



WE'RE SENDING A SIGNAL



AUTOMOBILE BURGLARY AND THEFT PREVENTION AUTHORITY

PLAN OF OPERATION





Texas Automobile Burglary & Theft Prevention Authority Board

Texas Automobile Burglary & Theft Prevention Authority Staff

Mr. Richard L. Watson

Insurance Representative Austin

Chief of Police Carlos Garcia, Chair

Law Enforcement Representative Brownsville

Lt. Jason Hartgraves

Law Enforcement Representative Dallas

Col. Tommy Davis

Ex-Officio,
Director
Texas Department of Public Safety
Chief Kent Mawyer
Austin

Mr. Ken R. Ross

Insurance Representative La Marque

Ms. Margaret Wright

Consumer El Paso

Ms. Linda W. Kinney

Consumer Dripping Springs

Ms. Brenda Loudermilk

Legal Counsel Austin

Susan Sampson

Director, (512) 374-5104

Charles Caldwell

Grant Administrator (512) 374-5108

Anna Mallett

Public Affairs Coordinator (512) 374-5103

Jan Gregg

Grant Assistant

Barbara Matthys

Administrative Assistant

512-374-5101 · Fax 512-374-5110

For Auto Burglary & Theft Prevention Information

1-800-CAR-WATCH www.txwatchyourcar.com

TEXAS AUTOMOBILE BURGLARY & THEFT PREVENTION AUTHORITY



Table of Contents

MISSION STATEMENT	. 3
PROBLEM ASSESSMENT	. 4
TYPES OF MOTOR VEHICLE THEFT	. 7
ANALYSIS OF METHODS TO COMBAT THE PROBLEM	13
FINANCIAL SUPPORT	17

Mission Statement

The Texas Automobile Theft Prevention Authority (ATPA) was established by the 72nd Texas Legislature in 1991 to create a statewide effort to reduce auto theft. In 2007, the 80th Legislature amended the ATPA mission to include emphasis on vehicle burglary in addition to theft. The resulting agency, known as the Texas Automobile Burglary and Theft Prevention Authority (ABTPA), is charged with assessing the automobile burglary, automobile theft, and economic automobile theft (burglary or theft committed for financial gain) problems in Texas and analyzing methods and providing financial support to combat those problems.

The ABTPA's mission is:

- Fund programs to reduce vehicle burglary and theft in Texas, including a statewide vehicle registration program.
- Develop a statewide network of law enforcement, local prosecutors, insurance industry representatives and citizens to combat vehicle burglary and theft through special theft reduction initiatives.
- Develop a statewide network of law enforcement, local prosecutors, insurance industry representatives and citizens to combat vehicle theft through special theft reduction initiatives and public education.
- Establish partnerships with officials in Mexico to reduce the number of burglaries and thefts on the Mexican Border.

Problem Assessment

The Texas Automobile Burglary and Theft Prevention Authority (ABTPA) was established by the 80th Texas Legislature in June 2007 to create a statewide effort for the reduction of vehicle burglary and theft.

In 2006, the Texas Uniform Crime Report (UCR) reported 95,681 auto thefts. The economic loss of stolen vehicles for Texas was \$900,302,072 with an average loss of \$9,409 per motor vehicle. In 2006, UCR reported 254,738 Larceny from Motor Vehicles and Larceny of Motor Vehicle Parts and Accessories. The economic loss of burglarized vehicles was \$214,099,543 with an average loss of \$840 per motor vehicle. Together, losses from vehicle burglary and theft translate into a loss of more than \$3 million dollars per day! It is clear that auto burglary and theft are violations of our privacy, our safety, and our pocketbooks. It is a staggering cost to the public in terms of property loss and is a serious concern for ABTPA and our law enforcement task forces.

By statute, the ABTPA must provide an annual report on April 1 of each year to the Lt. Governor and the Speaker of the House.

Auto Burglary and Theft: Gateway Crimes

The majority of thieves are professional, involved in complex auto burglary and theft schemes including insurance fraud, identity theft, title fraud, and drug trafficking. The International Intelligence Community has identified vehicle burglary and theft and related criminal activity, including insurance fraud as a primary illicit fund-raising source supporting international terrorism. Vehicle burglary and theft transcend jurisdictional boundaries and permeates serious and violent crimes.

There are a number of factors that contribute to the vehicle burglary and theft problem in Texas including increasing population, economic conditions, and our proximity to the International border and ports, just to name a few.

Statewide Problems

Every 2.5 minutes in Texas, a vehicle is broken in to and the contents stolen. In a recent statewide survey, when asked how significant motor vehicle burglary was in their jurisdiction, 82.8 of the survey respondents stated it was a significant proglem; 14.1% said moderately significant, and 3.1% said that it was not a significant problem. Most commonly targeted items burglarized from inside a motor vehicle include: CDs, cell phones, purses/briefcases; small electronics (PDAs, digital cameras, and laptops); clothing shopping bags, and video/DVD units. The most common eqipment burglarized off motor vehicles includes the following: Wheels/hubcaps; stereos; headrests; tailgates; lights;

lens covers; mirrors and sunroofs. In addition, approximately 75,000 airbags are stolen annually in the U.S.

The top three locations where theft from a motor vehicle occurs are: Parking Lot/Garage (38.5%); Residence/ Home (37.4%); and High/Road/Alley (11.6%). These locations are also the top locations for the theft of motor vehicle parts and accessories.

Problems in Rural Areas

Rural areas throughout Texas have become breeding grounds for illicit activities involving auto burglary and theft-related crimes. Among them are the following:

1. Chop Shops.

- a. Operation in which stolen vehicles are stripped of their valuable parts and sold for economic profit. The parts are not as recognizable as the vehicle and are worth two to three times the vehicle itself.
- b. This illegal activity is also found in urban areas across the state, but goes undetected more easily in rural areas

2. Arson.

- a. Vehicles stolen in the inner cities and more metropolitan areas are found in the remote sections of these rural areas stripped of their parts, then subsequently burned.
- b. An automobile owner will have his/her vehicle stolen, then set ablaze in anticipation of reimbursement from their insurance company.

3. Abandoned vehicles.

- a. Vehicles are stolen, stripped of their parts or vandalized and then left abandoned until discovered by property owners or law enforcement.
- b. Vehicles are stolen and used in conjunction with another crime and left abandoned in these uninhabited areas.

Problems In Urban Areas

In the more urbanized sections of the state where vehicle thefts are greatest, task forces concentrate most of their efforts on the following:

1. Salvage Yards.

- a. Improper documentation or inventory of vehicles or parts being purchased by or delivered to salvage yards.
- b. Stolen vehicles or parts are being bought or sold for economic profit.
- c. Salvage dealers switch, remove, alter, or obliterate VINs on vehicles.

- 2. Organized Crime Activity.
 - a. Theft rings and/or gangs steal and/or burglarize vehicles for economic profit.
 - b. Theft rings and/or gangs steal and/or burglarize vehicles to commit other crimes.
- 3. Shopping Malls, Businesses, and Dealerships.
 - a. Provide a variety of vehicles for automobile thieves and convenient targets for auto burglary.
 - b. Vehicles are left unattended and security is usually minimal.
 - c. Automobile thieves and burglars can "stakeout" a location, wait for the driver to go inside, then steal the vehicle or burglarize the vehicle knowing the owner will be out of sight for a given period of time.

Problems Along the Border

Problems with burglary and theft in the areas well north of the Texas/Mexico Border are known to be quite different from the problems along the border.

- 1. International Port of Entry.
 - a. Thieves steal vehicles from all over the state and cross international bridges into Mexico and sell the vehicles for economic profit.
 - b. Due to NAFTA and the high volume of traffic entering/exiting the U.S., it makes it more difficult to monitor these ports.
 - c. Major and minor roadways, as well as low water crossings, provide for immediate exodus from the cities and towns along the border.
- 2. Organized Criminal Activity.
 - a. Applying the funnel effect, the border provides the pipeline between the identified crime site and an extensive distribution network.
 - b. Criminal combinations are taking place in which collaborators are carrying on criminal activities, whether participants know each others' identities, or stand at arm's length.
 - c. This activity involves burglaries and thefts for "Felonious Intent," and contributes greatly to the consistent burglary and theft of autos.
- 3. Fraudulent Title & Registration.
 - a. Stolen vehicles are brought into the U.S. with fraudulent documentation from Mexico and the title transferred to legitimize the vehicle.
 - b. County Tax Assessor-Collector offices cannot physically inspect all vehicles transferring titles.

Types of Burglary and Motor Vehicle Theft

Motor Vehicle Burglaries and Thefts are Committed for a Variety of Reasons:

Transportation:

Theft of the vehicle for personal use. The stolen car is usually abandoned at the destination.

Commit Other Crimes:

Theft of the vehicle for transportation to and from a crime scene. The vehicle is abandoned after the crime has been committed.

Profit/Commercial Thefts:

Thefts perpetrated for financial gain.

Joy Riding:

Theft of a vehicle for the purpose of riding around. These vehicles are usually recovered quickly and close to the location they were stolen from.

Finance Drug Use:

Many vehicle burglaries are committed to support the perpetrators' drug addiction.

Identity Theft:

Increasingly, thieves are using personal information found in vehicles to commit identity theft.

Frequently Used Terminology

VIN:

Vehicle Identification Number using a unique set of 17 alpha numeric characers affixed to a motor vehicle to designate the year, make, model, and specific numeric production sequence. The National Highway Traffic and Safety Administration (NHTSA) is responsible for the application of VIN regulations.

Salvage Switch, VIN Switch, Re-VIN'ing or Ringing, Re-Branding:

The act to conceal the identity of a vehicle by taking a VIN from one vehicle and applying it to another. Many times the replaced VIN is from a Total Loss Vehicle.

VIN Cloning:

The process of taking an actual legitimate VIN and reproducing it as a duplicate and affixing it to another vehicle that has been stolen to conceal the actual identity of the vehicle. Many times the VIN that is cloned is from a Total Loss Vehicle.

Total Loss:

Any motor vehicle that has suffered a loss of any type and is not restored to pre-loss condition for its current registered owner and/or legal owner.

Salvage:

Any motoro vehicle that is designated for sale and or sold for the express purpose of dismantling and the recylcling of its components either for resue or materials recycling.

Title Washing:

The act of taking a title that has a printed designation or (brand) such as 'SALVAGE,' FLOOD,' 'JUNK,' etc. to a state that does not recognize other state branding laws and re-titling it in that state to obtain a "Clean Title" less any "Brand designation" to conceal the fact that the vehicle has had a compromised history. The purpose is to resell the vehicle and fraudulently not disclose the vehicle's history to a subsequent buyers.

Types of Commercial Thefts

Counterfeit Title:

Stolen vehicles can be sold through the use of counterfeit titles. The vehicles are usually sold cheaply and quickly. Frequently the offender will use "out of state" vehicle titles.

Out-of-State/Non-Title State:

There are weak and inconsistent vehicle title laws in the United States. In some states, evidence of ownership may be accomplished by registration certificate and transfer is by bill-of-sale on cars other than those sold as new. Stolen cars are registered in these states, frequently on mailed-in applications for registration documentation. In some states, no evidence of ownership is required on older model vehicles. In these operations, an application is completed which reflects the purchase of the vehicle from a fictitious person in another state. A registration certificate and license plates are obtained. The thief then sells the vehicle with this documentation of "ownership."

Vehicle Identification Number (VIN) Switching:

The intentional alteration of the VIN and the use of the fictitious VIN on counterfeit ownership or registration documents. The vehicle is then sold to an unsuspecting buyer.

Salvage Switches:

These methods involve the purchase of salvage vehicles (wrecked) from insurance companies or auto wreckers. The salvage is usually dismantled but the VIN plate, license plates, title, or bill-of-sale is retained. A vehicle of similar make and model is stolen and the identity of the salvage vehicle is transferred to it. The stolen vehicle is then sold under this identity.

Importation Operations:

These methods involve organized rings importing high-priced stolen European cars into the U.S. Again, inconsistent and sometimes ineffective foreign titling and registration laws are taken advantage of by these rings.

Chop Shops:

Chop shops are places where stolen cars are dismantled for parts and accessories that can be sold for profit. Sometimes parts are purchased by body shops or repair garages for repairs to damaged vehicles.

Identity Theft:

Identity theft occurs when someone uses personal information such as your name, social security number, or bank account number without your knowledge to commit fraud or theft. Identity thieves can purchase vehicles using the personal information of an unsuspecting victim. The victim may not receive any indication of the purchase until three months after the car has been purchased, which is usually a late payment inquiry from the finance company.

Vehicle Cloning:

A thief will copy a VIN from a legally owned vehicle sitting in a parking lot or vehicle dealership. Then the offender will steal a vehicle similar to the one from which the criminal copied the VIN. The stolen vehicle's legitimate VIN tag is then replaced with the counterfeit one.

Cargo Thefts:

The crime of Cargo theft is estimated to cost the US between \$15-30 billion a year. No longer is cargo being stolen as just one or two items taken from a truck or semi-trailer; it's the whole load along with the trailer. Frequently, the truck tractor itself is being stolen, as well. These loads vary from furniture, to food items, to tires, automotive supplies and parts, computer products, to pharmaceutical supplies. If a trailer is loaded with goods, it could very weel become a target for cargo theft. Depending on the goods, the loads can vary in value from approximately \$10,000 to millions of dollars.

Insurance Fraud

These methods involve making false vehicle theft reports for the purpose of defrauding insurance companies. Frauds can be simple or complex and elaborate schemes.

Simple Insurance Fraud

Simple frauds are generally considered to be afterthoughts as opposed to highly sophisticated schemes. For example, a simple fraud may be invented to cover up some other criminal offense. Sometimes allegations are made that a vehicle was stolen in order to provide an alibi in hit-and-run, drunken driving, or other offenses. Frequently, a person wrecks a vehicle and determines that a traffic accident investigation would prove risky because of his condition or the contents of the vehicle would not stand close inspection. Sometimes a fraud is committed when a vehicle owner recovers the vehicle himself but neglects to advise the insurance company, which has already compensated him. Other frauds, referred to as "Owner Give-Ups", are arranged by the vehicle owner who reaches an agreement with an accomplice to leave the vehicle and keys at a certain location. These arrangements result in the vehicle being:

- Reported stolen and recovered stripped. This way the damaged or worn-out parts are replaced via the insurance settlement.
- Reported stolen and recovered stripped and burned. In addition to the insurance settlement, stripped parts are sold for profit.
- Reported stolen and not recovered.

There have also been frauds committed by vehicle owners who abandon vehicles in locations with the hope that the vehicle is stripped or stolen. Shortly after, the owner reports the vehicle stolen to the police and insurance company.

Complex Insurance Fraud

Complex frauds are well-planned schemes that may involve thousands of dollars. These frauds generally fall within one of four types:

Duplicate Title Frauds:

In these kinds of frauds, the insured person sells the vehicle, obtains a duplicate vehicle title, reports the vehicle stolen, and then surrenders the duplicate title to the insurance company. This method nets proceeds from the sale of the vehicle and the vehicle theft settlement from the insurance company.

Counterfeit Title Frauds:

In these kinds of frauds, usually a heavily financed vehicle is reported stolen and the insured presents his insurance company with a counterfeit title listing himself as the sole owner (omitting the bank or finance company as a lien).

Paper Vehicle Frauds:

There are some states and provinces in the United States and Canada that do not have adequate vehicle title laws. Evidence of ownership is by registration certificate and transfer is by bill-of-sale on older vehicles. There is generally no inspection of the vehicle to determine the validity of the VIN and other registration information. In some instances, registrations are issued on the basis of mailed-in applications. Upon receipt of the registration, application is then made to a state issuing a title (but usually not a vehicle inspection). With title in hand, the fictitious vehicle is then insured. The final step is the theft report on the paper vehicle to the police and insurance company.

Salvage Vehicle Frauds:

These frauds are similar to paper vehicle frauds except that they involve actual vehicles sold as salvage. These vehicles are registered and titled as "operational," insured, and then reported stolen.

The National Insurance Crime Bureau estimates that 10 percent of all reported vehicle thefts are fraudulent. Other estimates reach as high as 30 percent.

Vehicle Burglary

Every 2 1/2 minutes in Texas, another vehicle is broken into and the contents stolen. Anything placed inside a vehicle is of value to someone and may be targeted. Vehicle owners and operators must increase their understanding of vehicle burglary to decrease their chances of becoming victims.

High Risk Areas:

Large retail establishments, office buildings, apartments, town homes and condominiums, restaurants, bars, nightclubs, parks, churches, gyms and workout facilities.

Most Common Points/Methods of Entry:

Broken side/vent windows, rolled down windows, sliding windows (common on pick-up trucks), unlocked doors, sunroofs, convertible soft tops, pry/jimmy lock.

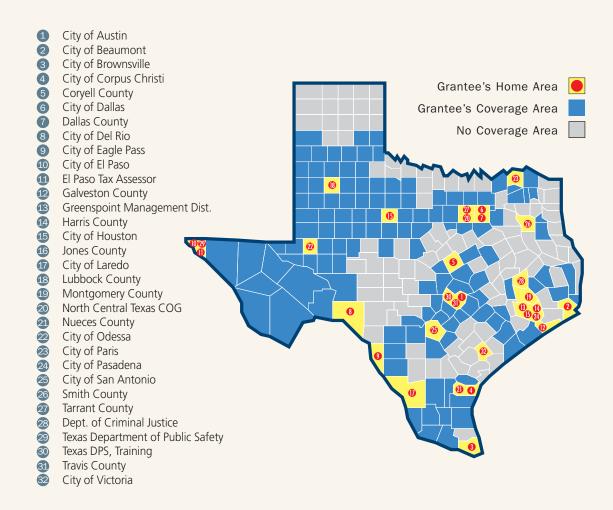
Auto Burglary Leading to Residential Burglary and/or Identity Theft:

Vehicle Registrations and Insurance Certificates left in the car provide valuable personal information, as does outgoing or incoming mail left in the car. Garage door openers can be used to gain access into a burglary victims' home.

Commonly Stolen Items:

PDA's, cameras, laptops, credit cards, cell phones, cd's, mail, address books and agenda books, purses, money, vehicle registration information, stereos, gym bags, luggage, garage door openers, weapons, briefcases, clothing and shoes.

Fiscal Year 2008 ABTPA Grantees



Analysis of Methods to Combat the Problem

ABTPA Board of Directors

The Governor of Texas appoints six individuals to serve as the Texas ABTPA Board. The Board members include two law enforcement representatives, two consumer representatives, two insurance representatives, and the seventh member is the Executive Director of the Texas Department of Public Safety, who serves ex-officio. Board members are appointed to serve staggered six year terms. The ABTPA program was established within the Texas Department of Transportation (TxDOT) by H.B. 1887.

Program Types

After the official appointment of the Texas ABTPA Board of Directors early in 1992 and the subsequent addition of burglary in FY2007 to the legislative mandate, it is apparent that in order to reduce the auto theft rates statewide, more than one strategy is be needed. The ABTPA has established the following categories of programs eligible for funding.

- 1. Law Enforcement/Detection/ Apprehension.
 - a. Funds may be allocated for the establishment of motor vehicle burglary and theft enforcement teams and other detection/apprehension programs. Priority funding may be provided to state, county, precinct commissioner, general or home rule cities for enforcement programs in particular areas of the state where the problem is assessed as significant.
 - b. Enforcement efforts covering multiple jurisdictional boundaries may receive priority for funding. Multiple jurisdictional efforts may include, but are not limited to several municipalities, counties, or regions.
 - c. Motor vehicle burglary and theft programs designed for detection and apprehension may include community involvement programs, detection training programs, and enhancements to information gathering programs.
 - d. Detection training programs may include the following: inspection procedures, identifying fraudulent titles, investigation of suspicious claims and development of fraud profiles, and investigative methods unique to the crime of motor vehicle burglary and theft.
- e. Information gathering systems improve the accuracy of data required to properly assess the motor vehicle burglary and theft problem and measure the effectiveness of programs designed to combat it. Information gathering

- e. Information gathering systems improve the accuracy of data required to properly assess the motor vehicle burglary and theft problem and measure the effectiveness of programs designed to combat it. Information gathering systems may also be used to establish patterns of burglary, theft and disposal.
- f. Enhancements to existing information gathering systems may be appropriate candidates for funding.
- g. Examples of enforcement/detection/apprehension programs that may be funded are:
 - Enforcement programs utilizing law enforcement personnel, either alone or in conjunction with personnel from other fields, concerned with the motor vehicle burglary and theft problem.
 - Statewide training for patrol officers in proper techniques of identifying and recovering stolen automobiles and property.
 - Programs to combat motor vehicle burglary and theft at the street level.
 - Programs to reduce the incidence of insurance fraud, to include cooperation with the insurance industry.
 - Programs designed to eliminate illegal chop shop operations through covert surveillance, undercover operations and sting operations.
 - Programs for information gathering systems to target repeat offenders and high burglary and theft intensive areas.
 - Programs for information gathering systems to assist in measuring program effectiveness.
 - Programs to improve inspection and auditing of repair facilities and automobile dealers (parts dealers, towing operators, scrap metal processors, salvage operators).
 - Programs to participate in interstate or multinational intelligence networks.
 - Programs to reduce the incidence of export of stolen vehicles into Mexico including bridge control, inspection of vehicles, "No Mexico" type vehicle registration and technological scanning programs.
 - Programs utilizing equipment, for experimental purposes, to assist automobile owners in preventing automobile burglary and theft.

2. Prosecution/Adjudication/Conviction.

- a. Funding may be provided for prosecutorial and judicial programs designed to assist with the prosecution of persons charged with motor vehicle burglary and theft offenses. Grants could include funding of efforts to implement changes in the prosecution of auto burglars and thieves and the forfeiture of their property.
- b. Prosecutorial and judicial informational grants would be appropriate to investigate aspects of motor vehicle burglary and theft that affect the community:
 - Data regarding the violence potential in motor vehicle burglary and theft which may elevate this crime beyond the scope of property crime.
 - Programs to dispel notions that insurance compensation alone is sufficient to redress personal losses sustained by motor vehicle burglary and theft.

- Programs to help prosecutors make more effective cases against automobile burglars and thieves.
- c. Prosecution and conviction of automobile burglars and thieves is an effective deterrent in the reduction of motor vehicle burglary and theft.
- d. Additional examples of effective prosecution/judicial programs that may be funded are:
 - Additional prosecution staff to concentrate on motor vehicle burglary and theft cases.
 - Workshops designed to train specialized prosecutors.

3. Prevention.

- a. The Authority may contract for research or the establishment of testing and performance standards.
- b. The Authority may also recommend appropriate comprehensive premium reductions to the Texas Department of Insurance when approving anti-theft devices or systems.
- c. Funding of a statewide automobile registration program to be administered by the Department of Public Safety. The registration program would include a regional and/or statewide "No Mexico" registration program disallowing the labeled vehicle from entering Mexico.

4. Reducing the Sale of Stolen Parts.

- a. The Authority may fund grants for the development of vehicle identification number labeling, including component part labeling and etching methods designed to deter the sale of stolen parts.
- b. The Authority may conduct educational programs informing the public regarding the benefits of VIN labeling and demonstrating how labeling might reduce automobile theft by reducing the ability to find markets for stolen parts.
- c. The Authority may serve as a resource for the legislature as it seeks ways to revise the salvage dealer statutes to make them more consumer oriented.

5. Educational/Media Campaigns.

- a. The ABTPA will consider grant requests that promote public awareness, provide consumer information, and public training in automobile burglary theft prevention measures.
- b. Multi-media paid and PSA announcements developed to educate the public on automobile burglary and theft prevention.
- c. Automobile burglary and theft crime prevention curriculum developed for drivers education class and high school awareness classes.

ABTPA-funded task forces across the state are combining their efforts to add surrounding counties to their

ABTPA-funded task forces across the state are combining their efforts to add surrounding counties to their respective areas of operation, thus increasing their limits on jurisdictional boundaries. Additionally, arson investigators are being added to task forces due to increasing vehicle fires in their area of operation.

An activity that has been effective in combating auto theft has been the use of a "Bait Vehicle". Detectives place the bait vehicles in high crime target areas. The vehicles are equipped with a global positioning satellite tracking system, which is accurate within 30 feet, and allows for the vehicle to be tracked once it is stolen. Law enforcement officers may then activate an engine kill switch to apprehend the offenders and recover the vehicle.

The enabling legislation required that a uniform program be established to prevent stolen vehicles from passing across the border into Mexico. The Border Solutions Committee was formed with representatives from the Mexican States of Chihuahua, Tamaulipas, Nuevo Leon, and Coahuila. Several funded programs have developed through the recommendation of the Border Solutions Committee. Among them is the International Auto Theft Prevention Identification Training, a workshop which teaches basic and advanced auto theft prevention and vehicle identification techniques to law enforcement officials in both Texas and Mexico. Another program is the Border Auto Theft Information Center (BATIC) located in El Paso. BATIC is available to answer inquiries from Mexican and U.S. law enforcement agencies regarding stolen vehicles. According to DPS, prior to 1994 law enforcement had recovered less than 500 stolen vehicles from Mexico. With the assistance of law enforcement, the Task Forces along the border and BATIC, an average of 1,900 vehicles are recovered annually. The use of BATIC is becoming more and more evident in the United States.

The El Paso Border Partners program was established as an initiative of the Border Solutions Committee. The program was designed to assist U.S. and Mexican law enforcement agencies in the recovery of stolen vehicles in the El Paso-Juarez area. Authorities from both sides of the border access the same database of stolen vehicles and will eventually investigate and prosecute auto thieves jointly.

Financial Report

The Texas ABTPA funding source is provided by a \$1 fee on each insured automobile each year. The fee is assessed to insurance companies providing vehicle insurance in Texas and is collected by the Texas Comptroller of Public Accounts. The funds (approximately \$12 million annually) are awarded by ABTPA to various projects which fulfill the ABTPA's mission of analyzing various methods of combating the problems of motor vehicle burglary and theft and economic motor vehicle burglary and theft.

Money in the Automobile Burglary and Theft Prevention Fund shall be expended in the following manner:

- 1. Administrative Costs (not to exceed 8% of funds appropriated to the Authority).
 - a. Authority member travel expenses.
 - b. Staff.
 - c. Administrative programming.
- 2. Law Enforcement Projects.
 - a. Burglary and Theft Prevention training programs.
 - b. Programs designed to reduce the incidence of motor vehicle burglary and theft crimes, apprehend criminals, or to recover stolen vehicles and property.
- 3. Prosecution Projects.
 - a. Programs designed to specialize in the prosecution of motor vehicle burglary and theft.
 - b. Programs designed to increase convictions.
 - c. Programs designed to assure appropriate jail/prison time on conviction.
- 4. Prevention and Educational Programs.
 - a. Programs to educate the general public on motor vehicle burglary and theft prevention.
 - b. Programs to support neighborhood security and detection programs.
 - c. Programs to test and approve theft prevention devices.
 - d. Automobile Registration Programs.
 - e. Identification of vehicle component parts.

The ABTPA Board reserves the right to make all final decisions on awarding funds. It may also actively solicit applications for new programs. The scope of the motor vehicle burglary and theft problem in the grantee's area will weigh in the Authority's decision to grant funds.

Money appropriated to the Authority may only be used to enhance motor vehicle burglary and theft prevention efforts as determined by the Authority. "Enhancement" means a new program to deter burglary and theft in some method or an addition to an existing program. Applicants for grants must agree that they will not reduce their level of expenditure of the number of personnel devoted to motor vehicle burglary and theft prevention below the level of expenditure and personnel which was in effect as of November 1992.

Grants are awarded for one fiscal year, September 1 through August 31. A renewal application must be submitted for the continuation of a project beyond the initial grant period. Approval of a renewal application will be based on the reported prior accomplishments of the grantee.

Grantees awarded \$10,000 or less may request all funds in advance. A grant award over \$10,000 may receive a partial advance of funds; remaining funds will be paid on a quarterly reimbursement basis.

Approved grant programs or budgets may not be modified without prior written approval of the Director, Automobile Burglary and Theft Prevention Authority. Project revision requests must be submitted at least thirty days in advance of the need for the change.

Any funds received or generated as a result of motor vehicle burglary and theft activities approved by the Authority shall be used to enhance currently funded and/or future motor vehicle burglary and theft programs. Funds received include, but are not limited to forfeiture of cash and receipts from the sale of property. If program enhancement activities are terminated, the unexpended revenues shall be promptly returned to the Authority.

State agencies, local general purpose units of government, independent school districts, nonprofit, and for profit organizations are eligible to apply for grants for automobile buglary and theft prevention assistance projects. Nonprofit and profit organizations shall be required to provide with their grant applications sufficient documentation to evaluate the credibility and the community support of the organization and the viability of the organization's existing activities in the context of providing automobile burglary and theft prevention assistance.