

COMMONWEALTH OF PENNSYLVANIA  
HOUSE OF REPRESENTATIVES

TRANSPORTATION COMMITTEE  
PUBLIC HEARING

B-31  
MAIN CAPITOL BUILDING  
HARRISBURG, PENNSYLVANIA

TUESDAY, AUGUST 13, 2019  
1:03 P.M.

BEFORE:

HONORABLE TIM HENNESSEY, MAJORITY CHAIRMAN  
HONORABLE MIKE CARROLL, MINORITY CHAIRMAN

MEMBERS PRESENT:

HONORABLE LYNDA SCHLEGEL CULVER  
HONORABLE MARCIA M. HAHN  
HONORABLE DOYLE HEFFLEY  
HONORABLE MICHAEL PEIFER  
HONORABLE GREG ROTHMAN  
HONORABLE MEGHAN SCHROEDER  
HONORABLE MARTINA A. WHITE  
HONORABLE BARRY JOZWIAK  
HONORABLE SARA INNAMORATO  
HONORABLE STEPHEN KINSEY  
HONORABLE ED NEILSON  
HONORABLE JENNIFER O'MARA

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

I N D E X

TESTIFIERS

\* \* \*

<u>NAME</u>	<u>PAGE</u>
MAJOR DOUGLAS BURIG DIRECTOR, BUREAU OF CRIMINAL INVESTIGATION.....	14
MAJOR JAMES BASINGER DIRECTOR, BUREAU OF PATROL.....	11
BILL GERAGHTY VIGILANT SOLUTIONS.....	48
GREG ROWE DIRECTOR OF LEGISLATION AND POLICY.....	76
JIM MARTIN DISTRICT ATTORNEY.....	78
ED MCCANN FIRST ASSISTANT DISTRICT ATTORNEY.....	90
DANIEL WARG COUNTY DETECTIVE.....	81
JOHN T. YURCONIC CHAIRMAN PA ONLINE MESSENGERS ASSOCIATION.....	101
CAROL FLAMENT.....	102
JO NACCARATO.....	102
KURT MYERS DEPUTY SECRETARY FOR DRIVER & VEHICLE SERVICES.....	121

SUBMITTED WRITTEN TESTIMONY

\* \* \*

(See submitted written testimony and handouts  
online.)

## P R O C E E D I N G S

\* \* \*

1  
2  
3 MAJORITY CHAIRMAN HENNESSEY: Good  
4 afternoon, everyone. Welcome to this public  
5 hearing on actually two bills. We're going to  
6 combine them into a single public hearing:  
7 HB 317, the prime sponsor is Representative Greg  
8 Rothman, who deals with putting some framework to  
9 the automatic license plate reader system that is  
10 already in place; and also, on HB 1509, the prime  
11 sponsor is Representative Barry Jozwiak, which  
12 we've been calling the two-in-one sticker, the  
13 combination of a registration sticker and a  
14 license -- an inspection sticker.

15 Those two bills have generated a lot of  
16 excitement. It's nice to see so many of our  
17 members here taking time from, in the middle of  
18 the week, their schedules to be here on these  
19 bills. I think it shows the high level -- high  
20 amount of interest in the bills. To present,  
21 first, I'll ask Representative Jozwiak if he  
22 would tell us a little bit -- I'm sorry.

23 Before we do that, you're right; we have  
24 to take a formal roll call.

25 (Whereupon, roll call was taken.)

1 MAJORITY CHAIRMAN HENNESSEY: Thank you.  
2 And again, thank you all for being here.  
3 It appears that we are being televised. Not to  
4 put any additional pressure on you, Barry, but  
5 you are being recorded here for posterity. Why  
6 don't you give us your statements with regard to  
7 HB 1509, then we'll move to Representative  
8 Rothman.

9 REPRESENTATIVE JOZWIAK: Okay. Thank  
10 you.

11 Good afternoon, Chairman Hennessey, and  
12 Chairman Carroll, and all of my colleagues on the  
13 Transportation Committee. With me today is  
14 Attorney Jill Vecchio from our legal staff, who  
15 helped with the research and draft of this bill.  
16 She also will be here to answer any questions  
17 with me.

18 HB 1509 is an important bill. It's  
19 commonly called the two-in-one sticker bill. The  
20 bill incorporates the inspection sticker and the  
21 registration sticker into one sticker, which  
22 would be placed on the registration plate of the  
23 vehicle and eliminate the inspection sticker on  
24 the windshield. The process would be, the owner  
25 of the vehicle would receive a notice from

1 PennDOT advising the registration is due for  
2 renewal. This usually occurs within 60 days of  
3 the expiration of the registration. The owner  
4 would present the vehicle for State inspection.

5 Upon passing the State inspections and  
6 verifying the vehicle is insured, the vehicle  
7 owner would receive a receipt from the inspection  
8 station, advising it passed the inspection. The  
9 receipt would be sent along with the registration  
10 renewal to PennDOT for a registration sticker to  
11 be placed on the license plate. In addition, the  
12 public may also renew on their computer or  
13 through an online messenger. And these three  
14 ways are currently in use today.

15 PennDOT ceased to issue registration  
16 renewal stickers as of January 2017. In 2017,  
17 234,000 vehicles did not review their  
18 registration, resulting in a loss of revenue to  
19 PennDOT of \$22 million. In 2018, PennDOT lost  
20 another \$11 million in vehicles not renewing  
21 their registrations. This is \$33 million dollars  
22 in two years.

23 In addition to these vehicles not being  
24 registered, there is the issue of vehicles not  
25 being insured or inspected, a serious problem for

1 a vehicle owner involved in accidents with  
2 uninsured vehicles on the roadways. If your  
3 insurance policy covers you for uninsured  
4 vehicles, you will only receive the amount you  
5 are insured for, not necessarily the value of  
6 your vehicle, especially if the vehicle is new.

7 Implementing this two-in-one sticker will  
8 ensure that all vehicles are properly registered,  
9 inspected and insured, and restore the lost  
10 revenue to the Commonwealth. This will also  
11 return the expiration dates of your registration  
12 and inspection to the same month, thus providing  
13 uniformity for vehicle owners. Currently, these  
14 expire different months of the year, and people  
15 just forget to get them done.

16 In 2015, the Committee and the full House  
17 of Representatives passed HB 1154 by a vote of  
18 155 to 36. This bill returned the sticker to the  
19 license plate. That was sent to the Senate where  
20 it stopped. It stayed in the Senate. I have  
21 received many calls and e-mails from people in  
22 Pennsylvania advising that they are being stopped  
23 out-of-state and receiving citations for not  
24 displaying a current registration plate.

25 In one case, I received an e-mail

1       advising a vehicle owner's daughter attending  
2       college in Massachusetts and received three  
3       citations in one day for not displaying a valid  
4       plate. That's an extreme hardship for anyone  
5       trying to attend a hearing to dispute the  
6       citation. I also have received inquiries from  
7       many news outlets in Pennsylvania with a positive  
8       reaction to this bill.

9               Today, the Pennsylvania State Troopers  
10       Association and the Fraternal Order of Police,  
11       Pennsylvania State Lodge, are not in attendance  
12       today. I want to explain why they wanted to be  
13       here to tell you their support for this. The  
14       national FOP conference is being held in  
15       New Orleans as we speak. And both organizations  
16       speak for the law enforcement in Pennsylvania,  
17       requiring them to be in attendance. And that's  
18       where they're at today.

19               So in your packet, the State FOP  
20       submitted some written testimony for you to look  
21       at. In addition, I have included in your packet  
22       support letters from the State Lodge Fraternal  
23       Order of Police, representing 40,000 local police  
24       officers; the Pennsylvania State Troopers  
25       Association, representing approximately 40,000

1 State Troopers; the Chiefs of Police Association,  
2 and the authority, which is the Pennsylvania  
3 Autotheft Prevention Authority with the Board of  
4 directors, made up of two former State Police  
5 Department Commissioners, the chief deputy of the  
6 Attorney General's Office and three insurance  
7 companies.

8 It is very clear the public and law  
9 enforcement want the renewal sticker back on the  
10 license plates. Removing the inspection sticker  
11 from the windshield of the vehicle allows the  
12 police officer to know the vehicle is properly  
13 inspected without walking up to the front of the  
14 vehicle to visually look at the sticker, possibly  
15 putting the officer in harm's way, depending on  
16 who is driving the car.

17 There a number of reasons to have the  
18 registration expiration sticker on the license  
19 plate. It has -- by not having it there, it has  
20 hindered the performance of law enforcement. The  
21 sticker provides a way for police to immediately  
22 identify unregistered and uninsured vehicles. It  
23 also took away probable cause for law enforcement  
24 to stop a vehicle and possibly discover other  
25 criminal activity afoot.



1 Drivers are having trouble driving  
2 out-of-state with an expired registration on  
3 their vehicle. PennDOT has seen a reduction in  
4 the number of registrations since the stickers  
5 were taken away, 234,000 registered registrations  
6 in 2017 alone.

7 This will ensure that all vehicles in the  
8 Commonwealth are inspected, insured and  
9 registered and restore lost revenue to the  
10 Commonwealth. PennDOT has several multimillion  
11 dollar machines just sitting idle and can easily  
12 be put back to use to use -- to issue  
13 registration stickers. PennDOT advised the cost  
14 of printing registration stickers was anywhere  
15 from \$1.2 million to \$4.5 million.

16 In the Appropriations hearing in March of  
17 2018, PennDOT testified it cost \$1.4 million to  
18 produce the registration stickers, stating it  
19 saves costs. PennDOT lost \$33 million in two  
20 years. There is no savings.

21 I want to thank the Committee for holding  
22 this hearing and request support for the bill.  
23 wanted to give all law enforcement the tools that  
24 they request and need and also make it easier for  
25 the public to have their vehicles registered,

1 inspected and insured at the same time. Thank  
2 you, Chairman Hennessey.

3 Thank you, Barry.

4 And hopefully that positive reaction that  
5 you were getting from the press and the public  
6 continues after the hearing, especially from the  
7 members of the Committee.

8 Representative Rothman, if you would like  
9 to comment on HB 317.

10 REPRESENTATIVE ROTHMAN: Thank you,  
11 Mr. Chairman, and also Chairman Carroll and  
12 colleagues. Thank you for having this hearing  
13 and all being here to learn about automated  
14 license plate reader systems.

15 And let me be clear, there is currently  
16 no statewide, statute, regulation or policy in  
17 the Commonwealth of Pennsylvania regarding the  
18 use of ALPRs or the Automated License Plate  
19 Reader System. So this is the first legislation  
20 that would put policy -- develop policy on the  
21 license plate readers. HB 317 adds Chapter 70 to  
22 the vehicle code, which would restrict  
23 government's use of the automated license plate  
24 readers and also provides for restrictions on the  
25 preservation and disclosure of captured data and

1 the structure of that data and mandating a usage  
2 policy and penalties associated with the misuse  
3 of the license plate readers.

4 A State, county or local law enforcement  
5 agency may only use -- if the legislation becomes  
6 law -- the license plate readers for legitimate  
7 law enforcement purposes, conducting criminal  
8 investigations or ensuring compliance with  
9 Federal, State and local laws.

10 A federal government entity may use the  
11 license plate readers for controlling access to  
12 secured areas. However, before using the license  
13 plate readers, individuals shall complete a  
14 training course approved by the Pennsylvania  
15 State Police and the Municipal Police Officers  
16 Education Training Commission. This is an  
17 opportunity for us to address, as a Commonwealth,  
18 the technology that is currently being used and  
19 to put some safeguards to protect the privacy of  
20 our residents while balancing the need for  
21 protecting our citizens in criminal  
22 investigations, including Amber alerts, car  
23 thefts, missing children, and such that this  
24 would allow law enforcement and help law  
25 enforcement in solving crimes.

1           So thank you for your indulgence. I look  
2 forward to hearing from those testifying today

3           MAJORITY CHAIRMAN HENNESSEY: Thank you,  
4 Greg.

5           Gentlemen, if you would like to take your  
6 seats up here at the table, we'll call the first  
7 panel of testifiers. And they are, from the  
8 Pennsylvania State Police, Major Doug Burig,  
9 who's the Director of the Criminal Investigation,  
10 and Major James Basinger, Director of the Borough  
11 of Patrol.

12           Major Burig, are you going to lead off?

13           MAJOR BURIG: Yes, sir.

14           MAJORITY CHAIRMAN HENNESSEY: Okay.  
15 Begin whenever you're ready. Thank you.

16           MAJOR BURIG: Good afternoon, Chairman  
17 Hennessey, Carroll and members of the House  
18 Transportation Committee.

19           MAJORITY CHAIRMAN HENNESSEY: Good  
20 afternoon.

21           MAJOR BURIG: I'm Major Douglas Burig,  
22 Director of the Bureau of Criminal Investigation  
23 for the Pennsylvania State Police. With me here  
24 today is Major James Basinger, the Director of  
25 the Bureau of Patrol for the Pennsylvania State

1 Police. We appreciate the opportunity to testify  
2 today about House Bills 317 and 1509, to provide  
3 insight about how these will affect operations at  
4 PSP.

5 ALPRs have proven to be an extremely  
6 effective tool for law enforcement to investigate  
7 and resolve a myriad of crimes.

8 MAJORITY CHAIRMAN HENNESSEY: Major,  
9 could you get a little closer to the microphone,  
10 please?

11 MAJOR BURIG: Sure.

12 MAJORITY CHAIRMAN HENNESSEY: Thank you.

13 MAJOR BURIG: This technology employs  
14 high-speed cameras mounted on police vehicles or  
15 fixed locations to capture images of registration  
16 plates of passing vehicles and instantaneously  
17 transmit them to information held in local,  
18 State, and federal databases, such as the  
19 Pennsylvania Department of Transportation, the  
20 National Crime Information Center, the  
21 Commonwealth Law Enforcement Assistance Network,  
22 the National Amber Alert System, and the  
23 Terrorist Screening Center, among others, then  
24 immediately alerts law enforcement to the  
25 location, so appropriate action can be taken.

1           The historical information contained in  
2 ALPR systems is equally invaluable to us to help  
3 investigate crimes that are not reported  
4 immediately or to further long-term  
5 investigations that might span months or years,  
6 such as those targeting drug or human trafficking  
7 organizations. This important tool serves as a  
8 force multiplier for law enforcement.

9           ALPR systems are in use throughout the  
10 Commonwealth, but we're not leveraging the full  
11 benefits of this technology because the various  
12 systems are siloed and they're not  
13 interconnected. Currently, a department in  
14 Western Pennsylvania may not be aware that a  
15 vehicle connected with one of their  
16 investigations was captured on an ALPR in Eastern  
17 Pennsylvania. Suspects often commit crimes  
18 spanning multiple jurisdictions and many  
19 counties, further reinforcing the need for a  
20 statewide ALPR solution.

21           Law enforcement in Pennsylvania often  
22 rely on ALPR data from neighboring States to  
23 further their cases. PSP appreciates the  
24 importance of maintaining the integrity of  
25 citizens' information captured on ALPRs. This

1 legislation helps to ensure the confidentiality  
2 of this information by establishing a framework  
3 in which ALPRs must be utilized. The provisions  
4 in this legislation will include who can use  
5 ALPRs, how the data can be accessed, how long the  
6 data can be stored, among other things.

7 The bill would also forbid the use of  
8 ALPRs for passive surveillance and not allow  
9 information gathered from ALPRs to be accessed  
10 through the Right to Know Law. The protection of  
11 citizens' privacy, civil rights and civil  
12 liberties are paramount in all law enforcement  
13 activities, including the use of advanced  
14 technology.

15 Although supportive of the use of ALPRs  
16 in HB 317, PSP does have some concerns with the  
17 current language of the bill, such as funding for  
18 local police departments to ensure connectivity  
19 with the ALPR systems within PSP, the ability of  
20 local police to continue to use the systems they  
21 currently have, and the funding for PSP's  
22 development, maintenance and storage of the  
23 statewide system. All of these concerns can be  
24 resolved through collaboration with the General  
25 Assembly to produce a bill which will be highly

1       beneficial to all involved.

2               The proven benefits of ALPRs in solving  
3 crimes and obtaining justice for our citizens far  
4 outweigh our concerns with this bill. Enactment  
5 of HB 317 would be a progressive step towards a  
6 uniform system for law enforcement to utilize  
7 ALPRs, and the associated data collected to  
8 assist in solving crimes, while at the same time,  
9 ensuring the confidentiality and security of our  
10 citizens' information.

11              Thank you.

12              MAJORITY CHAIRMAN HENNESSEY: Thank you.

13              Major Basinger.

14              Is it Basinger?

15              MAJOR BASINGER: Basinger; yes, sir.

16              MAJORITY CHAIRMAN HENNESSEY: Basinger.

17              Any relation to the actress?

18              MAJOR BASINGER: No, sir.

19              MAJORITY CHAIRMAN HENNESSEY: Okay.

20              I will say she's a little prettier than  
21 you are, but you look pretty handsome in that  
22 uniform.

23              MAJOR BASINGER: Thank you. I get that a  
24 lot.

25              Thank you for the opportunity to address



1 the Committee today. As stated, I'm Major James  
2 Basinger, the Director of the Bureau of Patrol  
3 for the Pennsylvania State Police.

4 HB 1509 is intended to create a  
5 two-in-one registration/inspection sticker  
6 affixed to a motor vehicle's registration plate.  
7 Act 89 of 2013 eliminated the requirement to  
8 display a registration sticker on a registration  
9 plate upon initial registration or for renewal.  
10 Currently, a vehicle's owner can renew a  
11 registration through several avenues, including  
12 online. And he or she is still expected to  
13 exhibit a current registration card upon request  
14 by a police officer.

15 It has been claimed that the elimination  
16 of registration stickers has left law enforcement  
17 without a significant tool to identify  
18 unregistered or uninsured vehicles. And as such,  
19 public safety has been compromised. The  
20 Pennsylvania State Police does not feel this is a  
21 completely accurate reflection of what we are  
22 experiencing.

23 Our Patrol vehicles are equipped with  
24 mobile office systems, which allow Troopers to  
25 manually enter a registration number and receive

1 an immediate response from PennDOT, indicating  
2 the status of a vehicle's registration. PSP  
3 believes the direct verification through  
4 PennDOT's systems is a more accurate way to  
5 verify a vehicle's registration status. With the  
6 previous registration sticker system, we  
7 frequently investigated incidents where the old  
8 registration stickers were altered or stolen from  
9 one vehicle and placed onto another.

10 In the two years since Act 89 has been in  
11 effect, the number of citations issued by  
12 Pennsylvania police officers for violations of  
13 Title 75, Section 1301 (A) has increased  
14 approximately 52 percent. We feel that while  
15 some of these violations could be the result of  
16 vehicle owners forgetting to renew their  
17 vehicle's registration because they no longer  
18 have a visual reminder on their license plate, it  
19 is more likely due to police officers utilizing  
20 the in-car technology more effectively and not  
21 relying solely on observing an expired or missing  
22 registration sticker.

23 Under the previous system, an officer may  
24 have observed a registration which appeared valid  
25 when, in fact, the registration had been

1 suspended for insurance cancelation. Utilizing  
2 the mobile office, rather than merely looking for  
3 a sticker provides a more accurate and real-time  
4 status of a vehicle registration. This bill  
5 proposes to eliminate the current system of  
6 inspection certificates, which are affixed to a  
7 motor vehicle's windshield. If one of the  
8 reasons for a return of the registration stickers  
9 is that Act 89 removed an observatory tool for  
10 police officers, cannot the same argument be made  
11 that eliminating inspection stickers would also  
12 remove an observatory tool?

13 Police officers in Pennsylvania commonly  
14 glance over at the windshields of vehicles  
15 passing in the opposing direction to ensure an  
16 inspection is valid. In addition, there are  
17 scenarios in which a vehicle will still need to  
18 display an inspection certificate instead of the  
19 proposed two-in-one sticker. Type-D farm  
20 vehicles do not need to be registered. However,  
21 they would not be required to display a  
22 registration sticker, but would still require an  
23 inspection sticker. This would necessitate a  
24 separate inspection certificate, apart from the  
25 two-in-one sticker.

1           There are also scenarios where a vehicle  
2 would require a registration sticker, but not  
3 require an inspection certificate, such as  
4 trailers 3,000 pounds or less, trailers greater  
5 than 17,000 pounds displaying a current federal  
6 certificate of inspection, and antique vehicles.  
7 Today in Pennsylvania, in order to get one's  
8 vehicle inspected, a person must first present  
9 proof the vehicle is insured, as well as proof of  
10 ownership of the vehicle.

11           Proof of ownership is accomplished by  
12 providing a valid registration card, Certificate  
13 of Title, or manufacturer's certificate of  
14 origin. HB 1509 would reverse this process and  
15 require a vehicle be inspected prior to initial  
16 registration or registration renewal. It would  
17 require an agent of PennDOT to verify that a  
18 certificate of inspection has been issued, if  
19 required by Chapter 47 in Title 75. Prior to  
20 issuance of a registration renewal or temporary  
21 registration, proof of insurance [sic] of a  
22 certificate of inspection would be furnished by  
23 the owner of the vehicle by presenting a  
24 certificate of inspection issued for the vehicle.

25           Currently, the certificate of inspection

1 is merely a sticker affixed to the windshield of  
2 a vehicle. There is no separate documentation  
3 that a vehicle's owner would possess in order to  
4 be able to provide proof of inspection to PennDOT  
5 prior to the registration process. If PennDOT  
6 must create a new form to document a valid  
7 vehicle inspection and provide this new form to a  
8 vehicle owner in order for them to complete the  
9 registration process, PSP would have concerns  
10 that this form could be altered in order to  
11 fraudulently register vehicles. Additionally,  
12 the old registration stickers were often-times  
13 altered or stolen from one vehicle and placed  
14 onto another, we believe this could also be the  
15 case with a proposed two-in-one sticker if  
16 affixed to the registration plate on the exterior  
17 of the vehicle.

18 HB 1509 would create a complete reversal  
19 of our current registration and inspection  
20 procedures and burden the Commonwealth's vehicle  
21 owners by restricting their ability to  
22 efficiently renew their registrations online.  
23 Although a registration sticker affixed to a  
24 vehicle's registration plate can serve as a  
25 potential visible tool for law enforcement, as

1 well as a reminder for the motoring public to  
2 renew their registration, the Pennsylvania State  
3 Police believes this change is unnecessary and  
4 would not result in an increase in highway  
5 safety. To the contrary, there are scenarios in  
6 which provisions contained in this bill could  
7 lead to the fraudulent registration of vehicles  
8 or to theft of stickers. It is for these reasons  
9 that the Pennsylvania State Police is opposed to  
10 HB 1509.

11 Thank you for the opportunity to provide  
12 you with our respective testimony, and we would  
13 be happy to answer any questions that you may  
14 have.

15 MAJORITY CHAIRMAN HENNESSEY: Thank you,  
16 Major -- Majors -- for your testimony.

17 Major Basinger, with regard to the mobile  
18 office that's in Troopers' cars now, do you have  
19 to -- how does it work, in terms of, you know,  
20 checking through the computer system whether or  
21 not a car is properly register and has been  
22 inspected?

23 Do you have to stop the car first and  
24 then manually input the license plate number?

25 Is there like a one-button system, where

1 if you're following behind my car, you can push a  
2 button and it would automatically tell you,  
3 without stopping me, that my car has been  
4 inspected and is properly registered?

5 MAJOR BASINGER: No. The system actually  
6 requires an officer to look down, type in the  
7 registration, hit enter, and a response will come  
8 back on the screen.

9 MAJORITY CHAIRMAN HENNESSEY: And you're  
10 doing that while you're driving?

11 MAJOR BASINGER: Yes, or while we're --  
12 usually, it would be while we're seated behind a  
13 vehicle, maybe at a red light or something of  
14 that nature.

15 MAJORITY CHAIRMAN HENNESSEY: Okay.

16 MAJOR BASINGER: Or on a midnight shift,  
17 you'll have two officers in the car and the  
18 passenger can run the registration.

19 MAJORITY CHAIRMAN HENNESSEY: Okay.  
20 With regard to those situations where both  
21 inspection and a registration is not required --  
22 I think antique vehicles is one that you  
23 mentioned, and a small trailer -- couldn't we  
24 deal with that question just by color coding that  
25 particular sticker; by saying, you know, this is

1 an antique vehicle, it has an orange sticker as  
2 opposed to the standard sticker. The small  
3 trailer could have a yellow sticker as opposed to  
4 -- couldn't we answer that question and take away  
5 most of the confusion just by color coding the  
6 stickers that PennDOT issues?

7 MAJOR BASINGER: Yes. You would have  
8 to develop a different sticker system, which  
9 would have to be addressed, but yes.

10 MAJORITY CHAIRMAN HENNESSEY: Okay.  
11 Thank you.

12 Are there any other questions?

13 Barry, you want to go first? Go ahead.  
14 Kick it off.

15 REPRESENTATIVE JOZWIAK: Thank you,  
16 gentlemen, for your testimony. Major Basinger,  
17 on the antique vehicles, aren't they exempt from  
18 inspection.

19 MAJOR BASINGER: Yes.

20 REPRESENTATIVE JOZWIAK: So you wouldn't  
21 need an inspection for that?

22 MAJOR BASINGER: No.

23 REPRESENTATIVE JOZWIAK: You would just  
24 need an exemption form. And when you send it in  
25 for your renewal, it already says on the vehicle,



1 antique.

2 MAJOR BASINGER: Correct.

3 REPRESENTATIVE JOZWIAK: So having a  
4 special sticker would not be necessary?

5 MAJOR BASINGER: well, if you wanted a  
6 two-in-one sticker -- you would have to separate  
7 the registration and the inspection.

8 REPRESENTATIVE JOZWIAK: I hear you, but  
9 if it's exempt, it doesn't need it; am I correct?

10 MAJOR BASINGER: It would not need an  
11 inspection; it would need a registration.

12 REPRESENTATIVE JOZWIAK: Okay. Thank  
13 you.

14 Major -- is it Burig, right?

15 MAJOR BURIG: Yes, sir.

16 REPRESENTATIVE JOZWIAK: Thank you for  
17 your testimony. It was pretty good, actually.  
18 I'm just wondering, how many license plate  
19 readers does the State Police have right now?

20 MAJOR BURIG: We just have a few that are  
21 for special purpose, special events, but we do  
22 not have them deployed on patrol vehicles  
23 currently.

24 REPRESENTATIVE JOZWIAK: Right. So I'm  
25 under the impression that you have six.

1 MAJOR BURIG: That's very close, sir, six  
2 or eight.

3 REPRESENTATIVE JOZWIAK: And what I'd  
4 like to know is, are you using them for criminal  
5 investigations mostly?

6 MAJOR BURIG: Yes.

7 REPRESENTATIVE JOZWIAK: Stolen vehicles,  
8 that kind of stuff?

9 MAJOR BURIG: That's correct.

10 REPRESENTATIVE JOZWIAK: So when you get  
11 that information, how long do you keep it?

12 MAJOR BURIG: It's -- at the end of that  
13 shift, if we didn't detect a stolen vehicle or  
14 the purpose of it, then it's disposed of at the  
15 end of the shift.

16 REPRESENTATIVE JOZWIAK: Okay. Thank you  
17 very much.

18 MAJOR BURIG: Yes, sir.

19 MAJORITY CHAIRMAN HENNESSEY:  
20 Representative Kinsey.

21 REPRESENTATIVE KINSEY: Thank you,  
22 Mr. Chairman. And thank you, both Majors, for  
23 being here.

24 Major Basinger, I have just two questions  
25 for you very quickly. The information that comes

1 in for the mobile office system, what type of --  
2 are you able to share with us the type of  
3 information that comes in, once an officer plugs  
4 in a license plate, like what information does  
5 the Trooper receive.

6 MAJOR BASINGER: The trooper would  
7 receive the name, address, and the status of the  
8 registration. And also, if there was an NCIC  
9 hit, say the vehicle was stolen, it would alert  
10 the Trooper to that, as well.

11 REPRESENTATIVE KINSEY: Okay. I think  
12 you, in your testimony, you referred back to  
13 Act 89, where we did away with the stickers on  
14 the back of the license plate. I represent one  
15 of the -- probably the -- in fact, the largest  
16 city -- municipality here in the State of  
17 Pennsylvania, which is Philadelphia. And I know  
18 years ago, there were major concerns in the  
19 cities, such as Philadelphia, in regards to folks  
20 used to actually take clippers and clip off the  
21 sticker of a license plate -- the sticker -- clip  
22 off the sticker itself off the license plate.  
23 With HB 1509, going back to sticking those  
24 stickers on there -- I noticed in the past, the  
25 stickers used to go in the corner of a license

1 plate.

2 Is there some way that it could be, if  
3 this bill were to pass, like is there an ideal  
4 place where this can be placed, this sticker, so  
5 that someone can't just come and clip off the  
6 sticker?

7 Is that something that the State Police  
8 have discussed, if this bill were to pass?

9 MAJOR BASINGER: The only location that  
10 we have discussed is the current location, which  
11 is on the corner. I don't think there's any  
12 room. And section 1332 of the vehicle code  
13 requires it to be on the corner. You can't  
14 decorate your registration plate, which people  
15 used to put their stickers like the whole way  
16 around it or dead center and obscure their plate,  
17 which is a violation.

18 So it has to go somewhere that it's not  
19 going to obscure the plate. That would obviously  
20 deal with the other legislation here. Obscuring  
21 a plate would counteract license plate readers,  
22 as well.

23 REPRESENTATIVE KINSEY: Right. I got  
24 you. Okay. Thank you for sharing that.

25 Thank you, Mr. Chairman.

1 MAJORITY CHAIRMAN HENNESSEY: Okay.  
2 We'll get to you, Martina.

3 Representative Innamorato -- Innamorato,  
4 I think. I'm sorry.

5 REPRESENTATIVE INNAMORATO: You got it.  
6 Thank you.

7 And thank you both for being here. My  
8 questions are specifically around HB 317 and  
9 around our shared concern for the public's  
10 privacy. I notice in the bill that in line 29,  
11 it talks about data and how law enforcement  
12 agencies may only share, sell, trade,  
13 disseminate, or exchange captured data with other  
14 law enforcement agencies or criminal justice  
15 agencies in performance of their official duties.

16 I was wondering if you could walk me  
17 through a circumstance in which data would be  
18 sold or traded.

19 MAJOR BURIG: Yes, ma'am. It would never  
20 be the intention of the Pennsylvania State Police  
21 to sell the data captured on ALPR system to  
22 another entity. However, we may have to engage a  
23 vendor to create this solution. It may not be  
24 able to be done in-house, and we just need the  
25 language to be loose enough that we can engage a

1 vendor. And whatever language is created,  
2 whether it's trade, share, so that the systems  
3 can be interconnected and maybe even  
4 interconnected to other jurisdictions, but it  
5 would never be our intention to sell data.

6 REPRESENTATIVE INNAMORATO: Okay. Do you  
7 know why the word sell would appear in this bill?

8 Like I understand trading and sharing  
9 information to set up a system that would be used  
10 to complete your duties, but the kind of being  
11 able to profit off of information that's  
12 collected from the public is kind of concerning  
13 to me.

14 MAJOR BURIG: No, I understand. I don't  
15 know why that specific word was used, but we  
16 would be happy to work with the Committee and the  
17 other stakeholders to try to figure out the  
18 language that would most accurately reflect what  
19 we intend to do.

20 REPRESENTATIVE INNAMORATO: Thank you.  
21 And also in this bill, it says that it will store  
22 data that's collected for up to a year.

23 So under that circumstance, like, what  
24 would be the case that you would want license  
25 plate data stored and accessible, that's not part

1 of an active investigation, stored for a year.

2 That seems like it would be, one, very  
3 expensive to have all of that data; and two, just  
4 kind of maybe a security risk for citizens.

5 MAJOR BURIG: Yes, some kind  
6 investigations -- criminal activity is not  
7 reported to us right away, particularly in the  
8 case of sexual assaults; it's months or sometimes  
9 years later. So to be able to go back, a suspect  
10 that would tell us, I've never been to that area,  
11 I don't know her or him, to be able to go back  
12 and query the system once we have vehicle  
13 information. It could be very probative to our  
14 case.

15 Probably more the example I think of  
16 first is a drug trafficking organization. It  
17 often takes a long time to structure that out.  
18 There's a main target. We find co-conspirators,  
19 other people, and it may be six months, nine  
20 months, two years into an investigation before we  
21 know the full structure. And LPR data, cell  
22 phone data and many other sources is incredibly  
23 valuable to us as we try to identify suppliers  
24 and other co-conspirators.

25 REPRESENTATIVE INNAMORATO: And where

1 would that data be stored, would it be at a local  
2 municipal level, would it be at a state level?

3 Is it something that kind of connects to  
4 a national system based on the vendor that  
5 delivers these services?

6 A. Currently, every police department that  
7 has a system, they're storing it locally. We  
8 don't have any oversight over that. We're not  
9 storing that data. This bill, as I would  
10 envision it, would create a secure system at  
11 the state level that we would preferably like  
12 to house in the fusion center, where many  
13 other sensitive data sources are stored. That  
14 way, it could be set up with the appropriate  
15 controls, audit trails, user identity and  
16 access, like we protect all of the other  
17 information sources, but it would be in one  
18 place where it could be universally secured,  
19 like other intelligent information or  
20 investigative information.

21 REPRESENTATIVE INNAMORATO: And when  
22 designing the system, who would have access to  
23 this database that's being collected?

24 MAJOR BURIG: We certainly have to talk  
25 to the other stakeholders. I would think most of



1 the municipal police departments would want to be  
2 able to directly access the system like they do  
3 with JNET or similar clean systems right now.

4 In other State, sometimes it's the fusion  
5 center personnel that have access to the  
6 statewide system, but that's the type of language  
7 we would have to work out among the stakeholders.

8 REPRESENTATIVE INNAMORATO: And I know  
9 that there will be a policy that will be designed  
10 by the Pennsylvania State Police. And as part of  
11 this bill, would that policy be made public, like  
12 in body cams, for example, that they're not  
13 subjected to Right-to-Knows, but the policy that  
14 they are under is accessible to the public, would  
15 that be the same in this circumstance?

16 MAJOR BURIG: I guess it would depend how  
17 the bill was worded. If we were simply helping  
18 to provide the oversight for that policy  
19 development, it's left up to local  
20 municipalities, then it would be up to them to  
21 decide whether to do that or not. If it was a  
22 Pennsylvania State Police policy, some of our  
23 policies are open to the public. Some have to be  
24 redacted for investigative security and they  
25 can't be released in their entirety, and some are

1 released in their entirety.

2 REPRESENTATIVE INNAMORATO: Okay. Thank  
3 you so much.

4 MAJOR BURIG: Yes, ma'am.

5 MAJORITY CHAIRMAN HENNESSEY: Thank you.  
6 Representative O'Mara.

7 REPRESENTATIVE O'MARA: Thank you,  
8 Chairman. And thank you both for being here. My  
9 questions are also about HB 317. So you had  
10 mentioned that ALPR systems are used in the  
11 Commonwealth right now, but not by the State  
12 Police.

13 Do we know, is a member of the public  
14 able to see if their township is using it or how  
15 do we know where they're being used right now?

16 MAJOR BURIG: We do not have a  
17 comprehensive list of every department that's  
18 utilizing them. For our Amber alert program, we  
19 have tried to informally bring them together, so  
20 if we have to put out an alert, we know who to  
21 contact, but there is not a comprehensive list  
22 right now --

23 REPRESENTATIVE O'MARA: Okay. So will  
24 this new --

25 MAJOR BURIG: -- not that I possess.

1           REPRESENTATIVE O'MARA:  If this bill  
2 becomes law and this is a new system that's  
3 created, are we going to encourage other local  
4 municipalities to no longer use their system?  Is  
5 this going to replace that?

6           How is that going to work with what's  
7 currently in place?

8           MAJOR BURIG:  I wouldn't see this as a  
9 solution to replace what's going on at the local  
10 jurisdictions.  That's their decision to make.  
11 But we would want to see all of the systems  
12 connected so that the benefit -- so that  
13 Department in Lehigh County can see what's  
14 occurring three counties away that may be beyond  
15 what they can currently query, and I think that  
16 would benefit everyone.

17           REPRESENTATIVE O'MARA:  Okay.

18           MAJOR BURIG:  The criminals simply don't  
19 recognize these geographical drawings that we  
20 draw.

21           REPRESENTATIVE O'MARA:  Yeah.  So you  
22 mentioned other States, as well.  So how does the  
23 sort of agreement or, you know, work between  
24 other States about how this data is shared and  
25 how long -- is it going to be shared for up to a

1 year, as long as we have it?

2 And what other States are we working with  
3 for this system?

4 A. There are other States that have  
5 contacted us that are interested in sharing  
6 ALPR data. Since we don't have a system, we  
7 have nothing to connect to currently. New  
8 York and New Jersey have just managed an  
9 agreement where they're sharing data. And the  
10 way it works is whatever your restriction is,  
11 even if the retention periods are different in  
12 each State, you have to honor the retention  
13 period of the State you're receiving the  
14 information from. And there's ways through  
15 the identity management of the system to be  
16 able to do that.

17 REPRESENTATIVE O'MARA: Okay. Thank you.

18 MAJOR BURIG: Yes, ma'am.

19 MAJORITY CHAIRMAN HENNESSEY: Thank you.

20 Representative White.

21 REPRESENTATIVE WHITE: Just on the topic  
22 of these other States, do you feel that the  
23 current structure that we have is sufficient in  
24 the way that it's being implemented without the  
25 registration stickers?

1           what's happening right now.

2           MAJOR BURIG: Oh, as far as --

3           REPRESENTATIVE WHITE: Do you think  
4 that's the ideal case scenario for you keeping  
5 our roadways safe and being able to find out and  
6 identify violators.

7           MAJOR BASINGER: Are you talking about  
8 the current lack of registration and inspection  
9 sticker, or are you talking about ALPR usage?

10          REPRESENTATIVE WHITE: The current lack  
11 of registration stickers on vehicles.

12          Do you think that's the ideal case  
13 scenario for what you guys -- your role and  
14 responsibilities are?

15          MAJOR BASINGER: When I initially heard  
16 about the stickers disappearing and no longer  
17 having them, as a Trooper with 25 years, I  
18 thought that was a terrible thing. But in  
19 looking at the statistics, and we have proven it  
20 with AOPC statistics, that the number of  
21 violations have gone up. So it is very effective  
22 utilizing the cars.

23          Integrating the ALPR system will also  
24 help with that. And I believe the ALPR system  
25 will incorporate methods for local PDS to obtain

1 the equipment that we have, or similar equipment  
2 that would help them.

3 REPRESENTATIVE WHITE: Are there some  
4 changes in the current draft of this bill that  
5 you'd like to see in order to facilitate your  
6 vision?

7 MAJOR BASINGER: The bill as written, we  
8 are opposed to it as written. There could be  
9 improvement that would be more palatable.

10 REPRESENTATIVE WHITE: And what  
11 improvements would you suggest?

12 MAJOR BASINGER: We would like the  
13 inspection sticker to remain where it's at.  
14 That's where all law enforcement have been  
15 trained their entire careers to look for it. And  
16 that is where they look for it now, so moving  
17 that to the plate would be an issue for us. And  
18 putting it on a plate makes it a subject of theft  
19 or alteration, as well.

20 REPRESENTATIVE WHITE: And then, can you  
21 -- I guess I'm a little bit concerned because  
22 there's been a number of other associations, like  
23 the State Troopers Association, the Chiefs of  
24 Police, the State FOP, there's also the  
25 Authority, Pennsylvania Auto Theft Prevention

1 Authority, who are in favor of this legislation.  
2 And yet, your leadership -- your command is  
3 opposed.

4 So can you explain, maybe, why that is?

5 MAJOR BASINGER: We are opposed to it as  
6 written because it totally circumvents the  
7 inspection and registration system. It turns  
8 everything backwards and convolutes it. We feel  
9 that registering the vehicle first, and then  
10 getting it inspected, is the proper process and  
11 would require creating new stickers, as mentioned  
12 previously, or some type of certificate that the  
13 citizen would have to take to PennDOT to prove  
14 that they had their vehicle inspected.

15 A lot of garages aren't computerized.  
16 You may be getting a piece of paper from a  
17 mechanic that says, yeah, I inspected this car  
18 and taking it to register it. So that would have  
19 to be highly regulated, and it would be very  
20 easily used in fraud to register vehicles.  
21 That's our position.

22 REPRESENTATIVE WHITE: Okay. Those are  
23 all the questions that I have, Mr. Chairman.

24 Thank you.

25 MAJORITY CHAIRMAN HENNESSEY: Thank you.

1 Representative Hahn.

2 Oh, by the way, before you begin, I  
3 should -- I'm a little late in making the  
4 announcement or recognizing that Representative  
5 Doyle Heffley from Carbon County joined us quite  
6 a while ago. I'm just getting around to  
7 recognizing you, Doyle. Sorry about that.

8 Go ahead, Marcia.

9 REPRESENTATIVE HAHN: Thank you,  
10 Chairman. I just want to kind of piggy-back on  
11 Representative White.

12 So if they have a sticker that already --  
13 you can't get a sticker unless you have the  
14 inspection, so that just means you don't have to  
15 look at the windshield anymore, you just have to  
16 look -- you're already looking at the sticker,  
17 right?

18 So I guess I'm not understanding why  
19 that's a problem.

20 MAJOR BASINGER: Removing that sticker  
21 from the inside of the vehicle makes it subject  
22 to theft.

23 REPRESENTATIVE HAHN: Okay. All right.  
24 I got it.

25 MAJOR BASINGER: Placing it on the rear



1 of the vehicle, we're -- since the integration of  
2 the mobile office system, our officers are really  
3 good at running those and they know to do that  
4 now. And as mentioned previously, if I would --  
5 back when I started, 25 years ago, you pulled up  
6 behind a car, and if the sticker looked good, you  
7 didn't do anything with it because you didn't  
8 have a mobile office or anything.

9 Now, if you pull up and there's no  
10 sticker or you see something, some reason for you  
11 to run that plate, you run the plate and you see  
12 that it's canceled for insurance reasons, which  
13 that would have never happened when we had the  
14 stickers.

15 REPRESENTATIVE HAHN: So I have a  
16 situation where someone wrote the plate number  
17 incorrectly, for like a parking violation. So  
18 these scan the plates, though, correct?

19 This system would scan the plate, so the  
20 number would not be put in incorrectly?

21 Like if manually put in a number -- like  
22 if it's supposed to be a 1 instead of an I, and  
23 you put it in the wrong way, you just read it  
24 wrong, this will take care of that so it's not  
25 the way it's scanned?

1 I don't know if you're the right person  
2 to ask, but --

3 MAJOR BURIG: I'm not sure if I  
4 understand the question, ma'am.

5 REPRESENTATIVE HAHN: So say you're  
6 parking somewhere in Philadelphia -- I'm going to  
7 pick on Philadelphia -- and they write the number  
8 wrong. All right?

9 MAJOR BURIG: Yes.

10 REPRESENTATIVE HAHN: So I have one where  
11 the plate was supposed to be L1L, and they wrote  
12 LIL; went to a totally different person, they got  
13 all kinds of parking tickets.

14 MAJOR BURIG: Sure.

15 REPRESENTATIVE HAHN: So you now scan  
16 that plate, you're going to read the plate the  
17 correct way. You're not -- because it's scanning  
18 it, it's not manual input.

19 MAJOR BURIG: Yes.

20 REPRESENTATIVE HAHN: I'm just assuming  
21 that they put in -- whoever handwrote the ticket  
22 put it in wrong.

23 MAJOR BURIG: I wouldn't claim to be an  
24 expert, but the algorithms, the optics, the  
25 character recognition, I would think, as far

1 advanced as the systems are now, would have a  
2 smaller error rate than a human being entering  
3 hundreds of those a day. However, there are  
4 erroneous readings on the plate readers  
5 sometimes, so it's not exempt.

6 REPRESENTATIVE HAHN: Because I think all  
7 of us get those questions every day, you know. I  
8 wasn't here, so I have a ticket from this place  
9 or somewhere else, but I think, you know, with a  
10 scan, it's going to make it a little bit better.  
11 I was just curious.

12 MAJOR BURIG: With the data being  
13 retained in the ALPR, that's something you could  
14 go back and look at. It could be used as  
15 exculpatory evidence, as well.

16 REPRESENTATIVE HAHN: All right. Thank  
17 you.

18 Thank you.

19 MAJORITY CHAIRMAN HENNESSEY: Thank you.  
20 Represent Neilson.

21 REPRESENTATIVE NEILSON: Thank you,  
22 Chairman. Thank you, gentlemen, for coming today  
23 and testifying.

24 Representative White brought some good  
25 things up. And just to be clear, do you believe

1 that us putting a sticker on that plate would  
2 deter the Troopers from putting in the plate  
3 numbers in the on-car system?

4 I mean, it's kind of like you're checking  
5 -- double checking things anyhow. It just  
6 doesn't -- Representative Jozwiak talked about  
7 240,000 cars did not renew last year. You didn't  
8 write 240,000 violations. I know your violations  
9 are up, but how many violations did you write on  
10 that?

11 Can you tell me that number, because I  
12 mean, 240,000 is a lot of cars walking around  
13 with no registrations.

14 MAJOR BASINGER: In 2018, 151,414.

15 REPRESENTATIVE NEILSON: Compared to  
16 previous years?

17 MAJOR BASINGER: 2015, 86,092.

18 REPRESENTATIVE NEILSON: Thank you. Now,  
19 I'm Philadelphia. Okay. Everybody has been  
20 picking on us today. And my sticker has been  
21 clipped with tin snips off my plate, definitely.

22 How about a window sticker in the rear?

23 would you be more -- that we put like an  
24 inspection sticker in the rear of the car; would  
25 you be more open to something like that?

1 MAJOR BASINGER: That would lend more to  
2 officer safety and that would prevent security  
3 concerns, yes.

4 REPRESENTATIVE NEILSON: Concerns? Yeah  
5 I'm just trying to think of what other  
6 conversations -- that's why we have the hearings.  
7 And it just seemed to me, if I could put  
8 something in the rear of the window, it wouldn't,  
9 you know, block any view or anything like that.  
10 Maybe that would be more helpful.

11 MAJOR BASINGER: That could possibly be  
12 more helpful and it would prevent theft.

13 REPRESENTATIVE NEILSON: well, thank you,  
14 gentlemen. Thank you for your testimony today.

15 MAJORITY CHAIRMAN HENNESSEY: Thank you.  
16 Just one follow-up question for that.

17 My ever diligent Executive Director,  
18 Josiah Shelly, over here said, what happens when  
19 you put the convertible top down on the car? The  
20 back windshield disappears, so you know, you  
21 wouldn't have that ability to have see an  
22 inspection sticker at that point.

23 REPRESENTATIVE NEILSON: well, Chairman,  
24 most of us don't have a convertible, and we're  
25 not -- not that, you know, I'm not saying the

1 executive director is doing better than most of  
2 us. I mean, I would love to have a nice little  
3 Corvette convertible, as would the Troopers -- I  
4 can see by their smiles -- however, it would be  
5 kind of like a motorcycle. They don't have a  
6 windshield on the back, as well.

7 MAJORITY CHAIRMAN HENNESSEY: Always  
8 enjoyable when you show up for meetings, Ed.

9 Troopers -- thank you -- I'm sorry.

10 Majors, thank you very much for your  
11 testimony. Thank you for representing the  
12 Pennsylvania State Police so well.

13 MAJOR BASINGER: Thank you.

14 MAJORITY CHAIRMAN HENNESSEY: Our next  
15 testifier is Bill Geraghty, the Vice-President of  
16 Vigilant Solutions. Also, in your packet, you  
17 will see testimony from Scott Petri, the  
18 Executive Director of the Philadelphia Parking  
19 Authority. Scott is not able -- he had planned  
20 to be here today to testify. He's not able to  
21 make it. So please note that his testimony is in  
22 your packet.

23 Now, Mr. Geraghty, did I pronounce your  
24 last name right?

25 MR. GERAGHTY: Yes, sir.

1 MAJORITY CHAIRMAN HENNESSEY: Okay. Even  
2 a blind squirrel finds an acorn once in a while,  
3 right? I got it right.

4 MR. GERAGHTY: Absolutely.

5 MAJORITY CHAIRMAN HENNESSEY: Thank you.  
6 Begin any time you're ready.

7 MR. GERAGHTY: Great. Thank you very  
8 much.

9 Mr. Chairman, members of the Committee,  
10 thank you for the opportunity to testify today.  
11 My name is Bill Geraghty, and I am a  
12 Vice-President with Vigilant Solutions. We are  
13 part of Motorola Solutions.

14 I submitted a written statement, and I  
15 would just like to highlight a few points.  
16 Vigilant is proud to be the national leader in  
17 automated license plate recognition technology,  
18 commonly known as ALPR. Our law enforcement  
19 customers use our cameras, cloud hosting  
20 solutions and software analytics to generate  
21 leads that help them investigate and solve  
22 crimes.

23 Thousands of law enforcement agencies in  
24 the United States use ALPR every day. We  
25 recently surveyed more than 500 enforcement

1 officers across the nation about their use of  
2 ALPR. Eighty percent of them said that ALPR  
3 either directly or indirectly aided them in their  
4 investigations, including cases related to stolen  
5 vehicles, gang and drug trafficking, sex crimes,  
6 homicides, child abductions and terrorism.

7 Here in Pennsylvania, several recent news  
8 stories show how ALPR data is helping public  
9 safety. ALPR recently helped police catch a  
10 suspect in a million dollar ATM skimming scheme,  
11 that included locations in Chambersburg and  
12 Carlisle. Last year, it helped find an escaped  
13 Upper Darby prisoner in Philadelphia. This past  
14 January, an ALPR alert, also in Upper Darby, led  
15 to the arrest of a kidnapping and sexual assault  
16 suspect from New Hampshire. And just a few  
17 months ago, it helped identify suspects in a mall  
18 shooting in Monroeville. And in June, it led to  
19 the arrest of a New York suspect from a Poconos  
20 murder case.

21 And these stories are just the tip of the  
22 iceberg. ALPR data helps in these kinds of cases  
23 every single day, and most are not publicly  
24 reported. We believe responsible use of ALPR  
25 data is imperative, and it's also the norm



1 amongst law enforcement agencies. And we are an  
2 evangelist of ALPR policies. We support policies  
3 that ensure ALPR data is available to  
4 investigators to help solve crimes and save  
5 lives.

6 However, we also support policies that  
7 ensure accountability around the use of ALPR data  
8 by law enforcement. We have engaged with dozens  
9 of legislatures around the country. And we have  
10 found that a few principles result in sound  
11 legislation. Those include, one, access controls  
12 and audits for law enforcement; two, requiring a  
13 legitimate law enforcement purpose for ALPR data  
14 and hot list access; three, ensuring data can be  
15 shared amongst the agencies; and four, limiting  
16 public records or access to ALPR data that is  
17 collected by law enforcement.

18 HB 317 appears to us to contain these  
19 principles. With several provisions added and  
20 amended over the past few sessions, it is clear  
21 that members of this body have worked  
22 painstakingly to architect smart legislation that  
23 benefits all Pennsylvanians and stays true to the  
24 original intent, a law that ensures that law  
25 enforcement has the technology it needs to help

1 investigate and solve crime and to keep  
2 Pennsylvania communities safe. So as this  
3 Committee reviews and revises the language of  
4 HB 317 to make sure it is straight forward, we  
5 will be available to answer questions based on  
6 our technical expertise.

7 Furthermore, since this legislation  
8 removed the requirement for vehicles to display  
9 valid registration stickers a few years ago, ALPR  
10 Data has been discussed as a vehicle registration  
11 enforcement tool. While it can certainly be used  
12 very effectively for this purpose, that only  
13 represents a small portion of the value that law  
14 enforcement gets from ALPR technology.

15 The other bill before this Committee,  
16 HB 1509, would reinstitute the requirement for  
17 registration stickers. We believe that both of  
18 these bills can co-exist and be supported to help  
19 law enforcement enforce vehicle registration  
20 laws, improve officer safety, and generate leads  
21 in all types of investigations.

22 Thank you for this opportunity. I look  
23 forward to your questions.

24 MAJORITY CHAIRMAN HENNESSEY: Thank you,  
25 Mr. Geraghty. I have two. Vigilant is a

1 manufacturer of an ALPR system?

2 MR. GERAGHTY: That is correct, sir.

3 MAJORITY CHAIRMAN HENNESSEY: And how  
4 many other similar manufacturers are there?

5 How many options does a police department  
6 or the Pennsylvania State Police have, in terms  
7 of selecting either your system or someone  
8 else's?

9 MR. GERAGHTY: Sure. I mean, there are  
10 smaller companies, there are larger companies.  
11 The major players in the market, there's probably  
12 a half a dozen --

13 MAJORITY CHAIRMAN HENNESSEY: Okay.

14 MR. GERAGHTY: -- to a dozen that  
15 regularly service the law enforcement, market.

16 MAJORITY CHAIRMAN HENNESSEY: Okay. And  
17 who gets to enter into the databank, so to speak,  
18 of license plate numbers, so that when that  
19 license plate passes through or passes an ALPR,  
20 that it actually pings and gives you a hit on  
21 that plate?

22 You know what I'm saying? I understand  
23 that when police put out an APB and they say --

24 MR. GERAGHTY: Right.

25 MAJORITY CHAIRMAN HENNESSEY: -- be on

1 the lookout for this particular --

2 MR. GERAGHTY: Yeah.

3 MAJORITY CHAIRMAN HENNESSEY: But can I  
4 call it up and say I want to find out where my  
5 nephew is or my son or daughter is and put, you  
6 know, my personal license plate -- in from the  
7 car that they're driving?

8 MR. GERAGHTY: Certainly not on our  
9 platform. We service the law enforcement  
10 community, so if a BOLO alert, be on the lookout  
11 alert is published for Amber alerts or whatever  
12 the reason may be, there are very specific  
13 processes that are followed, in terms of putting  
14 that information into a system that would trigger  
15 an alert. And then, the distribution of that is  
16 also contained within the law enforcement  
17 community.

18 MAJORITY CHAIRMAN HENNESSEY: Okay.  
19 Thank you very much. One further question.

20 You said we could use this as a  
21 registration enforcement tool.

22 MR. GERAGHTY: Right.

23 MAJORITY CHAIRMAN HENNESSEY: That would  
24 require vigilant to apply to, say, the  
25 Pennsylvania Department of Transportation. The

1 Department of Transportation would have to then  
2 decide, separate from any police activity, that  
3 they were going to provide -- make that  
4 information available to you?

5 MR. GERAGHTY: Right. It becomes,  
6 basically, another type of list or hot list, a  
7 verification, right, that says, these are the  
8 valid plates. These are the vehicles that have  
9 kept their registration up-to-date. If you scan  
10 a vehicle and it's not on that list, it would  
11 trigger an audible and visual alert for the  
12 officer in the vehicle that says, just scan that  
13 plate. It doesn't appear to have --

14 MAJORITY CHAIRMAN HENNESSEY: I think we  
15 have five or six million cars on the road here in  
16 Pennsylvania.

17 MR. GERAGHTY: Yep.

18 MAJORITY CHAIRMAN HENNESSEY: It can  
19 automatically read through that? I know  
20 computers are fast; that's pretty fast.

21 MR. GERAGHTY: Right. Very similar to  
22 the -- so the parking operation here in  
23 Harrisburg. You go to the parking meter and you  
24 put in your license plate number. And then,  
25 going down the street, it can read the license

1 plates and you're either paid in the system or  
2 you're not paid in the system.

3 MAJORITY CHAIRMAN HENNESSEY: Okay. But  
4 then the next step; it doesn't tell them whether  
5 or not I've registered the car properly?

6 MR. GERAGHTY: Sure. Yep.

7 MAJORITY CHAIRMAN HENNESSEY: Okay.  
8 Thank you. We have some questions for you.

9 Representative Rothman.

10 REPRESENTATIVE ROTHMAN: Thank you for  
11 coming here. Thank you for your testimony.  
12 Thank you for what your company is doing.

13 Can you just walk us through -- and you  
14 mentioned several crimes that were solved because  
15 of this technology.

16 Can you just walk us through and pick one  
17 of the seven; how it happened and what -- a crime  
18 takes place. And then, you take it from there.  
19 I think it would be helpful to the members of the  
20 Committee and to me personally to understand how  
21 your system works.

22 MR. GERAGHTY: Absolutely. So most  
23 people, when they think about ALPR, think about  
24 the front end value of it, right? So there's a  
25 list of license plates -- for whatever interest

1 they're of to law enforcement. When the camera  
2 reads it, it's looking to see, is it on that list  
3 or not. It is triggering what's called an alert  
4 off of a hot list, but that's only really a small  
5 portion of the value, right. So the hot list  
6 could be Amber alerts, it could be stolen  
7 vehicles, it could be vehicles associated with a  
8 previously committed homicide.

9 But the investigative value -- the  
10 largest value, certainly, in my opinion, that  
11 people fail to forget is -- as Major Burig  
12 alluded to earlier -- sometimes crimes aren't  
13 reported until later on. Or pattern crimes, when  
14 you're looking at an area of interest where maybe  
15 there's an arsonist investigation. You have 10  
16 fires that have some similarities to them.

17 So can you use the technology to  
18 determine are vehicles showing up at all of these  
19 arson locations, based on ALPR reads from those  
20 areas, and then tying that data together to say,  
21 okay, we have the vehicle that was at eight of  
22 ten fires on the date and time of interest; then  
23 who is the registered owner and is that a suspect  
24 of an investigation. That's just one example of  
25 how something like that might be used.

1 REPRESENTATIVE ROTHMAN: Yep.

2 MAJORITY CHAIRMAN HENNESSEY: Greg, you  
3 done?

4 Next, we have Representative O'Mara.

5 REPRESENTATIVE O'MARA: Thank you for  
6 your testimony. So I just have a question. It's  
7 sort of similar, along the lines of Greg's  
8 question. So it says in here, ALPR does not  
9 contain any personal information.

10 So there's no address or name in the  
11 record?

12 MR. GERAGHTY: That is correct.

13 REPRESENTATIVE O'MARA: Then, how is it  
14 beneficial? So I guess you just need to explain  
15 to me how does it work with law enforcement?

16 How do they take your photo and identify  
17 a person.

18 A. Sure. So using the two examples I just  
19 referenced -- so in the hot list example, it's  
20 a state -- usually, the FBI or the NCIC is  
21 publishing a hot list that's getting put down  
22 and saying, these are vehicles of interest.  
23 And then they have some type of alert  
24 associated with them. Again, Amber alert  
25 stolen vehicle, whatever the case may be.



1           So it's reading the -- it's doing what's  
2           calls OCR, optical character recognition, of the  
3           numbers and letters on the plate. And it's  
4           saying, is this matched to anything on the list?  
5           And then, it's providing that alert in the  
6           vehicle. On the other side of the process,  
7           again, it's just -- it's reading the license  
8           plate. It's capturing a record of it; no  
9           different than if we were to walk out in the  
10          parking lot right now with our smart phones and  
11          just take a picture of vehicles in the parking  
12          lot.

13                 REPRESENTATIVE O'MARA: Yeah. No, I  
14                 understand that part. But I'm saying how do they  
15                 -- and I get getting a hot list.

16                 MR. GERAGHTY: Sure.

17                 REPRESENTATIVE O'MARA: They know who  
18                 they're looking for, but how are you using this  
19                 as a registration tool?

20                 How are you determining that the car is  
21                 or is not registered --

22                 MR. GERAGHTY: Sorry.

23                 REPRESENTATIVE O'MARA: -- if you don't  
24                 have a name or address connected to the ALPR  
25                 record?

1 MR. GERAGHTY: So it's merely just  
2 providing the -- again, the OCR is reading the  
3 letters and numbers. It's triggering the alert.  
4 Then the law enforcement officer would go to  
5 another system then to validate what's called the  
6 RO, or registered owner data.

7 REPRESENTATIVE O'MARA: Oh, okay.

8 MR. GERAGHTY: So the two databases do  
9 not touch, nor should they. ALPR records should  
10 be separate. Plate date is anonymous. PII,  
11 personally identifiable information, is then  
12 stored in DMV and other databases that require  
13 permissible purpose under the Driver Privacy  
14 Protection Act. Law enforcement would then be  
15 able to access and verify now, a,b,c, 1,2,3, who  
16 is the registered owner of that plate.

17 REPRESENTATIVE O'MARA: So does that work  
18 faster than what they're currently doing, pulling  
19 up and entering in -- I did a ride along in May.  
20 I saw how quick it is to check.

21 A. Yeah, I mean --

22 Q. It's pretty quick. So does this work  
23 that same seamless process?

24 A. It certainly could.

25 Q. It doesn't sound like it the way you

1 just described it to me, but that could be  
2 because of the way we're in this setting.

3 A. The entry process certainly is more  
4 automated, right. So some officers are very  
5 proficient with operating the vehicle and  
6 entering tags, or if they have the luxury of  
7 having a second officer in the car, that gives  
8 them that benefit. But you know, I think  
9 about, you know, the push in the country to  
10 have all of our attention on the road. And if  
11 the cameras can capture that information  
12 passively, without the officer having to take  
13 away their attention, it just -- it makes it  
14 more safe.

15 REPRESENTATIVE O'MARA: I guesst I'm just  
16 not understanding how it works, if an officer  
17 pulls up behind someone and that car is not  
18 registered, how your system is working to tell  
19 them it's not -- that's the part --

20 MR. GERAGHTY: Okay. So --

21 REPRESENTATIVE O'MARA: -- that I'm not  
22 connecting.

23 MR. GERAGHTY: So whether it's the, you  
24 know -- so PennDOT, in this case, would have to  
25 provide a routine file of valid registrations.

1 REPRESENTATIVE O'MARA: Got it. Okay.

2 MR. GERAGHTY: Yes.

3 REPRESENTATIVE O'MARA: So you're able to  
4 see, this is yes or no registered, accurately.

5 MR. GERAGHTY: Right.

6 REPRESENTATIVE O'MARA: Actively.

7 MR. GERAGHTY: There would have to be an  
8 established file that included the valid license  
9 plates.

10 REPRESENTATIVE O'MARA: So this is system  
11 sharing. Okay.

12 MR. GERAGHTY: That's correct.

13 REPRESENTATIVE O'MARA: That makes a lot  
14 more sense.

15 MR. GERAGHTY: Sorry I wasn't more clear.

16 REPRESENTATIVE O'MARA: Okay. Thank you.

17 MR. GERAGHTY: Yep. No problem.

18 MAJORITY CHAIRMAN HENNESSEY: Thank you.  
19 Representative Schroeder.

20 REPRESENTATIVE SCHROEDER: Thank you so  
21 much for being here.

22 MR. GERAGHTY: Yep.

23 REPRESENTATIVE SCHROEDER: Kind of a  
24 twofold question. Could you define what ALPR  
25 data is?

1 MR. GERAGHTY: Sure. So it is a picture  
2 of the vehicle and the license plate. It's a  
3 date and time stamp of when it sees it. It's the  
4 geo location codes, so the latitude and longitude  
5 of where that vehicle was seen. And that's  
6 really it. So you have -- and then, what the  
7 camera read the characters as.

8 So did it read it as a, b, c, 1, 2, 3, or  
9 a, 8, c, 1, 2, 3?

10 what did it read the plate as?

11 what does the picture look like, date and  
12 time stamp, geo location.

13 REPRESENTATIVE SCHROEDER: Okay.

14 MR. GERAGHTY: That's what constitutes an  
15 LPR packet.

16 REPRESENTATIVE SCHROEDER: Okay. So then  
17 my second question is, does your technology have  
18 the ability to record speeds of vehicles?

19 MR. GERAGHTY: On fixed locations, there  
20 is some element of being able to do that. For  
21 our particular platform, we don't recommend it as  
22 a speed enforcement tool, but it could -- like,  
23 so for example, if you put up fixed cameras  
24 around a school zone, you could see average speed  
25 and then say, well, maybe it makes sense to up

1 patrol in this area, given times of day or days  
2 of the week.

3 So you can draw data out of it, but I  
4 wouldn't use the information out of the cameras  
5 like they do in Maryland for speed enforcement.

6 REPRESENTATIVE SCHROEDER: But it does  
7 have the ability, you're saying, to capture --

8 MR. GERAGHTY: To provide -- yeah, but  
9 the radar technology used when you're deploying  
10 speed enforcement technology would have to  
11 supplement the ALPR cameras. You wouldn't rely  
12 solely on the ALPR cameras to provide the  
13 evidentiary tool of the speeding violation.

14 REPRESENTATIVE SCHROEDER: Okay. Thank  
15 you.

16 MR. GERAGHTY: Yep. No problem.

17 MAJORITY CHAIRMAN HENNESSEY: Thank you.  
18 Representative Innamorato. Did I get  
19 that right?

20 REPRESENTATIVE INNAMORATO: Yes, you did.  
21 Thank you.

22 MAJORITY CHAIRMAN HENNESSEY: Finally.  
23 Okay.

24 REPRESENTATIVE INNAMORATO: Thank you for  
25 being here. I was hoping that you could talk

1 about vigilant and if you have a separate  
2 database that's independent of the one that would  
3 be used by State law enforcement in Pennsylvania.

4 MR. GERAGHTY: Yes. So there is another  
5 source of data that resides on our system. It's  
6 often referred to as commercial data, which is a  
7 data that comes through the vehicle and asset  
8 recovery industry. So it's actually a sister  
9 company that has an affiliate network of asset  
10 recovery vehicles, looking for vehicles eligible  
11 for repossession or insurance violations or  
12 things of that nature. So that data resides  
13 separately, but is accessible to law enforcement  
14 if they need it for their investigation.

15 REPRESENTATIVE INNAMORATO: Would the  
16 hardware that the local law enforcement puts on  
17 their vehicles or puts on our streets to read  
18 license plates, would that data ever into the  
19 commercial side of your database?

20 MR. GERAGHTY: No, never.

21 REPRESENTATIVE INNAMORATO: Okay. That's  
22 all.

23 MR. GERAGHTY: Okay. Thank you.

24 MAJORITY CHAIRMAN HENNESSEY: Are you  
25 done?

1 Representative Heffley.

2 REPRESENTATIVE HEFFLEY: Thank you,  
3 Mr. Chairman.

4 vigilant solutions, like how many  
5 companies are out there in the nation that  
6 compete and do the same thing that you do?

7 what kind of competition is there?

8 A. That's a fair question. I get asked it  
9 from time to time. So I mean, in terms of  
10 just providing the ALPR technology, because we  
11 do a couple other supplemental investigative  
12 technologies for law enforcement, but specific  
13 to the ALPR space, as I mentioned earlier to  
14 the Chairman, there's about half a dozen to a  
15 dozen companies that vie for LPR technology,  
16 that are major players in the law enforcement  
17 market.

18 REPRESENTATIVE HEFFLEY: And now, with  
19 your technology -- so you provide the cameras?

20 Do you provide the unit that goes in the  
21 vehicle itself; so you have the hardware and  
22 you're also providing the cloud accessibility?

23 MR. GERAGHTY: Yep.

24 REPRESENTATIVE HEFFLEY: You do  
25 everything?



1 MR. GERAGHTY: So we provide mobile LPR  
2 cameras, and those would go onto a patrol  
3 vehicle. We provide fixed LPR cameras, which  
4 would be affixed to some type of infrastructure,  
5 that's a permanent camera. And then, yes, the  
6 software, the analytics, hosting, things of that  
7 nature.

8 REPRESENTATIVE HEFFLEY: All right. So  
9 one of the concerns -- and I've got to say that  
10 most of my departments that have these types of  
11 technology, they find them to be tremendously  
12 beneficial. I also think that the police  
13 departments found the stickers on the license  
14 plates to be tremendously beneficial.

15 MR. GERAGHTY: Right.

16 REPRESENTATIVE HEFFLEY: And I think they  
17 still are; the problem is the cost. Many of our  
18 local or smaller police departments are  
19 struggling just to cover, you know, the 24 hours  
20 in a day to have police coverage. Many of them  
21 are laying off and relying on State Police right  
22 now just because of the cost of everything that's  
23 involved in law enforcement these days.

24 The stickers on the license plate --  
25 while I understand that PennDOT had a burden; it

1 was a cost to them -- the burden that we have now  
2 placed on these smaller departments is really  
3 coming to the point where a lot of departments  
4 are getting rid of their police because you're  
5 taking everything else into account, all the  
6 costs of labor costs and equipment costs and now  
7 these costs.

8 I mean, what is the average cost of a  
9 system per vehicle when you're putting them in?  
10 I'm hearing anything between \$12,000 and up to  
11 \$20,000.

12 MR. GERAGHTY: That's a fair number in  
13 terms of the costs for a mobile system, correct.

14 REPRESENTATIVE HEFFLEY: So if you're  
15 looking at a small department that maybe has four  
16 to five cruisers, that could be 80 to \$100,000?

17 MR. GERAGHTY: Sure.

18 REPRESENTATIVE HEFFLEY: How long do  
19 these systems last?

20 MR. GERAGHTY: So you know, the system  
21 lasts -- it's going to be contingent upon how  
22 well it's maintained, just like if you changed  
23 the oil in your car and you take care of your  
24 car, it will last a lot longer than somebody who  
25 doesn't. A properly maintained mobile system

1 should last an agency five to seven years on  
2 average, maybe longer, maybe less, depending on  
3 how much abuse they take.

4 REPRESENTATIVE HEFFLEY: I know that  
5 there are a lot of similar technologies right now  
6 we're seeing them in the commercial industry  
7 right now. They're putting cameras on most of  
8 your commercial vehicles that are on the road for  
9 liability protection.

10 MR. GERAGHTY: Sure.

11 REPRESENTATIVE HEFFLEY: And there's all  
12 kinds of different software programs that go into  
13 all vehicles, whether they be a, you know,  
14 commercial vehicle or any company vehicles now  
15 are monitoring, you know, how many miles. And  
16 satellite technology is already built in most of  
17 the cars. Ford Manufacturing, for example, data  
18 mines all the information, every stop you make,  
19 how fast you drive, where you go.

20 Every person that drives a Ford, that  
21 information is recorded back to Ford Motor  
22 company to use and they sell that information. I  
23 guess I am just kind of astonished that we can't  
24 get that cost down. Why is it so expensive for  
25 these units and these vehicles -- what is the

1 cost driver that we can have this in every new  
2 car, almost the same capabilities, minus the  
3 cameras -- but yeah, why is the cost so expensive  
4 for these companies to put these into police  
5 cruisers and that type of stuff?

6 MR. GERAGHTY: Fair question. So to some  
7 degree, that's kind of what the market will bear,  
8 right. And you know, the.

9 REPRESENTATIVE HEFFLEY: well, I would  
10 say the market doesn't bear it because a lot of  
11 your local police departments -- that's why  
12 they're looking for the sticker because they just  
13 can't afford it.

14 MR. GERAGHTY: Right. The adoption rate  
15 will never be 100 percent with ALPR technology  
16 for that very reason. Which is why we, you know,  
17 had supported actually saying both bills could  
18 co-exist, right. I even go back to the reference  
19 of parking earlier. So there was a shift in the  
20 parking industry several years ago, particularly  
21 here in the United States, to go to plate-based  
22 parking.

23 And you had two communities here in  
24 Pennsylvania. State College was the first,  
25 following by Pittsburgh, that led that charge in

1 the U.S. to go to plate-based parking. Now,  
2 plate-based parking has come a long way. It's  
3 found its way here to Harrisburg, but it's never  
4 going to become the standard and the only way to  
5 deploy and enforce parking in this country.

6 It's one of the most efficient ways, but  
7 for a variety of reasons, cost included, that's  
8 why it's never going to go full-blown  
9 plate-based. So to answer your specific  
10 question, I mean, the market, to some degree  
11 right now, for communities that see the value,  
12 see the efficiency, are kind of in that sweet  
13 spot. And that's not to say that there aren't  
14 systems that don't cost less. They certainly do;  
15 and there are some systems that cost more. But  
16 you know, the market will drive the price where,  
17 you know, ultimately it needs to be.

18 REPRESENTATIVE HEFFLEY: well, I would  
19 just say that, I mean, obviously, in this type of  
20 market, you're looking at public safety, taking  
21 the stickers off of vehicles, a lot of law  
22 enforcement use that, you know, to make sure that  
23 people had their car registered. But a lot of  
24 times, other criminal activity -- for some  
25 reason, generally, a lot of criminals don't

1 register their car and then they get caught with  
2 contraband and other things.

3 MR. GERAGHTY: Sure.

4 REPRESENTATIVE HEFFLEY: And it's been  
5 very beneficial for law enforcement to use that  
6 as a tool.

7 MR. GERAGHTY: Sure.

8 REPRESENTATIVE HEFFLEY: This tool has  
9 come along. It's a much more efficient tool, and  
10 it's a lot better. And I've heard it from our  
11 law enforcement officers that I represent that  
12 they love -- these items are great for them.  
13 However, I'm just looking at the cost of it. And  
14 I'm wondering, what do we need to do to bring  
15 this cost down? Because it is really a burden.

16 And the fact of the matter is, when it's  
17 that cost-prohibitive, and now you've taken that  
18 other thing away from them, and whether we can  
19 get something through the legislative process,  
20 which has been a couple of years now --

21 MR. GERAGHTY: Right.

22 REPRESENTATIVE HEFFLEY: -- to get that  
23 sticker back on, I would just really encourage  
24 companies like yours and others to really  
25 increase the competition because I still think

1 that the cost is too high for the other  
2 technologies that are out there right now. I  
3 would say, probably in a couple of years, you're  
4 just going to mount a cell phone on the dash of a  
5 car and have all that technology.

6 MR. GERAGHTY: Yeah.

7 REPRESENTATIVE HEFFLEY: And yet, we're  
8 spending a lot of money upfront right now. And I  
9 guess that's my question, what do we need to do  
10 to bring that cost down?

11 MR. GERAGHTY: Yeah. I mean, there's  
12 people a lot smarter than me that, ultimately,  
13 will make those decisions, but you know, your  
14 point is certainly well received and we always  
15 look to find a balance between the technology we  
16 deploy, knowing the cost of entry, knowing what  
17 the greater good is of the services we're trying  
18 to provide, and that's kind of where we're at.

19 MAJORITY CHAIRMAN HENNESSEY: Thank you.

20 Representative Hahn.

21 REPRESENTATIVE HAHN: Thank you,  
22 Chairman.

23 So the other day I'm on the Turnpike and  
24 there's an Amber alert. So as you're going  
25 through E-Z Pass -- especially if you use the

1 fast lanes -- it takes a photo of your plate,  
2 correct?

3 A. I'm not -- I'm not an expert on all the  
4 passive tolling systems. The ones that I am  
5 aware of, yes. In addition to the RFID  
6 reader, reading the presence of the tag  
7 itself, they're supplementing them with ALPR  
8 cameras in the lane for the people that go  
9 through that don't have the tag or even just  
10 to do toll by mail.

11 Q. So will they be merged or are they  
12 already merged?

13 So if that vehicle would have gone  
14 through into New Jersey or into Ohio, would that  
15 have been picked up on an E-Z Pass camera and  
16 then sent somewhere so that they would know that  
17 car?

18 we already know what plate we're looking  
19 for, so would that have showed up somehow or can  
20 it be implemented?

21 MR. GERAGHTY: Yeah. I guess the  
22 potential is how many of the databases  
23 communicate, right, becomes the answer to your  
24 question because, you know, from a process  
25 standpoint, you can disseminate a hot list to



1 multiple ALPR databases, right. So you can load  
2 it to your DOT list, your local PD list, however  
3 you disseminate hot lists down to the various  
4 systems. But obviously the more that databases  
5 communicate, it's less systems to have to push it  
6 down to, so it really comes down to distribution.

7 REPRESENTATIVE HAHN: But that would be  
8 something they could implement if they --

9 MR. GERAGHTY: Technically, it's  
10 possible.

11 REPRESENTATIVE HAHN: Technically  
12 possible.

13 MR. GERAGHTY: Technically possible.  
14 Whether it's in practice today would depend on  
15 whether the databases actually communicate with  
16 one another.

17 REPRESENTATIVE HAHN: Thank you, Mr.  
18 Chairman.

19 MAJORITY CHAIRMAN HENNESSEY: Thank you.  
20 Not seeing any other questioners. Thank  
21 you very much, Mr. Geraghty, for your testimony.  
22 It was helpful, very helpful.

23 MR. GERAGHTY: Good. Thank you very  
24 much.

25 MAJORITY CHAIRMAN HENNESSEY: Again, I'll

1 remind you we have testimony in written form from  
2 Scott Petri from the Philadelphia Parking  
3 Authority.

4 Our next panel of testifiers are  
5 testifying on behalf of the Pennsylvania District  
6 Attorney Association. We have Greg Rowe, who's  
7 the Director of Legislation and Policy for them;  
8 Jim Martin, who is the District Attorney in  
9 Lehigh County; Ed McCann, the First Assistant  
10 D.A. in Montgomery County; and Daniel Warg, who's  
11 a county detective from Lehigh County.

12 So gentlemen, if you would just grab your  
13 seats, tell us your names please, and then you  
14 can begin.

15 who's going to kick off the testimony?  
16 You are. Okay.

17 And you're going to be Greg Rowe then,  
18 right?

19 MR. ROWE: Sure.

20 MAJORITY CHAIRMAN HENNESSEY: All right.  
21 See I have a keen sense of the obvious. Man, it  
22 just --

23 MR. ROWE: Good afternoon --

24 MAJORITY CHAIRMAN HENNESSEY: Good  
25 afternoon.

1 MR. ROWE: -- members of the Committee.  
2 Thank you very much for inviting us and allowing  
3 us to testify. I'm Greg Rowe, the Director of  
4 Legislation and Policy for the District  
5 Attorney's Association. I can introduce the  
6 panel. Ed McCann is the First Assistant District  
7 Attorney from Montgomery County. Next to Ed is  
8 Jim Martin, who is the elected D.A. from Lehigh  
9 County. And then, Daniel Warg next to Jim, is a  
10 county detective from Jim's office.

11 You have our testimony; we're not going  
12 to read it. But what we want to do during the  
13 hearing is to point out some further success  
14 stories of the ALPRs. And Jim and Danny are  
15 here -- Lehigh County uses ALPRs in conjunction  
16 with its fusion center. So that's the  
17 operational perspective on what Lehigh County  
18 does and some of the successes -- as well as  
19 discussing some of the privacy issues and where  
20 there are some points in the bill that really get  
21 at protecting public information, ensuring audits  
22 and audit trails, which I can address and do  
23 address concerns that people have and provisions  
24 that we would certainly support.

25 And then, finally, I would be remiss if

1 we didn't add our name to the list of law  
2 enforcement groups that support Representative  
3 Jozwiak's bill, really, for the reasons that he  
4 so eloquently stated, and for the reasons that  
5 are set forth in the letters from the other law  
6 enforcement groups.

7 with that, Jim and Danny are going to  
8 discuss their perspective up in Lehigh County, in  
9 terms of what they do very specifically with the  
10 ALPRs.

11 MR. MARTIN: Thank you, Greg. And thank  
12 you for the opportunity to appear before you,  
13 Mr. Chairman --

14 MAJORITY CHAIRMAN HENNESSEY: You're  
15 welcome.

16 MR. MARTIN: -- and members of the  
17 Committee.

18 A couple of amplifications. Dan Warg was  
19 previously an Assistant Chief of Police in  
20 Allentown and has a wealth of information about  
21 the technology that the Allentown Police  
22 Department and the City deploys, which are  
23 several hundred cameras, which are unrelated to  
24 ALPR, but he also has worked closely with my  
25 office now, and in his current office as a county

1       detective, to establish fixed ALPR units in  
2       several locations, one of which I pass through on  
3       a daily basis, coming both from and to my home.  
4       And I accused him of having installed it at that  
5       particular location to keep tabs on my comings  
6       and goings, but that's just a frivolous facade.

7               MAJORITY CHAIRMAN HENNESSEY: He denied  
8       any responsibility in that regard?

9               MR. MARTIN: He does. He does. He  
10       denies anything about that, but he works closely  
11       in an enterprise that we have in Lehigh County  
12       called the Regional Intelligence and  
13       Investigation Center. And I would correct my  
14       friend, Greg. It's not a fusion center because  
15       it's only dedicated to law enforcement.

16               We have over six million police incident  
17       reports, which are now both from Lehigh and  
18       Northampton County, thanks in part to  
19       Representative Hahn's help in that regard in  
20       Northampton County, which we appreciate very  
21       much. But it's truly a regional intelligence and  
22       investigation center. And that's, from my  
23       perspective, where ALPR technology is most  
24       helpful in the investigation and solving of  
25       crimes. Although I agree that it's important in

1 terms of enforcement of vehicle laws. In Lehigh  
2 County, our experience has been that it has  
3 helped tremendously in the enforcement of and  
4 prosecution of, primarily, more serious offenses.

5 We solved, at least in part, a homicide  
6 through ALPR technology because we had a mobile  
7 unit on a police vehicle that disputed the  
8 suspect's alibi that he was in a different  
9 location and could not have been at the location  
10 where the homicide took place, which was in a  
11 barber shop on The main street in Allentown -- on  
12 Hamilton Street. That's, you know, certainly a  
13 legitimate use.

14 We have, as part of my office, thanks to  
15 the Auto Theft Prevention Authority, Executive  
16 Director Wheeler is here. We've had an Auto  
17 Theft Task Force in Lehigh County since 1996. I  
18 think it's one of 10 in the Commonwealth. They  
19 employ ALPR technology extensively. And I know  
20 from data obtained from that unit that over about  
21 393 hours of mobile ALPR usage, they recovered 15  
22 stolen vehicles and seven stolen license plates.

23 So it's readily apparent that from an  
24 investigative standpoint, ALPR legislation, such  
25 as this, which obviously, I support, is important

1 to the law enforcement enterprise. So I would  
2 urge the Committee and recommend the passage of  
3 this bill. And I hope that the full House would  
4 consider it, as well as the Senate and the  
5 Governor.

6 I'd like to ask --

7 MAJORITY CHAIRMAN HENNESSEY: Thank you  
8 for your testimony.

9 MR. WARG: Thank you for the opportunity  
10 to present to the Committee today. Just in the  
11 form of housekeeping, I saw that some members  
12 might not understand the way the systems work.  
13 Every day we download from the State and from the  
14 FBI a list. And that list we get through JNET  
15 from PennDOT, which contains all of the license  
16 plates that are suspended, all of the license  
17 plates that are revoked. And from the FBI, we  
18 get all of the stolen license plates from across  
19 the country.

20 we download that list every day and  
21 update it every morning. And the old list that  
22 is in the system gets pushed out. So the data  
23 that is in there is current to that day. Once  
24 those lists are loaded, then that is what the  
25 ALPR is read off of or hit off of. It's not a

1 live system like we heard from the State Police  
2 where it automatically goes in and queries the  
3 system live.

4 This data is to be used only as an alert  
5 to the officers, who then go into their mobile  
6 data terminals or their computers to determine  
7 that that vehicle is still stolen, to confirm  
8 that the vehicle registration is expired or  
9 whatever data they get from the ALPRs. Just to  
10 give you a little background, I'd like to walk  
11 you through one case of how this data is used and  
12 actually -- with the exception of -- so you can  
13 see how it's used without the use of an expired  
14 registration sticker.

15 In July of 2017, at least four armed  
16 robberies occurred in the Lehigh Valley area.  
17 The suspect appeared to have used a U-Haul box  
18 truck as the getaway vehicle in these robberies.  
19 Knowing that nearly all U-Haul trucks are  
20 registered in Arizona and that they all start  
21 with the letter A, we were able to go into the  
22 ALPR system and do a wild card search, which is a  
23 search for plates that maybe we don't have the  
24 whole plate.

25 well, we were able to do that by putting



1 in A and a wild card. And we came back,  
2 naturally, with a whole bunch of U-Haul vehicles  
3 in the area of the robberies. After reviewing  
4 the images, we 1.

5 Located both of those trucks that had  
6 a distinctive reflective sticker on the back of  
7 the trucks.

8 Now, our ALPRs only take a picture of the  
9 rear of the vehicle and a license plate. That's  
10 all that we store, along with the time it  
11 occurred, where it occurred, the latitude and  
12 longitude. So that's all the data that is  
13 stored. In our system, we store the data for one  
14 year, and it's kept on a secure server that we  
15 own, that the district attorney has sole control  
16 over.

17 On the night of the robbery, a check with  
18 U-Haul indicated that the truck had been rented  
19 in Georgia the previous month, but had never been  
20 returned. A BOLO was put out for the vehicle. A  
21 few nights after the BOLO, another armed robbery  
22 occurred at a store in Bethlehem. Upon arrival  
23 of police, the actors were gone. However, an  
24 officer who had seen the BOLO observed the parked  
25 U-Haul truck a few streets away. The license

1 plate matched the one obtained through the ALPR  
2 data and the actors were located hiding in the  
3 back of the truck. So in that case, multiple  
4 suspects who had no known links to the area were  
5 arrested and charged with multiple armed  
6 robberies.

7 I have plenty of examples like this, but  
8 I'm not going to read further. One that I liked  
9 was a 2017 bank robbery incident, where we  
10 actually got the license plate of a Jeep. And  
11 one of our analysts at the RIIC just ran the  
12 plate to see if it could be of any assistance in  
13 the license plate reader system. And the picture  
14 from the back of the Jeep had a distinctive tire  
15 cover on it. Well, that was not broadcast during  
16 the -- during or after the robbery.

17 So we were able to provide a picture and  
18 send it out to them, of this Jeep with the  
19 distinctive cover on, and the vehicle was  
20 located. I feel that the investigative uses of  
21 the ALPR far outweigh the uses for issuing  
22 citations for suspended registrations. That  
23 being said, it is a tremendous tool for that.  
24 And we keep finding that vehicles were pulled  
25 over from the officers using the system --

1 pulling it over, getting probable cause just for  
2 the expired registration, which has led to drug  
3 arrests, which has led to numerous firearm  
4 confiscations, numerous other violations,  
5 domestic warrants.

6 It is impossible to associate a number or  
7 how many crimes were prevented by the use of this  
8 technology. But I can assure you that there were  
9 a lot that were, by the amount of firearms and  
10 suspect that we removed from the streets of  
11 Lehigh Valley.

12 MR. MARTIN: If I may, Mr. Chairman, I  
13 just wanted to make one other comment.

14 MAJORITY CHAIRMAN HENNESSEY: Sure.

15 MR. MARTIN: Because of the Regional  
16 Intelligence and Investigation Center, we are  
17 very closely adherent to the Criminal History  
18 Record Information Act, which for those who have  
19 concerns about the privacy of this information,  
20 law enforcement is precluded from disseminating  
21 secondarily investigative information. So the  
22 protections that are incorporated in the bill  
23 now, I think, are very sound, but beyond that, we  
24 have the Criminal History Record Information Act,  
25 which would control whatever we did with

1       investigative information and intelligence  
2       information for that matter.

3               MAJORITY CHAIRMAN HENNESSEY: Jim, I have  
4       a few questions for you. I understand we put  
5       these license plate readers in a policeman's car  
6       and he, you know, can pull somebody over and get  
7       information about them before he approaches the  
8       vehicle. So it enhances his safety, I guess.  
9       I'm trying to figure out what prompted your  
10      department to put in fixed license plate readers  
11      or, you know, permanent readers at a particular  
12      site?

13              MR. MARTIN: We only have two at the  
14      moment. If I had my way and if I had the  
15      resources, I would put them in every logical  
16      location of ingress and egress in Lehigh County.  
17      And the reason I would do it, sir, is because we  
18      have a significant gang problem in Lehigh County,  
19      and throughout the region, both Northampton,  
20      Lehigh, Berks Counties.

21              We have a conduit from northern New  
22      Jersey and New York called I-78. And a lot of  
23      our issues, a lot of our street violence, is  
24      related to those gang problems. And those people  
25      -- there's a large migration and a departure from

1       Lehigh County when crimes are committed. The  
2       same thing is true, and there's a great deal of  
3       transients between Lehigh County and Berks County  
4       and other points west, where if we could capture  
5       license plates and descriptions of vehicles, we  
6       would be further advanced in terms of  
7       investigating those violent crimes.

8                It's not intrusive, in my opinion.  
9       Obviously, as I said it -- kiddingly, I go  
10      through that intersection every day, I don't care  
11      if people in law enforcement know my comings and  
12      goings.

13               MAJORITY CHAIRMAN HENNESSEY: But doesn't  
14      that have the potential to overload the systems?

15               MR. MARTIN: We only keep the data -- in  
16      Lehigh County, we keep the data -- we keep it for  
17      a year.

18               MAJORITY CHAIRMAN HENNESSEY: But do you  
19      download it every night, so that the, you know, I  
20      forget the terminology, but the recent memory is  
21      fresh every day when it --

22               MR. MARTIN: It's fresh every day, I  
23      believe.

24               MR. WARG: Yes. We download those lists,  
25      and the old lists are expunged from the system.

1 And the new list is what the system constantly  
2 reads. So every day, that's exchanged. So  
3 that's static.

4 MR. MARTIN: But there is a server on  
5 which we house data for a period of a year.

6 MR. WARG: Right. That's the actual data  
7 from the --

8 MAJORITY CHAIRMAN HENNESSEY: Okay.  
9 Chairman Carroll has a question.

10 MINORITY CHAIRMAN CARROLL: Jim, thank  
11 you. I'm a Luzerne County resident, part of  
12 Lackawanna County, as well. My once very small  
13 third-class city has an ARL reader. And from  
14 talking to the Chief of Police there, it's a  
15 silent situation, where the police officers in  
16 that third-class city have access to that  
17 information, but it really isn't shared in a  
18 broader universe.

19 Am I hearing you say that in Lehigh  
20 County -- is this just the City of Allentown that  
21 has this or do any of the other smaller  
22 departments in Lehigh County have an ALR?

23 MR. MARTIN: Yes, many of them do.

24 MINORITY CHAIRMAN CARROLL: And what do  
25 they do with the information? Is theirs siloed

1 or is theirs shared.

2 MR. MARTIN: It is shared. It has the  
3 capability of being shared. It isn't  
4 automatically shared at this point. We would  
5 like it to be.

6 MINORITY CHAIRMAN CARROLL: But do they  
7 share it?

8 MR. MARTIN: They share it among each  
9 other, sure.

10 MINORITY CHAIRMAN CARROLL: And with you?

11 MR. MARTIN: Yeah.

12 MINORITY CHAIRMAN CARROLL: So all of the  
13 local departments in Lehigh County that have an  
14 ARL send the information to a central data  
15 storage?

16 MR. MARTIN: I'm going to let -- I'm  
17 going to defer to --

18 MR. WARG: All of the departments in  
19 Lehigh County -- we have one central server that  
20 the D.A. was kind enough to purchase. All of  
21 that data is housed in that one central server.  
22 So yes, every department in Lehigh County, who  
23 has an LPR, and even some that don't through the  
24 RIIC, have access to that data by requesting it.

25 But all the data is stored at one

1 location in the Lehigh County servers. So even  
2 though different townships have readers, the back  
3 end or the software that drives it is housed at  
4 Lehigh County and is stored in one location.

5 MR. MCCANN: Representative Carroll,  
6 Montgomery County is the same way. Montgomery  
7 County Department of Safety houses all --

8 MR. MARTIN: One other thing, the RIIC --  
9 we employ three crime analysts at the RIIC, so a  
10 police department --

11 MINORITY CHAIRMAN CARROLL: What is the  
12 RIIC?

13 MR. MARTIN: The RIIC is the Regional  
14 Intelligent and Investigation Center. I'm sorry.

15 Representative Hahn has had a  
16 demonstration of it, and so has Representative  
17 Heffley. I think that, you know, it's a  
18 wonderful tool. And one of the reasons why I  
19 brought my cell phone up here was to tell you,  
20 you know, just by way of example, I graduated  
21 from law school and went into law practice in  
22 1973, way back when there were electric  
23 typewriters and wite-out and carbon paper, and  
24 this is where we've arrived.

25 So you know, technology really drives the



1 world. And that's why we've developed these  
2 things in Lehigh County. We have a digital  
3 forensics lab on the campus at La Salle  
4 University, which downloads cell phone and hard  
5 drives and that kind of stuff, as well, which is,  
6 you know, the way law enforcement needs to go.  
7 And frankly, law enforcement has been lagging  
8 behind the rest of the world in terms of  
9 technology. This is a -- this is a step forward.

10 MINORITY CHAIRMAN CARROLL: I applaud  
11 both of the counties. It seems like that is a  
12 smart thing to do, with respect to sharing the  
13 information. When I consider in Luzerne County,  
14 we don't have too departments that have the  
15 readers, but, you know, my third-class city of  
16 8,000 people has one. That's a significant  
17 investment, but I'm not sure if they're getting  
18 the full benefit if the information they're  
19 collecting is just siloed within their  
20 department.

21 MR. MARTIN: Well, we make a real effort  
22 to share effort in both Lehigh and Northampton  
23 Counties, a regional -- a regional approach. I  
24 should also mention that the Allentown Parking  
25 Authority has LPRs, and that data is fed into the

1 system, as well. And to try to be more direct --  
2 in your original question, of the 16 municipal  
3 police departments in Lehigh County, which  
4 includes the Bethlehem City Police Department  
5 because part of Bethlehem is in Lehigh County, I  
6 believe maybe seven or eight have ALPRs, mobile  
7 units on their vehicles. I can't tell you the  
8 exact number of units in usage, but I'm sure it's  
9 in excess of a couple dozen.

10 MINORITY CHAIRMAN CARROLL: And so if the  
11 State Police were to incorporate a statewide data  
12 server system, I can assume that both Lehigh and  
13 Montgomery Counties would be in favor of that  
14 sort of a statewide proposal? If it's good  
15 enough for the county, it should be good enough  
16 for --

17 MR. MARTIN: I left here early to talk to  
18 Major Burig about the Pennsylvania State Police  
19 have recently developed a records management  
20 system, which we would love to get access to at  
21 the Regional Intelligence Center. And I left  
22 here to talk to him about that and see if I could  
23 get him to get the Commissioner to come up and  
24 see the RIIC. We'd love to share that  
25 information statewide.

1           MINORITY CHAIRMAN CARROLL: Good. Thank  
2 you.

3           MR. MCCANN: I would just add a few  
4 things. I mean, you've heard a lot of success  
5 stories. There have been two pretty major  
6 homicides in the southeast part of the State  
7 where automatic license plate readers were  
8 instrumental in solving the case. The one was  
9 the quadruple homicide case in Bucks County,  
10 where they were able to put the defendant's car  
11 in the vicinity of where the victim's car was  
12 found and basically refute his alibi, helped to  
13 solve a quadruple murder.

14           And then, in a Norristown shooting, we  
15 had a young man, 16-year-old murdered, and a  
16 friend of his shot and wounded. The automatic  
17 license plate readers put the driver of the  
18 drive-by shooting car in the area right before  
19 the shooting.

20           I would also point out that I think this  
21 bill does a really good job of dealing with a lot  
22 of the concerns that civil liberties folks have  
23 had about these. It really incorporates a lot of  
24 things that people have had objections to, in  
25 terms of -- there was a question earlier about

1 the selling and trading of data. well, that's  
2 actually happened in other states, particularly  
3 in New York State, because they didn't have a law  
4 that prevented that from happening; and this  
5 does, which is good.

6 Pennsylvania is really going to be, I  
7 think, pretty much on the forefront of this,  
8 because I don't think that there's many states  
9 that have regulations of these now. I think only  
10 16 states have laws concerning APLR data, its use  
11 and regulations. So we would be in the first  
12 third of states, really, that have had some  
13 regulations on these issues.

14 MAJORITY CHAIRMAN HENNESSEY: Okay.  
15 Well, we are the state that formed the  
16 Declaration of Independence that led us into a  
17 war with Great Britain -- or with England at the  
18 time. And look where we are today, so that's a  
19 good start. Thanks for the compliment.

20 Representative Martina White.

21 REPRESENTATIVE WHITE: Thanks, Chairman.

22 Yeah, I think as we try to balance the  
23 people's right to privacy, can you just discuss  
24 the cameras that are stationary in communities  
25 and what kind of -- are they only capturing the

1 back of the vehicles or is it capturing a whole  
2 lot more than that and then it's sectioned down  
3 to the back of the vehicles, like how is that  
4 differentiated?

5 MR. MARTIN: Well, the fixed ALPR cameras  
6 in Lehigh County capture the back of the vehicle  
7 and the license plate, and that's all.

8 REPRESENTATIVE WHITE: Okay.

9 MR. MARTIN: But the City of Allentown --  
10 I may have confused the issue a little bit --  
11 they have many fixed cameras at intersections  
12 throughout the city.

13 How many, Dan?

14 MR. WARG: Probably over 180.

15 MR. MARTIN: Yeah. Dan was primarily  
16 responsible for it when he was Assistant Chief of  
17 Operations at the Downtown Police Department.  
18 Those cameras have proved wonderfully effective  
19 in terms of law enforcement investigations. We  
20 had a shooting in Allentown at a bar recently, in  
21 June, where 10 people were shot exiting the bar.  
22 One of those cameras -- not an LPR camera, but a  
23 fixed camera -- caught the vehicle that was the  
24 suspect vehicle and led the police to arrest at  
25 least one of the individuals that was responsible

1 for the shooting.

2 so that technology helped us solve  
3 another homicide four or five years ago by  
4 capturing a photograph of the perpetrator's  
5 vehicle, which was then being driven by his  
6 victim, who was a young woman who he then  
7 subsequently, only a couple hours later, murdered  
8 but captured that vehicle in transit on a street  
9 in Allentown. When we coupled that with data  
10 that we obtained from a cell phone, we were able  
11 to convict a man of murder through that kind of  
12 technology. So it's perfectly useful in both law  
13 enforcement and prosecution.

14 REPRESENTATIVE WHITE: And just as a  
15 follow-up, can you describe the process in which  
16 one police department requests information off of  
17 the network in order to facilitate an  
18 investigation. Like, do they have to submit  
19 paperwork?

20 Do they just call you up and say, hey,  
21 can we get this footage from such and such, or  
22 how does it work?

23 MR. WARG: They don't get footage. We  
24 have a process known as an RFI, a Request for  
25 Information, that is filed by the police

1 departments. And our analysts will look at the  
2 data then and examine it. And if there is  
3 anything found, they will respond usually back to  
4 the detectives from the requesting agency.

5 MR. MARTIN: And it's done by e-mail.

6 MR. WARG: Yes.

7 REPRESENTATIVE WHITE: And are there ever  
8 times that you decline requests from any of the  
9 police departments?

10 MR. WARG: Not from a law enforcement  
11 agency that I'm aware of, no. These are all --  
12 the only time that we do requests is for  
13 lawful/law enforcement purposes. That's the only  
14 time that the system is accessed.

15 REPRESENTATIVE WHITE: Okay.

16 MR. MARTIN: And there is an audit trail  
17 of that in the RIIC at all times. We can tell  
18 you everybody who's ever accessed the RIIC. And  
19 all the police departments in now both Lehigh and  
20 Northumberland Counties can access it from their  
21 own police stations.

22 REPRESENTATIVE WHITE: But overall, I  
23 mean, the sharing of information between various  
24 police agencies has been helpful in the  
25 investigatory process and has obviously led to a

1 number of, you know, solved cases. So that's  
2 great. Thank you very much for your work.

3 MR. MARTIN: Thank you.

4 MAJORITY CHAIRMAN HENNESSEY: I have a  
5 question with regard to -- we seem to have had a  
6 lot of testimony, and everybody seems to say we  
7 take the picture of the license plate and the  
8 rear of the car, but once you get a hit on that  
9 and know that it's somewhere at the corner of  
10 Wilson and Mt. Vernon Streets in Pottstown, for  
11 example, that there's been a hit on that car, you  
12 might be able to -- or that license plate,  
13 rather, you might be able to find surveillance  
14 cameras in that area.

15 And then, if you focus it, it would tell  
16 you a whole lot more about the car, like whether  
17 it had dents in the front fender or whether it  
18 had, you know, contrasting color or, you know,  
19 some of the body marks that you see when people  
20 are trying to repair cars. You can probably get  
21 a lot more information just by using the initial  
22 hit by the license plate reader to tell the  
23 police where to go in their searches for these  
24 kind of fixed surveillance cameras.

25 MR. MARTIN: I would agree with that.



1 Not using an LPR. But a real quick anecdote, we  
2 had a homicide several years ago, where two  
3 witnesses, not necessarily to the shooting, which  
4 occurred outside of a bar, but two witnesses  
5 described a man running to a dark-colored SUV.  
6 We didn't have a license plate. We had a  
7 description that said the brake lights came off  
8 the -- appeared to come off the roof.

9 The detectives, being good investigators,  
10 looked at manufacturers' information and  
11 determined that it was more likely than not  
12 either a Honda CRV or a Toyota Rav4. The  
13 detectives queried PennDOT and got the  
14 registrations for all the vehicles of that type  
15 in the Lehigh Valley, of which there were many.

16 We ran those registered owners through  
17 the Regional Intelligence Investigation Center  
18 and it hit on a woman who owned a Honda CRV and  
19 had visited an inmate at Lehigh County Jail.  
20 That moved her from the bottom of the list. I  
21 mean, no one was going to go out and interview a  
22 woman who lived in Emmaus, Pennsylvania. She  
23 would have been among the last to be interviewed  
24 -- moved to the top of the list, and it  
25 identified the driver who had driven the

1 perpetrator of the crime to the scene. That has  
2 nothing to do with ALPRs or cameras, but the type  
3 of technology that is in place that is  
4 facilitated by that kind of observation is of an  
5 immense help to law enforcement.

6 MAJORITY CHAIRMAN HENNESSEY: One other  
7 thought that I had -- and maybe you're not the  
8 right panel to ask the question of -- but I mean,  
9 couldn't -- I would foresee today that some of  
10 these license plate readers could be put on the  
11 gantries. The Pennsylvania Turnpike tells us in  
12 two or three years we're going to have gantries  
13 all over the roads to basically read every car  
14 that gets onto the Turnpike and gets off and then  
15 sends you a bill based on your license plate.

16 It would seem to me that a nationwide all  
17 points bulletin could be put out for a particular  
18 license plate on a car and have every automatic,  
19 you know, somehow automatically have every gantry  
20 in Pennsylvania, every toll road would be able to  
21 report if a particular license plate went past  
22 that camera.

23 MR. MARTIN: That's certainly feasible  
24 with the technology that exists today. And when  
25 Detective Warg mentioned a BOLO, that's be on the

1       lookout for. And that's what was used in the  
2       description of the robberies that we apprehended  
3       some people for, that you could put out a BOLO,  
4       using the technology, and automatically have  
5       those license plate readers give you a hit.

6                MAJORITY CHAIRMAN HENNESSEY: Okay.  
7       Seeing no other questions, thank you very much  
8       for your testimony. It's been very helpful, and  
9       I think you've given us all a whole lot better  
10      understanding that this technology can be put to.

11               Our next testifier is John Yurconic, who  
12      is Chairman of the Online Pennsylvania Messengers  
13      Association.

14               John, it appears you have some help with  
15      you. You can identify yourself and the aides.  
16      Sure. Go ahead.

17               MR. YURCONIC: (Inaudible.) -- go back  
18      and talk to my 20-year-old son and his friends  
19      and make sure that they are aware they're being  
20      watched everywhere they go.

21               MAJORITY CHAIRMAN HENNESSEY: Big  
22      Brother, right?

23               MR. YURCONIC: Yes.

24               Thank you, Chairman Hennessey, and  
25      Chairman Carroll, and the Representatives of the

1 House Transportation Committee.

2 MAJORITY CHAIRMAN HENNESSEY: You're  
3 welcome.

4 MR. YURCONIC: My name is John Yurconic.  
5 I am the co-chair of the Pennsylvania Online  
6 Messenger Association. And I also am the  
7 president of John Yurconic Agency with 12 offices  
8 in 6 counties, 11 of which are online messengers.  
9 I happen to be in Lehigh, Northampton, Berks,  
10 Schuylkill, Carbon, and Luzerne Counties.

11 With me today is Carol Flament and Jo  
12 Naccarato. And I'll allow them -- not allow  
13 them; they will introduce themselves.

14 MS. NACCARATO: My name is Jo Naccarato.  
15 I'm the owner of Pennsylvania Auto License  
16 Brokers. I've been a messenger for approximately  
17 -- in the business for approximately 42 years. I  
18 have four stores in the mid-state: Cumberland,  
19 Perry, Mifflin and Lebanon. And I am co-chair of  
20 the Pennsylvania Online Messenger Association.

21 MS. FLAMENT: My name is Carol Flament.  
22 I'm the Treasurer of the Pennsylvania Online  
23 Messenger Association. I'm also president of Joe  
24 Fida's Instant Auto Plate Service. I have four  
25 locations in two counties, Washington and Fayette

1 County.

2 MAJORITY CHAIRMAN HENNESSEY: Okay.  
3 well, thank you. welcome. Glad you're all here.  
4 Enlighten us on -- from your particular  
5 perspective on the two bills we're considering.

6 MR. YURCONIC: Today we are here -- as  
7 you have our testimony, we are here today in  
8 support of HB 1509. Each of our businesses with  
9 over our 100 members contractually partner with  
10 PennDOT to deliver vehicle registration and  
11 driver's license services in an efficient and  
12 customer-friendly manner. I'd like to state that  
13 we are very fortunate to have a strong  
14 partnership with PennDOT. We work very closely  
15 with them on a daily basis, and I consider it a  
16 very positive relationship.

17 Some of us, in the three of us here, our  
18 businesses have been partnering with PennDOT over  
19 40 years, and we do have members that have  
20 partnered with them for over 50 years. As I said  
21 before, our testimony is before you, but I would  
22 like to highlight -- I keep thinking I'm running  
23 out of -- highlight a few areas of our testimony  
24 today, and then, obviously, be open for  
25 questions. Prior legislation eliminated the

1 registration sticker -- I believe it was Act 89  
2 -- on the back of the license plate, and that  
3 became effective January 1 of '17. One of the  
4 benefits of this action was to save approximately  
5 \$1.5 million per year per the 2012 transportation  
6 Funding Advisory Committee Study, performed by  
7 Penn State.

8           These funds -- it was suggested that  
9 these funds that were saved were supposed to  
10 purchase ALPR -- or I call them auto license  
11 plate readers -- in the future. And I do not  
12 believe that those funds were ever allocated for  
13 that purpose. That TFAC Report, or the  
14 Transportation Funding Advisory Committee Report  
15 by Penn State University, I'd like to just point  
16 out a point or two from that report because it  
17 both gave a conclusion that eliminating the  
18 sticker was beneficial, but it also warned of  
19 risks that were associated with eliminating the  
20 sticker.

21           On the bottom of page 14 of that  
22 report -- and we can supply it, the full report  
23 to the Committee, if so desired -- but it said --  
24 and it's talking about states. Of those states  
25 that had considered alternate programs,

1 alternative programs, most of the ones considered  
2 still used license plate stickers, just changing  
3 the procedure, for example, switching from one  
4 bulk production to print on demand, which talked  
5 about inventorying 30 million plates to issue 11  
6 million. Well, that inventory issue can go away.

7 Back to reading. One sticker to two  
8 stickers or from two stickers to one. Only three  
9 respondents reported considering dropping the  
10 license plate sticker. Minnesota and Oklahoma  
11 are looking at window stickers, and Wisconsin is  
12 looking at getting rid of registration stickers  
13 altogether. The reasons the respondents gave for  
14 maintaining their current program included cost,  
15 technological issues, current system required by  
16 law, and law enforcement reluctance.

17 So that was part of that study that was  
18 performed prior to Act 89. And then, there was  
19 also a data analysis and cost benefit calculation  
20 within that study. And that stated, the  
21 elimination has the potential to reduce costs of  
22 administering Commonwealth vehicle registration  
23 programs, but carries with it several risks.  
24 From our investigation -- again, this is the Penn  
25 State study -- from our investigation, these

1 risks seem to arise from two sources.

2 First, the lack of obvious signals of  
3 proper vehicle registration might provide  
4 incentives for motor vehicle owners to avoid  
5 registering their vehicles, thus causing a loss  
6 in registration revenue to the Commonwealth.  
7 Second, under current law, the lack of a  
8 registration sticker provides law enforcement  
9 officers the grounds to engage in vehicle stops,  
10 i.e., probable cause, which in turn creates an  
11 additional means to potentially search suspicious  
12 vehicles, thus the elimination of stickers, shuts  
13 off potentially effective methods of crime  
14 prevention and detection.

15 These factors embody real cost to the  
16 Commonwealth and the benefits of sticker  
17 elimination must be weighed against those costs.  
18 It is therefore necessary to estimate the effect  
19 of sticker elimination on the various indicators.  
20 And I'm just going to interpret, meaning just  
21 beyond costs. I brought up a bunch of papers.  
22 So sorry. I'll get back to my spot.

23 Our association provided information  
24 prior to January 1 of 2017 before the sticker  
25 went way. And I believe I testified before this



1 Committee back then or probably around 15 or 16  
2 that have we predicted vehicles would either  
3 intentionally or unintentionally lapse  
4 registration without the registration sticker on  
5 the license plate.

6 No statistical information at that point.  
7 We based our prediction on historical data or  
8 historical facts. For those who remember, there  
9 used to be a T tag, a red sticker on a plate way  
10 back when. That T tag had fraud and risk  
11 associated with it, and PennDOT wisely, back  
12 around 2000, eliminated the T sticker. And  
13 reading from an excerpt from March 2000 driver of  
14 vehicle services update, which is put out by the  
15 department, it says they expect to significantly  
16 reduce fraud associated with motorists driving  
17 with expired T stickers, evading registration and  
18 avoiding inspection and insurance requirements.

19 Based on the experience of other States,  
20 the overall license plate re-issuance project is  
21 expected to increase registration by four to five  
22 percent. Bump up.

23 The new temporary registration permit is  
24 just one or more steps. And it talks about the  
25 way they did permitting on the rear windshield

1 back then. And the gentleman from Philadelphia  
2 is not here, but one of those issues was there.

3 So statistically, the year after they did  
4 away with the red T tag, registered vehicles went  
5 up 466,000, approximately, which is one of the  
6 largest increases in any year. So it brought  
7 people back into the system. Back to current  
8 stuff. From 2010 through 2016, Pennsylvania grew  
9 the number of registered vehicles by  
10 approximately -- we averaged it out -- 115,000  
11 vehicles per year. That's averaged over those  
12 years.

13 From 2016 to 2017, the number of  
14 registered vehicles dropped 234,000. Now, if you  
15 take in -- and by the way, 2017 is the year the  
16 sticker went away. If you take the average  
17 115,000 increase per year, minus 234,000, that's  
18 approximately 350,000 vehicles that were not  
19 registered in 2017.

20 Is it all to blame on the lack of the  
21 sticker? No.

22 Does it have a significant impact? Yes.

23 And it's funny, you can take numbers and  
24 spin them and twist them -- I'm a numbers junkie  
25 by the way, so I love numbers -- but so we have

1 trend, trend reversed, 2018 a bump back came, so  
2 12,036,000-some-odd vehicles. So it went from  
3 11-million-8-something to 12 million. So we  
4 covered about 300,000 of those 350,000.

5 But again, trend would have added an  
6 additional 115,000. So what happens in the  
7 system without the sticker, we have unintentional  
8 people who are lapsing out of the system, and we  
9 have intentional people that go out of the  
10 system. So there's roughly 300,000 vehicles that  
11 are going to play unregistered. I'm not saying  
12 there's people intentionally doing this --  
13 unintentionally also doing it. And that's a loss  
14 of revenue to the State.

15 They're classified as registered  
16 vehicles. So on December 31st, the State looks  
17 as legally registered vehicles and takes a  
18 snapshot, and that's the data -- I should have  
19 prefaced, this is data from the Department of  
20 Transportation. And I believe it's as of  
21 December 31st of every year. I could be wrong on  
22 the exact date, but it's a snapshot comparison.  
23 So a two-year registration should have zero  
24 impact, other than the flow of revenue into the  
25 Department. It's going to skew one year a little

1 higher, another year a little lower. Whatever,  
2 that should not have a material impact.

3 So we're looking at -- yeah, it's going  
4 to bounce back a little bit. People are going to  
5 come in and out of the system without the plate.  
6 A solution has been proposed to outfit all law  
7 enforcement vehicles with readers. We're not for  
8 or against that. We like the privacy  
9 discussions, but there are some challenges.  
10 There's pros and cons. We've heard a lot of it  
11 today. The challenges are they're \$12 to \$18,000  
12 per vehicle. We've heard \$12 to \$20,000, as  
13 confirmed, 7,000, plus or minus vehicles in the  
14 State, could equate to roughly \$130 million to  
15 fund. So obviously that funding would have to  
16 come from somewhere. And we've talked about  
17 privacy concerns and ongoing costs to manage the  
18 data that's collected and then to replace  
19 equipment over time.

20 So it's a constant refreshment.  
21 Uninsured motorists. What was happening back in  
22 the 2000 time period. And the gentleman from  
23 Philadelphia is not here, but -- and that  
24 gentleman is not also, but Philadelphia had an  
25 issue. I'm in the insurance business, by the

1 way. That's our number one business.

2 we have 35 people working in the  
3 insurance business, so I'm well informed in that  
4 area. The Philadelphia market was inundated with  
5 uninsured motorists. You get rid of the T tag,  
6 you tighten up some things. It forced people in  
7 the system to stay in the system. The people  
8 that buy a 30-day policy jump in and jump out.  
9 It was much more difficult for them to do that,  
10 get rid of the T tag, you put the sticker in the  
11 back. Not impossible; there's still people that  
12 play that game.

13 So New Jersey, a State that does not have  
14 a sticker -- still doesn't have a sticker, we  
15 looked at their data from around -- Jo, was it  
16 2009 -- 2008 or '09 through 2015 from The  
17 Insurance Institute. Their number of uninsured  
18 motorists rose from eight percent to roughly 14  
19 percent.

20 Now, is it all related to lack of a  
21 sticker? Probably not.

22 But does it have a cause and effect?

23 By the way, uninsured motorists, it's  
24 typically a delayed factor. That part of --  
25 we're seeing the impact of unregistered vehicles

1 that dropped. The uninsured motorist, we would  
2 probably see the appearance of that over the next  
3 few years. We've talked about -- I've heard in  
4 prior testimony about the registration sticker on  
5 the license plate as a visual indicator, provide  
6 for safety for law enforcement to approach from  
7 the rear. We're heard from the State Police  
8 approaching from the front. You know, I've  
9 talked to law enforcement and they like to  
10 approach from the rear, the ones I've spoken to,  
11 because someone doesn't have a line of sight on  
12 them. I'm not a professional when it comes to  
13 law enforcement, so I'm not qualified to speak  
14 beyond that.

15 In prior testimony, we talked about  
16 stickers being cut, being put on other plates,  
17 all factually true from prior years. There are  
18 ways to mitigate that going forward. Several  
19 States print the actual license plate number on  
20 the sticker. That technology is available. By  
21 the way, I didn't go into what we do.

22 We actually -- we previously delivered  
23 the registration stickers. We inventoried them,  
24 which was a pain. I do not want to inventory  
25 stickers. We love print on-demand. That is a

1 great concept and can be implemented. And we  
2 deliver registration cards instantly, so our  
3 computers are connected.

4 So the sticker inventory problem should  
5 not be a problem. We can print on demand.  
6 They're talking about cutting license plates. I  
7 think several years ago I read data where we  
8 thickened up the license plate so we don't have  
9 to -- it's harder to cut.

10 We talked about fraud reform. Somebody  
11 mentioned about handing out a form -- I don't  
12 remember who it was; it might have been the  
13 testifier -- that there could be fraud in an  
14 inspection station filling out a form and  
15 delivering it to one of our offices or to the  
16 State. Well, today, inspection stations fill out  
17 forms on our behalf, provide to the customer,  
18 they sign, we know they have their codes, and we  
19 bring them in and process off of those forms.

20 It's done on VIN verification. It's  
21 Vehicle Identification Number verification. It's  
22 done on reconstructed vehicle processing. So  
23 that process happens today. It's not a new  
24 process that would be created for inspection  
25 stations to fill out a form and bring to one of

1 our offices or to the State to process.

2 So in conclusion -- I'm getting ready for  
3 questions -- I would say that our association  
4 advocates for efficient delivery and customer  
5 friendly delivery of PennDOT services. We also  
6 advocate for public safety and the safety of law  
7 enforcement who maintain our safety.

8 With that, Chairman Hennessey, I --

9 MAJORITY CHAIRMAN HENNESSEY: Ladies, do  
10 you have anything you want to add to the  
11 testimony. We're happy to hear from you, having  
12 brought you all the way up here. You might as  
13 well.

14 MS. NACCARATO: He's our mouth piece.

15 MAJORITY CHAIRMAN HENNESSEY: I'm sorry?

16 MS. NACCARATO: We're the power behind  
17 the throne.

18 MAJORITY CHAIRMAN HENNESSEY: I see.

19 MR. YURCONIC: All this stuff didn't come  
20 from me.

21 MAJORITY CHAIRMAN HENNESSEY: Prefer to  
22 remain anonymous.

23 Does anyone have anything?

24 Yes, Barry. Representative Jozwiak.

25 REPRESENTATIVE JOZWIAK: Thank you,



1 Mr. Chairman.

2 Mr. Yurconic, I just want to let the  
3 Committee be aware of this. So I advocated for  
4 the online messengers to be able to issue a  
5 sticker on the license plate as it is today where  
6 you can get people's renewals. That's part of  
7 the process. But what I think the Committee  
8 needs to know -- and you can verify this for  
9 me -- when you collect money in your online  
10 messenger business, that's guaranteed money to  
11 the State. There's no bounced checks. There's  
12 no late payments. It's guaranteed, because if  
13 it's not guaranteed, if something goes wrong, you  
14 guys, they put you out of business.

15 So for you to do it for the State, that  
16 takes the burden off of them somewhat, and also  
17 guarantees them the income; is that correct?

18 MR. YURCONIC: That is correct. So how  
19 the process works -- we are online messengers,  
20 the three of us here. There's different levels  
21 of contracting with the State. So our money is  
22 guaranteed. I run about \$13 million through my  
23 business of PennDOT money. That is guaranteed.  
24 If it bounces, I'm out of business. I am bonded,  
25 I think, to \$250,000. So there's bonding that

1 backs up our funds, and it flows through our  
2 accounts. It's good. And it's to PennDOT,  
3 typically, within 48 hours of when we receive it.  
4 So we account for it and remit it, as do my -- as  
5 do Carol and Jo, their businesses, and hundreds  
6 of others.

7 There's also another way to do it, where  
8 -- and not many businesses do this. They can  
9 take the work in, collect the funds, remit it to  
10 the State, the State processes, sends it back.  
11 The days of that happening, with technology, I  
12 think, are few and far between. I don't know of  
13 many full agents, as the next level down that may  
14 perform that way, but yes, guaranteed money.

15 REPRESENTATIVE JOZWIAK: Thank you for  
16 that. In my opinion, having the online  
17 messengers do this is a very, very good way to  
18 issue stickers on demand, no storage, and  
19 guaranteeing the money to the Commonwealth.

20 MR. YURCONIC: Yeah. And we  
21 referenced -- we have 100 in our association.  
22 We're at the top tier of online messengers. We  
23 perform every function available that PennDOT  
24 allows us to do, and we're very thankful for  
25 that. Below us, there 's full agents. They do

1 vehicle registration, mostly, work, are not  
2 connected to the State for licensing work. So  
3 they have different levels of services. When you  
4 add that group in, there's thousands of us around  
5 the State that could efficiently deliver stickers  
6 to the citizens.

7 REPRESENTATIVE JOZWIAK: Thank you,  
8 Mr. Chairman.

9 MAJORITY CHAIRMAN HENNESSEY: Thank you.  
10 Representative White.

11 REPRESENTATIVE WHITE: I just think  
12 about, you know, the end consumer and the  
13 frustration I think people go through when they  
14 have to re-register when it's just the typical  
15 I'm re-registering and I'm making sure my  
16 insurance is all correct.

17 Isn't there an automated way, where all  
18 of that can just take place consistently as long  
19 as nothing changes for the consumer?

20 Is that, in part, some of what you  
21 facilitate on their behalf?

22 MR. YURCONIC: So when you say.

23 REPRESENTATIVE WHITE: Or --

24 MR. YURCONIC: I'm sorry.

25 REPRESENTATIVE WHITE: Sorry. Go ahead.

1 MR. YURCONIC: I don't understand. When  
2 you say an automated way, so-

3 REPRESENTATIVE WHITE: Yeah. So like in  
4 other words, you get your registration, you  
5 register your vehicle, you should only have to do  
6 it technically once and then it automatically  
7 continues, unless something changes, as long as  
8 you make your payment.

9 MR. YURCONIC: On the registration?

10 REPRESENTATIVE WHITE: Your car didn't  
11 change, your insurance didn't change, everything  
12 is the same, so it should just continue to flow  
13 this way. You're not having to actually do it  
14 every single time you have to --

15 MR. YURCONIC: So to enact an automated  
16 way, if I'm understanding the question correctly,  
17 insurance would have to be reported to the State  
18 annually because that can change or alter. Right  
19 now, inspection is not tied towards it, but it  
20 would be. So that's making sure vehicles would  
21 be safe. So today, you cannot do an automated  
22 process, based on current law.

23 REPRESENTATIVE WHITE: Right. So I'm  
24 just trying to think outside the box here, right,  
25 and maybe we can do it that way if what you're

1 telling us is, in part, facilitated online --

2 MR. YURCONIC: The other way today is you  
3 would go online to either the Internet, mail into  
4 the State, come to one of our offices, go to a  
5 legislative office or go to -- we call it  
6 The Rock. I'm not sure what that stands for, but  
7 The Rock, where some of our friends are.

8 So you can go there. And by the way, I  
9 will state, in the Commonwealth of  
10 Pennsylvania -- I don't know of any other State  
11 in the country that offers so many avenues for  
12 the citizens to renew a registration or perform  
13 PennDOT services.

14 REPRESENTATIVE WHITE: And yet, we still  
15 have hundreds of thousands of people who don't do  
16 it, right?

17 MR. YURCONIC: Well, we have it now  
18 because -- hey, I'm in the business. Listen, one  
19 of my cars went lapsed because of the visual  
20 indicator on the back.

21 REPRESENTATIVE WHITE: And probably,  
22 nothing really changed.

23 MR. YURCONIC: No. Three months without  
24 registration and --

25 REPRESENTATIVE WHITE: Right. So that's

1 what I'm trying to get at, maybe there's an  
2 opportunity for us to change the state law so  
3 that things can be automatically taking place,  
4 you know. I was wondering if you had any  
5 thoughts on that or maybe there's a way to  
6 facilitate it. That's all. Maybe you're --

7 MR. YURCONIC: Give me a little time to  
8 think on that one.

9 MS. NACCARATO: I have one answer to  
10 that. We're -- Pennsylvania has a very low,  
11 comparatively, uninsured motorist rate at the  
12 present time. I think it's like 7.6 percent.  
13 We're one of the five lowest states, underinsured  
14 motorists. I read some statistical  
15 information/reports on that. They think a lot of  
16 that is because PennDOT does -- Pennsylvania does  
17 check insurance quite frequently. Other states  
18 do not do that.

19 Florida has a rate of 26.5 percent, I  
20 believe. So again, it's because Pennsylvania  
21 does due diligence and does check that insurance  
22 frequently.

23 MAJORITY CHAIRMAN HENNESSEY: And  
24 Pennsylvania citizens are much more law abiding  
25 than other states in the union.

1           You were going to add something.

2           MR. YURCONIC: I was just going to say,  
3           those points were at registration, you provide  
4           proof of insurance; at inspection; obviously at  
5           purchase; and I'm trying to think if there's --  
6           I'm not sure of any other points of providing  
7           proof of insurance. Oh, and if you get stopped  
8           with law enforcement for some reason.

9           MAJORITY CHAIRMAN HENNESSEY: Or any kind  
10          of renewals, yeah.

11          Anybody else? Okay.

12          well, thank you very much for your  
13          testimony. Our final testifier is Kurt Myers  
14          from the Pennsylvania Department of  
15          Transportation. He's Deputy Secretary for Driver  
16          and Vehicle Services.

17          So Kurt, welcome.

18          MR. MYERS: Well, Chairman Hennessey and  
19          Chairman Carroll, members of the Committee, thank  
20          you very much for the opportunity to be here. I  
21          know it's been a long afternoon. I do certainly  
22          want to speak to both bills. My testimony, I'm  
23          submitting. You can read through that at your  
24          leisure, but I would like to highlight a few  
25          items that I think are important to the

1 Department and PennDOT.

2 First of all, in reference to HB 317, we  
3 support the concept. We believe it's very  
4 important that there be oversight of how license  
5 plate reader information is stored, kept, and  
6 then ultimately destroyed. One of our main  
7 concerns that we outlined in our testimony is the  
8 issue with the sell/trade language that is in the  
9 legislation.

10 And let me give you just a little bit of  
11 background and reference to that because  
12 certainly PennDOT, from the standpoint of  
13 information is always concerned about how the  
14 privacy of our customers is being maintained.  
15 And when law enforcement, through the criminal  
16 justice system, uses license plate reader  
17 technology and that license plate is captured,  
18 that license plate, in and of itself, really  
19 serves no purpose for that law enforcement agency  
20 until they do one thing, and that's tie it to an  
21 individual, tie it to their registration, tie it  
22 to their home address, ultimately, perhaps, tying  
23 it to their driver's license. That now become  
24 the criminal record investigation. And so our  
25 only concern with this legislation is ensuring



1 that when we talk about sharing, we share it for  
2 law enforcement purposes and not have those  
3 records that now have been compiled.

4 We've started with a license plate, but  
5 we've compiled information into a complete record  
6 of an individual that has complete identifiable  
7 information in it, and then that not be sold or  
8 traded in some other format or some other reason  
9 as we or you are not aware of as a citizen of the  
10 Commonwealth. And so we would really encourage  
11 you, when you're looking at this language, to  
12 ensure that that privacy is maintained and that  
13 the controls are put in place to ensure that that  
14 does not occur.

15 Beyond that, conceptually, as I said, we  
16 support the bill. We think it's needed. As  
17 you've heard, license plate reader technology has  
18 been growing over time. More and more agencies  
19 are using it, which is the reason for HB 317. We  
20 think that's a good thing. We're also encouraged  
21 by the fact that people are embracing new and  
22 state of the art technology, as opposed to old  
23 ways of doing things. So with that, I will say  
24 that again, HB 317 is a good bill. There are  
25 some fallacies in the bill from the standpoint of

1 concerns that we have. We've identified those.

2 There are a few other items that we would  
3 suggest that are in my testimony that we would  
4 suggest be addressed. With that, I'll move on to  
5 HB 1509. I have a question for the Committee and  
6 the audience. Just by a show of hands, if you  
7 would, how many people here renew on the Internet  
8 their registrations? Just a show of hands.

9 Okay. A fair amount.

10 How many people here mail in their  
11 registrations and get a registration card back.  
12 Okay. Under this bill, your ability to renew on  
13 the Internet, your ability to be able to mail in  
14 a registration for renewal will be discontinued.  
15 You will no longer be able to do it, based upon  
16 the wording in this legislation.

17 MAJORITY CHAIRMAN HENNESSEY: What words  
18 are they? We'll focus on them.

19 MR. MYERS: Pardon?

20 MAJORITY CHAIRMAN HENNESSEY: What words  
21 are they? We'll focus on them. Call them out  
22 page by page and line, please.

23 MR. MYERS: Well, this legislation  
24 requires that you will demonstrate a certificate  
25 of inspection before you can register a vehicle.

1 All right.

2 MAJORITY CHAIRMAN HENNESSEY: Okay.

3 MR. MYERS: That's what it says. It says  
4 you have to have an inspection. Now, if you have  
5 an emissions inspection, you have to have that  
6 first. You have a sticker that goes on the  
7 windshield. And then, you have an inspection,  
8 safety inspection, because that always comes  
9 after the emissions for counties where there are  
10 both inspections.

11 Then, the inspection station is to issue  
12 a certificate that they has to be taken to the  
13 place of registration where you register your  
14 vehicle by showing your inspection certificate,  
15 and then you are issued a registration sticker  
16 that then goes on your license plate, which  
17 demonstrates both safety inspection and  
18 registration. Now, that's problematic in and of  
19 itself.

20 Imagine if you want to sell your vehicle.  
21 All right. Safety inspection is for the vehicle,  
22 correct? The registration stays with the license  
23 plate. It's with the individual. Now I have one  
24 sticker, one of which stays with the vehicle, and  
25 one of which stays with the registration.

1           How is that possible? The language is  
2           problematic in the sense that it doesn't  
3           recognize, as the State Police testified earlier,  
4           it doesn't recognize the fact that there are  
5           these two different ways from the current  
6           registration of vehicles and the current process.  
7           So obviously, from our standpoint, that's a  
8           concern.

9           Representative White brought up about,  
10          can't we do things more convenient? That's  
11          exactly why we did away with the registration  
12          sticker. You now can go online. You can renew  
13          your registration, pay with your credit card and  
14          print your registration. How much simpler can we  
15          make it? One of the things that I haven't heard  
16          today in all of the testimony that's gone before  
17          me, maybe a couple comments, is what about the  
18          customer. We seem here to be dealing with in  
19          this legislation the 1 percent of the people in  
20          Pennsylvania who potentially are dishonest.  
21          Trust me, they were dishonest before there was --  
22          when there was a registration sticker and they  
23          are dishonest when there's not a registration  
24          sticker. The real truth of the matter is, 99  
25          percent of our customers are good honest

1 individuals. They're buying their registrations.  
2 They're paying for their registrations. They're  
3 paying for their inspections, and they're getting  
4 their insurance. Even with all the suggestions  
5 -- and I feel it's important that I correct some  
6 of the numbers that have been thrown out here as,  
7 you know, statistically, so forth and so on.

8 MINORITY CHAIRMAN CARROLL: Let's start  
9 with the vehicle registration number, the decline  
10 in registration numbers that we heard more than  
11 once, not just in the last hour. Explain to me  
12 if that's true, and if so, what's the reason?

13 A. It's easy to pick out a number,  
14 Representative Carroll, and then build a case  
15 around that one particular number, but I think  
16 you have to look at all of the information,  
17 not just that. It is true, from 2008 up to  
18 the point in 2016, we saw a steady growth of  
19 the number of registered vehicles. In my  
20 opinion, not surprising. Our data shows that,  
21 obviously, we were coming out of a severe  
22 recession. And as confidence came back,  
23 people began to buy new cars, registrations  
24 were increased. But it's also clear, at some  
25 point in time, that has to level off. In

1 2017, the number did decrease. In fact, it  
2 went from 12,060,000 vehicles registered to  
3 11,800,000 vehicles registered.

4 Now, that's where Mr. Yurconic stopped,  
5 by the way. Also, we heard other numbers where  
6 that stopped at that point in time. However, in  
7 2018, when we ran the numbers on December 31st of  
8 2018, the number was back up to 12 million four.  
9 My point is very simple. It's a point in time,  
10 registration numbers change daily.

11 To suggest that somehow or another, this  
12 is tied to the removal of the sticker, I think,  
13 is something that is not a full story. And the  
14 fact of the matter is, you heard additional  
15 information that I think the suggestion was by  
16 Mr. Yurconic that somehow or another the number  
17 of uninsureds had dramatically increased because  
18 of the removal of the sticker.

19 Our numbers at PennDOT say 8 percent. I  
20 was happy to hear that one of the other  
21 representatives confirmed our numbers, 7.6  
22 percent. We are, in fact, one of the lowest  
23 uninsured States in the country. We were before  
24 there was a sticker and we are after there was a  
25 sticker.

1           Could I -- yes.

2           MAJORITY CHAIRMAN HENNESSEY: Mike asked  
3 you to talk about a particular number, but you  
4 were saying there were other numbers that you.

5           MR. MYERS: Well, there are.

6           MAJORITY CHAIRMAN HENNESSEY: You were on  
7 a role. I was -- I didn't want to interrupt you  
8 because I thought you were going --

9           MR. MYERS: I -- for about two hours,  
10 I've been listening to a lot of different things  
11 and I think there are some clarifications that  
12 need to be offered. I will say this, as well,  
13 the revenue number, by PennDOT's own numbers,  
14 '16-17 -- for the fiscal year '16-17 -- we had  
15 approximately \$731 million raised in revenue.  
16 And in the fiscal year '17-18, we had \$736  
17 million raised, based upon registration.

18           So the idea that there was a loss in  
19 revenue is just not factually accurate. I do  
20 want to talk a little bit about some of the  
21 people beyond just some of the issues that I  
22 talked about in reference to the registration.  
23 I've heard -- I've heard that there was a comment  
24 made earlier that we have -- because of this, we  
25 now have idle machines sitting back. It's

1 exactly about what the Governor has talked about,  
2 a government that works. You know, we've been  
3 able to reduce the time and functioning on our  
4 equipment. That is absolutely true.

5 But what we've been able to do, we've  
6 been able to use that high speed equipment now to  
7 be able to do snowmobile, as well as ATV renewals  
8 for DCNR, and we're soon to implement a program  
9 with Fish & Boat. So we're capitalizing on the  
10 high speed equipment we have because we'll be  
11 able to become more efficient at PennDOT by  
12 removing the sticker.

13 And finally, I would also note that we  
14 have saved money, \$7.1 million since the  
15 inception of this program. And we continue to  
16 save that money as we move forward. So we're  
17 very, very, very, very proud of that. For some  
18 unknown reason, even if you accept all the  
19 arguments that you've heard earlier and why this  
20 bill is a good idea, I don't know why it has  
21 language in it to do away with the biennial  
22 registration. I'm not sure what that has to do  
23 with the sticker. Even if you were to bring the  
24 sticker back. And so clearly, that's a concern.

25 The motor trucking industry. The motor



1 trucking industry loved us doing away with the  
2 registration sticker. You know why? Because  
3 they travel all over the country with their  
4 vehicles. And when they renew their  
5 registration, you know what they can do today,  
6 they can renew their registration, send it  
7 electronically to the truck out in California and  
8 they're done.

9 In the past, they had to find that truck,  
10 send the ticker to them, have them put the  
11 sticker on the truck. Now, you heard earlier,  
12 too, New Jersey doesn't have stickers. New  
13 Jersey has not had stickers since about 2005.  
14 Connecticut does not have stickers. They did  
15 away with their stickers in 2010. Quebec does  
16 not have stickers, and they did away with their  
17 stickers back in 1990, I believe.

18 So there are a number of other States.  
19 Ask yourself this, for military personnel who are  
20 out-of-state, this legislation would require  
21 those individuals to come back in to register  
22 their vehicle because, again, it requires the  
23 responsibility of having a safety inspection  
24 before you can register the vehicle. So what  
25 this bill does, bottom line, it takes away the

1 customer choice. It takes away the Internet. It  
2 takes away the mail process, which is highly  
3 automated today and very efficient.

4 when have any of you had a problem with  
5 your registration when you renewed it?

6 The fact of the matter is, it's very  
7 efficient. It takes all of those items away and  
8 it says that you'll go now, everything has to be  
9 tied together, understanding customers, a number  
10 of years ago, asked this body to do away with  
11 tying the registration and the inspection  
12 together, and you passed legislation that  
13 separated them. So they no longer have to be  
14 tied together. Now, this legislation brings it  
15 all back together again.

16 So now the customer has to put out money  
17 for the emissions, for the safety, for the  
18 registration. And as Mr. Yurconic noted, outside  
19 of The Rock, there's only one place to go to have  
20 that inspection certificate verified, and that  
21 would be back to an online messenger. So now  
22 customers are going to be charged for a service  
23 they can get for free on the Internet, as well as  
24 through the mail, other than the postage stamp.

25 Those are serious concerns to the

1 Department. That is why we oppose this bill.

2 MAJORITY CHAIRMAN HENNESSEY: Again,  
3 1509.

4 MR. MYERS: Yes, 1509.

5 MAJORITY CHAIRMAN HENNESSEY: Okay.

6 MR. MYERS: I'll be happy to take any  
7 questions.

8 MAJORITY CHAIRMAN HENNESSEY: I've seen a  
9 couple hands raised over here. Barry, go ahead.  
10 It's your bill, why don't you go ahead?

11 REPRESENTATIVE JOZWIAK: Thanks for your  
12 testimony. I see you're pretty passionate about  
13 it.

14 So first of all --

15 MR. MYERS: I'm passionate about my  
16 customers, Barry.

17 REPRESENTATIVE JOZWIAK: So am I.

18 MR. MYERS: Okay.

19 REPRESENTATIVE JOZWIAK: But I'm  
20 passionate about law enforcement and public  
21 safety, as well.

22 MR. MYERS: As I am.

23 REPRESENTATIVE JOZWIAK: So first of all,  
24 you're saying that this takes away the Internet  
25 application. There's no problem with someone

1 taking their receipt -- and in our bill, we  
2 authorized PennDOT to come up with a certificate  
3 of a special -- which is a receipt, not a  
4 sticker, to issue to that driver of that car,  
5 scan it on their computer, and send it in to you  
6 with their renewal. That does not take that  
7 away. They can still do that.

8 Second of all, at one time, they did  
9 separate the inspection and registration. I'm  
10 getting so many complaints from people constantly  
11 saying, I forgot my registration. I did my  
12 registration. I get a notice for that. I didn't  
13 get a notice for my inspection. I just forgot  
14 about it. This ties them together.

15 So one of the things that you testified  
16 was that the trucking company likes this. What's  
17 the percent of registrations on trucking  
18 companies?

19 MR. MYERS: What's the total percentage?

20 REPRESENTATIVE JOZWIAK: Yeah.

21 MR. MYERS: Apportioned vehicles --  
22 there's about 175,000 apportioned vehicles in  
23 Pennsylvania.

24 REPRESENTATIVE JOZWIAK: So that would be  
25 like one percent?

1 MR. MYERS: Yes, roughly generating  
2 \$150 million in revenue a year.

3 REPRESENTATIVE JOZWIAK: That's okay.  
4 That's great, but it's still 1 percent of the  
5 driving population is -- may not like where we're  
6 going to have them do their inspections.

7 MR. MYERS: They employ thousands of  
8 people, yes.

9 REPRESENTATIVE JOZWIAK: Okay. But  
10 still, that's 1 percent; it's not 99 percent of  
11 the population. So and you also testified that  
12 your revenues went up.

13 Was that due to the fee increases on the  
14 registration fees? Because my truck fee went  
15 from \$50 to \$250.

16 MR. MYERS: There were a lot of factors  
17 in relationship to the fees. Part of it also was  
18 impacted by the number of people who were picking  
19 biennial, which is somewhere around 16 percent.

20 REPRESENTATIVE JOZWIAK: Still --

21 MR. MYERS: Okay. But biennial took out  
22 of some of the years' money that would have been  
23 generated normally, had it been yearly. So we're  
24 still in cycle to get used to that cycle of every  
25 two years. A lot of factors.

1           REPRESENTATIVE JOZWIAK: There are a lot  
2 of factors, but also, it wasn't that the  
3 registrations necessarily were recovered. It was  
4 because the fees went up and people paid two-year  
5 registrations. I'll grant you that maybe some  
6 people renewed that realized their plates were  
7 expired and they got stopped and got a citation.  
8 So it's a combination of things, but the sticker  
9 on the plate definitely is required -- is needed  
10 today.

11           MR. MYERS: I respectfully disagree.

12           REPRESENTATIVE JOZWIAK: I understand.  
13 And that's why we're talking.

14           MR. MYERS: Right. I understand.

15           REPRESENTATIVE JOZWIAK: Thank you,  
16 Mr. Chairman. That's all I have to say on that.

17           MAJORITY CHAIRMAN HENNESSEY: You're  
18 welcome.

19           Representative Heffley.

20           REPRESENTATIVE HEFFLEY: Thank you,  
21 Mr. Chairman.

22           You said about the revenue going up for  
23 the registration. But it was noted that there  
24 were more vehicles that were without their  
25 registration with this new system.

1           what was the percentage increase or how  
2 many vehicles were not registered?

3           I know you have those figures.

4           MR. MYERS: That was an assumption made  
5 by the representatives, I believe, from the  
6 online messengers, that simply because the  
7 registration number varied on a specific point in  
8 time -- date, that that meant that vehicles were  
9 unregistered.

10           REPRESENTATIVE HEFFLEY: But we have  
11 more.

12           MR. MYERS: There's no cause and effect  
13 connection there.

14           REPRESENTATIVE HEFFLEY: You said we had  
15 more cars that were sold.

16           MR. MYERS: No. I said there were more  
17 cars on the road because we came out of the  
18 recession.

19           REPRESENTATIVE HEFFLEY: well, more cars  
20 on the road --

21           MR. MYERS: I certainly believe -- so  
22 were there more registrations in the year prior  
23 to this enactment or were there less  
24 registrations the year after this reenactment?

25           MR. MYERS: On that point in time of

1 12/1/16 compared to 12/1/17, there were less  
2 vehicles registered. On that same date on  
3 12/1/18, the number was back up, comparatively,  
4 to what it was on 12/1/16. Again, there are a  
5 lot of factors involved in why those numbers  
6 change, but it's a point in time. And we know  
7 for a fact that we literally do hundreds of  
8 thousands of --

9 REPRESENTATIVE HEFFLEY: So you're saying  
10 now that after that one year, two years, now  
11 people have learned that they need to get their  
12 vehicles registered under the new system; we just  
13 lost those folks?

14 Is that your --

15 MR. MYERS: No. I don't think we lost --  
16 I don't think we lost anybody. I think that it's  
17 an ebb and flow issue. What I am saying is that  
18 there's a small percentage of individuals in the  
19 Commonwealth, a very small percentage of people,  
20 who potentially are dishonest and weren't paying  
21 their registration before the sticker -- when the  
22 sticker was in place, and aren't paying it now,  
23 after the sticker is gone.

24 REPRESENTATIVE HEFFLEY: And --

25 MR. MYERS: What we're seeing, based upon



1 the legislation that we're talking about with HB  
2 317, that the LPR technology, state-of-the-art  
3 technology, is incredibly effective --

4 REPRESENTATIVE HEFFLEY: But also very  
5 expensive, which gets me to my next point. The  
6 grant program that was structured in 89, how is  
7 that grant program up and running to provide  
8 funding for police departments to purchase -- I  
9 think the grant program was like a million  
10 dollars, which doesn't go very far, but --

11 How is the grant program?

12 Is that up and running yet?

13 MR. MYERS: That's another  
14 misunderstanding. There was never any grant  
15 program that was tied to Act 89. As you may  
16 know, in Act 89, there was the requirement that  
17 we would do away with the stickers three years  
18 after the effective date of the sticker -- of  
19 Act 89, which was, in fact, December 31st, 2016.  
20 Now, leading up to 2016, there was some  
21 discussion in the last year of taking some of the  
22 savings from the elimination of the stickers and  
23 funding a program that discussion, grant program,  
24 that discussion can happen with the Secretary of  
25 Transportation, two members of the Transportation

1 Committee at that time, some of whom are not here  
2 now. And the decision was made not to go forward  
3 with that by individuals in the legislature.

4 We had actually, the Department, PennDOT,  
5 had offered \$12.5 million over five years of the  
6 savings that we would realize to fund that  
7 license plate reader technology, so that local  
8 law enforcement could purchase the technology.  
9 That money now has been committed to other  
10 programs, but we were turned down.

11 REPRESENTATIVE HEFFLEY: All right.  
12 Well, I was here at that time. I voted against  
13 Act 89. I was under the impression, though, that  
14 -- however I did vote against it for numerous  
15 reasons, this is one of them -- but I thought  
16 that program was up. That's something we'll have  
17 to look at. But at the end of the day, I think  
18 the concern I had, and that I expressed  
19 previously, was the cost to our local police  
20 departments, which are struggling now just to  
21 provide coverage. Many police departments across  
22 the State are disbanding. The State Police are  
23 having more and more pressure being put on the  
24 State Police to cover those areas. And that  
25 cost, while it's a savings for PennDOT and it

1 makes their life easier, I've got to tell you the  
2 wait times at the DMV is still ridiculous. I  
3 mean, two hours to get a license. I mean, you  
4 really got to focus the work on that a little  
5 bit.

6 You have a lot of energy, maybe put you  
7 in charge of that. But aside from that, I think  
8 it's just a cost issue to these local governments  
9 that we're really pushing back on. And then, at  
10 the end of the day, that becomes a public safety  
11 hazard, though, less police on the road.

12 A. I totally agree with you. And in fact,  
13 when we were talking about the grant program  
14 back in 2016, one of the things that we did do  
15 is we coordinated a discussion with Crime &  
16 Delinquency. You may know that they run a lot  
17 of grant programs. And they agreed that they  
18 would run the grant program.

19 And to your question about bringing the  
20 cost down, totally agree with you. First of all,  
21 not every vehicle needs license plate reader  
22 technology. An administrative vehicle associated  
23 with the police force doesn't need one. But with  
24 that said, we were hopeful that through Crime &  
25 Delinquency, they would be able to drive down the

1 price by buying, if you will, in bulk. And then  
2 spreading those cost savings out among those  
3 agencies, state agencies. They got a discount.

4 So we were hopeful that that would occur.  
5 I think those opportunities are certainly still  
6 there. But you're right, the one police agency  
7 by itself buying one piece of equipment. Let's  
8 face it, they're probably going to pay close to  
9 whatever the retail price is, but I think those  
10 prices can be driven down just by volume  
11 purchasing, but that takes a coordinated effort.

12 MAJORITY CHAIRMAN HENNESSEY: Martina, go  
13 ahead.

14 REPRESENTATIVE WHITE: Sounds as though  
15 there was a breakdown in communication between  
16 the leadership at PennDOT or the people who were  
17 coordinating this grant program and apparently  
18 the legislative members that were previously  
19 serving on this Transportation Committee.

20 But do you think it would behoove us as  
21 legislators to make sure that any particular  
22 grant program, moving forward, is explicitly  
23 mentioned in legislation to ensure that the maybe  
24 \$12.5 million does get allocated towards those  
25 programs from now on?

1 MR. MYERS: Well, we certainly would  
2 support a grant program. The problem is now that  
3 those moneys that were originally cited for this  
4 have been committed to other projects. So now  
5 the money is not there. So the money would have  
6 to be fund now to fund the grant program.

7 REPRESENTATIVE WHITE: Well, how much  
8 money did you guys save on the sticker program  
9 being removed?

10 MR. MYERS: To date, approximately \$7.1  
11 million.

12 REPRESENTATIVE WHITE: Okay.

13 MR. MYERS: But again, that money has  
14 been committed to other programs.

15 REPRESENTATIVE WHITE: What other  
16 programs was that money committed to?

17 MR. MYERS: I'd have to get that  
18 information to you. I don't have it specifically  
19 off the -- off the top of my head.

20 REPRESENTATIVE WHITE: We'd also like to  
21 see the \$12.5 million, where those moneys were  
22 committed to, as well.

23 But moving forward, do you think that the  
24 legislature should make sure that any particular  
25 grant program is explicitly written into

1 language; this way it's not confusing in the  
2 future?

3 MR. MYERS: We'd be happy to look at any  
4 language that the legislature may put forward to  
5 give it consideration. As I said, in general,  
6 you know, we would support -- we would support a  
7 grant program.

8 REPRESENTATIVE WHITE: Yeah, but if  
9 moneys aren't being allocated the way the  
10 expectations were, then I guess it has to be  
11 explicitly written in language. That's what  
12 we'll do from now on. I think that's a good  
13 idea.

14 MR. MYERS: It was a verbal conversation  
15 between the Secretary and others in reference to  
16 the funding of that grant program and it was  
17 turned down.

18 REPRESENTATIVE WHITE: Sounds like we  
19 have some work cut out for us as legislators to  
20 make sure things get done the way we expect.

21 Thank you very much, Mr. Chairman.

22 MAJORITY CHAIRMAN HENNESSEY: You're  
23 welcome.

24 Kurt, I just have a question for you.  
25 How many registered vehicles exist in

1 Pennsylvania today?

2 MR. MYERS: Today? I don't have the  
3 exact number today. To tell you --

4 MAJORITY CHAIRMAN HENNESSEY: No. Not  
5 the exact number. That's fine.

6 MR. MYERS: The number that I quoted  
7 earlier that we ran December 31st of 2016 is 12.4  
8 -- 12,040,000.

9 MAJORITY CHAIRMAN HENNESSEY: And when  
10 you say vehicles, are we talking about  
11 automobiles, trucks?

12 MR. MYERS: It could be. It's  
13 automobiles, trucks, trailers. It's motorcycles.  
14 It's anything --

15 MAJORITY CHAIRMAN HENNESSEY: ATVs?

16 MR. MYERS: No. ATVs and snowmobiles  
17 both wouldn't be under that, no.

18 MAJORITY CHAIRMAN HENNESSEY: Okay. I'm  
19 only saying, we have a population in Pennsylvania  
20 of men, women and children of 12.9 million.

21 MR. MYERS: Right. Uh-huh.

22 MAJORITY CHAIRMAN HENNESSEY: We have 12  
23 -- what did you say, 12.4 vehicles.

24 MR. MYERS: 12,040,000, roughly,  
25 approximately. So yes, there are many people

1 that -- while there are many people that own one  
2 car per individual, there are also a lot of  
3 people out there who have more cars than they do  
4 necessarily family members.

5 MAJORITY CHAIRMAN HENNESSEY: which --

6 MR. MYERS: And again, Mr. Chairman,  
7 that's exactly my point. When you look at the  
8 number's growth from 2008 forward, it's not  
9 surprising, with the recession, that one of the  
10 things that goes is that extra vehicle when  
11 there's a recession. You no longer have to pay  
12 for the registration, you no longer have to pay  
13 for all of those other costs. And then, as the  
14 recession goes away and improves, you see people  
15 start to buy vehicles again.

16 But at some point in time, it needs to  
17 level off. It just doesn't -- especially because  
18 our population growth has stayed relatively the  
19 same over that same period of time. So there's a  
20 point where you hit a saturation point.

21 MAJORITY CHAIRMAN HENNESSEY: well, thank  
22 you very much. I appreciate your testimony.

23 I appreciate the testimony of all the  
24 testifiers today. I think you've taught us a lot  
25 from your different perspectives of what license



1       plate readers can and can't do and shouldn't do.  
2       And I appreciate all of your assistance to the  
3       Committee.

4                 Thank you very much.

5                 MR. MYERS: Thank you.

6                 MAJORITY CHAIRMAN HENNESSEY: Seeing no  
7       other questions, we are adjourned.

8                 Thank you.

9                 (Whereupon, the hearing concluded.)

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

## C E R T I F I C A T E

I hereby certify that the proceedings are contained fully and accurately in the notes taken by me on the within proceedings and that this is a correct transcript of the same.

*Tracy L. Markle*

Tracy L. Markle, Court Reporter

Notary Public