresses all aspects of the communications infrastructure.

Criminal Justice Information System Committee

The Criminal Justice Information Systems Committee (CJIS) supports the IACP mission and its members by serving as the central coordination point for data and information sharing and information management systems. The CJIS Committee also serves as the primary liaison with the FBI on all issues involving information sharing efforts to include, but not limited to, the National Crime Information Center, the Integrated Automated Fingerprint Identification System, the National Incident-Based Reporting System, the National Data Exchange and Regional Data Exchange.

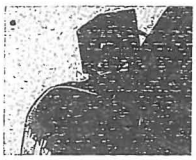
Law Enforcement Information Management (LEIM) Section

The LEIM Section is composed of over 1,000 information technology professionals from law enforcement agencies of all sizes. The LEIM Section provides an educational forum for law enforcement executives and technology specialists to exchange information on technology initiatives and trends.

Technology Programs & Services for Law Enforcement

Privacy Impact Assessment Report for License Plate Readers

Technology for capturing, storing, assessing, and sharing law enforcement data has advanced phenomenally and as with any technology, there are policy implications that law enforcement agencies should consider.



Supported through the IACP's LEIM Section, the ***Privacy Impact Assessment Report for the Utilization of License Plate Readers (LPR)*** addresses the privacy impact of the enhanced collection, analysis, and dissemination of license plate data made possible by the advent of license plate reader technology. The report provides aid to agencies implementing LPR systems in ensuring that data is managed in such a way as to meet the needs of public safety while protecting individuals' privacy interests.

License Plate Reader Systems: Policy and Operational Guidance for Law Enforcement

Funded by the U.S. Department of Justice, Office of Justice Programs, National Institute of Justice, the LPR Systems: Policy and Operational Guidance for Law Enforcement Project employs a structured and multi-dimensional groundwork approach to identify and consolidate lessons learned from agencies on LPR technology.

The fundamental goals of this project are to articulate, document, and disseminate the real-world LPR implementation challenges and successes faced by law enforcement agencies and to identify and disseminate successful LPR initiatives from a lessons learned perspective. IACP will release a report of these findings in early 2010.

Technology Technical Assistance Program

With support from the U.S. Department of Justice's Office of Community Oriented Policing Services (COPS), the Technology Technical Assistance Program (TTAP) promotes effective technology management by providing training, products, and resources to help law enforcement executives identify departmental needs and effectively select, implement, and evaluate technology. TTAP's mission is to improve law enforcement agencies' abilities to protect and serve their communities and officers through successful deployment of technology by: offering law enforcement agencies current, practical educational information on managing technology widely; disseminating existing and newly created educational resources; and maximizing resource delivery through on-going collaboration and partnerships.

TTAP has produced several products for law enforcement, including:

- The Technology Desk Reference
- TechBytes Newsletters
- Training for law enforcement agencies on current and emerging technologies

In 2010, TTAP will be hosting regional training events designed to assist law enforcement agencies with the planning and acquisition of complex technologies. http://www.theiacp.org/ttap

Identifying the Information Sharing and Technology Needs of State, Local, and Tribal Law Enforcement

With funding from the U.S. Department of Homeland Security, Office of Science and Technology through the Pacific Northwest National Laboratory, the IACP has been working on identifying and reviewing information sharing programs implemented by state, local, and tribal law enforcement agencies and identifying research portfolio gaps in the area of law enforcement technology. The main objective of the project is to present a bottom-up perspective of information sharing that can complement and advance the federal initiatives now being implemented. The project will

Technology Programs & Services for Law Enforcement

underscore the nexus between homeland and hometown security. IACP will release a report of these findings in December 2009.

Technology Clearinghouse

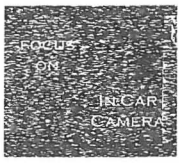
The Technology Clearinghouse, funded by the U.S. Department of Transportation, Intelligent Transportation Systems Joint Program Office (ITS JPO), maintains a comprehensive web-based library of resources, providing executives and technologists with contemporary information on leading law enforcement information technology projects. The website has a variety of information technology resources referenced and serves as a conduit for the ITS JPO initiatives. The Technology Clearinghouse informs law enforcement technologists and public safety executives about the advances in transportation related technology issues.
http://www.IACPtechnology.org

GIS Initiative: Adding Value for Law Enforcement Agencies

Funded by the U.S. Department of Justice, Office of Justice Programs, Office of Juvenile Justice and Delinquency Prevention, the Juvenile Justice Program and Services Directory (JJPSD) website is a searchable inventory of youth-related programs and services provided by law enforcement agencies across the United States. The JJPSD website allows law enforcement agencies to showcase and share information about their agency's youth programs and services. Law enforcement agency representatives and members of the public can search for programs near them and/or specify additional criteria to help narrow their search. In addition JJPSD provides a geographic information system-based component (GIS) by allowing the user to view programs in a geospatial environment.
http://www.leayouthservices.org.

Additional Resources

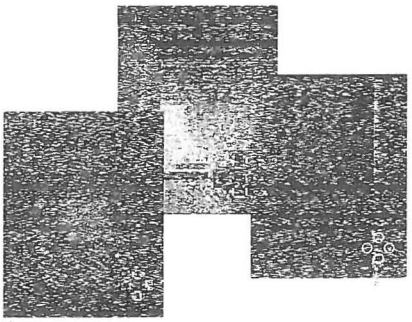
In-Car Cameras
In-car camera systems have become an essential tool in



modern law enforcement. However, for all its benefits, an in-car camera does not guarantee officer buy-in or program success. This video demonstrates how planning and implementation are the keys to a successful in-car camera program that protects officers, their departments, and the citizens they serve. To order your free copy please visit:
http://www.theiacp.org/ttap.

CAD/RMS Tools for Law Enforcement
To foster the growth of strategic planning and implementation of integrated justice systems the ***Standard Functional Specifications for Law Enforcement Computer Aided Dispatch (CAD) and Records Management Systems (RMS)*** documents are intended to inform law enforcement about the basic functional requirements that all CAD and RMS should have in order to achieve interoperability.

The ***Project Manager's Guide to RMS/CAD System Software Acquisition*** was developed to provide law enforcement practitioners with a practical and high level overview of planning and managing projects effectively.
http://www.theiacp.org.



Outreach & Awards

Technology and Information Sharing Workshop Track

The IACP Technology and Information Sharing Workshop Track is hosted by the IACP Technology Center in coordination with the leaders of the association's technology related committees and sections and provided at the IACP's annual conference. Each workshop has been focused to meet the unique requirements of the law enforcement executive.
http://www.theIACPconference.org

Tech Talk Column

The Tech Talk column is featured monthly in the IACP's *Police Chief* Magazine. The column highlights cutting-edge law enforcement technology issues, solutions, initiatives, and projects. Short articles submitted by law enforcement technology professionals provide yet another means for the communication and exchange of information within the law enforcement technology community. These articles provide an easy way for busy law enforcement executives to keep up with the latest technology trends.
http://policechiefmagazine.org

IACP - iXP Excellence in Technology Award

The IACP-iXP Excellence in Technology Awards Program recognizes law enforcement agencies' achievements in the field of communications and information technology. The program is an international competition that is open to all state, local, tribal, provincial, federal, and multi-jurisdictional law enforcement agencies.

TEN TIPS

Follow these steps to improve LPR effectiveness

BY DALE STOCKTON, EDITOR IN CHIEF

License Plate Reader (LPR) equipment is one of the most effective tools ever provided to law enforcement. Throughout the last two years, I've had the opportunity to work extensively with this technology and visit the agencies that benefit from its use. I've seen the extremes: from agencies just getting started to agencies that have made it the cornerstone of their crime-fighting efforts. Although widely touted as a device to identify stolen cars, LPR is so much more, especially when used as an investigative tool. I know of several serious crimes that have been solved solely because of LPR. In fact, limiting LPR to stolen cars is like asking an Olympic marathoner to walk around the block.

Following are 10 tips I've gleaned from experience that might improve your LPR use. Even if you haven't started using LPR yet, I encourage you to look it over. I think you'll be surprised at how powerful LPR can be when fully utilized.

1 Make use of wildcard or multiple-character search capability. Most LPR systems have the ability to do wildcard searches—searches for partial plates or variations in numbers. This is particularly important in states where fonts vary or certain letters/numbers can be easily confused, such as 8s and Bs or 5s and Ss.

Also consider whether your state plates are likely to be partially covered by a plate frame. For instance, if the bottom of the characters are close to the bottom edge of the plate, they may be partially covered by a plate frame. This can easily turn a Z into a 7 or an E into an F, etc. If you understand this potential, you can search more effectively. *Note:* The more serious the crime, the more inclusive and expansive you should make your search. Any homicide detective would be happy to go through 50 or 60 possibles if it resulted in the identification of a suspect vehicle.

2 Remember that victim searches can be invaluable. Savvy criminal investigators have long known that understanding the habits or travel patterns of a victim can provide important investigative leads. I know of one jurisdiction that solved a homicide by running the victim's plate and then looking at the plate captures that came after the victim's vehicle. They found a vehicle that matched the description of the suspect vehicle and, because it was an LPR capture, they had a full plate and picture of the car to work with. Now that's a lead!

3 Make sure that any alert gives clear instructions to an officer as to what is expected. For instance, if the alert is simply an advisory message: "Vehicle may be involved in a series of burglaries. ***If*** a lawful traffic stop is made, document but ***do not alert*** the driver. Provide all information to Detective Smith, ext. 109."

Equally important is remembering that once action is taken, the plate should be removed from the system as is appropriate. Failure to do so is asking for a real problem when someone is stopped multiple times because of continuing LPR alerts. *Remember:* The LPR alert is only data; it's not an infallible crook detector. Any read should be visually confirmed and the alert verified as current. This should be part of your policy to avoid problems.

4 Share your data. LPR data is most effective when it can be viewed on a larger scale and many departments have benefitted immensely by sharing their data with other LPR agencies. It depends on your equipment, but definitely check with your vendor to determine whether this is possible and how you can move toward this capability. At the very least, establish an e-mail list of LPR contacts in your region, so you can do an e-mail blast when you have a hot situation and/or you're looking for a particular car.

If you go the e-mail route, I recommend having two contacts in each agency, so that a vacation or extended training period doesn't result in missing valuable information.

5 Use LPR to target problem spots. Areas that are high in crime or experiencing an unusual spike in activity should get extra attention from your LPR car. Although you might turn up a stolen car, it's likely that you'll eventually capture the plate of a suspect vehicle in the specific geographic and time range of a crime pattern. It might take a crime analyst to figure it out, but there's almost no way to have this information without an LPR effort.

6 Use LPR both proactively and reactively: If you're expecting a gathering of any type where problems might occur, run the LPR car through and document the plates of those in attendance. If a shooting or stabbing occurs, a single plate capture could be the ultimate alibi buster for a suspect who

PHOTOS DALE STOCKTON

claims he was on the other side of town when it happened.

Consider using your LPR unit(s) to grid an area when you have a major incident. Prior to LPR, an officer was often assigned the unenviable task of driving all adjacent streets and writing down the plate numbers after a serious incident. LPR can do this much more effectively and take in a broader area in less time. During major incidents, all vehicles equipped with LPR should routinely drive towards the incident using different routes if possible. Doing so will increase the chance of documenting a suspect leaving the scene even before you have a vehicle description. Use the LPR car(s) to do this as part of a regular response and it won't be long before you find that you've documented your bad guy in the neighborhood or leaving the scene.

LPR systems are powerful force multipliers. Use the tips listed in this article to maximize your effectiveness.

7 If you're currently updating with a USB flash drive, consider using a wireless update system. If you're using cellular as your means of wireless connectivity for mobile computers, you may be able to use the same technology to send and receive LPR updates on a near-real-time basis. If you're not using cellular and are dependent on a USB stick to start and end the day, consider putting a cellular card in just the LPR car to obtain this functionality. (This assumes you have cell coverage in your area.)

If your agency uses hot spots or mesh or some combination to have wireless connectivity with your mobile computers, consider using this capability to provide the updates and downloads for your LPR data. (Check with your LPR and wireless vendors to determine the feasibility of using any of the above.)

8 When it comes to effective LPR use, numbers count. You want to get as many plate captures from as much of your jurisdiction as possible because this information will later help you locate a vehicle that might not otherwise be found. It's not unusual for certain individuals who want to stay off the radar to avoid properly registering their car. However, they still have to park somewhere. Consider using a grid system to literally drive every street in town on a periodic basis.

Cops tend to drive the main roads and get tied up with calls, so you may want to assign this task to a volunteer unit. You can even specify a run at two different times of the day to determine work and home locations. Imagine the investigative benefit of knowing where any car in your community can be found, day or night.

9 Consider appropriate applications based on specific authorities of your state's laws. *Example:* If your state permits impounding of hit-and-run suspect vehicles, you may find LPR invaluable for resolving cases that used to go unworked. Many departments have a traffic officer who has the unwelcome task of following up on all the hit and runs. Often they find that even when a plate is provided, the case reaches a dead end because the car can't be located or the registration isn't current.

To avoid this, check the existing LPR reads to determine if the vehicle has already been captured in the system. If so, you may have a spot to look for it. If not, consider putting it into the system as an alert so that an officer can impound the vehicle if the LPR spots it. And here's a thought: You might consider putting documented sexual predator vehicles in your system if you have a geographic limitation around schools or playgrounds. If a vehicle is spotted and is in a prohibited area, an officer can take appropriate action.

10 Finally, consider encouraging all patrol officers to put a higher priority on plate enforcement and education. Clearly visible plates and having plates mounted on both the front and rear (in states that require it) will increase the effectiveness of LPR. When dealing with those officers who consider this type of activity to be beneath them, remind them that many of the worst offenders (including the Oklahoma City bomber) were captured because of plate violations.

Conclusion

Here's a freebie that's so basic it doesn't deserve its own number, but it is so important I have to mention it: Some agencies have reported problems when they run their LPR cars through an automatic car wash because the heavy rollers moved the cameras out of alignment. This depends on your setup, the mounts and the car wash, but do be aware that there's a potential for compromise if a heavy roller brush comes in contact with your camera mounts. If you've experienced a drop in effectiveness, it may be that your cameras need to be realigned—with or without the car wash.

Like any good tool, LPR has multiple uses and can be utilized most effectively by those who fully understand its capabilities. If your agency is currently using LPR as a part-time tool (meaning you drive around looking for stolen cars and do nothing with the data), then you're definitely missing out on much of what these crime-fighting tools have to offer.

For more information on LPR and about how other agencies are using it, go to www.lawofficer.com and search using the key word LPR.

41.3.11 Automated License Plate Reader

Policy

Automated License Plate Reader (ALPR) technology, also known as License Plate Recognition, provides automated detection of license plates. ALPRs are used by the Lemont Police Department to convert data associated with vehicle license plates and use it for official law enforcement purposes including identifying stolen or wanted vehicles, stolen license plates and missing persons. ALPRs may also be used to gather information related to active warrants, homeland security, electronic surveillance, suspect interdiction and stolen property recovery, or other legitimate law enforcement purposes.

All installation and maintenance of ALPR equipment, as well as ALPR data retention and access shall be managed by the Administrative Commander. The Administrative Commander will assign personnel under his/her command to administer the day-to-day operation of the ALPR equipment and data.

1. Use of ALPR IS RESTRICTED TO THE PURPOSES OUTLINED BELOW. Department personnel shall not use, or allow others to use the equipment or database records for any unauthorized purpose.

    a. ALPR shall only be used for official and legitimate law enforcement business.

    b. ALPR may be used in conjunction with any patrol operation or official department investigation. Reasonable suspicion or probable cause is not required before using ALPR.

    c. While ALPR may be used to canvass license plates around any crime
    scene, particular consideration should be given to using ALPR-equipped cars to canvass surrounding areas of homicides, shootings and other major incidents. Partial license plates reported during major crimes should be entered into the ALPR system in an attempt to identify suspect vehicles.

    d. No member of this department shall operate ALPR equipment, or access ALPR data, without first completing department approved training.

2. All ALPR operators must have successfully completed approved Law Enforcement Agencies Data System (LEADS) training prior to operating ALPR equipment or accessing ALPR data.

3. All data and images gathered by ALPR are for the official use of the Lemont Police Department and because such data may contain confidential LEADS information it is not open to public review. ALPR information gathered and retained by this department may be used and shared with prosecutors or others only as permitted by law.

Collection and retention of ALPR data is subject to the following guidelines:

a. Files will be transferred from field units to department or home servers
in accordance with the current Lemont Police Department file storage procedures.

b. All ALPR data captured during a shift should be transferred to the department server before the end of each shift. Once transferred all ALPR data should be immediately purged from the mobile workstation.

4. All ALPR data downloaded to the server should be stored for a minimum of one year, and thereafter should be purged unless it has become, or it is reasonable to believe it will become evidence in a criminal or civil action, or is subject to a lawful action to produce records. In such circumstances the applicable data should be downloaded from the server onto portable media and booked into evidence.

5. All saved data will be closely safeguarded and protected by both procedural and technological means. The Lemont Police Department will observe the following safeguards regarding access to and use of stored data:

a. All requests for access to stored ALPR data shall be logged and a stated purpose for access must be provided.

b. All ALPR data downloaded to the mobile workstation and server shall be accessible only through a login/password protected system capable of documenting who accesses the information by name, date and time.

c. Persons approved to access ALPR data under these guidelines are permitted to access the data when there is an articulable suspicion that the data relates to an investigation in a specific criminal or department related civil or administrative action.

d. Requests to review stored data shall be documented and maintained In the same manner as criminal history logs.

e. All transmission and storage of ALPR data shall meet LEADS requirements for network and computer security.

6. ALPR system audits shall be conducted on a regular basis by the Administrative Commander

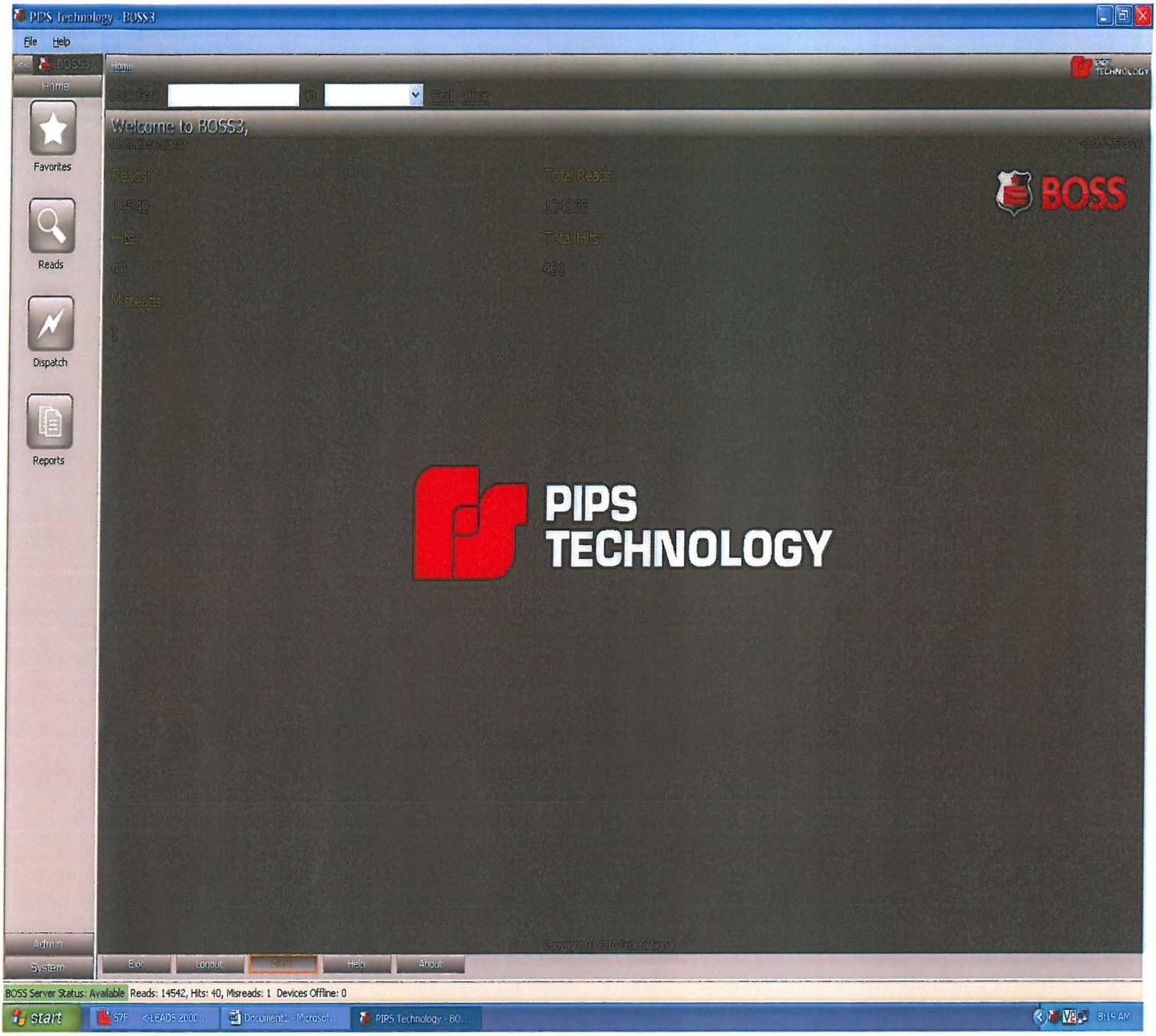
7. The ALPR data maybe shared only with other law enforcement agencies for legitimate law enforcement purposes or as otherwise permitted by law

and in accordance with this policy, provided the following criteria are met:

a. The law enforcement agency makes an official request for the ALPR data.

b. The identity of the agency and the person requesting the data and the
Intended purpose is documented and retained on file.

c. The request is approved by the Administrative Commander or designee.



Total Reads since system was put in service 124,065

Total Hits since system was put into service 431

Total reads since server was reset 14,542

Total Hits since server was reset 40

BOSS3

8/9/2012 8:05:05 AM

Hits By Hotlist Report

Hotlist	Year	Month	Day	Hits
IL LEADS HITS				
	2012			
		May		
			19	1
			20	1
			23	2
			24	4
		May's Total Hits:		**8**
		June		
			3	1
			5	2
			7	2
			12	1
			16	1
		June's Total Hits:		**7**
	2012's Total Hits:			**15**
IL LEADS HITS's Total Hits:				**15**
NCIC STOLEN PLATES				
	2012			
		May		
			16	1
			18	1
			20	1
			21	1
			25	1
		May's Total Hits:		**5**
		June		
			12	2
		June's Total Hits:		**2**
	2012's Total Hits:			**7**
NCIC STOLEN PLATES's Total Hits:				**7**
NCIC STOLEN VEHICLES				
	2012			
		May		
			12	1
			24	1
		May's Total Hits:		**2**

Hits By Hotlist Report

Hotlist	Year	Month	Day	Hits
		June		
			5	2
			13	1
			16	1
		June's Total Hits:		**4**
	2012's Total Hits:			**6**
NCIC STOLEN VEHICLES's Total Hits:				**6**
NCIC VGTOF				
	2012			
		June		
			8	1
			14	1
		June's Total Hits:		**2**
	2012's Total Hits:			**2**
NCIC VGTOF's Total Hits:				**2**
SOS DATA				
	2012			
		May		
			21	1
			24	3
			25	1
		May's Total Hits:		**5**
		June		
			1	2
			5	1
			11	1
			13	1
			16	1
		June's Total Hits:		**6**
	2012's Total Hits:			**11**
SOS DATA's Total Hits:				**11**

Begin Date >= 1/1/2009 12:00 AM AND End Date <= 8/6/2012 12:00 AM

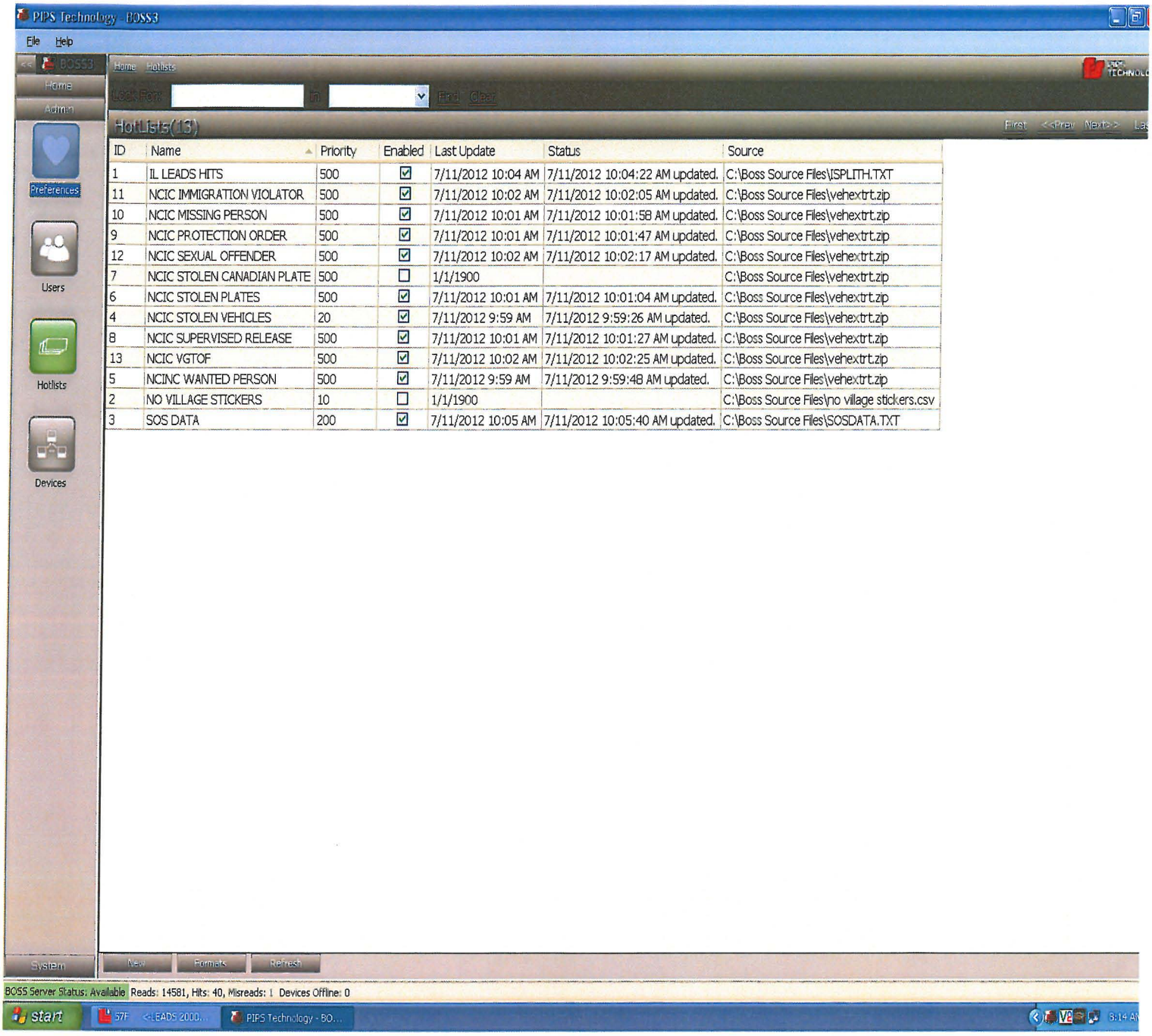
BOSS3 36

8/8/2012 7:21:23 AM

Reads Statistics Report

Year	Month	Day	Reads	Misreads	Hits
2012					
	May				
		11	330	0	2
		12	625	0	1
		13	234	0	0
		14	476	0	0
		16	609	0	1
		17	821	0	0
		18	285	0	1
		19	314	0	1
		20	200	0	2
		21	643	0	2
		22	349	0	0
		23	890	0	2
		24	543	0	8
		25	676	0	2
	May's Totals:		**6995**	**0**	**22**
	June				
		1	464	0	2
		2	494	0	0
		3	452	0	1
		5	751	0	5
		6	583	0	0
		7	458	0	2
		8	617	0	1
		11	683	0	1
		12	756	0	3
		13	850	0	2
		14	418	0	1
		15	689	0	0
		16	539	1	3
		17	2	0	0
	June's Totals:		**7756**	**1**	**21**
2012's Totals:			**14751**	**1**	**43**

Begin Date >= 1/1/2009 12:00 AM AND End Date <= 8/6/2012 12:00 AM


PIPS Technology - BOSS3
File Help
BOSS3
Home
Admin
Preferences
Users
Hotlists
Devices
System
Home Hotlists
Look For: In: Find Clear
HotLists(13)
First <<Prev Next>> Last
ID | Name | Priority | Enabled | Last Update | Status | Source
1 | IL LEADS HITS | 500 | ☑ | 7/11/2012 10:04 AM | 7/11/2012 10:04:22 AM updated. | C:\Boss Source Files\ISPLITH.TXT
11 | NCIC IMMIGRATION VIOLATOR | 500 | ☑ | 7/11/2012 10:02 AM | 7/11/2012 10:02:05 AM updated. | C:\Boss Source Files\vehextrt.zip
10 | NCIC MISSING PERSON | 500 | ☑ | 7/11/2012 10:01 AM | 7/11/2012 10:01:58 AM updated. | C:\Boss Source Files\vehextrt.zip
9 | NCIC PROTECTION ORDER | 500 | ☑ | 7/11/2012 10:01 AM | 7/11/2012 10:01:47 AM updated. | C:\Boss Source Files\vehextrt.zip
12 | NCIC SEXUAL OFFENDER | 500 | ☑ | 7/11/2012 10:02 AM | 7/11/2012 10:02:17 AM updated. | C:\Boss Source Files\vehextrt.zip
7 | NCIC STOLEN CANADIAN PLATE | 500 | ☐ | 1/1/1900 | | C:\Boss Source Files\vehextrt.zip
6 | NCIC STOLEN PLATES | 500 | ☑ | 7/11/2012 10:01 AM | 7/11/2012 10:01:04 AM updated. | C:\Boss Source Files\vehextrt.zip
4 | NCIC STOLEN VEHICLES | 20 | ☑ | 7/11/2012 9:59 AM | 7/11/2012 9:59:26 AM updated. | C:\Boss Source Files\vehextrt.zip
8 | NCIC SUPERVISED RELEASE | 500 | ☑ | 7/11/2012 10:01 AM | 7/11/2012 10:01:27 AM updated. | C:\Boss Source Files\vehextrt.zip
13 | NCIC VGTOF | 500 | ☑ | 7/11/2012 10:02 AM | 7/11/2012 10:02:25 AM updated. | C:\Boss Source Files\vehextrt.zip
5 | NCINC WANTED PERSON | 500 | ☑ | 7/11/2012 9:59 AM | 7/11/2012 9:59:48 AM updated. | C:\Boss Source Files\vehextrt.zip
2 | NO VILLAGE STICKERS | 10 | ☐ | 1/1/1900 | | C:\Boss Source Files\no village stickers.csv
3 | SOS DATA | 200 | ☑ | 7/11/2012 10:05 AM | 7/11/2012 10:05:40 AM updated. | C:\Boss Source Files\SOSDATA.TXT
New Formats Refresh
BOSS Server Status: Available Reads: 14581, Hits: 40, Misreads: 1 Devices Offline: 0
start
57F <-LEADS 2000...
PIPS Technology - BO...
3:14 AM