

Transfer of Funds

October 19, 2010

TO: Ryan Klitzsch, Traffic Safety Division Director
Governor's Council on Impaired and Dangerous Driving

FROM: Thomas E. Melville, Major
Commander, Operations Support Division
Indiana State Police

SUBJECT: FY 2010 Transfer of Traffic Safety Grant Funds

Director Klitzsch,

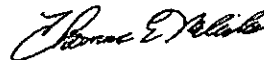
I am respectfully requesting that \$83,520.00 of the remaining funds left in the FY 2010 Traffic Safety Grant be released to purchase four (4) MPH-900X3 Mobile License Plate Readers (LPR). We believe the use of LPR's will impact traffic safety in a positive manner by providing us the capability of knowing things such as if the registered owner is a Habitual Traffic Violator, Suspended Driver, or is not properly licensed, such as no motorcycle endorsement. We would like to purchase the LPR's as a pilot to determine how they can be used effectively to assist our enforcement of Crash Causation Violations throughout the state.

Currently we have the capability of entering five (5) forms of information into the LPR's server, stolen registrations stolen vehicles, felony warrants, AMBER alerts, and Habitual Traffic Violators. Indiana's Bureau of Motor Vehicles has indicated they are willing to provide to the LPR server information that they have that we need, information such as suspended drivers and individuals that have no motorcycle endorsement, etc.

It is our belief that the purchase of the LPR's, along with our partnership established with the BMV, will develop the LPR system to have a positive effect on traffic safety in the State of Indiana.

ICJI and ISP have the same goals when it comes to traffic safety and I would greatly appreciate your consideration on this request.

Thank you,



Thomas E. Melville, Major
Operations Support Division
Indiana State Police

License Plate Reader Pilot Program

Indiana State Police

The Indiana State Police is seeking funding for the implementation of an Automatic License Plate Reader (LPR) program. LPR's are cameras mounted to police vehicles (three cameras per vehicle) that automatically take photos of license plates at the rate of 1,500 license plate images per minute. The plates are scanned and compared to a database of registered vehicles known to be or suspected of being in violation of traffic offenses or criminal activity. If a license plate that is read matches an entry in the database, the LPR system will alert the trooper within milliseconds that the vehicle or plate is stolen or the registered owner is in violation. The Trooper will then look at probable cause for the stop.

Our implementation plan involves four phases;

- 1) Researching and testing of available equipment
- 2) Obtaining the LPR
- 3) Initial training on the use of the system and
- 4) Use and assessment.

The Indiana State Police have completed the research and testing of all known systems on the market today. We traveled to different states that utilized this technology and investigated its use, functions, and efficiency. A Proposed Standard Operating Procedure is currently being developed to ensure that a uniform method of use, inquiries, data collection, and coordinated intelligence collection will be implemented with the system.

The capabilities of the LPR are unlimited. Whatever data deemed to be of importance can be put into the servers' database with each LPR system database automatically updated every 8 minutes that the system is up and running. As the Trooper drives down the roadway, and the LPR indicates a violation, he/she will be alerted by alarm that a violation may be present and show a photo of the suspect vehicle and registration. This is why this technology is so promising for our continued effort in reducing crashes, saving lives, and making our roadways safer to travel on.

Currently we have the capability of having alerts on five (5) different areas of concern. NCIC provides databases for stolen plates, stolen vehicles, and felony wanted suspects, which includes traffic felonies. Indiana's Bureau of Motor Vehicles provides ISP with a Habitual Traffic Violator database and the AMBER Alert system provides us with the information of the suspects' vehicle information. The database for additional alerts can and will be increased.

The Indiana State Police has a strong partnership with the Bureau of Motor Vehicles. They have already made a commitment to provide their database information to us, both on their registration and licensing information. Data such as registered vehicle owners that are suspended, have no motorcycle endorsement, or have an extensive traffic violation history. The possibilities are virtually unlimited. The LPR would take this information, alert the trooper, and they could then target the suspected violators.

One example, among many, would be motorcycle endorsements. We know that half of the motorcycle operators that were fatally injured in crashes were not properly licensed. The LPR would read a motorcycle plate and give an alert to the trooper that the registered owner of that motorcycle does not have a motorcycle endorsement. The trooper would then establish probable cause to stop the motorcycle and then take the appropriate enforcement action. We know that just because a motorcycle rider does not have the proper endorsement, he/she is not going to be a fatal. However, as previously stated, we know that half of the motorcycle operators that are fatally injured were not properly licensed.

ISP would like to purchase four (4) LPRs with the remaining dollars from the 2010 Traffic Safety Grant. Our research has led us to the MPH900 LPR. The negotiated price from the vendor is \$20,880.00 per unit. The grant funding would allow the purchase of four (4) LPR's with an extended warranty. If we get all four (4), they would be placed in the larger metropolitan areas, one north, one central, and one in the southern part of the state. All four (4) units will be linked together to a common server. The negotiated total cost for the four (4) LPR's is \$83,520.00.

Each trooper using an LPR will be required to submit monthly reports regarding the use of and the results of the utilization of the LPR system. Monthly, Quarterly, and Yearly totals will be collected and evaluated based upon the type of roadways patrolled, traffic and criminal arrests made, stolen vehicles recovered, the number of plates read, how many alerts received, and the accuracy percentage of the alerts. As the database increases we will increase our evaluation criteria. We will also seek assistance from the Indiana Criminal Justice Institute in determining the overall project's success.

We believe this pilot program will provide positive results in assisting our enforcement of Crash Causation Violations throughout the state.

Thomas E. Melville, Major
Indiana State Police
Operation Support Division
317-431-1292
tmelville@isp.in.gov

PROPOSED LICENSE PLATE READER SOP

License Plate Reader Pilot Program

A. Patrol

The following protocols are suggested for usage of the license plate reader (LPR). The proactive entry of any data, except as stipulated in this directive, or the access to LPR records **MUST** be approved by a Supervisor, and the request **MUST** have a specific patrol or criminal investigative purpose. Deployment of LPR equipment is intended to provide access to traffic and violations that are associated with the registered vehicle owner. No officer may use, or authorize the use of, the equipment or database records for any other reason. A request for LPR use or data access beyond the cited reason(s) herein must be made in writing to the Commander of the Operation Support Division.

1. Administration:

LPR Supervisor:

An **LPR Supervisor** shall be designated by the Operation Support Division Commander to administer and oversee the LPR program whose responsibilities include, but not limited to, the following:

- Maintain an adequate number of trainers;
- Select and train approved members to operate the LPR system (All training must be documented);
- Arrange for additional training when and as deemed necessary; and
- Maintain records identifying approved LPR details, their results, and ensure appropriate documentation of all traffic activity and significant incidents and arrests that are related to LPR usage.

LPR Operator Selection:

Consider the following qualifications when approving members for LPR training:

- Members driving record;
- Past demonstration of good judgment regarding vehicle pursuits; and
- Excellent traffic and criminal enforcement activity.

Training:

Officers are **prohibited** from using the LPR system until they have been properly trained in its use, and have been instructed as to operational protocols.

2. Patrol Operations:

The utilizing of the LPR's in daily traffic patrol and targeted traffic enforcement details such as DUI checkpoints or seat belt enforcement details is required. License plate readers can be a valuable tool in our efforts to monitor traffic safety on our roadways. All Habitual Traffic Violators, suspended drivers, and drivers with a history of crash causation violations will be in

the server as provided by the Bureau of Motor Vehicles. Traffic enforcement for crash causation violations and licensing violations shall be the priority of all LPR operators.

A supervisor **MUST** be notified of all appropriate matters (i.e. pursuits, significant arrests, etc.). Activity must be reported monthly on the LPR usage form.

Daily LPR User Log:

A "daily user" log will be maintained by the LPR Operator. LPR activity reports shall be completed and forwarded to the Operation Support Division monthly. The LPR Supervisor shall review the logs to ensure that inquiries are properly completed and logged. This log must be retained for a minimum of three (3) years. If the log has an arrest or hit associated with it, it must be retained as part of the case folder.

LPR Data Query Log:

Requests to review stored data shall be recorded and maintained in the daily user log. LPR data is stored for a short time frame on the LPR hard drive (up to thirty days). Access shall be limited to Operation Support Division designated personnel. The Officer accessing the data or conducting a query must make the log entry.

Special Details:

The use of LPR's during non-traditional traffic details (i.e. D.U.I. checkpoints, special events, etc.) shall be documented on the daily log report.

- LPR equipment may be used to further criminal investigations by providing access to stored records upon approval of the Operation Support Division Commander.

Vehicles:

LPR equipped vehicles shall be used by the operator as part of their normal patrol duties. When not in use, every effort is to be made to ensure that the LPR vehicle is garaged.

LPR Maintenance:

The LPR camera lenses shall be cleaned with a glass cleaner sprayed on a soft cloth at the beginning of each shift or as needed.

- Any damage shall be reported immediately through channels to the LPR Supervisor utilizing the PD-49 form. Technical questions concerning the LPR shall be directed to the LPR Supervisor.
- Officers shall **NOT** directly contact the vendor(s). All vendor contact will occur through the LPR Supervisor.

Hit Verification:

The information received from License plates that are recognized as "hits" from established hot lists must be verified through the local Regional Dispatch, and follow all existing department policies and procedures. The LPR is **ONLY** to be used as an investigative tool. Confirmation and probable cause will be required prior to any enforcement action.

User Added Hit Files (Plates):

- After the initial upload to the LPR, if it becomes necessary to add specific information, the database can be "customized" by manually entering the information. This option is provided on the computer desktop screen under the "Operation" icon and should be utilized in cases where incidents are reported after the LPR has been deployed (e.g., Amber Alerts, Silver Alerts, Stolen vehicles, radio item broadcasts such as intoxicated/reckless drivers, etc).

B. Special Investigations and Concentrated Patrols:

The LPR is used daily by uniform patrol in an effort to saturate a specific geographical area. This requires that all vehicles whose registration plate returns any type of "hit" from the hot list be stopped after establishing the probable cause to do so. The LPR can be used to locate vehicles of interest for a specific investigation. Specific vehicle files can be loaded into the LPR that may relate to a situation of concern to a certain geographical area. Some examples would be unlicensed motorcycle operators, suspended/revoked drivers, habitual traffic violators, or any criminal violations.

C. Mutual Aid Situations:**1. Emergency Based Operations:**

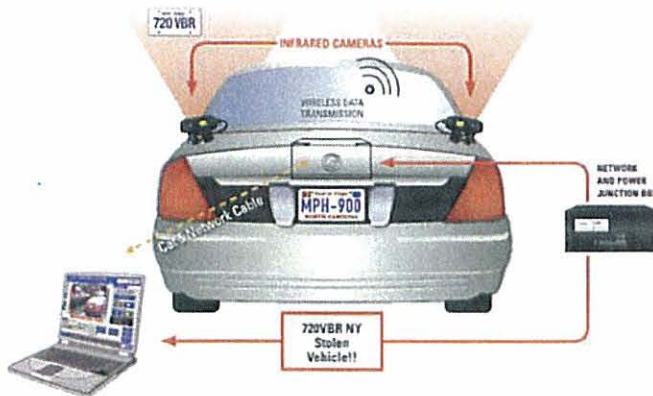
During the course of normal law enforcement duties, incidents may occur that require immediate assistance from other local, county or state law enforcement agencies. The License Plate Reader can be a valuable tool in these situations, such as an Amber Alert, Silver Alert, intoxicated/reckless drivers, or any other incident to help bring the incident to a safe and successful conclusion.

2. Amber/Silver Alert Activations:**Upon notification of an Alert:**

Upon receiving notification that an Amber/Silver Alert activation has occurred, the Criminal Justice Data Division shall immediately enter the suspect vehicle plate number(s) into the LPR server databases. Within eight (8) minutes all LPRs will have access to that data. Officers should proceed to patrol areas which are likely to increase the chance of encountering the vehicle.

Recovery - If the vehicle is encountered, the actions taken should ensure the safe recovery of the missing child/senior. Officer experience and judgment, as well as agency specific policies and procedures (i.e., critical incident management), will dictate the best course of action to take. All actions should be documented in accordance with agency policies and procedures.

HOW THE MPH-900® WORKS



The MPH-900® Camera Range And Performance

- The Mobile Plate Hunter-900® (MPH-900®) operates at up to 140 mph (225 kpm) closing speeds and passing speeds
- Works day or night, in any kind of weather
- Only ALPR that reads plates from all 50 states including flat and red character plates
- Performs ambiguous searches to improve accuracy
- Alerts within milliseconds if a vehicle is suspect
- Features multi-level alarms for prioritization—Wants, Warrants, Amber Alerts, etc.
- Can be configured with a variety of different camera ranges
- Can be configured to remotely alarm to an email recipient
- Can operate with data from different sources and be updated on the fly

The MPH-900® In Action

Automatic license plate recognition cameras are attached magnetically to the body of the patrol car.

- 1 Officers on highways use cameras to scan plates of passing cars.

- Cameras can read plates from fast-moving vehicles.
- Locations and times of captured plates are stored.

Cameras can also scan in parking lots.



- 2 An infrared camera captures images of the plate.
- 3 A computer reads the plate characters and compares them with crime databases.

JAN California	Database
000-01T8	Y01-N010
000-01T8	000-01T8
	P93-F6L4
	400-591T

Officers are alerted of a match.

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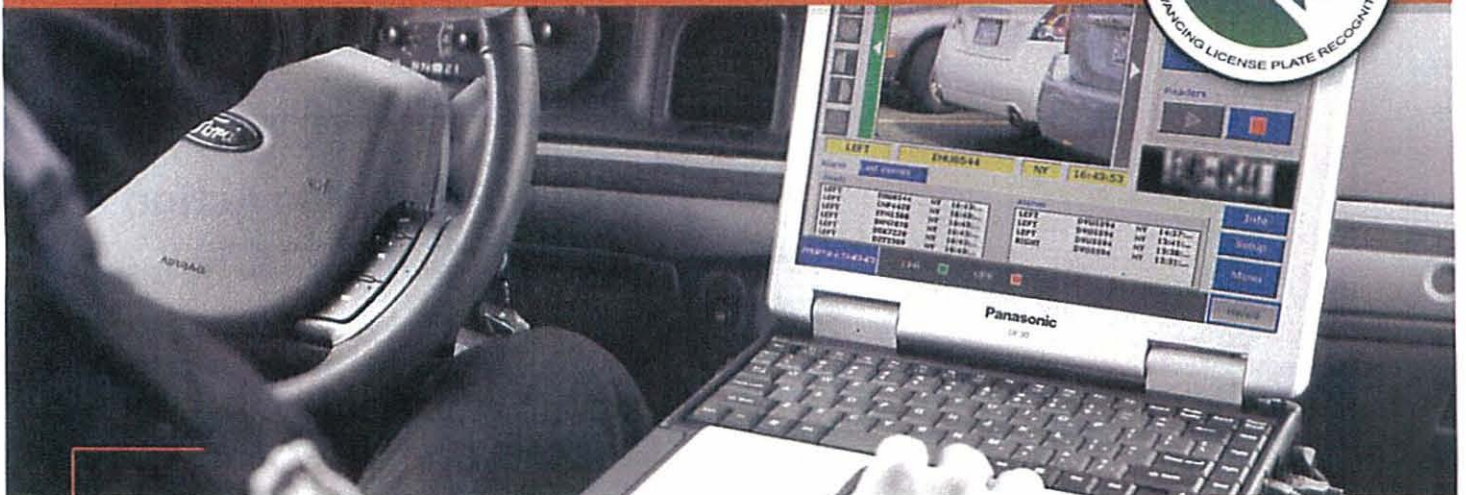
YOUR MISSION...IS OUR MISSION.

Made In The USA

10/14/10



RIVERDALE PD IMPRESSED WITH MPH-900® RESULTS IN ATLANTA SUBURB



Working alone, Officer McLean of Georgia's Riverdale PD, deployed the MPH-900® digital ALPR technology in the Atlanta suburb for a demonstration period of twenty days, amounting to approximately 200 hours of continuous plate reading. During that time, the system read 71,848 license plates and instantaneously compared each one to an in-car hotlist to see if any were considered a vehicle of interest. The ALPR alarmed 203 times but Officer McLean was unable to respond to all of them due to already being engaged with a vehicle from a previous alarm. The detailed results of that short demonstration are impressive:

- 70 people taken into custody
- 17 wanted persons arrested
- 25 citations issued for suspended registration, unregistered vehicle, suspended or revoked license, expired tags, and other offenses
- 2 felony arrests for stolen vehicle; vehicles recovered
- 1 misdemeanor arrest for stolen plate; plate recovered
- \$36,000 in property recovered
- \$19,000 in warrants and citations issued
- Riverdale PD ordered four MPH-900® ALPR systems based on the demonstration's results

The MPH-900® is the most accurate ALPR technology available. Find out what it can do for your community.

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STATE OF INDIANA



Mitch Daniels, Governor

Dr. T. Neil Moore, Executive Director
INDIANA CRIMINAL JUSTICE INSTITUTE
101 W. Washington St., Suite 1170
Indianapolis, Indiana 46204-2038
Telephone: (317) 232-1233
Fax: (317) 232-4979

October 29, 2010

Mike Witter
Regional Administrator
National Highway Traffic Safety Administration, Region 5
4749 Lincoln Mall Drive, Suite 300B
Matteson, IL 60443-3800

RE: Indiana State Police License Plate Reader Program

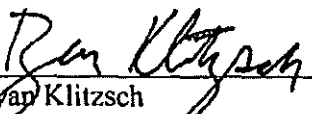
Dear Mr. Witter:

I am writing to request approval for the Indiana State Police (ISP) to purchase four (4) license plate readers.

Specifically, ISP has funds remaining from the fiscal year 2010 grant and is requesting permission to institute a License Plate Reader Pilot Program (see attachments). The program would require the purchase of four (4) readers at the cost of \$20,880.00 per unit, with a total cost of \$83,520.00. ISP will collect and evaluate data from the use of the readers and report any findings.

We believe that this program will further traffic enforcement and data collection in the state of Indiana. Thank you for your time and consideration in this matter.

Sincerely,


Ryan Klitzsch
Traffic Safety Division Director

RK/aa



STATE OF INDIANA

Mitchell E. Daniels, Jr., Governor

R. Scott Waddell, Commissioner
Bureau of Motor Vehicles
100 North Senate Avenue
Indianapolis, Indiana 46204
(888) 692-6841

November 9, 2010

To Whom It May Concern:

The Indiana Bureau of Motor Vehicles (BMV) understands the need for additional database information for an Indiana State Police (ISP) License Plate Reader (LPR) Pilot Program in order to interact successfully with the LPR, including:

1. The ability to join motorcycle registration data with registered owner motorcycle endorsement information.
2. The ability to match driving while suspended (DWS) and habitual traffic violator (HTV) databases to plate registrations.

The BMV is willing to work with the ISP to determine the best method to provide these databases to meet LPR needs.

Regards,

R. Scott Waddell, Commissioner
Indiana Bureau of Motor Vehicles



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 5
Illinois, Indiana, Michigan,
Minnesota, Ohio, Wisconsin

4749 LINCOLN MALL DRIVE, SUITE 300B
MATTESON, IL 60443-3800
Phone: 708-503-8822
Fax: 708-503-8991

November 10, 2010

Mr. Ryan Klitzsch, Director of Traffic Safety
Indiana Criminal Justice Institute
101 West Washington Street, East Tower, Suite 1170
Indianapolis, IN 46204

Dear Mr. Klitzsch:

We have received your letter of October 29, 2010, and the attached materials, requesting approval for an equipment purchase by the Indiana State Police (ISP). The ISP will use fiscal year 2010 grant funds to **purchase four (4) ELSAG License Plate Readers (LPRs)** with an extended warranty for a period of three years, for a total cost of \$83,520.00.

Your materials state that this technology will be have the capability of "... having alerts on five (5) different areas of concern."

1. stolen plates,
2. stolen vehicles,
3. felony wanted suspects (which includes traffic felonies),
4. Habitual Traffic Violators,
5. AMBER Alert system information of the suspects' vehicle information.

Only numbers "3. felony wanted suspects" (the portion of felony wanted suspects that have traffic felonies) and "4. Habitual Traffic Violators (HTV)" are directly related to highway safety. It was learned that the needed HTV data from the Bureau of Motor Vehicles is not yet available.

When initially implemented in Indiana, the LPR Program will have limited use for highway safety, versus criminal interdiction. Highway safety funds are earmarked and may only be used for expenses that benefit highway safety.

Additional work will be needed to enable this system to alert on detecting vehicle owners/drivers with suspended licenses and invalid vehicle endorsements. Your materials do state that additional LPR Program alerts can and will be added to these units.

Before this purchase of LPRs by the Indiana State Police can be approved as an acceptable use of highway safety funds the following conditions must be addressed:

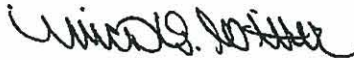
1. Approval of this expenditure is conditional upon the Indiana State Police obtaining the necessary data from the Indiana Bureau of Motor Vehicles to enable scanned vehicle



- plates to be linked to the driver's license file of the vehicle owner, to allow license based offense enforcement (suspended or revoked, restrictions, endorsements, etc.).
2. Please provide answers to the following questions:
 - a. When following the initial purchase date will the LPR program be upgraded to alert on license based offenses?
 - b. Are there additional costs for this upgraded (hardware, memory capacity, data sets to be added, etc.) and what funds will be use to pay for them?
 - c. When will the Habitual Traffic Violator data needed for the LPR program units to recognize plates of those offenders be operational?
 - d. Is there a possibility of split funding for this purchase using Justice or Homeland Security funds?
 3. It is stated that monthly reports on the use of the LPR equipment will be completed. We suggest an evaluation be performed on the effectiveness of this equipment and the benefits to highway safety.
 4. Approval of this expenditure is conditional on the Indiana State Police providing assurances that a substantial portion of the use of this equipment will be focused on highway safety issues (Suspended/revoked licenses, school bus safety, etc. versus use for criminal interdiction).

Please contact me or the Regional Program Manager for Indiana, Curtis Murff (708-503-8891, ext. 19) if we can provide further information or assistance.

Sincerely,



Michael G. Witter
Regional Administrator



NEWS

FROM THE
INDIANA STATE POLICE
PUTNAMVILLE DISTRICT
1927 West US 40
Greencastle, Indiana 46135
www.in.gov/isp

FOR RELEASE

IMMEDIATE
Sergeant Joe Watts
Public Information Office
(765) 653-4114 Ext. 50218
jwatts@isp.in.gov
November 2, 2011

**Not a Licensed Driver or Driving While Suspended?
You're Just a Snapshot Away from being Stopped, Ticketed & Towed**

Indianapolis, IN – When you hear talk about hazardous driving conditions, most people think of poor weather driving conditions or road hazards. There are other circumstances that create hazardous driving conditions. They're people that drive without ever having had a valid driver's license or are such poor drivers they've had their license suspended or revoked.

These people are driving all around us and they're a hazard to every other driver on the road. And they aren't discovered until they commit a traffic violation, or worse, they cause a crash resulting in injury or death. Of the more than 4 million licensed drivers in Indiana there are more than 222,000 suspended drivers and over 30,000 other drivers who have had their license to drive revoked for five to ten years or even for the rest of their life.

Now the Indiana State Police is using technology to find these unlicensed drivers before they crash into your family. The technology is a License Plate Reader (LPR) system mounted to the trunk deck of a state police cruiser.

The use of LPR's by the Indiana State Police is a pilot program that started in June of 2011. Over the last several months refinements were made to the LPR software to meet the needs of reading Indiana license plates and reduce the potential for false alerts. Presently there are four LPR equipped state police vehicles deployed across Indiana. These permanently equipped LPR cruisers are assigned to troopers at the Lowell, Bremen, Putnamville and Sellersburg state police posts.

- MORE -

**Not a Licensed Driver or Driving While Suspended?
You're Just a Snapshot Away from being Stopped, Ticketed & Towed**
(Continued - Page 2 of 2)

By the end of 2011 the LPR's will be linked into the Indiana Bureau of Motor Vehicle (BMV) database and will be capable of identifying those vehicles whose registered owner has a suspended or revoked driver's license or is registered to an operator who has been deemed a habitual traffic violator. In the near future the system will also be capable of identifying vehicles with expired license plates greater than 30 days, but less than a year from expiration.

The suspended driver is a threat to the motoring public due to their repeated unsafe driving behavior or failure to maintain the proper insurance. Identifying the unlicensed or unqualified driver with this technology will help make the roads safer for everyone. Verifying if a vehicle is properly registered ensures the vehicle was insured when it was plated and applicable taxes and fees have been paid to help maintain roadways in city, county and state locations across Indiana.

The commander of the Indiana State Police Operations Support Division, Major Brent Johnson, commented, "We're very excited to put this technology to use in Indiana. People who drive with a suspended or revoked license pose an increased risk to the responsible licensed drivers in Indiana. This technology will undoubtedly save lives by helping our troopers identify unlicensed drivers and get them off the road."

The LPR works by constantly scanning license plates – at a rate of up to 1,800 per minute - as the police cruiser passes by vehicles while parked or when vehicles pass the state police vehicle on the highway. They are capable of reading license plates from every state in the union, plus Canada. When a license plate is read by the LPR it's compared to existing BMV databases to verify whether or not the registered owner has a valid license. However, locating drivers who are not properly licensed isn't the only value of the LPR system. The LPR will alert the trooper to any license plate read by the system that has been entered in the nation's national database. This would include license plates listed as stolen or associated to cars that have been stolen or involved with some criminal activity. The LPR system could also identify a car being driven by a missing person or a Silver Alert victim as well as vehicles associated with an AMBER Alert.

Each LPR system costs about \$22,000. The four systems now in use were purchased by the state police with grant funding from the Indiana Criminal Justice Institute (ICJI) and the National Highway Traffic Safety Administration (NHTSA).

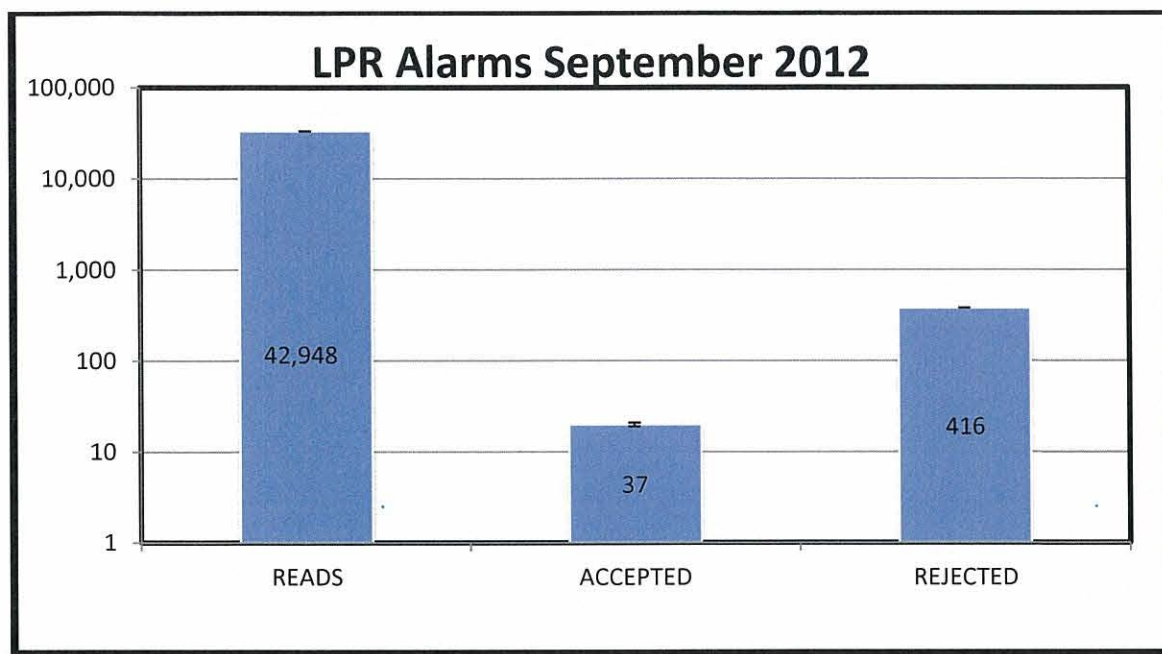
For more information about LPR's, visit the manufacturer's website at:
<http://www.elsag.com/about.htm>

Media Note:

The email version of this release included two photos of a state police vehicle equipped with the LPR system.

-30-

WATTS



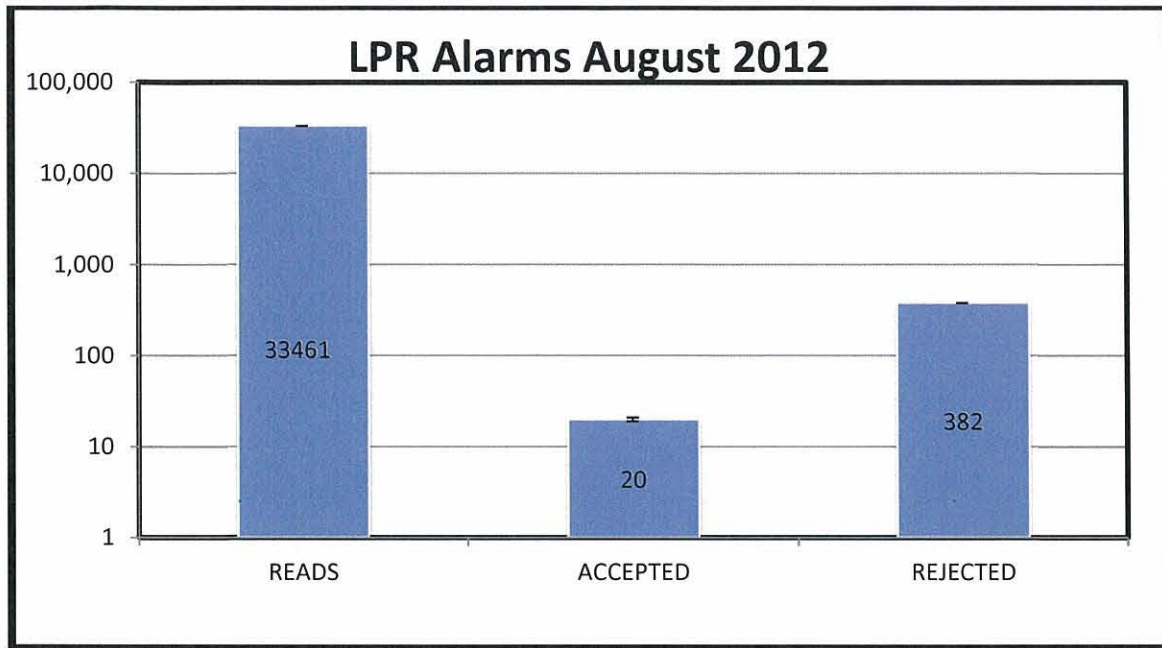
During the month of September troopers continued to have computer software problems. Troopers could not get the LPR's to work with their new 4g air cards. ELSAG, the Indiana State Police Criminal Justice Data Division and State IOT have been working to resolve the problem.

Alarms for September 2012

Revoked License	0
Habitual Traffic Offender	3
Suspended Misdemeanor	4
Suspended Prior	3
Suspended Infraction	7
Expired Registration	2
Stolen Vehicle	0
Wanted Person	1
TOTAL	14

Citations issued from an LPR Stop:

DWS Infraction	7
DWS Prior	3
HTV	3
Expired Registration	2
Criminal Arrest	1 (1 Felony)
Seat Belt	2
Child Restraint	0



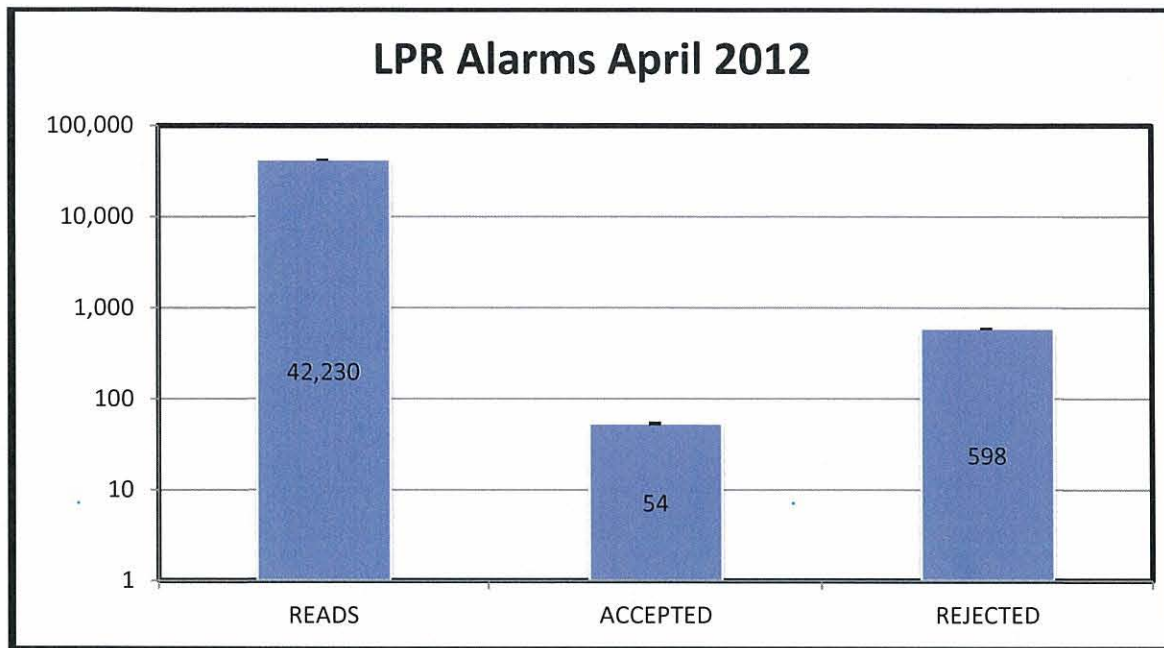
During the month of August troopers continued to have computer software problems. ELSAG, the Indiana State Police Criminal Justice Data Division and State IOT have resolved the problem. Due to the software not working most of the month, reads for August were down considerably.

Alarms for August 2012

Revoked License	1
Habitual Traffic Offender	1
Suspended Misdemeanor	1
Suspended Prior	5
Suspended Infraction	6
Expired Registration	1
Stolen Vehicle	1
Wanted Person	1
TOTAL	17

Citations issued from an LPR Stop:

DWS Infraction	6
DWS Prior	5
HTV	1
Expired Registration	1
Criminal Arrest	2 (1 Felony)
Seat Belt	0
Child Restraint	0



During April 2012 troopers issued the LPR's continued to generate activity utilizing the units. There was a drop in reads and activity due to considerable down time for three of the troopers. One was assigned field training officer duties. The second was assigned to background investigations during April. The third trooper had computer and software problems. Two cameras on one of the cars that had cracked lenses were replaced by ELSAG.

Alarms for April 2012

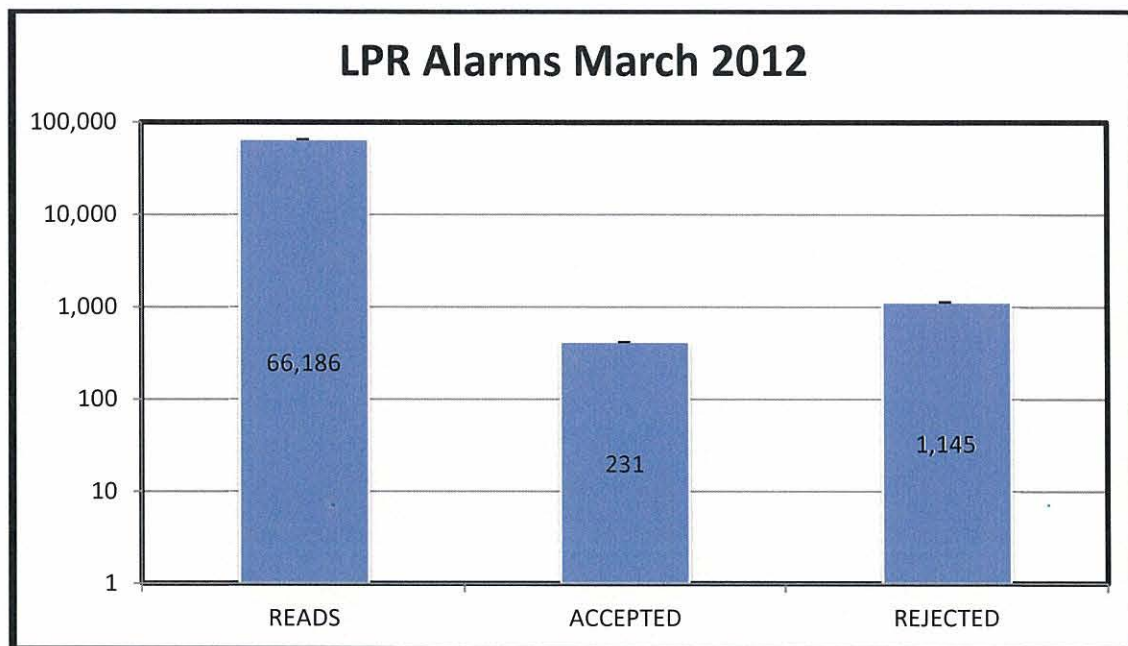
Revoked License	0
Habitual Traffic Offender	0
Suspended Misdemeanor	0
Suspended Prior	7
Suspended Infraction	23
Expired Registration	2
Stolen Plate	1
Missing Person	0
TOTAL	28

Citations issued from an LPR Stop:

DWS Inf.	23
DWS Prior	7
HTV	0
Expired Reg.	2
Criminal Arrest	1 (1 Felony)
Restraint Violation	2
Child Restraint	2

Even though a trooper receives an alarm on the license plate they still must verify that the subject driving matches the person who is listed on the alert. Numerous times the suspected vehicle that the LPR alerted on makes a quick turn in an attempt to evade the trooper. Troopers continue to receive inquiries about the LPR's and positive comments from the general public.

The troopers with the LPR units have a very positive attitude working with the LPRs. They work various locations of their assigned area. They initiate good traffic stops and explain to the drivers why they have been stopped.



March 2012 the LPR Units continue to improve on the activity that is being generated. There was some down time for the one trooper due to software issues which ERLSAG has repaired and the LPR unit is working correctly. A second unit had a camera on the right side of his commission that was not reading correctly. ELSAG has looked into that problem

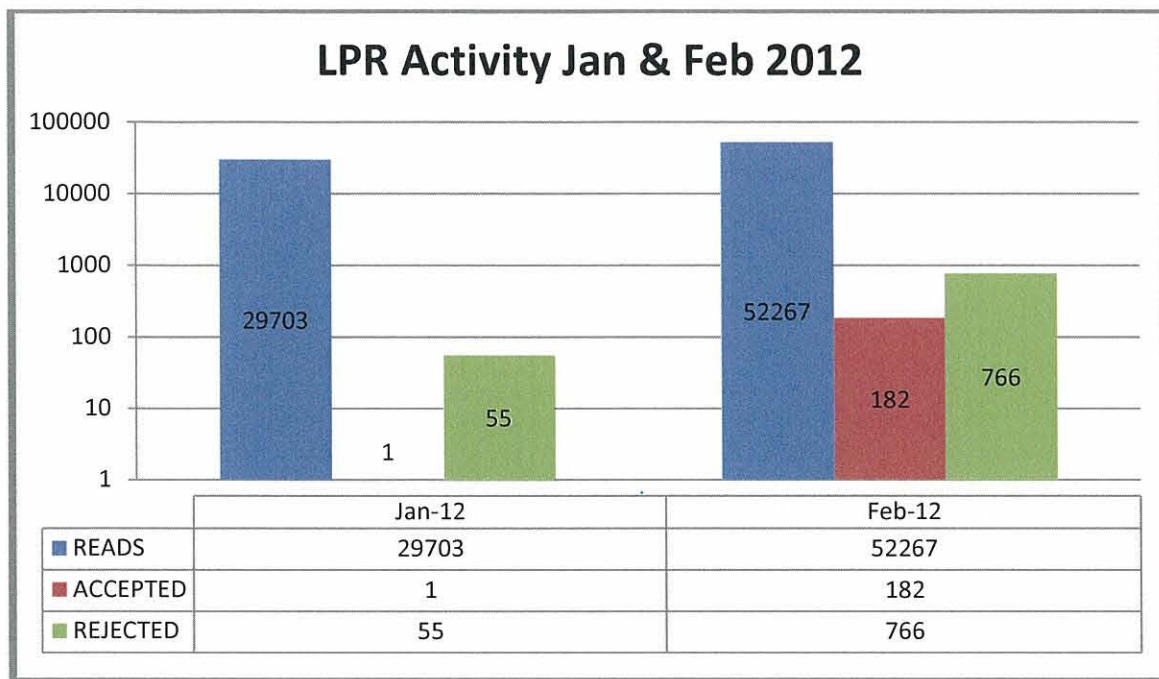
Alarms for March 2012

Revoked License	6
Habitual Traffic Offender	8
Suspended Misdemeanor	3
Suspended Prior	67
Suspended Infraction	122
Expired Registration	20
Stolen Plate	2
Missing Person	1
TOTAL	230 (one alarm was a test alarm only)

Missing Person- trooper had an alarm on a missing person from the LPR. That person in fact was driving the vehicle. Her status was checked and found to be ok and the NCIC hit was removed.

Citations issued from an LPR Stop:

DWS Inf.	42
DWS Prior	28
HTV	1
Expired Reg.	7
Criminal Arrest	11 (3 Felony)
Restraint Violation	6
Child Restraint	2



In January 2012 the four LPR units were only able to check for stolen plates/vehicles. In that time only one alarm was accepted for a stolen vehicle. The units rejected 55 alarms based on the information contained on the hot list did not match the stolen plate or vehicle on the camera. The LPR reads only the plate numbers and letters, it cannot decipher which state the registration is from. The accepted alarm in January was for a stolen vehicle.

The system is now running with the "HOT LIST" of Driving While Suspended/Habitual Traffic Violators, Expired Registration Plates (30 days-365 days), and Stolen License Plates/Stolen Vehicles. The four Units can also enter plate information concerning a known dispatch of a robbery suspect or an AMBER/SILVER Alert as needed.

Feb 2012 the units were running with full hot list and have accepted 182 alarms and rejected 766 for not matching the proper state of a stolen vehicle, not the registered owner who was listed as the suspended driver.

The alarms for Feb are as follows:

DWS 147

- 91 Suspended/Infraction
- 50 Suspended/Prior
- 2 Revoked License
- 4 Habitual Traffic Violator (1 for Life)

Stolen 3

- 1 Stolen Vehicle
- 2 Stolen Plates

Expired Registrations 31

Sexual Offender 1 (registered owner) (was not cause to stop vehicle)