

# Project Proposal

## New LPR Purchase Proposal

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Prepared by: Commander Kenneth Reed  
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# Project Proposal – New LPR Purchase proposal

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	<i>&lt;e.g. Project Manager, Project Sponsor, Technical Lead, etc.&gt;</i>	
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**Revision History:** *<Include a brief summary of the changes made to this document and the reasons for the change. Include a version number if applicable. A new version number is required for major changes to this artifact. A major change is defined as changes to three or more sections of this document. In this case, the document would be incremented up by one whole version number: EX 1 to 2. A new version number is not required for minor changes to this document. A minor change is defined as changes to two or less sections. The numbering convention of 1.1, 1.2, 1.3, etc. can be used for minor changes.>*

Version #	Revision Date	Revised By	Revision Description
<b>1</b>	<b>5/18/2010</b>	<b>KR</b>	<b>Complete document</b>

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## **Project Overview:**

The St. Paul Police Department Auto Theft unit is proposing to purchase two or three (2-3) ElsagNA MPH-900 License Plate Reader (LPR) units adding to our current inventory of five (5) LPR units. Funding is provided by a State of Minnesota reimbursement grant via the Auto Theft Prevention Program managed by the Minnesota Department of Commerce. Purchase is for the July, 2010 – June, 2011 Auto Theft Prevention grant funding cycle, and the number of units purchased is dependent on vendor pricing using the \$63,000.00 allocated in the grant.

### **1) Business Need/Opportunity:**

The St. Paul Police Department began implementing a License Plate Recognition (LPR) program by purchasing and installing one (1) complete mobile LPR unit including the associated software and required systems components. This was designed as a trial implementation to assess the efficacy of the LPR system to meet the objectives of the St. Paul Police Department and the Auto Theft Prevention program. Funding is provided by a State of Minnesota reimbursement grant via the Auto Theft Prevention Program managed by the Minnesota Department of Commerce. Project Initiation and spending requests, approvals, policy/procedure development, installation, and training were completed and the program went “live” on June 16, 2008. The single LPR unit was deployed to the three patrol districts based on bi-weekly and monthly auto theft trend data analysis. Between then and September 30, 2008, including use during the Republican National Convention, thirty-five (35) unoccupied stolen automobiles were recovered, and two more recoveries resulting in arrests were accomplished with the assistance of that single LPR unit. In October 2008, the St. Paul Police Department submitted a grant revision request which allowed the purchase of two (2) additional LPR units. The winter months saw a reduced rate of recovery; yet, through March 31, 2009, the program resulted in the recovery of fifty-two (52) vehicles stolen in St. Paul, twenty-eight (28) vehicles stolen from other jurisdictions, four (4) arrests involving occupied stolen vehicles, one (1) arrest for burglary, and the recovery of a missing juvenile. LPR stats from inception through March, 2010 include the recovery of two hundred ninety five (295) stolen vehicles.

Other significant positive impacts benefitting the performance and efficiency of the police department that were not originally foreseen have accrued from the LPR program:

- A. In October of 2008, because the data format used by the LPR system allowed, we were able to incorporate “scofflaw” information into the data-set read and processed by the LPR cameras (Note: “scofflaw” is a vehicle with a minimum of five unpaid citations listing to that vehicle’s registration at a minimum of \$25 per citation. There were seven hundred and nineteen (719) scofflaws recovered by LPR users from inception through March 31, 2010. Total minimum citation fines recovered equaled \$89,875.00. The city retains 2/3 for a potential minimum total of \$59,910.67. Each scofflaw is towed. To retrieve, assuming a one-day turnaround, the impound fees are \$154.00. The tow contractor receives

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\$80.00 of this amount. The remaining \$74.00 times seven hundred and nineteen (719) equals \$53,206.00. Total known recovery amount is \$143,081.00 and is likely much higher.

- B. The LPR program is maintained and managed by the Auto Theft Unit with technical assistance provided by ElsagNA and OTC. A small amount of the grant funding is directed towards an IS System Specialist's salary as an administrative funding source to help off-set other OTC priorities when assisting the Auto Theft Unit with the LPR. On-going maintenance agreements with the vendor handle the bulk of the technical. The LPR is deployed to qualified LPR patrol officer operators in the patrol districts based upon "hot spots" determined by crime and geographical data. The increased contact and regular collaboration between the investigators and patrol personnel specifically focusing on auto theft and related issues has helped increase awareness, provided for numerous formal and informal training opportunities, and we have seen better reports and increased crime scene processing, all of which helps make better criminal cases and increases the likelihood of securing criminal charges.

### 2) **Business Goals and Objectives:**

The continued goals of the St. Paul Police Department Auto Theft Reduction program are as follows:

- a. Reduce Part 1 crime, specifically motor vehicle thefts, in the City of St. Paul.
- b. Increase the number of recovered stolen motor vehicles, and reduce the average length of time from theft report to recovery for motor vehicles in the City of St. Paul.
- c. Increase the number and quality of motor vehicle theft cases referred to prosecution and cleared by arrest.

The City of St. Paul covers 56.16 square miles with a combined population of 273,535 according to the 2006 population estimate by the United States Census Bureau. In 2007, there were 2,076 vehicles stolen in the City of St. Paul. There were 1,850 vehicles reported stolen in 2009. This represents a .068 per capita auto theft rate, and a percent decrease from 2007 to 2009 of 10.9%.

The LPR program is a significant strategic and operational contributor to this decline and is expected to contribute significantly as we move forward. In addition, LPR is an efficiency creator in that a relatively small number of officers, using LPR, are contributing to a significant decrease in the rate of Part 1 crime in the city.

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### 3) **Time Considerations:**

The monies contained in the Auto Theft Prevention program are funded by a \$.50 surcharge on every auto insurance policy issued in the State of Minnesota. This round of the Auto Theft Prevention grant funding cycle, for which we are a grantee, runs through June, 2011. However, threats have been made at least once this cycle that the legislature would expropriate funds from the Auto Theft Prevention program in order to balance a negative budget. I have received warning that such threats have arisen again.

### **Benefits and Impacts:**

#### 1) **What are the financial, service, and/or business benefits?**

In 2007, there were 2,076 vehicles stolen in the City of St. Paul. There were 1,850 vehicles reported stolen in 2009. This represents a .068 per capita auto theft rate, and a percent decrease from 2007 to 2009 of 10.9%. The LPR program is a significant strategic and operational contributor to this decline and is expected to contribute significantly as we move forward. In addition, LPR is an efficiency creator in that a relatively small number of officers, using LPR, are contributing to a significant decrease in the rate of Part 1 crime in the city.

There were seven hundred and nineteen (719) scofflaws recovered by LPR users from inception through March 31, 2010. Total minimum citation fines recovered equaled \$89,875.00. The city retains 2/3 for a potential minimum total of \$59,910.67.

#### 2) **What is the Impact to Other Departments?** OTC provides support for laptop installation and server administration for the LPR program. Built into the Auto Theft Prevention grant funding source was \$6,157.00 (68,411/yr x .045 x 2 years) for IS Systems Specialist support.

#### 3) **What is the financial, service and/or business impact if not done?**

Loss or redistribution elsewhere of approximately \$63,000.00 in already allocated grant funds to purchase additional LPR units. Undetermined opportunity loss of funds recovered from citation revenues as a result of lesser scofflaw enforcement. From a service perspective, the best outcomes can often be either catching the offender while he/she is in the car, or the quick recovery of the car to restrict the use of the car to the offender and return it to its rightful owner, thus reducing associated costs to the owner or insurance company. Preliminary data (we just started a report to measure and look at this) indicates we are recovering stolen automobiles quicker with the LPR program than we were without it.

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### 4) Funding Source:

A) Has a funding source been identified? Yes  No

\*If not, what are your plans?

Approved	Pursuing	Source	Fund and Budget Activity Number
<input type="checkbox"/>	<input type="checkbox"/>	Internal:	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Grant:	<b>436-34160-xxx-34000</b>
<input type="checkbox"/>	<input type="checkbox"/>	CIB:	
<input type="checkbox"/>	<input type="checkbox"/>	Budget:	
<input type="checkbox"/>	<input type="checkbox"/>	TBD:	
<input type="checkbox"/>	<input type="checkbox"/>	Other:	

### Financial Impact - Budgetary or Estimated Costs, if available:

Estimated Costs	
Initial Cost	\$63,000.00
Year 1	\$3,079.00
Year 2	
Year 3	
Year 4	
Year 5	
<b>Total</b>	<b>\$66,079.00</b>

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### Project Proposal Approvals:

Date	Department / Office	Name/Title	Role	Approval Signature
			Project Requestor	
			Department Manager	
			Department Director (If Appropriate)	
			Governance Team Authority	

### Approval:

APPROVAL: Yes  No

Governance Team Comments:

The State of MN has decided to include DVS data (suspended, revoked, canceled DL's) in the LPR data. You, the user, can chose whether or not to activate both the current data AND the DVS data, or just use the current data without the DVS data.

In regards to the turning off of DVS data hits, it is a relatively easy process. If a user does not want DVS hits to alarm, they will click the SETUP button on the Car System main screen. Uncheck alarm [REDACTED] to disable DVS data from alarming in the car. I have attached a screen shot. If any users have a problem, call Elsag tech at 800-9-MPH900.

The Department of Motor Vehicles (DMV) collects driver's data, the end of [REDACTED] [REDACTED] DMV then creates the DVS data for the BCA. The BCA obtains the DVS data file after [REDACTED] [REDACTED]. The BCA updates their files with this information the next day.

It is important to note that the LPR technology is not a [REDACTED] [REDACTED], but rather a downloaded file which means the data may be outdated. It is imperative for anyone using the technology to independently confirm all alerts prior to initiating a traffic stop. In cases where a person is associated with a license (warrants or DVS disqualified - canceled, revoked or suspended), it is important before making contact with the vehicle and occupant(s), the officer must confirm the alert by matching both vehicle and driver/occupant information with the hot list description, AND verify information through appropriate means such as dispatch, MDC, CJIS, originating agency, etc. An alert shall not be used on its own as reasonable suspicion or probable cause for a traffic stop.