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**A. Colorado Automobile Theft Prevention Authority**

The mission of the CATPA Board is, “To deter and reduce vehicle theft and insurance fraud through a statewide cooperative effort of generating funds to support law enforcement, prosecution and public awareness through a partnership between industry and state government”. This mission is supported by the Colorado Revised Statutes §43-5-112.

All Colorado drivers are victims of auto theft because we all pay for it through increased insurance premiums. Auto theft is covered by the optional comprehensive coverage on your auto policy and that premium is impacted by the auto theft crime rate where you live. In addition to the loss of a stolen vehicle, losses can include paying the insurance deductible, insurance premium increases, vehicle rental fees, time spent dealing with police and time off from work.

The impact of auto theft can also impact the individual victim, their loved ones, and their community. Victims can experience significant emotional, psychological, physical, financial and social consequences. These consequences can go well beyond the economic loss or inconvenience. Victims can experience insecurity, aggravation and/or dread, similar to other crime victims where personal security was compromised. Auto theft victims have also been traumatized when their vehicle was stolen using aggression and/or violence, such as a car-jacking, robbery, etc. Auto theft “rings” and other organized criminals can create social degradation and flourish when they are not challenged. These organized criminals can become prolific in ushering other criminals and activities into a community that may be otherwise unaware, such as the operation of chop shops.

There are common sense auto theft prevention steps drivers can take, but, to really put the brakes on Colorado’s auto theft problem Colorado, legislators have created the Colorado Auto Theft Prevention Authority (CATPA) to support investigation,

enforcement, prosecution, public awareness and law enforcement training programs. State legislators intended this to be a direct investment by consumers to combat auto theft and ultimately lower car insurance premiums. The law provides an estimated \$4 million a year that directly targets auto theft across Colorado. The funding amount may vary based on the annual number of cars insured.

### **B. 2013 Summary of Stolen Vehicles in Colorado**

- ❖ On average, 34 vehicles were stolen every day in Colorado in 2013, compared to 55 stolen in 2003.
- ❖ On average, 35 vehicles that were left running and unattended were stolen every week.
- ❖ On average, 8 out of 10 stolen vehicles in Colorado were recovered. Of those recovered, 95% were found within one (1) week from the date of theft.
- ❖ Vehicles not possessing a license plate, registration or identification number had the lowest chance of recovery (40% recovery rate).
- ❖ CATPA funds were distributed to multi-agency task forces covering 86% of the Colorado population and 95% of the area where auto thefts occurred.
- ❖ Citizens' carelessly leaving vehicles running and unattended (so-called "puffers") have led to death, injuries and damage to fellow citizens from traffic collisions and other violent criminal conduct due to the reckless, irresponsible and repeat offending nature of those who steal cars for whatever reason.

### **C. The History of CATPA**

In 2002, Colorado climbed to 9th as the most likely state to have a vehicle stolen. In 2003, 20,176 vehicles were stolen in Colorado. At the urging of the Colorado Auto Theft Investigators, a not-for-profit professional organization of law enforcement and insurance investigators, legislation to establish the Colorado Automobile Theft Prevention Authority (CATPA) was proposed. This process took several years, and in 2003 House Bill 03-1251, sponsored by Betty Boyd, was passed by the 2003 Colorado General Assembly. The bill, as originally introduced, called for the CATPA's funding to come from mandatory monetary assessments from the insurance industry, but was subsequently amended, making contributions to the CATPA voluntary.

The CATPA bill was signed into law by Governor Bill Owens on April 22, 2003, and the CATPA was placed under the supervision of the Colorado Department of Public Safety, but administered by the CATPA Board. CATPA was developed to solicit monies and award grant funds to qualified applicants for the general purpose of improving and supporting motor vehicle theft prevention programs, and for the enforcement and prosecution of motor vehicle theft crimes. Specifically, section 42-5-112(1), C.R.S. created CATPA.

In 2004, there was a 12% increase in motor vehicle theft. Motor vehicle thefts accounted for 38% of the major offenses reported. The nine-member CATPA Board was established with this composition; one representative from the Colorado Department of Public Safety, one from the Colorado Department of Revenue, three from the insurance industry in Colorado, two from law enforcement in Colorado, a representative of a statewide association of District Attorneys and a representative of the public or consumer group. This Board immediately began work to establish granting procedures

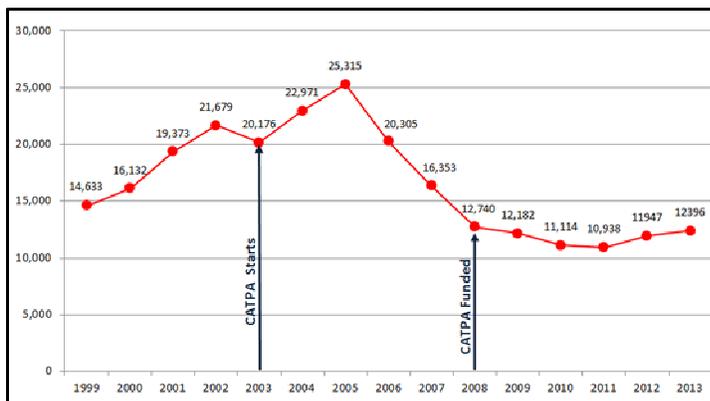
## The Colorado ATPA Experience

and rules to award the donated funds to city, county, state and non-profit organizations to reduce automobile theft in Colorado. CATPA received financial donations and grants from several insurance companies, where the majority of the donations allowed the CATPA to commence its statutory duties. These voluntary donations came solely from insurance companies, with State Farm Insurance contributing the lion's share of the CATPA operating budget. During this year, the Colorado General Assembly committee adopted a set of rules and regulations concerning the operation of the CATPA. These rules are codified in 8 Colorado Code of Regulations 1507-50. Generally, these rules created a process by which law enforcement agencies or other qualified applicants would apply for grants to assist in improving and supporting automobile theft prevention programs, or programs for the enforcement or prosecution of motor vehicle theft crimes, through statewide planning and coordination.

In 2005, automobile theft offenses climbed to an all-time high. The number of thefts per 100,000 Coloradans in 2005 was 559.5 compared to the national rate of 416.7. The estimated value of the vehicles reported stolen was a total of \$161,121,473. Although CATPA was created in 2003, acceptance of grant rules, applications and awards delayed the first funds being used in auto theft programs until 2005. Within just six months of grant awards for auto theft operations, 153 stolen vehicles were recovered worth nearly \$1.8 million. The new operational auto theft task forces had arrested 86 adults and 6 juveniles.

In 2006, the grant awards began to take full effect with task force operations and education programs. The auto theft task forces developed partnerships between agencies for enhanced working relationships and attention to the crime of auto theft. Public education programs were developed and disseminated to heighten awareness on prevention of auto theft. The presence of an auto theft focused grant initiative led to the first reduction of automobile theft in Colorado since 1999. Colorado experienced an impressive 20% decrease in auto theft from 2005 to 2006, while nationwide auto thefts decreased 3.4%. Colorado auto theft rate dropped in the national ranking to 16<sup>th</sup> in 2006 compared to 9<sup>th</sup> in 2002. (Source: FBI)

By 2007, grant funding was provided directly to the cause and resulted in a steady decline of automobile theft and other associated crimes (see Figure 1). CATPA received \$794,448 in donations, accumulating \$46,640 interest, which availed \$841,088 in revenue.



**Figure 1. Colorado Historical Auto Theft Trend 1999-2013**

CATPA expended \$60,390 for administrative costs and provided \$716,673 in grant awards. These grant awards resulted in the recovery of 918 stolen vehicles, 68 chop shop investigations and identified 43 altered VINS. Economically, the investment of grant awards of \$716,673 produced a stolen vehicle recovery value of \$8,631,943 to Coloradans. In essence, for every \$1 of CATPA

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grant money there was a return of \$12.05.

In 2007, the Department of Regulatory Agencies (DORA) completed an evaluation of CATPA and its Board. DORA submitted a supportive recommendation for continuation of the CATPA program. This evaluation report was submitted to the 2008 General Assembly, legislative committee of reference, for a Sunset Review as required in the 2003 legislation enactment.

In 2008, recognizing the efficiency and effectiveness of the CATPA program, the Colorado legislature amended the CATPA statute, via Senate Bill 08-60, to require insurance companies to fund CATPA with a one dollar per insured vehicle annual assessment. This funding allowed for no more than 8% of collected fees to be used for administration of the CATPA funds where 92% are allocated to grant recipients to reduce auto theft. The CATPA board was also increased by adding two additional members who would be drawn from the insurance industry to provide for further oversight from the funding source. CATPA has historically operated with a small administrative staff of three (3) people for collections and administration of the \$4.5 million program. The 2008 legislative amendment was largely due to the efficiency of grant activities in reducing auto theft over the previous two years. By the end of 2008, Colorado experienced a 22% reduction in auto theft from 2007.

In 2009, the first fees were collected on January 1st. The CATPA Board awarded over \$4 million in grant funds. The increase in revenue from collection of fees expanded the scope and magnitude of auto theft prevention programs. CATPA was able to fund the establishment of fourteen (14) auto theft enforcement teams/task forces statewide; update equipment to current technologies necessary to meet the needs of law enforcement, enhance statewide auto theft training to insurance investigators, law enforcement and prosecutors; and develop a centralized public awareness and education program for automobile theft. The Spring 2009 CATPA Grant funds bolstered ongoing efforts and generated new multi-jurisdictional collaboration statewide. By the end of 2009, auto thefts had reduced 4.4% from 2008 (see Figure 2).

In 2010, CATPA continued to support training, enforcement, education, prevention and prosecution grants for auto theft. CATPA recognized a statewide gap for information and intelligence regarding auto theft. Like many other states, auto theft crimes are typically reported to local law enforcement agencies whereby the report is housed in isolated record management systems that typically do not communicate unilaterally with other systems. CATPA identified the task force's

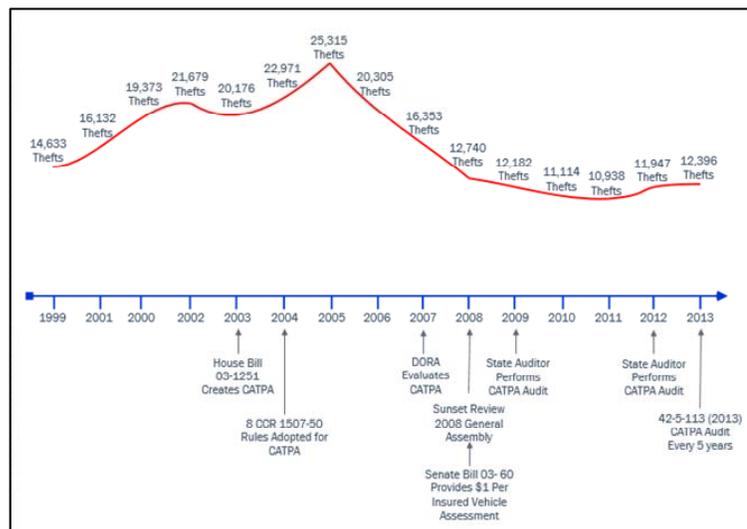


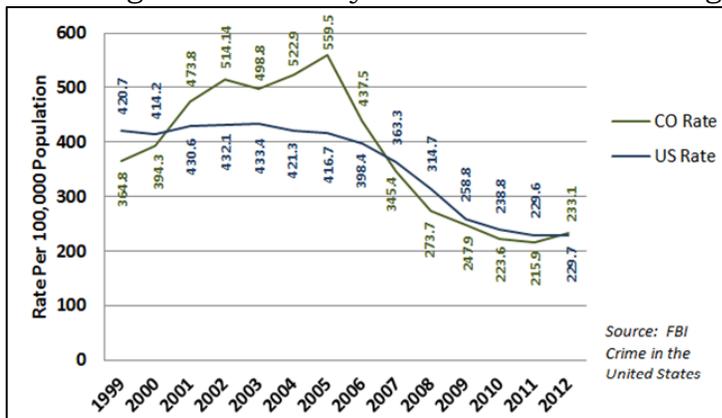
Figure 2. Colorado Auto Theft Trend & CATPA Events

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need to have a statewide centralized database for auto theft and thereby funded the Auto Theft Intelligence Coordination Center (ATICC). ATICC was founded to provide a unique centralized database repository for criminal analysis of auto theft to strengthen law enforcement operations and investigations. The ATICC endeavor was considered a long-term investment of building a technological solution to gathering an authenticated law enforcement auto theft information and intelligence system utilizing the Colorado Crime Information Center. The database was built with conformance to the FBI Criminal Justice Information Services (CJIS) standards. Additionally, CATPA recognized the need to employ intelligence-led policing efforts to enhance enforcement and investigative efforts of the auto theft task forces. CATPA funded three (3) full-time crime analysts to support statewide investigations pertaining to auto theft and enhance the capabilities of the full-time task forces in the Denver metropolitan area. During the year, auto thefts reduced 8.7% from 2009.

In 2011, CATPA continued supporting law enforcement and prosecution initiatives and expanded grant initiatives by funding a statewide centralized public education and prevention program. This program was awarded to the Coloradans Against Auto Theft, where educational campaigns were developed and can be seen at Lockdownyourcar.org. A total of 68 agencies partnered in the initiatives reducing the peak period of auto theft in 2005 by 56%. This reduction was a savings of \$88 million to Colorado citizens. During 2011, auto thefts declined by 12.8% from 2010.

In 2012, CATPA continued funding initiatives and monitoring the effectiveness of the various grant projects. In previous grant periods, the Colorado State Patrol obtained grant funding to apportion in various districts of the state for enforcement activities. In 2012, the Colorado State Patrol formed B.A.T.T.L.E (Beat Auto Theft Through Law Enforcement), which consolidated all State Patrol activities under one project plan. This consolidation expanded the multi-jurisdictional partnerships and enabled greater flexibility within the State Patrol grant program.



**Figure 3. U.S. & Colorado Auto Theft Per Capita Rate**

In 2013, CATPA recognized the need to address auto theft in the rural southwestern section of Colorado and awarded equipment and minimal overtime funding to the Southern Colorado Auto Theft Team, located in Alamosa, CO. During 2013, auto thefts increased statewide by 2.8% from 2012. In late 2013, the CATPA office leadership underwent a change when Director Lori Malcolm retired and Robert Force was appointed to take her place.

Although auto theft had decreased in the Denver metropolitan area by 8.8% from 2011, the Colorado Springs metropolitan area increased by 30.3%, pushing the statewide average over 13.5% compared to 2011. This increase, although concerning, was the third lowest number of auto thefts (11,947) since 1999 (see Figure 3).

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In 2014, CATPA found that previous revenue collection reserves had been depleted. Historically, revenue reserves had accumulated due to the timing of collections and grant awards during the first couple of years, in addition to reverted funds that were initially awarded but not expended by grantees. The CATPA Board faced challenges in apportioning grant awards to existing and/or new applications. In previous years, the CATPA Fund had the luxury of providing “supplemental” finances of unspent revenues to be awarded to grantees. In 2014, CATPA was faced with providing grant funding to the extent of one annual year of collection, about \$4 million. Figure 4 illustrates the levels of grant awards and the amount of grant revenue collected for the same year, where reserve revenues have dramatically decreased from 2012 to 2015.

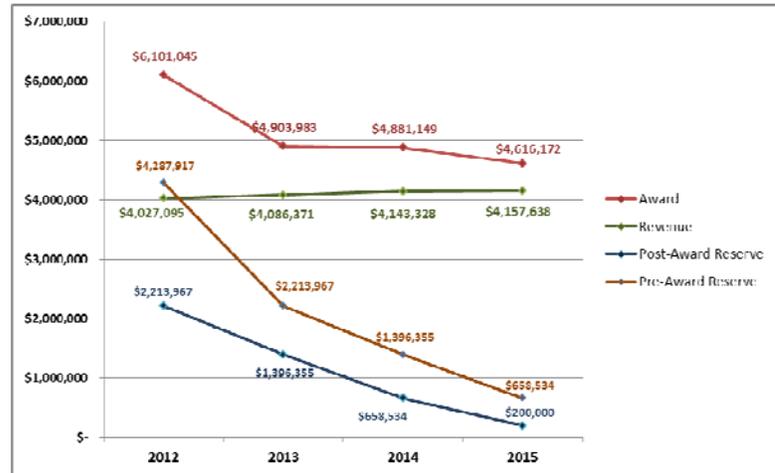


Figure 4. CATPA Revenue & Grant Awards FY12-15

### D. Grant Fund Review and Allocation

The CATPA Board is tasked to solicit and review applications for grants pursuant to the legislation. The Board also appoints a director for the authority, who employs staff as may be necessary to operate and administer the CATPA Authority. The CATPA Office assists the Board with developing business practices, grant review criteria, program application processes, collection of CATPA fees, financial accountability of CATPA funds and monitoring of all awards.

Pursuant to §42-5-112 C.R.S., the CATPA Office is limited to no more than eight percent (8%) of the moneys in the fund, whereby these monies may be used for operational and administrative expenses of the CATPA Authority (see Figure 5). CATPA employs three (3) full-time staff to organize, administer and report to the CATPA Board. The CATPA staff performs daily activities to ensure the grant program processes, as approved and otherwise directed by the Board, are completed. These processes involve the development and education of grant guidelines, the use of the Colorado Grants Management System, providing solicitation and instructions for applicants, and performing conformance tasks to grant awards, monitoring, oversight, reporting and administrative compliance and financial stewardship.

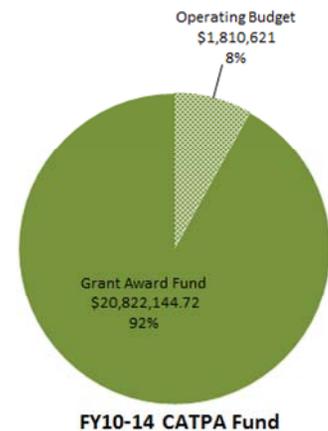


Figure 5. CATPA Fund FY10-14

Since 2010, CATPA has allocated \$20.8 million of collected revenues for awarding projects and programs meeting the requirements of §42-5-112 C.R.S. Using past practices, CATPA has set target award distributions to the various initiatives to

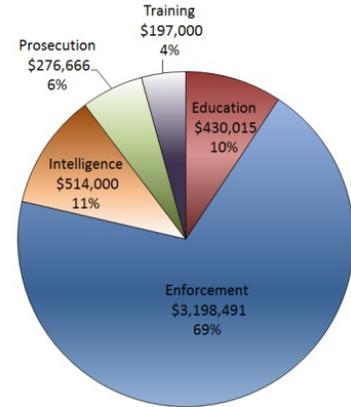
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prevent auto theft including: 10% to education programs, 70% to enforcement strategies, 1% to first time rehabilitation, 7% to prosecution of offenders, 5% to special auto theft training and 7% to auto theft crime analysis/intelligence efforts.

During the FY15 grant process, CATPA received grant applications from nine (9) applicants requesting a total of \$5.4 million where availability of funding was \$4.6 million (see Figure 6).

Initiative	Grantee	Award	Request
Intelligence	ATICC	\$ 514,000	\$ 735,599
Prosecution	Atty. Gen. Office	\$ 276,666	\$ 276,666
Enforcement	BATTLE	\$ 495,091	\$ 553,869
Education	CAAT	\$ 430,015	\$ 451,738
Training	CATI	\$ 197,000	\$ 246,303
Enforcement	SCRATT	\$ 97,400	\$ 249,374
Enforcement	EMATT	\$ 1,197,000	\$ 1,344,185
Enforcement	MATT	\$ 1,270,000	\$ 1,322,045
Enforcement	WCATT	\$ 139,000	\$ 224,260
<b>Total</b>		<b>\$ 4,616,172</b>	<b>\$ 5,404,039</b>

Figure 6. FY15 CATPA Awards



In order to face funding challenges in FY15, the Board adopted guiding principles and the use of criteria-based evaluation methodologies to assist in standardizing, discerning, prioritizing and ultimately awarding grant funds. The FY15 Grant Managers Guidance was published, composed of 36 pages to inform, guide and instruct applicants on the principles and evaluation methodology. Realizing the significant change from previous business practices, CATPA performed a series of training sessions to prospective and current grantees three months in advance of the application deadline.

Consistent with state statute (§42-5-112 C.R.S.), applications identified the project area's incidence of auto theft based upon the geographical distribution within Colorado, the relevance and degree of impact where auto theft crime is prevalent, and the significance to per capita auto theft crime. These three variables (geography, crime and population) were weighted for consideration by CATPA for funding programs to identify a statewide impact to auto theft reduction. Using judicial district boundaries within the state, CATPA has used a six (6) sectional area map (Figure 8) of the state to identify applicants and auto theft programs. As a result, the funding was apportioned on a statewide allocation using the weighted variables (Figure 7).

CATPA Area Map

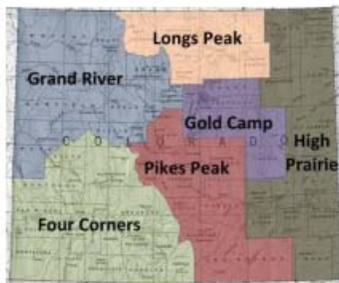


Figure 8. CATPA Area Map

Area	Weight	Funding
Four Corners	3.37	\$ 155,565.00
Gold Camp	59.34	\$ 2,739,236.46
Grand River	4.76	\$ 219,729.79
High Prairie	2.50	\$ 115,404.30
Longs Peak	9.63	\$ 444,537.36
Pikes Peak	20.40	\$ 941,699.09
<b>Total</b>	<b>100.00</b>	<b>\$ 4,616,172.00</b>

Figure 7. FY15 Funding Distribution

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In addition, CATPA used a value based criteria to evaluate the strength of the applications. There are three (3) primary criteria used: technical capacity, management capacity and past performance.

Technical Capacity accounted for 70% of the evaluation weighting to determining the best value of CATPA fund allocation. Technical capacities included description of the proposed project area, the level of multiagency cooperative initiative, key personnel, a summary of the funding request, the impact of reduction or denial of funding by the Board, timeline of implementation, the type of program initiative area (enforcement, prevention – public education, prevention – public information, training, prosecution or intelligence), selection of goal statements, strength and relevance of objectives and applicability and significance of measurements.

Management Capacity accounted for 15% of the evaluation weighting for proficient management and accounting of CATPA funds. Applications were evaluated on the ability to undertake and effectively manage the technicalities of the project, related personnel, and financial aspects of the grant contract. Applicants addressed the use of policies, procedures, formal agreements, and other complexities of work requirements involving a multiagency initiative. Management capacity also includes the ability to ensure effective, efficient, timely, and responsive support to the proposed project, communication with the CATPA Office and responsiveness to ensuring performance objectives are being met by the project supervisors/leaders.

Past Performance accounted for 15% of the evaluation weighting for determining the service level of previous awarded programs. Applicants were encouraged to demonstrate successful operations and maintenance of similar systems, to include the scale and complexity of the current proposal. The evaluation element was further based on historical information recorded from the CATPA Office and other relevant past performance information obtained from other sources known to the CATPA, and any information supplied in the proposal, to include problems encountered on the identified past awards and corrective action taken. CATPA assessed the relative risks associated with each proposal. Performance risks are those associated with the likelihood of success in performing the acquisition requirements as indicated in a record of past performance.

The cost/price factor was not weighted, as CATPA strives towards value-based criteria where the previous evaluation factors combined are significantly more important than cost or price. However, cost/price did contribute substantially to the selection decision where an application was reviewed in conjunction with the evaluation capacities that warranted the level of funding.

### **E. Equipment Funding**

Since inception, CATPA has placed a large amount of funding towards equipment for full-time, part-time and programmatic based multiagency projects. As can be seen from the following chart, CATPA has invested heavily in the capital purchase of equipment (items over \$5,000 each). CATPA has seen effectiveness in the use of automated license plate reader systems (ALPRS) while funding over \$750,200 to assist the enforcement programs. Additionally, CATPA has funded over \$489,789 for other

capital equipment purchases to detect apprehend and investigate auto theft crime.

Although there are advantages of funding equipment, as it is typically viewed as a “one time only cost”, there are implications to maintenance and/or replacement. Because CATPA typically awards programs on an annual basis, equipment purchases have typically been viewed as a “one time only cost”. CATPA administers purchase of capital equipment to be a state inventory item, where ownership is retained by CATPA during the life of the capital item. In considering capital equipment funding, consideration should be given to ramifications when the item: has reached life expectancy through depreciation; requires future costs of maintenance, upgrade and/or warranty; is damaged and needs repair; or is otherwise irreparable and out-of-service.

Item	Number
ALPR	43
Bait Stinger Package	4
Camera	4
Cellebrite	1
GPS Tracker	4
Pole Cameras	6
Recorder	1
Trailer - Bait	1
Vehicle - Bait	10
Vehicle - Investigative	18
Total	92

**Figure 9. CATPA Equipment**

In the past year, CATPA used the general accounting principles (GAAP) for determining depreciation value of previously funded capital equipment. The straight-line method found a remaining service life of 52% of capital equipment. Summarily, CATPA has invested a total of \$1.24 million in equipment since 2004 where current value is estimated to be \$601,400. CATPA recognizes the need to support law enforcement through inventory equipment, and is faced with considering a maintenance/replenishment program for future grant awards. However, in light of stagnated fund distribution coupled with expanding costs of enforcement programs, the prioritization of equipment is one that must be balanced with the fundamental needs to continue existing programs.

**F. Reporting Requirements**

As CATPA is a statutory governmental authority, political, administrative, programmatic and financial appraisals inspect the level of efficiency and effectiveness of CATPA funds to impact reduction efforts on statewide auto theft crime. Prior legislative reviews of creating and continuing CATPA have demonstrated the need for results-oriented grant administration. To assist in this effort, CATPA has historically required grant recipients to submit summary reporting on project activities. Typically, these reporting requirements were completed on a quarterly basis, but reporting elements were not standardized as they varied based on the scope and focus of the project. The reporting requirements were primarily developed or otherwise optionally chosen by the project directors during the course of the grant application. Upon review of the reporting, there was a lack of quantitative reporting for use in determining cost-efficiencies of CATPA funds and inconsistencies to interpretation of terms (i.e., major case investigation, arrest, charges, etc.). These concerns minimized CATPA’s abilities to validate, justify or otherwise provide warranting of efficiency or effectiveness related to quantitative or quantitative impacts.

In July 2014 CATPA instituted monthly normalized reporting standards and established terminology definitions for reporting elements. These reporting requirements were announced, published and trained in the FY15 Grant Managers

Guidance. CATPA worked with ATICC in providing project directors the ability to perform electronic submission of the monthly reporting requirements through a secured internet access and creating a small database to house the information for retrieval.

The reporting requirements provide CATPA the ability to track standardized information regarding the number of case investigations, auto theft offender arrests, stolen vehicle recoveries, automated license plate reader results, bait car operations, stolen puffers, business inspections and public education efforts. Additionally, the monthly reporting provides baseline project information for CATPA to calculate enforcement efficiency ratios and cost effectiveness.

### **G. CATPA's Value**

From 2010 to 2014, CATPA has incorporated reporting requirements from all grantees. These reporting requirements were used to measure the overall success of awarded funds. In summary, the program funds:

- ❖ Accounted for the recovery of 5,168 stolen vehicles valued at \$38,264,677.
- ❖ Demonstrated a venture return for recovered stolen vehicles at \$1.47 for every CATPA dollar invested.
- ❖ Facilitated the arrest of 2,208 persons charged with auto theft.
- ❖ Resulted in 3,563 felony charges of auto theft and 753 misdemeanor charges
- ❖ Performed 385 Bait Car operations
- ❖ Caused 348 major case investigations
- ❖ Enabled 51 complex case investigations under the Colorado Organized Crime Control Act (COCCA)
- ❖ Generated 3,450 criminal intelligence products to support auto theft case investigations
- ❖ Created criminal intelligence sharing amongst law enforcement investigators by installing a CJIS compliant centralized auto theft database
- ❖ Fused 96 various law enforcement agencies with partnership to address the mission of CATPA
- ❖ Produced 96 special auto theft training courses and educated 2,088 law enforcement personnel
- ❖ Purchased automated license plate reader systems (ALPRS) assisting in the recovery of 855 stolen vehicles valued at \$6.5 million. The efficiency level demonstrated \$0.93 of recovery value for every capture read performed by the ALPRS.
- ❖ Distributed prevention and education awareness products including 16,340,569 media releases, 58,339,979 social media impressions, 121,765 printed materials and 2 public surveys.

As can be easily deduced, the above notations could not have otherwise been accomplished without the support of CATPA funds.

### H. Current Trends

CATPA wishes to send the message to Coloradans that auto theft is not simply an expensive property crime, it transcends to other crimes of violence, property and drugs to include foreign criminal cartels as well as local loosely organized and highly organized criminal groups.

Comment: CATPA has placed a high priority to educate Coloradans on preventing auto theft by not leaving a vehicle unattended while running. The Coloradans Against Auto Theft has launched several educational campaigns over the last few years ([www.lockdownyourcar.org](http://www.lockdownyourcar.org)). It is believed about 20% of vehicle thefts in Colorado involve the victim leaving the vehicle running unattended, which is an apparent high risk for auto theft. A primary question one would ask is: So how effective is the educational campaign? The answer was in a 2014 public opinion poll<sup>1</sup> that found a 13% increase from a 2011 public opinion poll that people responded positively to prevention questions and the awareness that leaving a vehicle running unattended was illegal. Surprisingly, most people who responded “almost never” or “never” leave their vehicle running unattended said they do so “because it’s simply a good thing to do.” This public poll also found that 84% respondents believe a vehicle is stolen to tear apart the car and sell its parts on the black market or to go joy-riding. Less than 16% of the remaining respondents believed a car was stolen to use the car in a violent or drug related crimes. This recent poll lends CATPA to give more attention to the public education endeavor that auto theft is not a singular property crime as it transcends crimes against persons, property and drugs. CATPA task forces have seen a majority of vehicle thefts within the Denver metropolitan area attributed to the use, distribution or trafficking of methamphetamine. CATPA task forces have also identified a large involvement of other crimes (e.g., robbery, car-jacking, identity theft, residential burglary, larceny, etc.). To respond to this, the Coloradans Against Auto Theft launched a new 2014 campaign called Lock Your Block, messaging the connection between other crimes is proportionally related to auto theft.

As CATPA funds have been exhausted, the efficiency of these limited funds must be demonstrated using established benchmarks, standards and evaluation methodologies to determine the overall benefit to Coloradans.

Colorado has experienced an increase in auto theft over the past two years, and without moderation and change of existing auto theft programs, this trend may continue to increase.

There is a high recovery rate (78%) of vehicles stolen in Colorado, where use of CATPA enforcement funds would be best served in identifying patterns, trends and criminal enterprises that are otherwise unsupported by traditional law enforcement endeavors.

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<sup>1</sup> 2014 Colorado Statewide Omnipoll Survey, Talmey-Drake Research & Strategy, Inc.

## **The Colorado ATPA Experience**

CATPA is tasked to justify continuation of funding in the 2018 Sunset Review, yet is faced with the increase of statewide auto theft, exhausted grant revenues, and enforcement programs experiencing increasing operational costs.

CATPA intends to solicit, award and distribute funding in FY16 giving priority to two primary multiagency law enforcement task force grant applications:

- Task force applicant in the Gold Camp area
- Task force applicant statewide outside the Gold Camp area.

Conditionally, the two multiagency law enforcement task force applicants must ensure a centralized and unified command within and amongst both task forces. This priority shall not exclude the Board's ability to award grants to other applicants, consistent with 42-5-212 C.R.S.

CATPA strives as an advocate for auto theft prevention initiatives to reduce the prevailing economic threat and public safety endangerment resulting from the crime of motor vehicle theft. CATPA recognizes many individuals and organizations are misled on the facts pertaining to auto theft, that it is simply a property crime not warranting violence or engaging other criminal activities.

### **Author Bio – Robert Force**

Robert Force is the Director of the Colorado Automobile Theft Prevention Authority (CATPA). Robert has an extensive law enforcement background that included 25 years of police work until his 2003 retirement as an Assistant Chief for the Rio Rancho, New Mexico Department of Public Safety. The complexities of managing a public safety organization, coupled with meeting public safety services in a fast growing community, provided Robert with invaluable operational and administrative experience. Robert then spent six years as a law enforcement trainer and served on the New Mexico Law Enforcement Standards Board as a hearing officer and board member. In 2009, Robert accepted a position with the Colorado State Patrol as a Criminal Intelligence Analyst for the newly created CATPA funded Auto Theft Intelligence Coordination Center (ATICC). Robert is a graduate from two prestigious law enforcement management programs: the FBI National Academy and the Northwestern University School of Police Staff and Command.