

**SOUTH PLAINS  
AUTO THEFT TASK FORCE**  
P.O. Box 10536  
Lubbock, Texas 79408-3536



**Lubbock County Building**  
916 Main, Suite 202  
Lubbock, Texas 79401  
(806) 775-1569 Fax (806) 775-1561

Wednesday, June 01, 2022

To: Commissioner's Court  
Lubbock County

Attached is our proposed FY23 MVCPA grant. This being the second year of the biennium, I anticipate being awarded the same amount as FY22 with the same cash match requirements. This propose grant reflects the same award amounts and is essentially the same as FY22 with the exception of removing the equipment items that were already purchased with program / forfeited asset funds and replacing that equipment with two license plate readers and three tough books laptops. I plan to utilize one of the license plate readers on a LSO k9/interdiction unit to assist in increasing recoveries and arrest. The other will be placed on a Task Force Unit. Additionally some funds moved from over funded line items to fuel as a result of the current situation.

The board meets next week on Wednesday June 8<sup>th</sup> to vote on the awards. Again indications are that the awards will mirror FY22 awards. I believe we are scheduled in Commissioner's Court on the 13<sup>th</sup> to have this and the resolution approved.

|                    | FY22      | FY23      |
|--------------------|-----------|-----------|
| MVCPA Funds        | \$446,785 | \$446,785 |
| Lubbock Cash Match | \$195,214 | \$195,214 |
| Program Income     | \$34,628  | \$42,060  |
| NICB               | \$51,294  | \$51,294  |

Please call me if you have any questions at 806-549-7134

A handwritten signature in black ink, appearing to read "Doug Clements".

Douglas Clements

Commander, South Plains Auto Theft Task Force

*Project Director:* K. Sunshine Stanek

*Administrator:* Doug Clements

*Chief Investigator:* Jay Truelock

*Investigators:* Andy Gentry Brian McNeill Michael Benson Peter Steppe *Crime Analyst/Crime Prevention Coordinator:* Jennifer Anderson

*NICB Agent:* Stacy Hohenberger

*DPS CID Agent:* Gaylon Paul

Lubbock County Taskforce Grant Application for Fiscal Year 2023  
Request for Application (RFA)

Primary Agency / Grantee Legal Name: *Lubbock County*

Organization Type: *Law Enforcement*

Organization ORI (if applicable): *TX1520000; LUBBOCK CO SO (IBR)*

**Program Title** Please enter a short description of the proposed program that can be used as the title.  
*Lubbock County South Plains Auto Theft Task Force*

**Application Category** (See Request for Applications [RFA] for category details and descriptions RFA Priority Funding Section):

**MVCPA Program Category** (see RFA and TAC 43, 3 §57.14). Check all that apply.

- Law Enforcement, Detection and Apprehension
- Reduction of the Sale of Stolen Vehicles or Parts
- Education Programs and Marketing

**Taskforce Grant Participation and Coverage Area**

**Provide a General Description of the Participating and Coverage Area of this Grant Application**

The South Plains Auto Theft Task Force includes twenty-six (26) Participating Counties and two (2) additional Covered Counties across the South Plains of Texas. These counties are covered at large.

**Define in the tables below the grant relationships and geographic area of the taskforce:**

Applicant will add the participating and coverage agencies from the ORI list below. If an agency is not in the ORI list, please include the agency and role in the general description above. Make sure to follow the definitions below and select an agency in the dropdown. Use the *Add as Participating Agency* or *Add as Coverage Agency* button to populate the list.

**Participating Agencies** are agencies that materially participate in the grant application through the exchange of funds for reimbursement and cash match. Participating agencies are defined after the grant award by interlocal/interagency agreements. Each applicant must select their own agency first. Then select agencies that will receive or provide funding and/or resources. [Note: Interlocal/interagency agreements do not need to be submitted with the application. Interlocal agreements will need to be executed prior to the first payment being made if selected for a grant. Letters of support with the application from the participating agencies are strongly recommended.]

**Coverage Agencies** are agencies that provided some level of coverage, assistance or support by this grant application but will not materially exchange funds as cash match or reimbursement. The coverage is not supported by an after the award with interlocal/interagency agreements. Coverage agencies as law enforcement agencies may have jurisdictional coverage agreements unrelated to the grant (Ex. City Y is within County X or vice versa). Agencies selected in this list include agencies that will be covered or where the agency indicates that their agency will coordinate or call upon the taskforce. Letters of support with the application from the participating agencies are strongly recommended.

**Participating Agencies**

TX0090000 BAILEY CO SO  
TX0090100 MULESHOE PD  
TX0170000 BORDEN CO SO (AE)  
TX0230000 BRISCOE CO SO  
TX0350000 CASTRO CO SO  
TX0350100 DIMMITT PD

**Coverage Agencies**

TX1270000 JONES CO SO (AE)  
TX1350000 KING CO SO (AE)

TX0350200 HART PD (CB)  
TX0380000 CHILDRESS CO SO (AE)  
TX0400000 COCHRAN CO SO (AE)  
TX0540000 CROSBY CO SO  
TX0540100 CROSBYTON PD (IBR)  
TX0540300 RALLS PD  
TX0580000 DAWSON CO SO  
TX0580100 LAMESA PD  
TX0590000 DEAF SMITH CO SO  
TX0590100 HEREFORD PD  
TX0630000 DICKENS CO SO  
TX0630100 SPUR PD (AE)  
TX0650000 DONLEY CO SO (AE)  
TX0770000 FLOYD CO SO  
TX0770100 FLOYDADA PD  
TX0770200 LOCKNEY PD (CB)  
TX0830000 GAINES CO SO  
TX0830100 SEAGRAVES PD  
TX0830200 SEMINOLE PD  
TX0850000 GARZA CO SO  
TX0950000 HALE CO SO (AE)  
TX0950100 ABERNATHY PD  
TX0950200 HALE CENTER PD  
TX0950400 PLAINVIEW PD  
TX0960000 HALL CO SO  
TX0960100 MEMPHIS PD (AE)  
TX0960200 ESTELLINE PD  
TX1100000 HOCKLEY CO SO  
TX1100100 LEVELLAND PD  
TX1100400 SOUTH PLAINS COLLEGE PD  
TX1100500 ANTON PD (CB)  
TX1400000 LAMB CO SO  
TX1400200 EARTH PD (CB)  
TX1400300 LITTLEFIELD PD  
TX1400400 OLTON PD  
TX1520000 LUBBOCK CO SO (IBR)  
TX1520100 IDALOU PD  
TX1520200 LUBBOCK PD (MIP)  
TX1520300 SHALLOWATER PD (AE)  
TX1520400 SLATON PD  
TX1520600 TEXAS TECH UNI. PD (AE)  
TX1520800 WOLFFORTH PD (AE)  
TX1521100 RANSOM CANYON PD  
TX1521500 NEW DEAL PD (CB)  
TX1522700 IDALOU ISD PD  
TX1530000 LYNN CO SO  
TX1530200 TAHOKA PD  
TX1530500 O'DONNELL PD  
TX1730000 MOTLEY CO SO  
TX1850000 PARMER CO SO  
TX1850100 BOVINA PD  
TX1850200 FRIONA PD  
TX1850300 FARWELL PD  
TX2080000 SCURRY CO SO  
TX2080100 SNYDER PD  
TX2080600 WESTERN TX COLLPD (CB)  
TX2190000 SWISHER CO SO  
TX2190100 HAPPY PD (IBR)  
TX2190200 KRESS PD  
TX2190300 TULIA PD (AE)  
TX2230000 TERRY CO SO (AE)  
TX2230100 BROWNFIELD PD  
TX2510000 YOAKUM CO SO  
TX2510100 DENVER CITY PD (AE)

**Resolution:** Complete a Resolution and submit to local governing body for approval. *Sample Resolution* is found in the Request for application or send a request for an electronic copy to [grantsMVCPA@txdmv.gov](mailto:grantsMVCPA@txdmv.gov). The completed and executed Resolution must be attached to this on-line application.

### Grant Budget Form

MVCPA recommends that the applicant complete the total costs (MVCPA and Cash Match combined) for this program. The applicant can then enter the desired amount of Cash Match (not less than 20% per TAC Title 43, Â§57.36). The system will then calculate the correct grant and match amounts.

#### Budget Entry Option:

Enter MVCPA and Cash Match Amounts

| Budget Category                              | MVCPA<br>Expenditures | Cash<br>Match<br>Expenditures | Total<br>Expenditures | In-Kind<br>Match |
|--|-----------------------|-------------------------------|-----------------------|------------------|
| Personnel                                    | \$289,664             | \$126,520                     | \$416,184             |                  |
| Fringe                                       | \$98,675              | \$43,100                      | \$141,775             |                  |
| Overtime                                     | \$0                   | \$2,000                       | \$2,000               |                  |
| Professional and Contract Services           | \$0                   | \$51,294                      | \$51,294              | \$73,704         |
| Travel                                       | \$6,334               | \$2,766                       | \$9,100               |                  |
| Equipment                                    | \$0                   | \$40,060                      | \$40,060              |                  |
| Supplies and Direct Operating Expenses (DOE) | \$52,112              | \$22,828                      | \$74,940              | \$60,100         |
| Total  | \$446,785             | \$288,568                     | \$735,353             | \$133,804        |
| Cash Match Percentage                        |                       | 64.59%                        |                       |                  |

| Description                              | Subcategory                   | Pct<br>Time | MVCPA<br>Funds | Cash Match | Total     | In-Kind<br>Match |
|--|-------------------------------|-------------|----------------|------------|-----------|------------------|
| <b>Personnel</b>                         |                               |             |                |            |           |                  |
| Commander                                | Investigator/LEO              | 100         | \$52,792       | \$23,058   | \$75,850  |                  |
| Chief Investigator                       | Investigator/LEO              | 100         | \$45,124       | \$19,710   | \$64,834  |                  |
| Investigator 1                           | Investigator/LEO              | 100         | \$40,716       | \$17,784   | \$58,500  |                  |
| Investigator 2                           | Investigator/LEO              | 100         | \$40,716       | \$17,784   | \$58,500  |                  |
| Investigator 3                           | Investigator/LEO              | 100         | \$40,716       | \$17,784   | \$58,500  |                  |
| Investigator 4                           | Investigator/LEO              | 100         | \$40,716       | \$17,784   | \$58,500  |                  |
| Crime Analyst/ Crime Prevention          | Crime Analyst/LE Professional | 100         | \$28,884       | \$12,616   | \$41,500  |                  |
| Total Personnel                          |                               | 700         | \$289,664      | \$126,520  | \$416,184 |                  |
| <b>Fringe</b>                            |                               |             |                |            |           |                  |
| Commander                                | Investigator/LEO              |             | \$25,185       | \$11,000   | \$36,185  |                  |
| Chief Investigator                       | Investigator/LEO              |             | \$10,545       | \$4,605    | \$15,150  |                  |
| Investigator 1                           | Investigator/LEO              |             | \$15,068       | \$6,582    | \$21,650  |                  |
| Investigator 2                           | Investigator/LEO              |             | \$10,022       | \$4,378    | \$14,400  |                  |
| Investigator 3                           | Investigator/LEO              |             | \$15,068       | \$6,582    | \$21,650  |                  |
| Investigator 4                           | Investigator/LEO              |             | \$10,718       | \$4,682    | \$15,400  |                  |
| Crime Analyst / Administrative Assistant | Crime Analyst/LE Professional |             | \$12,069       | \$5,271    | \$17,340  |                  |
| Total Fringe                             |                               |             | \$98,675       | \$43,100   | \$141,775 |                  |
| <b>Overtime</b>                          |                               |             |                |            |           |                  |
| Investigator 1                           | Investigator/LEO              |             | \$0            | \$400      | \$400     |                  |
| Investigator 2                           | Investigator/LEO              |             | \$0            | \$400      | \$400     |                  |
| Investigator 3                           | Investigator/LEO              |             | \$0            | \$400      | \$400     |                  |
| Investigator 4                           | Investigator/LEO              |             | \$0            | \$400      | \$400     |                  |
| Crime Analyst/ Administrative Assistant  | Crime Analyst/LE Professional |             | \$0            | \$400      | \$400     |                  |
| Total Overtime                           |                               |             | \$0            | \$2,000    | \$2,000   |                  |

| Description   | Subcategory              | Pct Time | MVCPA Funds | Cash Match | Total    | In-Kind Match |
|---|--------------------------|----------|-------------|------------|----------|---------------|
| <b>Professional and Contract Services</b>           |                          |          |             |            |          |               |
| NICB Special Agent                                  | NICB - personnel         | 50       | \$0         | \$51,294   | \$51,294 |               |
| NICB special Agent                                  | NICB - fringe            | 50       |             |            | \$0      | \$14,244      |
| DPS CID Agent                                       | DPS - personnel          | 50       |             |            | \$0      | \$59,460      |
| Total Professional and Contract Services            |                          | 150      | \$0         | \$51,294   | \$51,294 | \$73,704      |
| <b>Travel</b>                                       |                          |          |             |            |          |               |
| Criminal Investigation                              | Law enforcement In-State |          | \$209       | \$91       | \$300    |               |
| MVCPA Board Meeting/ Conferences                    | Administrative In-state  |          | \$1,044     | \$456      | \$1,500  |               |
| TAVTI Training Conference                           | Training In-State        |          | \$3,828     | \$1,672    | \$5,500  |               |
| TAVTI Quarterly Training/ Meeting                   | Training In-State        |          | \$557       | \$243      | \$800    |               |
| Training  | Training In-State        |          | \$348       | \$152      | \$500    |               |
| Out of State LEO                                    |                          |          |             |            |          |               |
| Training/Conferences/IAATI                          | Training Out-of-State    |          | \$348       | \$152      | \$500    |               |
| Total Travel  |                          |          | \$6,334     | \$2,766    | \$9,100  |               |
| <b>Equipment</b>                                    |                          |          |             |            |          |               |
| Two (2) Automatic License Plate Reader              |                          |          | \$0         | \$30,160   | \$30,160 |               |
| Two (2) rugged Laptop Computers                     |                          |          | \$0         | \$9,900    | \$9,900  |               |
| Total Equipment                                     |                          |          | \$0         | \$40,060   | \$40,060 |               |
| <b>Supplies and Direct Operating Expenses (DOE)</b> |                          |          |             |            |          |               |
| Fuel/ Repair/ Maintenance/ Registration Fees        |                          |          | \$27,536    | \$12,094   | \$39,630 |               |
| Expendable Office Supplies                          |                          |          | \$2,088     | \$912      | \$3,000  |               |
| Expendable Field Supplies                           |                          |          | \$1,740     | \$760      | \$2,500  |               |
| Mobile Phones and Wireless WiFi                     |                          |          | \$5,707     | \$2,493    | \$8,200  |               |
| ALRP Data Access                                    |                          |          | \$3,076     | \$1,344    | \$4,420  |               |
| Mobile Radio Maintenance                            |                          |          | \$3,793     | \$1,657    | \$5,450  |               |
| Crime Prevention/ Public Awareness                  |                          |          | \$696       | \$304      | \$1,000  |               |
| Training/ Tuition                                   |                          |          | \$974       | \$426      | \$1,400  |               |
| Tracker Annual Maintenance                          |                          |          | \$2,172     | \$948      | \$3,120  |               |
| Crime Analyst Data Base                             |                          |          | \$919       | \$401      | \$1,320  |               |
| Uniform Shirts/ Jackets                             |                          |          | \$1,044     | \$456      | \$1,500  |               |
| PR Camera Annual License Fee                        |                          |          | \$2,297     | \$1,003    | \$3,300  |               |
| Towing/ Wrecker Service                             |                          |          | \$70        | \$30       | \$100    |               |
| Office Lease  |                          |          |             |            | \$0      | \$42,600      |
| Inspection Station and Storage Facility             |                          |          |             |            | \$0      | \$10,500      |
| ISO Fleet Services                                  |                          |          |             |            | \$0      | \$7,000       |
| Total Supplies and Direct Operating Expenses (DOE)  |                          |          | \$52,112    | \$22,828   | \$74,940 | \$60,100      |

**Budget Narrative****A. Personnel**

**Budget Narrative**

The South Plains Auto Theft Task Force FY23 budget is figured at approximately 69.59% MVCPA funds and 30.41% Lubbock County cash match when figured exclusive of NICB cash match and Program income. The Task Force FY23 budget is figured at 63.37% MVCPA and 36.63% cash match when figured including Lubbock County cash match, NICB in lieu of cash match and program income. Program income will not be available in subsequent grants. Personnel Budget: Seven positions will be funded at 69.59% salary by MVCPA and 30.41% by Lubbock County cash match. Salary consist of \$289664 in MVCPA funds and \$126520 in Lubbock County funds. 100% of the employee's gross salary and fringe benefits are attributable to the project. 100% of time on motor vehicle crimes for each position. This budget does not include any salary, cost of living or merit increases for FY22 or FY23. 1. One full time Commander/Administrator will be responsible for the supervision and support of Task Force personnel, the record systems, maintenance of the Task Force inventory system and the equipment inventory. The Administrator will be responsible for maintaining the Task Force budget, presenting items to the Commissioner's Court, and serve as liaison between other county departments. Additionally, the Administrator will serve as a liaison between the Task Force, Law Enforcement Agencies and District Attorney's in all twenty-six counties in the Task Force's cooperating area, including work agreements and the prorating of the expense and income monies. The Administrator will be responsible for the coordination of the field investigators and the Crime Analyst/Crime Prevention Coordinator's activities. The Administrator is a licensed peace officer certified by TCOLE, and performs the duties ascribed to a peace officer. 2. One full time Chief Investigator/ Field Supervisor will be responsible for the direct supervision of Task Force Investigators. The Chief Investigator will be accountable for the receipt and review of cases and offenses from all Law Enforcement agencies in the twenty-six county working area. The Chief Investigator coordinates and attends meetings with prosecutors and law enforcement officers from agencies within the Task Force's cooperating area. The Chief Investigator will coordinate all Task Force covert and bait operations. It is the responsibility of this person to secure and maintain all equipment and supplies necessary for use by the investigators and staff. The Chief Investigator also investigates motor vehicle theft, motor vehicle burglary and motor vehicle fraud related crimes. This position requires a licensed peace officer certified by TCOLE, and performs the duties ascribed to a peace officer. 3. Four (4) full time highly qualified and experienced Investigators are charged with the responsibility of investigating motor vehicle theft, motor vehicle burglary, motor vehicle fraud related crimes, as well as other vehicle crimes. These Investigators will conduct bait and covert operations, perform 68-A inspections, and will complete inspection of salvage dealers, used car dealers, resale locations and repair shops. The South Plains Auto Theft Task Force Investigators will coordinate their activities, collaborate with other investigative agencies, as well as assist the prosecutor with preparation and filing of cases. The Investigators will coordinate motor vehicle theft schools and provide training and education to other law enforcement officers in the area. These Investigators will be assigned to assist with the Task Force crime prevention activities to educate the public in the prevention of motor vehicle theft and burglary. These Investigators are licensed peace officers certified by TCOLE, and perform the duties ascribed to a peace officer. 4. One full time Administrative Assistant/ Crime Analyst/ Crime Prevention Coordinator, will prepare legal papers in accordance with the directions of the District Attorney's office. This position will be responsible for input into the Task Force's criminal justice management system, and aid the District Attorney's office in case flow. Coordinating and managing the Task Force's crime prevention/ public awareness programs to educate the public about motor vehicle theft and burglary in the twenty-six county cooperating area, is assigned to this individual. This person will perform Crime Analyst duties by collecting data for analysis, conducting research, searching data bases, coordinating with manufacturers, preparing diagrams and charts for Investigators, developing intelligence information and assisting the District Attorney's office with trial presentations. This person will disseminate intelligence and bulletins throughout the Task Force area. He/she will perform all other assignments as required by the Administrator, and will assist the Administrator and Investigators with the day-to-day operations of the Task Force.

**i. Fringe**

seven (7) positions will be funded at 69.60% fringe benefits by MVCPA and 30.40% by Lubbock County cash match. Fringe Benefits consist of \$98,675 in MVCPA funds and \$43,100 in Lubbock County funds. 100% of the employee's gross salary and fringe benefits are attributable to the project. 100% of time on motor vehicle crimes for each position. This budget does not include any fringe associated with cost of living or merit increases for FY22 or FY23. Lubbock County pays fringe benefits through payroll to all county employees. These fringe benefits include FICA (Social Security and Medicare), retirement, medical and dental insurance, Worker's Comp, unemployment insurance, and life insurance. The fringe benefits listed above are based on percentages set by the Lubbock County Commissioner's Court and Federal Government or they are a flat rate each month based on projected actual cost. The above fringe benefits are provided by Lubbock County, to county employees. Employer cost of fringe benefits is based on the Lubbock County Auditor's FY23 projections and current employee benefit selections. Below is a summary of those benefits: FICA: Social Security is based on employer rate of 6.2% of salary each pay period. This rate is set by the Federal Government. Medicare: based on employer rate of 1.45% of salary each pay period. This rate is set by the Federal Government. Retirement: based on employer rate of 11.11% of salary each pay period. The Lubbock County Commissioner's Court sets the retirement rate each year. The FY23 rate is projected at 11.11% of salary paid each pay period. This is paid for every employee eligible for County Retirement. Health Insurance: based on employee current selections and the projected FY23 insurance rates. Health insurance rates are subject to change, as the county budget has not been finalized. Lubbock County provides health insurance benefits on a cafeteria-style plan consisting of both PPO/RPO plans. Employees choose between the plans and select the level of coverage: employee only, employee and spouse, employee and children, or Employee and family coverage. The employer contribution to health insurance cost is dependent on the selection of the employee. Workers Comp: based on an employer rate of 4.22% of annual salary. The County Auditor's Office determines the risk factor for each job classification. Task Force investigators are classified as Law Enforcement officers. The Law Enforcement worker's comp rate for Lubbock County is 4.22% of salary. Unemployment: based on Lubbock County's unemployment rate of .08 %. Life Insurance: based on an annual rate of \$60 per employee. Dental: based on employee current selections and the projected FY23 insurance rates. Dental insurance rates are subject to change, as the county budget has not been finalized. Employees select the level of coverage during an enrollment period. The employer contribution to dental insurance cost, is dependent on the selection of the employee.

**j. Overtime**

### Budget Narrative

Overtime will be funded at 100% by program income. Program income funds will not be available in subsequent grants. Overtime consist of \$2,000 in program income funds. Overtime monies to pay investigators when required to perform their duties during off duty hours. The Task Force Investigators are routinely called out during off duty hours to collaborate with other agencies within the area during auto theft investigations. Often, it is necessary to work overtime hours during criminal investigations, bait operations, surveillance, and raids. Overtime pay will be controlled according to Lubbock County Policy. Overtime pay will be controlled and utilized by investigators during prolonged after hour investigations and special operations when necessary.

#### 1. Professional and Contract Services

The National Insurance Crime Bureau will assign a Special Agent to the Task Force at 50% in lieu of cash match. The NICB Special Agent will perform criminal investigations, develop intelligence information, and conduct salvage yard and used car dealership inspections. The NICB Special Agent is specialized in the identification of stolen/altered motor vehicles, trailers, heavy equipment, and other property. The NICB Special Agent will provide additional resources to all Law Enforcement agencies within the twenty-six county Task Force area. The NICB Special Agent will coordinate investigations between the insurance industry and law enforcement on investigations to disrupt motor vehicle economic crimes and reduce criminals ability to convert stolen vehicles or parts into economic gain. The NICB Special Agent will assist in motor vehicle theft schools/training for investigators and patrol officers in the identification and apprehension of stolen vehicles. The NICB Special Agent will be commissioned by the Texas Department of Public Safety as a Special Ranger and maintain an office within the Task Force. 50% of this position will be devoted to the Task Force. 50% of this position's salary in lieu of cash match, 50% of this positions fringe benefits as an in-kind match. The Texas Department of Public Safety will assign a Criminal Investigator to the Task Force at 50% in kind match. The DPS Task Force Investigator will perform criminal investigations, apprehend suspects, develop intelligence information, assist with covert operations, conduct inspections of salvage yard, used car dealership, as well as vehicle auction yards. The DPS Investigator will assist in motor vehicle theft schools/training for investigators and patrol officers in the identification and apprehension of stolen motor vehicles. The DPS Investigator will assist the Task Force Investigators with the investigation and identification of gateway crimes, such as gang and narcotic related vehicle theft offenses. The DPS Investigator will coordinate their activities and collaborate with other investigative agencies, and will assist the prosecutor with preparation and filing of cases. The DPS Investigator will be a licensed peace officer certified by TCOLE, and perform the duties ascribed to a peace officer. 50% of this position will be devoted to the Task Force as in-kind of match.

#### 2. Travel

Travel will be funded at 69.6% MVCPA funds and 30.4% by Lubbock County cash match. Travel expenses budgeted for per diem, lodging and other travel expenses totals \$9,100 consisting of \$6,334 MVCPA funds and \$2,766 county funds. The Task Force will occasionally send Investigators and staff out of the assigned area to investigate cases, follow-up on investigations, conduct crime prevention programs, and training. When this becomes necessary, the Task Force will pay the officer's lodging and meal expense in the form of a per diem. Lubbock County's standard per diem is as follows: \$10 for breakfast (if travel before 6:00 a.m.), \$15 for lunch and \$21 for dinner (if returning to Lubbock after 7 pm). 1. Criminal Investigations- In FY23, the South Plains Auto Theft Task Force will cover a twenty-six county cooperating area, encompassing 24,542 square miles. Drive time is approximately 4 hours from the northernmost county to the southernmost county. The Task Force will conduct criminal investigations, contact local law enforcement and District Attorneys as necessary within the cooperating area. As necessary, the Task Force will incur per diem and overnight lodging during prolonged or extended investigations. 2. MVCPA Board Meetings and Grant Workshop- Lodging and per diem will be provided in order to send personnel to MVCPA Grant Workshop in Austin, Texas to update training. Lodging and per diem are provided to send the Task Force Administrator, Administrative Assistant/Crime Analyst and Chief investigator to attend the MVCPA board meetings as needed. 3. TAVTI Annual Training Conference- Lodging and per diem necessary for personnel to attend the annual training conference to obtain updated motor vehicle theft and burglary training and complete mandatory TCOLE training hours will be provided. Lodging and per diem are available for the Administrator to attend an MVCPA meeting being held in conjunction with the TAVTI conference. 4. TAVTI Quarterly meeting and training- Lodging and per diem are provided to send personnel to the quarterly TAVTI meeting/training as needed to obtain updates on trends, training, and intelligence. 5. Training- to send personnel to other advanced training not listed above. 6. Out of State Training- Lodging, per diem and other travel expenses necessary to send personnel to the IATTI training conference or other advanced law enforcement training out of Texas.

#### 3. Equipment

Equipment will be funded at 100% Lubbock County program income funds. Equipment consist of \$34,628 program income funds. 1. Automatic License Plate Reader- Two (2) Automatic License Plate Readers based on a vendor quotation. Includes: mobile LPR 3 camera, LPR mounting kit, LPR basic Service package, System Start up and Commissioning, shipping and installation charges. This quote does not include optional warranty. 2. Rugged Laptop Computers- Up to \$9,900 for three (3) Tough Book laptop computers to be utilized in Task Force vehicles with mobile LPR systems. These Laptops are designed to endure the stresses of being mounted in Law Enforcement vehicles. These computers will allow will be utilized operating the License Plate Readers and allow an investigator to perform his/her duties remotely and access the necessary databases. Laptops allow investigators to perform their necessary duties away from the office such as; write reports, check investigative databases, Lubbock County report records, perform 68a VIN Inspections, write search warrants etc. This is based on a quotation from the Lubbock County Information Technology department, who will purchase and maintain the laptop computers. Pricing based on Lubbock County pricing guidance and their contracts. These Laptops will replace out dated and obsolete laptops. The laptops currently being used with LPRs are losing connectivity through the USB and either net connections as they are not designed for this application.

#### 4. Supplies and Direct Operating Expenses (DOE)



**Budget Narrative**

Supplies and Direct Operating Expenses will be funded at 69.54% by MVCPA funds and 30.46% by Lubbock County cash match. Supplies and DOE includes an additional \$60,100 Lubbock County In-kind match. Supplies and Direct Operating Expenses will consist of \$52,112 MVCPA funds, \$22,828 Lubbock County cash match funds and \$60,100 Lubbock County in-kind match. A. Fuel and Maintenance- used to provide maintenance, repairs and fuel for the Task Force vehicles and equipment. Fuel, repair and maintenance is based on an analysis of the prior three years of task force records adjusted to current pricing and anticipated inflation. Includes an estimated annual fuel need of 9,200 gallon at an average cost of \$3.68 per gallon, which is lower than the current average price in the area. This is based on the average of the past three years fuel usage (adjusted for Covid-19). Also includes \$5,800 repair and maintenance cost which is based on an average of the past three years actual cost. The task force maintains vehicle workbooks on all Task Force vehicles that track all vehicle expenses. Most task force vehicle repairs and maintenance are performed at the Lubbock Sheriff's garage and the Task Force is billed only for parts and supplies necessary. This line item includes those parts and supplies. B. Expendable Office Supplies/ Postage- office supplies and minor office equipment used in the office for investigative purposes, preparing case reports and evidence, and other routine office functions necessary to the operation of the Task Force. Office supplies are based on a Lubbock County Contract and an analysis of the previous years expenses. Postage is used for office correspondence and is based on the United States Postal Rate. C. Expendable Field supplies- Expendable supplies necessary to the field operations of the Task Force including miscellaneous operational cost. These supplies are utilized by the Task Force for investigative purposes, bait operations, evidence collection, identifying vehicles, business inspections, and other Task Force functions. Based on an analysis of the previous years of operational expenditures. D. Mobile Phones and Wireless internet- Cellular and wireless service is based on a Lubbock County contract with a Wireless provider. Used to provide Investigators and the Crime Analyst with cellular phones. Mobile phones are provided for mobile communication to conduct criminal investigations. Wireless internet service is used to provide Investigators and the Crime Analyst with wireless internet service to access the Lubbock County Computer system and various data bases used to conduct criminal investigations and/or identify stolen motor vehicles. Includes cellular and wireless service necessary to operate bait vehicle tracking devices. Includes cellular phone service and wireless internet for the addition investigator. Pricing is based on (7) mobile phones for investigators and crime analyst, (6) air cards for investigator's laptops, (2) hot spots for crime analyst and DPS CID Agent, (2) sim cards for bait vehicle trackers estimated at \$685 monthly. E ALPR Data Access- used to receive alerts showing last known location of stolen motor vehicles. The Task Force currently does not have an ALPR and utilizes this data to receive alerts when commercial vehicles equipped with Automatic License Plate Readers scans stolen vehicle. Based on FY21 expense and customer quote \$4,420 annual contract/subscription from Vigilant. F. Mobile Radio Maintenance- Is based on a contract between Lubbock County and the City of Lubbock to maintain and repair mobile radios used by the Task Force Investigators. Based on the 2020-2021 annual operations fee for the Task Force's (6) six mobile radios and (7) seven portable radios- \$5,450 annually. G. Crime Prevention- VIN etching and crime prevention supplies utilized during crime prevention and public awareness events. Based on current cooperative pricing per Region 18 2021-2022 Cooperative Contract #R18-2021-03-000017. H. Training/Tuition- is based on tuition set by MVCPA, TAVTI, or other conferences and/or training. Based on (6) staff attending TAVTI at \$200 each and an additional \$200 for other other conferences or training. I. Tracker Annual Maintenance- Required annual fee for service and technical support for Task Force tracking devices utilized by the Task Force during covert and/or bait operations. Based on an analysis of the previous years expenses and customer quotation from Met-Ocean, coverttrack, and 7p solutionas. Based on (2) Met-Ocean trackers at \$600 annually each, (2) Coverttrack bait vehicle systems at \$600 annually each and (3) micro 7P trackers at \$240 annually each. J. Crime Analyst Database- Databases used by the Crime Analyst is based on a customer quote from Transunion and an analysis of past years expense and current pricing. Request is based on \$110 monthly cost (300 searches). Used by the Crime Analyst and Investigators to conduct criminal investigations. K. Uniform Shirts/Jackets- Shirts, jackets and other uniform needs with the department badge embroidered and issued to investigators. It is necessary for investigators to be identified and easily recognizable during investigations and crime prevention programs. Based on cooperative pricing per Region 18 2021-2022 Cooperative Contract #R18-2021-03-000017 and projected needs. Based on an estimated average cost of \$214 per officer. L. LPR Camera Annual Licensing Fee- Required Annual LPR basic Service Package for hosted/Managed LPR Deployment, six (6) cameras priced per camera per year at \$550. M. Towing/Wrecker Service- wrecker service fees necessary to tow altered or seized vehicles to county facilities when further or long-term investigation is necessary. Wrecker Service fees to tow Task Force vehicles for repairs. Based on Lubbock county pricing with the wrecker service. N. Office Lease- (in-kind match) figured at \$12.33 per square foot on an annual lease, offices utilized by the Task Force. The Task Force utilizes 3,455 square feet of office space. Based on the average rate for similar downtown space as per Lubbock County Facilities. O. Lubbock County Sheriff's Office Garage- (in-kind match) Maintenance provided by the Lubbock County Sheriff's Garage, will include labor cost, shop supply cost, and environmental expenses for all maintenance and repairs to Task Force Vehicles including vehicle washes, oil changes, state inspections, tire repair, roadside assistance, tune-ups, and other vehicle repairs and maintenance. Currently the Task Force only pays for the cost of parts. Work Orders for the actual cost of parts and other supplies necessary for these repairs and services are paid for through item 1 - fuel and maintenance. Based on an analysis of the prior years of task force records P. Inspection Station and Storage Facility- (in-kind match) Lubbock County provides the Task Force with a 3000 square foot facility. This facility is used primarily for storage of vehicles and trailers and as a vehicle inspection station during 68-A inspections. This facility houses the Task Force's vehicle lift. Based on the average rate for similar warehouse space as per Lubbock County Facilities.

**Revenue**

Indicate Source of Cash and In-Kind Matches for the proposed program. Click on links to go to match detail pages for entry of data.

**Source of Cash Match**

|                                 |                |                  |
|---------------------------------|----------------|------------------|
| Lubbock County                  | Grantee        | \$195,214        |
| National Insurance Crime Bureau | NICB           | \$51,294         |
| Program Income- Lubbock County  | Program Income | \$42,060         |
| <b>Total Cash Match</b>         |                | <b>\$288,568</b> |



**Source of In-Kind Match**

|                                   |         |                     |
|-----------------------------------|---------|---------------------|
| Lubbock County                    | Grantee | \$60,100.00         |
| National Insurance Crime Bureau   | NICB    | \$14,244.00         |
| Texas Department of Public Safety | Other   | \$59,460.00         |
| <b>Total In-Kind Match</b>        |         | <b>\$133,804.00</b> |

**Statistics to Support Grant Problem Statement**

| Reported Cases    | 2020                      |                                   |   | 2021                      |                                   |   |
|-------------------|---------------------------|-----------------------------------|---|---------------------------|-----------------------------------|---|
| Jurisdiction      | Motor Vehicle Theft (MVT) | Burglary from Motor Vehicle (BMV) | Fraud-Related Motor Vehicle Crime (FRMVC) | Motor Vehicle Theft (MVT) | Burglary from Motor Vehicle (BMV) | Fraud-Related Motor Vehicle Crime (FRMVC) |
| Lubbock County    | 1,264                     | 3,359                             | 165                                       |                           |                                   |   |
| Bailey County     | 9                         | 4                                 | 0   |                           |                                   |   |
| Borden County     | 1                         | 0                                 | 0   |                           |                                   |   |
| Briscoe County    | 3                         | 0                                 | 0   |                           |                                   |   |
| Castro County     | 8                         | 2                                 | 0   |                           |                                   |   |
| Childress County  | 7                         | 7                                 | 0   |                           |                                   |   |
| Cochran County    | 9                         | 2                                 | 0   |                           |                                   |   |
| Crosby County     | 5                         | 1                                 | 0   |                           |                                   |   |
| Dawson County     | 37                        | 84                                | 0   |                           |                                   |   |
| Deaf Smith County | 44                        | 35                                | 0   |                           |                                   |   |
| Dickens County    | 1                         | 0                                 | 0   |                           |                                   |   |
| Donley County     | 3                         | 2                                 | 0   |                           |                                   |   |
| Floyd County      | 5                         | 12                                | 0   |                           |                                   |   |
| Gaines County     | 37                        | 14                                | 0   |                           |                                   |   |
| Garza County      | 2                         | 2                                 | 0   |                           |                                   |   |
| Hale County       | 38                        | 92                                | 0   |                           |                                   |   |
| Hall County       | 1                         | 1                                 | 0   |                           |                                   |   |
| Hockley County    | 58                        | 66                                | 0   |                           |                                   |   |
| Lamb County       | 22                        | 24                                | 0   |                           |                                   |   |
| Lynn County       | 7                         | 5                                 | 0   |                           |                                   |   |
| Motley County     | 0                         | 0                                 | 0   |                           |                                   |   |
| Parmer County     | 7                         | 6                                 | 0   |                           |                                   |   |
| Scurry County     | 11                        | 24                                | 0   |                           |                                   |   |
| Swisher County    | 7                         | 26                                | 0   |                           |                                   |   |
| Terry County      | 25                        | 12                                | 0   |                           |                                   |   |
| Yoakum County     | 5                         | 11                                | 0   |                           |                                   |   |

**Application Narrative****Grant Introduction (Executive Summary) and General Information**

- 1 Briefly describe the organization and program operation. Provide a high level summary to the application and how it will affect the local community. (500 words or less)

The South Plains Auto Theft Task Force ("Task Force") was established in 1995 as a specialized auto theft division of the Lubbock County Criminal District Attorney's Office. It was created to combat the vehicle theft problem on the South Plains. Task Force Investigators are employed and commissioned by the Lubbock County Criminal District Attorney's Office. Task Force Investigators have an average of 35 years law enforcement experience including specialized auto theft experience. The establishment of a Task Force provides highly specialized resources not otherwise available to area law enforcement agencies. The Task Force operates under cooperating agreements with 14 district and county attorneys that cover the entire 26-county Task Force participating area. This allows the Task Force to coordinate and collaborate with all 26 sheriff's departments, 40 municipal police departments, 3 universities /

colleges, and all federal and state agencies. In addition to the participating counties, the Task Force also provides coverage to two additional counties as needed. The Task Force has become an essential part of the law enforcement effort to combat vehicle crime on the South Plains.

The large, multi-agency Task Force area allows law enforcement agencies to utilize the expertise, experience, and specialized equipment and resources of the Task Force to more effectively target motor vehicle crimes. The large working area allows the Task Force to coordinate, collaborate and share resources across jurisdictional lines on multi-jurisdictional investigations thus limiting the thieves' ability to avoid detection. The multi-jurisdictional area allows the Task Force to compile reports from the various agencies to investigate and target organized vehicle crime offenders that operate in multiple jurisdictions.

Currently vehicle thefts and thefts from motor vehicles are increasing across the state of Texas as well as in the Task Force area. The average economic loss to the area is currently over \$20,000,000 annually because of auto theft and theft from a motor vehicle. These does not include huge economic losses that result from insurance fraud or other types of motor vehicle fraud. Creating this Task Force provides resources and the experience necessary to conduct successful vehicle crime investigations. The Task Force investigates complex crimes such as; altered vehicle identification number (VIN) vehicles, chop shops, cloned vehicles, vehicle fraud, title fraud, and vehicle insurance fraud. The objective of these investigations is to disrupt the economic gain of these offenses and prosecute the offenders.

In addition to conducting reactive investigations, the Task Force utilizes proactive measures such as: saturation patrols, bait vehicle operations, 68A inspections, business inspections, and provides auto theft training to other area law enforcement agencies. The Task Force provides a crime prevention / public awareness program to educate citizens in proactive methods to prevent auto theft and vehicle burglary. The Task Force also provides a crime analyst to assist with the identification of altered stolen vehicles and disseminate intelligence throughout the area. These resources are utilized throughout the Task Force area, without the MVCPA funded Task Force, these resources would not be available. This application provides for the addition of two investigators to the Task Force allowing the Task Force to increase the ability to provide these resources.

2. Describe the taskforce governing, organization and command structures. Include a description of the nature of support and agreements that will be in place if the grant is awarded. Provide any details unique to the taskforce organization or geographical target area. Describe whether any part of this grant will be directed to serve a specific target population (or subset of the community)?

The South Plains Auto Theft Task Force is a specialized auto theft division of the Lubbock County Criminal District Attorney's Office. All Task Force investigators are employed and commissioned by the Lubbock County Criminal District Attorney's Office. The Lubbock County Criminal District Attorney is the project director for the Task Force. The Task Force currently includes a commander / program manager, a chief investigator, and three criminal investigators. The Task Force also has an administrative assistant that also serves as the Task Force crime analyst and coordinates the Task Force crime prevention initiatives. This application will add two additional investigators. The Task Force commander / program manager supervises the Task Force under the oversight of the Lubbock County Criminal District Attorney.

In addition, the Task Force has a National Insurance Crime Bureau (NICB) agent and a Texas Department of Public Safety (Texas DPS CID) agent embedded. Both the NICB Agent and the DPS Agent are assigned at 50% and have offices within the Task Force. The Task Force enters into a Memorandum of Understanding (MOU) with the National Insurance Crime Bureau assigning the NICB Agent to the Task Force 50% of the employee's time. The NICB Agent's salary will be used at 50% as a cash match in this application. The Task Force enters into an inter-local agreement with the Texas Department of Public Safety assigning the DPS CID Agent to the Task Force 50% of the employee's time. The DPS CID Agent's salary will be used at 50% as an in-kind match in this application. The NICB and DPS agents are supervised by their respective agencies.

The Task Force enters into mutual cooperation agreements with the 14 district and county attorneys that cover the remaining 25 counties outside of Lubbock County in the Task Force's area of operation. The mutual cooperation agreements allow the Task Force to conduct criminal investigations and file criminal cases in these counties and provides a mechanism for mutual aid, cooperation and shared resources. This allows the Task Force to collaborate and coordinate with all local law enforcement agencies within these counties which are covered at large. Deaf Smith, Donley, Childress, and Hall counties are covered by both the South Plains Auto Theft Task Force and Panhandle Auto Theft Unit stationed in Amarillo, Texas.

### Grant Problem Statement

- 1.1 Provide an assessment of the burglary from a motor vehicle (including theft of parts) problem in the coverage area of this application. Include loss data consistent with the reported incident numbers above.

Data per Texas Department of Public Safety NIBRS statistics.

Data includes only participating agencies and does not include additional covered counties.

The South Plains Auto Theft Task Force area of operation is 26 counties further described in the Task Force participation and coverage area above. Theft from a motor vehicle increased within the Task Force area in 2019 when compared to 2018 by 2.6% and then decreased in 2020 by 11% when compared to 2019.

In 2018, there were a total of 4,152 incidents of theft from a motor vehicle, 3,687 motor vehicle burglaries, and 465 thefts of parts and accessories in the 26-county Task Force area. In 2019, these incidents increased to 4,260 total incidents of theft from a motor vehicle, 3,707 motor vehicle burglaries and 553 thefts of parts and accessories in the 26-county Task Force area. This is an increase of 108

incidents or a 2.6% increase from 2019 compared to 2018. In 2020, there were 3,791 total incidents of theft from a motor vehicle, 3,329 motor vehicle burglaries, and 462 thefts of parts and accessories. This represents a reduction of 469 incidents or an 11% reduction when 2020 is compared to 2019. This area has seen an 8.6% total reduction in incidents of theft from a motor vehicle since 2018. This above data includes both burglary of a motor vehicle and theft of parts and accessories.

Lubbock County alone accounts for the vast majority of these incidents. In 2018, Lubbock County accounted for 3,213 burglaries of motor vehicles and 405 thefts of vehicle parts and accessories. In 2019, Lubbock County had 3,258 motor vehicle burglaries and 481 thefts of vehicle parts and accessories - an increase of 3.3%. In 2020, Lubbock County had 2,957 motor vehicle burglaries and 402 thefts of parts and accessories - a decrease of 10.2%. Lubbock County has seen a 7.2% decrease in total incidences since 2018. Please reference the attached table and graph, which has been included as a supporting document to more clearly demonstrate the problem in the area.

These figures above do not include incidents where property or parts were stolen from the beds of pickups, which are counted as thefts rather than burglaries. These numbers are not included in the NIBRS burglary of motor vehicle statistics. They also do not include the many attempted vehicle burglaries counted as criminal mischiefs. They also do not include the many forgeries, or credit card fraud resulting from these burglaries. Often times, burglaries of motor vehicles go unreported because the victim does not realize the burglary occurred. This is because of no signs of forced entry or damage to the vehicle is visible and the victim does not realize the vehicle has been burglarized. The increase vehicle burglary and theft of vehicle parts and accessories coincide with the increases in motor vehicle theft. Often, motor vehicle thefts occur when vehicle burglars find keys left in the vehicle and decide to steal the vehicle.

The decrease in incidents of theft from a motor vehicle in 2020 is possibly because of COVID-19 and more people staying at and working from home. However, since 2014, the area has experienced a significant increase in burglary of motor vehicle and thefts from vehicles. This coincides with the significant increase in narcotic and gang activity in the area since 2014. Most of the vehicle burglary problem has a nexus to the gang and narcotic activity. The common age of the offenders is between 13 to 19 years of age. Currently there are over 65 gangs in the Lubbock area. "Hybrid" criminal street gangs have become a major problem. They target motor vehicles they believe may contain firearms or other valuables. Firearms appear to be the most commonly targeted item during vehicle burglaries. The criminals then use the stolen firearms to target and rob drug houses (known as trap houses), where they steal narcotics or money from drug dealers. Many of these robberies are never reported to law enforcement. Firearms stolen during vehicle burglaries are being used in drive-by shootings, homicides, robberies, assaults, burglaries, and other offenses. Stolen firearms are regularly being traded or sold by juvenile vehicle burglars to more sophisticated gangs and cartel members to be exported to Mexico. Hybrid street gangs are constantly changing and emerge very rapidly making them hard to detect and target. These gangs quickly replace the gangs that were arrested by law enforcement.

The hybrid (Pop-up) street gangs are becoming increasingly more violent. Juveniles armed with firearms will confront and challenge victims or other persons when they are discovered during a burglary. These offenders operate in concert or in groups where they have several lookouts watching the area while others commit the burglaries. Home security cameras have captured images of the lookouts pointing firearms towards the residence to confront the homeowner in the event they are discovered. Recent images have been captured of these juvenile gangs flashing multiple firearms (including semi-automatic assault type rifles) out of vehicles.

The area has seen an increase in organized theft rings committing these offenses. These rings are both local rings as well as those coming from outside the area traveling here to commit burglaries and thefts. These prolific burglars have discovered ways to defeat the alarm systems in some vehicles. They are becoming more sophisticated causing the economic loss per crime to increase. Most vehicle burglaries tend to occur in the incorporated areas where burglars have multiple targets in close proximity. The same organized groups or individuals are often times burglarizing multiple vehicles during a criminal episode.

In addition to the gangs, many other vehicle burglaries appear to be crimes of opportunity. In these cases, the offenders walk through neighborhoods looking for unlocked vehicles or vehicles with items of value in plain sight. Vehicle burglary suspects are looking for computers, cell phones, electronics, firearms, cash, checks, credit cards and identification cards. The firearms and electronics are easily sold on the street or by utilizing social media. The checks, credit cards and identification cards can then be used at local businesses during forgeries or credit card frauds. Many of these suspects are only charged with the forgery, credit card fraud, or other more serious offenses rather than the vehicle burglaries. Many of these burglaries are being committed to support a narcotic addiction.

Another significant offense in this area is the theft of motor vehicle parts and chop shops. Many vehicles are stolen for their parts and the stolen parts are then sold for profit or used by salvage, body/repair shops and resale locations to increase their profits. The Task Force is the only agency within the 26-county area that specifically targets thefts of vehicle parts. Task Force Investigators are trained and have the necessary equipment to rebuild altered identification numbers. The Task Force is also the only agency with the resources and expertise to identify stolen vehicle parts and accessories and are utilized frequently for these purposes. The Task Force is multi-jurisdictional and can target thieves that operate in multiple jurisdictions. The Task Force provides these resources and services to all agencies throughout the Task Force area. A Texas Anti-Gang Task Force (TAG) was established in the area in September 2018 and the South Plains Auto Theft Task Force collaborates with TAG on these investigations.

Another problem with motor vehicle burglary and theft of parts is the lack of law enforcement and judicial resources available to combat the problem. The area has recently seen a significant increase in the thefts of Catalytic Converter thefts. Catalytic Converters are difficult to trace and provide high profits for thieves with small risk. Most of these offenses are misdemeanor property crimes and damages are being reimbursed by the insurance industry. The limited law enforcement and judicial resources tend to focus on more serious persons or the narcotic / gang related crimes. County jails are overcrowded causing bail bonds for these misdemeanor

offenses to be set low allowing the offenders to be quickly released whereupon they return to the streets and quickly re-offend.

Many times (as covered in Section 2.2), vehicle thefts, vehicle burglaries, and thefts from motor vehicles are all related.

**2.2 Provide an assessment of the motor vehicle theft problem in the coverage area of this application. Include loss data consistent with the reported incident numbers above.**

Data per Texas Department of Public Safety NIBRS statistics.

Population Data per Texas Department of Public Safety NIBRS data.

Data includes only participating agencies and does not include additional covered counties.

The South Plains Auto Theft Task Force area of operation is 26 counties further described in the Task Force participation and coverage area above. In addition to the 26 participating counties, the Task Force covers an additional 2 counties. When the Task Force was established in 1995, it encompassed 26 counties including Lubbock County. In 1995, there were approximately 1,259 vehicle thefts in the Task Force Area, 1,060 vehicle thefts in Lubbock County and another 199 vehicle thefts in the remaining Task Force area. Vehicle thefts in the area decreased until 2010 when there were only 834 vehicle thefts in the Task Force area, 590 in Lubbock County and 244 in the remaining 25 counties. Since 2010, vehicle thefts in the Task Force have been trending upward to 1,616 vehicle thefts in 2020 in the Task Force area. The Lubbock area listed as the number one hot spot in Texas and number 18 in the nation for stolen vehicles in the 2017 NICB "Hot Spot" report. In 2018, Lubbock again ranked as the number one Hot Spot in Texas and dropped to 25th in the nation. In the 2019 NICB Hot Spot report, Lubbock was listed as the number two Hot Spot in Texas and 15th in the nation for stolen vehicles.

When comparing incidences of vehicle thefts in 2018, there were 1,473 vehicle thefts in the Task Force area including 1,219 vehicle thefts in Lubbock County and 254 vehicle thefts in the remaining 25 counties in the Task Force area. In 2019, the incidence rate increased to 1,579 vehicles in the Task Force area consisting of 1,313 vehicle thefts in Lubbock County and 266 in the remaining 25 counties in the Task Force area. This represents a 7.1% increase in the incidences of vehicle theft in the Task Force area. Lubbock County had an increase of 7.7% while the remaining 25 counties had an increase of 4.7% when comparing incidences of vehicle thefts in 2019 compared to 2018.

In 2020, the Task Force area incidences of vehicle thefts increased to 1,616 vehicle thefts - a 2.3% increase when compared to 2019. In Lubbock County, the incidences of vehicle theft decreased in 2020 from 1,313 incidents down to 1,264 incidences - a 3.7% decrease. However, the remaining 25 counties outside Lubbock County experienced a significant increase of 32.3% in the incidences of motor vehicle thefts causing an overall increase of 2.3% in the Task Force area in 2020. The increase in the incidence rate in the surrounding area is the probably due to the result of increased enforcement efforts in Lubbock County.

In 2020, 1,616 vehicles were stolen in the Task Force Area at an average loss of \$9,109 per vehicle constituting a \$14,720,141 economic loss. These figures only represent vehicle thefts as reported to NIBRS and does not include all vehicle thefts in the area. Other vehicle thefts are not reported as stolen vehicles to NIBRS such as carjacking, which are reported as robberies, embezzlements, or vehicles stolen during burglaries or other types of fraud in which vehicles are stolen.

These figures only represent vehicle thefts as reported to NIBRS and does not include all vehicle thefts in the area. Other vehicle thefts are not reported as stolen vehicle to NIBRS such as carjacking, which are reported as robbery, embezzlement, or vehicle stolen during burglary or other types of fraud in which vehicles are stolen.

The Lubbock Police Department tracks additional stolen vehicles in these areas that are not included in the NIBRS stolen vehicle number. In 2019 the Lubbock Police Department reported an additional 60 vehicles stolen during carjacking or robberies, 60 vehicles stolen during burglaries, 3 vehicles stolen during embezzlements, and 182 additional vehicles stolen as a result of other kinds of fraud. In 2020, the Lubbock Police Department reported these additional vehicle thefts reduced to 51 vehicles stolen during carjacking or robberies, 55 vehicles stolen during burglaries, 6 vehicles stolen during embezzlements and 159 additional vehicles stolen because of other kinds of fraud. These fraud numbers only include frauds when a vehicle was listed as stolen and does not include other types of motor vehicle fraud. These are internal Lubbock Police Department numbers, which are not reported to NIBRS as stolen vehicles.

When comparing the rate of occurrence per 100,000 residents, the trend has also been increasing. In 2010, there was 217 vehicle thefts per 100,000 in Lubbock County. In 2019, ten years later, that rate had increased 97.7% to 429 vehicle thefts per 100,000. When comparing the entire Task Force working area over the same ten-year period the incident rate of vehicle theft increased by 76.5%, from 166 to 293 incidences. In 2020, Lubbock County had a decrease of 5% to 407 incidences of vehicle theft per 100,000 residents. However, the full Task Force working area showed a 1.7% increase over 2019. Please reference the table and graph that has been included as a supporting document to more clearly demonstrate the vehicle theft problem in the area.

The stolen vehicle recovery rate in Lubbock County increased from 75.3% in 2018 to 75.6% in 2019 and then 76.6% in 2020. When analyzing the recovery rate for the entire Task Force area the rate of recovery increased from 70.1% in 2018 to a recovery rate of 70.8% in 2019. It then decreased in 2020 to 68.5%. These rates only account for locally stolen vehicles recovered and do not account for vehicles recovered in the area that were stolen outside the jurisdiction.

The area has also experienced major population growth. In 2010, the population of Lubbock County was 271,901 and grew to an estimated population of 310,348 in 2020, a 14.1% increase according to NIBRS data. Currently Lubbock is experiencing an even

higher rate of growth and many new businesses are moving into the area. Lubbock County has become an urban area and experiences similar crime problems as other major urban areas.

A primary cause of the motor vehicle theft problem is a lack of resources and investigators to combat the ever-increasing number of thefts. To combat the vehicle theft problem, the Task Force needs additional resources and investigators who are highly trained and focused on vehicle-theft problems. The additional investigator will allow the Task Force to investigate more thefts and be more proactive thus more able to effectively target repeat, prolific offenders.

Since 2010, Lubbock County has experienced a 114% increase in the total number of vehicle thefts. During this period, no new resources or auto theft investigators have been added to the Task Force or other area law enforcement agencies to address this drastic increase in motor vehicle theft. During this period, the MVCPA and Task Force mission and mandates also increased to include thefts from vehicles and motor vehicle fraud. With current Task Force staffing, there are over 400 vehicle thefts, 950 thefts from vehicles, and 68 motor vehicle frauds where vehicles are stolen per investigator. These numbers do not include any title frauds, forgeries, odometer rollbacks, or insurance fraud. This also does not include heavy equipment, farm equipment, trailer or watercraft thefts, which are prominent on the South Plains. This also does not include other duties such as 68a inspections, which were added. The Task Force is the only agency in the 26-county area that conducts 68a inspections.

Since 2014, the area has experienced a significant increase in vehicle thefts. This increase coincides with an increase in drug related vehicle thefts, organized motor vehicle theft rings, and domestic cases. During this time, the area also saw a significant increase in narcotics activity, narcotic trafficking, gang activity, including the Mexican Cartels as related to auto theft. The increase in the auto theft problem and narcotic and gang activity are largely connected. Currently there are over 65 gangs in the Lubbock area.

Hybrid criminal street gangs (pop-up gangs) have become a major problem. They utilize stolen vehicles for transportation while committing other crimes. The average age of these gang members is between 13 and 19 years of age. Often times these hybrid criminal street gangs steal motor vehicles when they find keys or key fobs in a vehicle while burglarizing it. They then use the vehicle throughout the night and abandon it before the owner discovers the theft and reports it to law enforcement.

For many of these gangs, stolen vehicles are their primary source of transportation and they will use them to target and rob drug houses (trap houses) where they steal narcotics or money from dealers. These gangs are generally armed with stolen firearms when stealing vehicles or committing other crimes and are becoming increasingly more violent and will confront victims when discovered. There have been several instances where victims have been shot during vehicle thefts and vehicle burglaries in the Lubbock area. Hybrid street gangs are constantly changing and they can emerge very rapidly making them hard to detect and target. These gangs quickly replace gangs arrested by law enforcement. The hybrid street gangs are being utilized by the more traditional organized gangs because they are young, many juveniles, and do not receive harsh sentences when caught. These offenders operate in concert or in groups. A Texas Anti-Gang Task Force (TAG) was established in the area in September 2018 and the South Plains Auto Theft Task Force collaborates with TAG on motor vehicle thefts.

Stolen vehicles are often used to commit other offenses. Because of new video technology, criminals know that their personally-owned vehicles can be identified from business surveillance video or home security cameras and linked back to them. Using stolen vehicles to commit other crimes limits criminal's chances of being identified while committing crimes. Vehicle thieves are becoming more sophisticated and are learning to defeat vehicle security features and are better at altering vehicle identification numbers causing the altered vehicles to go undetected by patrol officers. Motor vehicle theft rings and thieves recognize and take advantage of the remoteness of this area of Texas. Criminals are aware of the challenge for law enforcement to effectively cover the area. There is a very limited number of investigators adequately trained with the experience and expertise necessary to identify altered stolen vehicles. The Task Force is often utilized by the various investigators and street crime units to help identify stolen property because of the specialized expertise and resources of the Task Force.

Motor vehicle theft is a very mobile crime. Often, thieves take stolen vehicles outside the jurisdiction to avoid detection or apprehension. Much of the Task Force area is rural making it fertile ground to set up chop shops, salvage switch operations, unlicensed salvage yards or send stolen vehicles to three different states in a matter of hours. Vehicles can also be taken into Mexico from the area within hours. Past investigations involving the theft of heavy equipment, agricultural equipment and stolen motor vehicles, have been linked to organized theft rings, narcotics trafficking, and insurance fraud. This area is largely agricultural and the theft of trailers, ATV's and both self-propelled and non-self-propelled agricultural and construction equipment is a persistent problem. Stolen vehicles, heavy equipment, agricultural equipment, ATV's and trailers are often moved outside their jurisdiction and altered and then sold to innocent purchasers to be used on farms and ranches.

The South Plains Auto Theft Task Force is a dedicated auto-theft task force and the primary agency with the resources, expertise and jurisdiction to combat the vehicle theft problem within the entire 26-county geographical area. Creating the Task Force cooperating area allows the highly experienced investigators of the Task Force to work across jurisdictional lines and collaborate with all county sheriff's departments, city / municipal police departments, universities, and all state and federal law enforcement agencies in the area to gain a more global view of the auto theft problem and trends. This allows for a more unified effort in combating the auto theft problem to increase the recovery rate and reduce the rate of incidences.

Additional trained investigators are needed to effectively combat the increasing vehicle theft problem on the South Plains. The Lubbock Police Department currently has only three auto theft detectives to investigate the large numbers of auto theft cases within the city. The Task Force is the only other agency with dedicated auto theft investigators. It is necessary for the Task Force to investigate many of the Lubbock Police Department cases due to the volume and complexity of cases involving stolen vehicles or when stolen vehicles are taken outside the jurisdiction. The Lubbock Police Department is unable to provide many of the services or



resources of the Task Force such as: conducting 68A inspections, bait vehicle operations, auto theft training for other agencies, VIN etching, arson inspections, inspections of salvage yards, used vehicle dealerships, re-sale locations, and body shops. The Task Force provides these valuable resources to all agencies throughout the Task Force area.

Reference the motor vehicle burglary problem statement, section 2.1: many times vehicle thefts, burglaries of motor vehicles and thefts from motor vehicles are related.

- 2.3 Provide an assessment of the fraud-related motor vehicle crime problem in the coverage area of this application. Include loss data consistent with the reported incident numbers above.

Data provided is Lubbock Police Department internal data only and does not provide a true assessment of the problem. This data is incomplete and only includes data where a vehicle was actually stolen during these offenses. These vehicles are not included in the stolen vehicle data reported to NIBRS.

Fraud related motor vehicle crimes are not reported to NIBRS and there is no uniform method of tracking or assessing the problem. While motor vehicle fraud is a large problem and causes a huge economic loss to the area, it is not tracked at most law enforcement departments. Because it is not an index crime or separated out on the NIBRS supplemental reports it is simply not tracked. In reality, many motor vehicle thefts involve some form of fraud.

The Lubbock Police Department tracks only a very limited amount of motor vehicle frauds. Only those frauds where a vehicle is actually listed as stolen are reported this way. In 2019, the Lubbock Police Department reported three vehicles stolen by embezzlement and 182 vehicle stolen by other means of fraud. In 2020, the Lubbock Police Department reported six vehicles stolen by embezzlement and 159 vehicles stolen by other means of fraud. These vehicle are not included as vehicle thefts in the NIBRS report and only represent cases where the responding officer listed a vehicle as stolen. These numbers do not include other embezzlements or frauds where a vehicle was not actually listed as stolen in the report. Most motor vehicle fraud crimes such as: fraudulent information to secure credit, tampering with government records, insurance fraud, or identity theft are indexed under the penal code offense and the ones pertaining to motor vehicle fraud are not separated.

Often times motor vehicle thefts involve motor vehicle fraud when the vehicle is sold to an innocent purchaser causing another separate victim from the theft of a vehicle. In events such as these, the economic loss multiplies. However, the economic loss from the initial theft is generally the only loss tracked. Recently, the Task Force has detected more innocent purchasers buying stolen vehicles through internet sites such as Craigslist, EBay, Let Go, and Facebook. The seller (thief) uses fraudulent names and accounts to list vehicles on these sites at reduced prices to entice a quick sell. Often times, the vehicle does not exist, and the thief is using pictures of a random vehicle that does not belong to him. They will entice the innocent purchaser to send a substantial down payment and then the thief disappears and the innocent purchaser becomes a victim.

Other times, thieves will list actual stolen vehicles on these sites and advertise them in other areas or states away from where they were stolen. They entice the buyer or innocent purchaser to pay cash when they pick up the vehicle. Recently, the Task Force recovered several of these vehicles that were reported stolen out of the Houston area and advertised in the Lubbock area. The innocent purchaser meets the suspect at a mutual location to inspect and purchase the vehicle for cash. The thief (seller), furnishes them with a fraudulent blue Certificate of Title and a copy or picture of their driver's license or identification. When the innocent purchaser attempts to transfer title, it is discovered that the Certificate of Title is fraudulent. When the Task Force recovers these stolen vehicles, it is discovered that the driver's license is also fraudulent. Some of these vehicles have been VIN altered while others were not. It is believed that they are all connected to the same group operating out of Houston because they all use the same document number on the fraudulent titles.

In other cases, suspects are using counterfeit money orders or cashier's checks to steal vehicles. The suspect will then quickly resell or disappear with the vehicle before the money order is found to be counterfeit. In other cases, a suspect will steal a vehicle and locate the Certificate of Title in the vehicle. They will then forge the owner's signature in order to sell the vehicle. Task Force Investigators are regularly called to County Tax Assessor's offices in reference to people attempting to transfer title on stolen vehicles. Most of these cases involve an innocent purchaser that have been defrauded.

Cloned vehicles nearly always include title fraud, registration fraud, and fraud at financial institutions. When a suspect clones a stolen vehicle, they will furnish the innocent purchaser with a forged or altered Certificate of Title. Most cloned vehicles are late models and the innocent purchaser generally finance them at their bank. In most of these cases the donor or stolen vehicle, and the fraudulent titles will be from different states. The cloned vehicle is then sold to an innocent purchaser in yet another state where the title documents are not familiar at the Tax Assessor's Office or bank. If the fraudulent title is not discovered and the vehicle is transferred into the innocent purchaser's name, they might drive it several years without discovery. NMVTIS is helping to identify these vehicles.

Other motor vehicle fraud cases involve identity theft. The suspects will use another person's identity and credit to purchase a vehicle. Many times that other person never knows that a vehicle has been purchased in their name for an extended period of time or until creditors begin collection efforts. This happens at both new and used car dealerships.

Registration fraud is another problem frequently seen on the South Plains. Fraudulent paper E-Tags are often used to bypass registration requirements and fees, or when a person cannot obtain title. These fraudulent E-Tags are also used on stolen vehicles to avoid detection. These tags are being sold by some small used car dealerships while others are being sold by college students as an easy means of making money. These tags are easily duplicated with basic computer skills and equipment.

Dealerships and individuals are rolling back odometers to increase the value of vehicles. Odometer rollbacks cause the purchaser, banks, and the insurance companies to all be defrauded because the vehicle is sold for more money than it's worth. The seller will either erase or alter the odometer reading on the title and enter the incorrect rolled back reading. Fraudulent titles can also be used to secure loans at financial institutions and title loan companies.

There are many types of motor vehicle fraud cases. However, because these offenses are not tracked as motor vehicle frauds, it is difficult to assess the totality of the problem. The Task Force investigates motor vehicle fraud cases that are referred by area tax assessors and other agencies.

4. Provide an assessment of motor vehicle crime not covered above like insurance fraud, preventing stolen vehicles from entering Mexico, bridge/port stolen vehicle export crime, disruption of cartels and organized criminal enterprises related to motor vehicle crime, etc...

It is difficult to know exactly how much motor vehicle insurance fraud actually occurs. Insurance fraud crimes are not reported in NIBRS and there is no uniform method of tracking the problem. While motor vehicle insurance fraud is believed to cause an enormous economic loss, most agencies do not track the number of incidents or other data. Many insurance fraud cases are investigated by the insurance industry and may never be referred to law enforcement unless proven. A diligent insurance agent or adjuster initially suspects most insurance fraud cases when they notice there is some indication of possible fraud. Many of the larger insurance companies have their own special investigative units (SIU) that conduct the investigation. If the SIU is able to prove the case, it is then referred to law enforcement through the National Insurance Crime Bureau. The insurance industry is reluctant to pursue questionable cases due to liability issues or bad faith claims. The industry feels most cases are cheaper to settle than pursue.

Insurance fraud causes huge economic losses to the insurance industry, which is passed on from the insurance company to all policy holders. The perception many suspects have is that insurance fraud is victimless. They feel they are only cheating the insurance company and feel entitled because they have been paying premiums. However, these fraud costs are then passed on to every policy holder through increased premiums.

The South Plains Auto Theft Task Force has an NICB agent embedded. The NICB Agent collaborates directly with the insurance investigative units and is a liaison between law enforcement and the insurance industry. He receives referrals from insurance companies, investigates them, and refers them to the appropriate law enforcement agency for further investigation or prosecution. The NICB Agent constantly looks for new trends or methods of insurance fraud and is a valuable resource to the area. The agent obtains insurance files from the insurance industry for law enforcement when needed.

Vehicle Insurance fraud is committed in many ways. Sometimes it is not the insured committing the fraud but body and repair shops. The Task Force has investigated cases where vehicles were taken to body shops for minor repairs. The body shop would add damage to the vehicle and file supplemental claims to increase their profits. Vehicles have been hail damaged with balls of rubber bands or other methods. The body shops then file large supplemental claims for the hail damage without the owner's knowledge. Body shops work closely with insurance agents and adjusters, they know which companies are easy targets.

Hail damage is a common method of insurance fraud. Insured individuals will intentionally damage their vehicle to appear to be hail damage in order to file claims. Some individuals will file claims for hail damage that they have already been reimbursed for through an earlier claim with a different company. Insured individuals know that extensive hail damage can total a vehicle and the insurance company payout will be more than what the vehicle can be sold for.

The Task Force has investigated cases of owner give-ups where insured individuals will intentionally burn their vehicle in order to collect insurance settlements. These individuals will generally take the vehicle to a remote area where it's not easily discovered and burn the vehicle. They will then report the vehicle stolen and file a claim with their insurance agent. In other owner involved give-ups, the owner will simply drive the vehicle into a lake or send it to Mexico and report the vehicle stolen for the insurance. The NICB Agent assigned to the Task Force has reported a significant increase in owner give-ups as a result of the oil field activity shutting down and reducing labor forces, especially in the Permian Basin area.

The Task Force has investigated chop shops involved in insurance fraud where the vehicles are chopped for the insurance settlement. The vehicle owner would pay a fee to chop shops to make their vehicle disappear. The chop shop will disassemble the vehicle and destroy the frame and sells other parts for additional profit. The owner would then file a stolen vehicle claim and collect the insurance settlement. Large insurance policies are sometimes added to vehicles just prior to owner give-ups. There are many reasons owner give-ups occur. The owner may be upside down on the vehicle or unable to make payments and feel they will lose their investment if the vehicle is repossessed. The owner may be experiencing major mechanical issues with the vehicle and unable to pay for the repairs.

Insurance fraud can occur when vehicles are burglarized. The insured person inflates the amount of loss by listing additional items as stolen or inflating the value of stolen items. Owners will sometimes damage their own vehicle in order to collect insurance. Some owners feel justified in defrauding the insurance company because of the insurance premiums they pay.

Insurance fraud is normally committed by people who do not normally engage in criminal behavior. However, in situations where criminal enterprises or prolific offenders are involved (such as the body shops or chop shops), huge economic loss can occur. The Task Force conducts routine inspections at these businesses to disrupt these activities.

#### Grant Goals and Activities



There are two parts to this section: 1) Functions of Proposed Program and 2) Goals Strategies and Activities (GSA). In the following boxes, describe the functions of the proposed program and then complete a fillable form called GSA.

MVCPA programs must completely describe the actions, methods and tactics that law enforcement and civilian staff will perform for each of the categories below. Describe the reliance on technology or other program elements to solve the problem statement above and goals below. Functions must be detailed and consistent with the requested budget. If a grant is awarded, funds expended towards activities not described in this section will result in the reimbursement being denied.

## Part 1

### 3.1 Functions of the proposed program related to burglary from a motor vehicle (including theft of parts)

*The Task Force will investigate burglaries of motor vehicles, and thefts from vehicles to increase the arrest rate and clearance rate. The Task Force uses many different techniques and strategies to combat these growing issues. The Task Force identifies prolific offenders and groups of offenders to more effectively target the problem. The Task Force also utilizes proactive measures such as bait operations to target groups or individuals operating in high burglary areas. The Task Force collaborates with other agencies within the jurisdiction to target high burglary locations. The Task Force has partnered with the Insurance Council to place parking lot signs at businesses, apartment complexes and other locations to educate the public in proactive measures citizens can take to prevent burglary of motor vehicles.*

*When problem areas are identified, the Task Force will collaborate with the various agencies' burglary and street crime units to coordinate saturation patrols in the problem area. When prolific offenders are identified and active, the Task Force will collaborate with the various agencies and units to target these offenders or groups of offenders for arrest and prosecution using surveillance, electronic surveillance, bait operations or other proactive measures. The Task Force crime analyst will use resources and data bases to identify prolific offenders and their associates.*

*The Task Force conducts business inspections at salvage yards, used car dealerships, body shops and resell locations for stolen vehicles and component parts. These stolen vehicle and component parts can then be identified and traced back to criminals. The Task Force Investigators are specialized in identifying stolen component parts and restoring identification numbers that have been obliterated or altered. Additionally, the Task Force initiates "warrant round-ups" targeting suspects involved in motor vehicle thefts, burglary of motor vehicles, thefts of parts, and related crimes.*

*The Task Force provides these resources throughout the Task Force area and provides for a central agency to coordinate multi-jurisdictional investigations and to identify offenders operating throughout the South Plains area. By collaborating and sharing intelligence between the various agencies, crimes can be linked across jurisdictional lines resulting in enhanced enforcement and prosecution.*

*In this application, the Task Force is adding one additional investigator that will allow the Task Force to restructure our operations. This additional investigator will primarily focus on proactive / reactive operations and enforcement. While the Task Force currently conducts proactive measures, with the new investigator, the Task Force will conduct a significantly greater number. The investigator will focus on proactive methods of enforcement such as; saturation patrols, bait operations, surveillance, tracking prolific offender, checking hot spots, business inspections and vehicle burglary-bait operations. Additionally, this investigator will organize special multi-agency operations and utilize ALPRs to target and disrupt these prolific organized offenders, in order to reduce the rate of incidence and increase the clearance rate of these offenses. The investigator will collaborate with area prosecutors to enhance sentences for organized crime and repeat offenders concerning vehicle theft and theft from a vehicle. These types of proactive measures are proven effective. While the Task Force currently conducts these types of proactive measures, with current staffing levels the Task Force is restricted in the amount of activities due to other investigative duties.*

*The Task Force was recently awarded funds to purchase two automatic license plate readers (ALPR). Using technology such as ALPRs will allow the Task Force to increase the recovery of stolen motor vehicles by targeting high theft and recovery areas. Task Force Investigators frequently investigate these areas and the ALPRs will alert them to stolen vehicles. Utilizing this technology will instantly alert investigators to stolen vehicles they encounter during routine duties and saturation patrols increasing vehicle recoveries, arrests, and successful prosecutions.*

*Reference the goals, strategies and activities sections for more complete information pertaining to the strategies the Task Force will use to combat this problem.*

### 3.2 Functions of the proposed program related to motor vehicle theft.

*The Task Force collaborates with county sheriff's departments, municipal police departments, university police departments, and all state and federal agencies to combat vehicle theft. Due to the lack of expertise and resources in the rural law enforcement agencies, stolen and altered vehicles can be utilized by criminals and innocent purchasers going undetected for long periods of time. Further, this area of the state is largely agricultural and the theft of trailers, ATV's and agricultural equipment is a persistent problem. Insurance fraud relating to stolen vehicles continues to be a problem in the Task Force area as well.*

*To combat the vehicle theft problem in the area, the Task Force actively investigates vehicle thefts, thefts of equipment, ATV's, trailers and theft of parts or accessories stolen from motor vehicles to increase the recovery, arrest and clearance rates. The Task Force utilizes covert operations and modern technology such as bait vehicles, trailers, and equipment. Utilizing the use of electronic surveillance allows a criminal to be followed to other locations (such as chop shops or warehouses), where stolen vehicles and*

additional stolen items are routinely recovered. Further, these operations help identify career criminals as well as new offenders. We respond to ALRP alerts from third parties as we received them. Currently, the Task Force does not have an ALPR (automatic license plate reader) to deploy. The Task Force conducts business inspections for stolen vehicles and component parts, which can then be identified and traced back to criminals. The Task Force investigators are specialized in identifying stolen component parts and restoring numbers that have been altered or obliterated. The Task Force deploys equipment and provides resources to collaborate with all the agencies in the area.

There are numerous prolific auto theft offenders in the area as well as organized groups who repeatedly commit auto theft and related crimes. Many of these offenders commit offenses in multiple jurisdictions. Local agencies confined within jurisdictional boundaries are usually not aware of crimes committed elsewhere. By collaborating with all the agencies, the Task Force is able to disseminate intelligence, which has proven to increase arrest and prosecution rates.

Hybrid street gangs have become a major problem in the area. Investigations and intelligence indicate there is a nexus between vehicle theft and the narcotic and gang activity in the area. The Task Force collaborates with other investigators, area street crime units and the Texas Anti-Gang Task Force to conduct saturation patrols and surveillance in high theft areas to arrest these individuals.

The Task Force is the only agency within our 26-county area that conducts 68A inspections. These inspections assist the Lubbock County Tax Assessor and Texas Department of Motor Vehicles in preventing the titling and registration of altered / stolen vehicles as well as the prevention of fraudulent title transfers. Due to the agricultural and oil production in this area, there are a large number of trailers and specialized equipment that most officers are not trained (or have access to the necessary resources) to identify. Task Force investigators are the only investigators in this area with the training, equipment and resources to identify altered vehicles, equipment and trailers where VINs (Vehicle Identification Number) have been removed or altered.

The Task Force conducts Texas Commission on Law Enforcement (TCOLE) training classes in auto theft as well. Training patrol officers and investigators in the area will increase their knowledge and effectiveness in detecting stolen / altered vehicles and trailers. This, in turn, will help increase the recovery, clearance, and arrest rate in the region and decrease the economic loss due to vehicle theft. Additionally, the Task Force initiates warrant round-ups targeting suspects involved in motor vehicle thefts, burglary of motor vehicle, and related vehicle crimes.

The Task Force is uniquely positioned to provide the area with resources as a central agency for the other surrounding agencies. Participating agencies send reports to the Task Force which allows for a central agency to conduct multi-jurisdictional investigations and to identify prolific offenders operating throughout the South Plains. By sharing intelligence between the various agencies, crimes can be linked across jurisdictional lines, giving a more global view of the area resulting in enhanced enforcement and prosecution. The Task Force participates in intelligence-sharing meetings in the area, which results in the effective dissemination of criminal intelligence to the participating agencies.

In this application, the Task Force is adding one additional investigator, which will allow the Task Force to conduct a significantly greater number of these proactive methods, saturation patrols, vehicle bait operations and other proactive measures. While the Task Force currently conducts these types of proactive measures, with current staffing levels the Task Force is restricted for activities due to other investigative duties. Investigators will use ALPRs to locate and recover stolen vehicles as well as locate known suspects for surveillance. In addition to the ALPRs, investigators will utilize the Task Force tracking devices to electronically surveil these known prolific offenders. This additional investigator will focus on proactive measures to target and disrupt these prolific organized vehicle thieves in order to reduce the rate of incidence and increase the recovery rate of stolen motor vehicles. This additional investigator will work with area prosecutors to enhance sentencing on prolific offenders and organized crime.

The Task Force was recently awarded funds to purchase two (2) automatic license plate readers (ALPR). Using technology such as ALPRs will allow the Task Force to increase the recovery of stolen motor vehicles by targeting high theft/recovery areas such as motel, shopping centers and other high crime areas. Task Force investigators frequent these areas and the ALPRs will alert them to stolen vehicles. Utilizing this technology will instantly alert investigators to stolen vehicles they encounter during routine duties and saturation patrols increasing vehicle recoveries, arrests and clearance rates.

Please reference the goals, strategies and activities section for more information pertaining to goals, strategies and activities the Task Force will use to combat the problem.

### 3.3 Functions of the proposed program related to fraud-related motor vehicle crime (such as title and registration fraud)

The South Plains Auto Theft Task Force investigates motor vehicle insurance fraud. The Task Force has an NICB Agent embedded who collaborates directly with insurance investigative units and acts as a liaison between Law Enforcement and the insurance industry. The NICB Agent collaborates with area Law Enforcement agencies during these investigations.

The Task Force collaborates with local Tax Assessors in the area to investigate title and registration fraud. The Task Force responds to the Tax Assessor's Office to investigate suspicious certificates of title or title transactions. This often leads to the recovery of stolen vehicles. The Task Force also investigates title frauds and forgeries referred by other law enforcement agencies and victims.

The Task Force investigates used car dealerships when E-tags are being fraudulently issued. The Task Force also conducts training for area law enforcement agencies during auto theft training and briefings. Recently, the Task Force conducted this training to all patrol shifts at the Lubbock Police Department. This training has increased the enforcement by patrol officers who regularly consult with the Task Force investigators concerning these violations.

The Task Force investigates odometer rollbacks, which are becoming more prevalent on the South Plains. Digital odometers made rolling back mileage on vehicles more difficult. However, new technology has made odometer rollbacks much easier and individuals with limited skills can now rollback the mileage on vehicles. Odometer rollback devices are readily available and easy to obtain. Task Force Investigators are trained to analyze and identify fraudulent patterns in title documents.

Please reference the goals, strategies and activities section for more information pertaining to strategies the Task Force will use to combat the problem.

#### 3.4 Functions of the proposed program related to preventing motor vehicle crime (motor vehicle theft, burglary from a motor vehicle and fraud-related motor vehicle crime)

The Task Force has an established rapport with news media outlets. Media outlets are receptive to stories covering automobile theft and vehicle burglary. Use of the media affords the most coverage in rural areas. The media is utilized to educate citizens concerning current auto theft or burglary issues as well as educate them in proactive prevention measures. By using the media contacts to educate the citizens, the Task Force receives additional requests for programs and interviews.

Educational presentations keep citizens educated in ways to protect themselves and their property. These presentations inform citizens on what to be aware of in their neighborhoods / public areas and how to guard against automobile theft and burglary. Often civic groups throughout the area contact the Task Force to request these presentations. The Task Force will also participate in trade shows and have booths at community events to reach a maximum number of citizens. This provides a way to introduce the Task Force's mission and promotes recognition of the Task Force. Informational brochures and pamphlets are handed out during these events. The Crime Prevention Coordinator keeps in contact with event organizers to orchestrate crime prevention events at the various community events and trade shows.

The Task Force conducts VIN etching events in the area. By VIN etching all the glass in a vehicle, it makes the vehicle less likely to be stolen and makes many of the component parts unusable by the thieves. Permanently VIN etching a vehicle makes component parts easily identifiable at chop shops or crime scenes. VIN etching events allow investigators to educate the citizens on the need for VIN etching and other proactive ways to prevent vehicle thefts. Informational brochures and pamphlets are also handed out during these events. VIN etching events are often requested as a result of educational presentations or community events.

Body repair shops and salvage dealers continue to defraud the insurance industry by inflating claims or filing claims for non-existent damages. These shops increase damage to vehicles in order to inflate their own profits. Because of the remoteness of the area, many salvage dealers operate unlicensed and undetected making them prime locations for stolen parts. Task Force Investigators also inspect salvage yards, resale locations, and repair shops to prevent the use, sale or distribution of stolen vehicles or component parts for economic gain. Stolen vehicles are often disassembled and their parts sold through these types of businesses.

The Task Force conducts vehicle displays. This keeps the message in the minds of the citizens. The Task Force crime prevention trailer is plainly marked. The trailer is utilized in parades, street fairs, and can be utilized at intersections, schools, universities and local businesses.

The Task Force conducts TCOLE training classes of qualified personnel in the detection and apprehension of stolen vehicles. Training patrol officers and investigators in the Task Force area will increase their knowledge and effectiveness in detecting and apprehending stolen vehicles and vehicle theft suspects. This results in more offenders being arrested and prosecuted, and the recovery of more stolen vehicles.

The Task Force also participates in intelligence-sharing meetings in the area, which results in the effective dissemination of criminal intelligence to the participating agencies.

Many of the proactive measures listed in the previous sections are crime prevention efforts. Saturation patrols, warrant round ups, identifying and targeting prolific offenders and organized criminal groups for arrest are done to reduce or prevent crime in an area.

Please reference the goals, strategies and activities section for more information pertaining to strategies the Task Force will use to combat the problem.

#### 3.5 Functions of the proposed program for other motor vehicle crimes investigations and activities consistent with the statutory requirements (preventing stolen vehicles from entering Mexico, stopping illegal export of stolen vehicle from bridge/ outbound port operations, disruption of cartel or organized criminal enterprises using stolen motor vehicles or fraud related motor vehicle crime, insurance fraud, etc...)

The South Plains Auto Theft Task Force is not a border or port area Task Force. However, some criminal enterprises within the Task Force area do export stolen vehicles and equipment to Mexico. Because much of the area is rural / agricultural related, farm equipment and other heavy equipment thefts are a problem. This equipment is often exported to Mexico. When this occurs, the Task Force will investigate and collaborate with the relevant agencies for these crimes.

There are numerous prolific auto theft offenders and organized criminal groups in the area. The Task Force identifies prolific offenders and groups who repeatedly commit motor vehicle thefts or motor vehicle related fraud including insurance fraud. By collaborating and sharing intelligence with the area, law enforcement agencies are better able to focus their efforts. The area has a major problem with hybrid gangs who steal motor vehicles for transportation during other crimes. Other groups are criminal enterprises who are more

focused on economic gain.

The Task Force investigates cases where stolen vehicles are cloned and sold with fraudulent titles. Title fraud continues to be a persistent problem in the area. Stolen / altered and cloned vehicles are sold to innocent purchasers using fraudulent certificates of title causing an additional victim to suffer economic loss. Many times these fraudulent certificates of title are from out of state. Due to the remoteness of much of the Task Force area, trailer and equipment thieves can utilize the remote Tax Assessor's Offices to obtain fraudulent certificates of title and then sell stolen trailers or equipment to innocent purchasers. Tax Assessors routinely request assistance from the Task Force when title fraud is suspected. Task Force investigators are trained in the detection and investigation of title fraud and routinely participate in training provided by the Texas Department of Motor Vehicles. The Task Force is the only agency within the Task Force area that is trained and have the resources to successfully conduct these investigations.

Body repair shops and salvage dealers continue to defraud the insurance industry by inflating claims, filing claims for non-existent damage, or increase damage to vehicles in order to increase their own profits. Due to the remoteness of the area, many salvage dealers operate unlicensed and undetected making them prime locations for stolen parts. An experienced NICB Special Agent will be assigned to the Task Force 50% of the time to assist with insurance fraud claims pertaining to vehicle crimes and act as a liaison to the insurance industry. Further, the Task Force investigators have the necessary training, experience and resources to conduct insurance fraud investigations where stolen vehicles or parts are involved. Task Force investigators also inspect salvage yards, resale locations and repair shops to prevent the use, sale or distribution of stolen vehicles or component parts for economic gain. Stolen vehicles are often disassembled and their parts sold through these types of businesses.

The Task Force will investigate organized crime that is vehicle theft or motor vehicle fraud related. The Task Force has investigated organized crime groups that are involved in chop shop operations, body swing operations, VIN altering operations, insurance fraud schemes, and salvage yard operations. Many of these are not gang related, but are organized groups committing offenses for economic gain. The Task Force collaborates with other jurisdictions and investigative units to effectively target these groups.

- 3.6 Collaboration Effort – Describe the taskforce method to collaborate, and not duplicate existing activities. Describe the cross boundaries regional approach to grant activity implementation. Describe how the applicant staff and jurisdiction will coordinate with other taskforces and law enforcement agencies to implement this program.

Because of the vast size of the area and the number of agencies within the Task Force area, it is necessary to establish a multi-jurisdictional Task Force to combat the problem of vehicle theft. The South Plains Auto Theft Task Force was established in 1995 as a multi-jurisdictional, regional Task Force to enable a collaborative effort and provide investigative resources between agencies across the many jurisdictional boundaries. The Task Force collaborates with all law enforcement agencies within the geographical area to investigate auto thefts and thefts from motor vehicles crimes. The Task Force area encompasses 26 counties, covers approximately 24,524 square miles, and is located in the southern part of the Texas Panhandle.

The Task Force is often called upon to investigate or assist with these crimes due to jurisdictional boundaries or the need for the specialized experience, knowledge and resources of the Task Force. Vehicle crimes are mobile and often involve multiple jurisdictions. Vehicle thieves often flee the jurisdiction when detected. When investigations cross jurisdictional lines, officers and investigators with local agencies often need assistance. Much of the Task Force area is rural with a limited number of officers and resources. In many of the agencies, officers provide both the patrol and investigative duties making it difficult to investigate outside their jurisdiction. The South Plains Auto Theft Task Force is established as a multi-Jurisdictional Task Force and encompasses a large area to allow Task Force Investigators to collaborate with multiple agencies during an investigation. In addition to the collaborative efforts, the Task Force provides assistance and other resources to the various agencies and officers conducting investigations. The Task Force collaborates with other MVCPA Task Forces or local agencies throughout the state when necessary. The Task Force area borders New Mexico, making it Necessary for the Task Force to collaborate with New Mexico agencies during investigations and bail operations.

The Task Force also collaborates with other agencies and officers in proactive vehicle theft investigations. The Task Force conducts covert operations and uses modern technology such as bait vehicles, trailers and equipment. The Task Force has a limited number of investigators and it is necessary to collaborate with other officers such as: street crime units, detectives, and patrol units. Patrol units are utilized to make stops and arrests because the Task Force units are unmarked. By conducting multi-agency, collaborative investigations, larger areas and organizations can be targeted thus limiting duplicate efforts. In rural counties, it is necessary to collaborate with those investigators during bait operations because of the Task Force's response time.

The Task Force also collaborates with other agencies and units during the execution of search warrants. Often times, stolen vehicles and other property are found during the execution of these search warrants. Task Force investigators have unique skills, knowledge, experience and resources that are utilized during the execution of search warrants to identify stolen property.

The Task Force actively gathers intelligence from other agencies' investigative efforts and informants. This intelligence is gathered and disseminated throughout the area to increase the number of prolific offenders and groups identified. By sharing this intelligence more crimes are often connected to the offender. The Task Force routinely attends and shares intelligence with the South Plains Law Enforcement Intelligence Networking Team (SPLINT) meetings which are held bi-weekly. This is a regional intelligence sharing network of officers and investigators.

When conducting crime prevention initiatives in rural areas, the local officers work with the Task Force. Local officers have an established rapport within their communities. Collaborating with the local officers and agencies allows for direct communication between those officers and the communities they serve.

The NICB Agent assigned to the Task Force has an area of responsibility larger than the Task Force area. His area includes; the South Plains Auto Theft Task Force Area, the Panhandle Auto Theft Unit area and the Midland/Odessa or Permian Basin area. These areas represent the top four spots in the 2019 NICB Hot Spot report. The NICB Agent routinely coordinates and collaborates with all these areas and share intelligence between the investigators.

The Task Force also shares information and collaborates with the Panhandle Auto Theft Unit on crimes affecting both task forces. Much of the Task Force area is located between Lubbock and Amarillo and criminals and investigations operate in both areas and stolen property is regularly transported between the Task Force areas.

Reference the goals, strategies and activities for more information pertaining to collaborative efforts and strategies the Task Force will use to combat the vehicle crimes problem.

- 3.7 If the proposed application requests any exceptions or deviation from any general grant rules, RFA conditions or grant administrative policy, please indicate in the section below. Indicate the section of the specific issue and citation that you are asking the MVCPA to consider and the rationale for the request.

N/A

## Part II

### Goals, Strategies, and Activities

Select Goals, Strategies, and Activity Targets for the proposed program.

Click on the link above and select the method by which statutory measures will be collected. Law Enforcement programs must also estimate targets for the MVCPA predetermined activities. The MVCPA board has determined that grants programs must document specific activities that are appropriate under each of the three goals. Applicants are allowed to write a limited number of user defined activities.

| ID  | Activity  | Measure   | Target |
|---|---|---|--------|
| <b>Statutory Motor Vehicle Theft Measures Required for all Grantees.</b>              |   |   |        |
| 1.1.15  | Increase the recovery rate of stolen motor vehicles   | Report the number of vehicles recovered by taskforce  |        |
| 1.1.16  | Increase the clearance rate of MVTs   | Report the number of MVT cases cleared  |        |
| 1.1.17  | Increase the number of persons arrested for motor vehicle theft   | Report the number of persons arrested for motor vehicle theft by taskforce                                    |        |
| <b>Statutory Burglary of a Motor Vehicle Measures Required for all Grantees</b>       |   |   |        |
| 2.1.12  | Increase the clearance rate of motor vehicle burglaries   | Report the number of BMV including parts cases cleared  |        |
| 2.1.13  | Increase the number of persons arrested for motor vehicle burglary  | Report the number of persons arrested for burglary by taskforce   |        |
| <b>Statutory Fraud-Related Motor Vehicle Crime Measures Required for all Grantees</b> |   |   |        |
| 8.1.1   | Increase the clearance rate of fraud-related motor vehicle crime cases.   | Report the number of fraud-related motor vehicle cases cleared  |        |
| 8.1.2   | Increase the number of persons arrested for fraud-related motor vehicle crimes.   | Report the number of persons arrested for fraud-related motor vehicle crimes                                  |        |
| <b>Measures for Grantees. Add Target values for those that you will measure.</b>      |   |   |        |
| 1   | <b>Goal 1: Reduce the Incidence of Motor Vehicle Theft through Enforcement Strategies</b>                                 |   |        |
| 1.1   | <b>Strategy 1: Conduct Activities that Result in the Arrest, Clearance, and Recoveries of Motor Vehicle Theft</b>         |   |        |
| 1.1.1   | Identify groups of auto theft offenders through intelligence gathering, crime analysis and the use of informants          | Number of MVT groups identified. Include gangs, cartels or other criminal enterprise with two or more members | 8      |
| 1.1.2   | Identify and document/record prolific MVT offenders [Prolific is defined as "linked to MVT offenses three or more times"] | Number identified/documented offenders  | 35     |



| ID     | Activity  | Measure  | Target |
|--------|---|--|--------|
| 1.1.5  | Conduct inspections of local businesses related to vehicle enterprise (transportation code or occupation code authorized companies such as salvage yard, repair shop, parts recycling center, used car dealership, salvage rebuilder, title service company, other). (see 1.3.3 to report the number of vehicles inspected in these businesses) | Number of businesses inspected   | 40     |
| 1.1.6  | Conduct bait vehicle operations that target MVT offenders   | Number of bait vehicle deployments. Include BMV bait operations here.  | 125    |
| 1.1.8  | Deploy license plate readers (LPR)  | Number of times LPR deployed. Deploy: If stationary unit then total number of days or partial days unit was operable and on. Mobile unit number of days the unit was on and operable.  | 200    |
| 1.1.9  | Respond to taskforce license plate reader (LPR) alert notifications   | Number of times investigators responded to taskforce LPR alert notifications regardless of whether vehicle was located   | 25     |
| 1.1.12 | Conduct covert operations targeting MVT offenders   | Number of covert operations  | 125    |
| 1.1.13 | Conduct warrant "round-up" operations targeting motor vehicle crime offenders, including people wanted for MVTs, motor vehicle burglaries, theft of vehicle parts and motor vehicle fraud related crime.  | Number of warrant round-up operations performed for MVT, BMV and FRMVC.  | 2      |
| 1.1.20 | Number of Altered Vehicles Recovered  | Report the total number of vehicles recovered with altered Vehicle Identification Number. Note: Please remember that a vehicle recovered must be reported in 1.1.15  |        |
| 1.2    | <b>Strategy 2: Conduct Collaborative Efforts that Result in Reduction of Incidents of Motor Vehicle Theft</b>   |  |        |
| 1.2.1  | Provide Agency Assists for MVT and motor vehicle related fraud  | Number of agency assists related to MVT. Assist means responding or answering questions via phone, e-mail, or in person. Providing recommendation, guidance, strategy, support or information that other LEOs will use to resolve their cases. The assist generally does not have the direct responsibility for an investigation nor uses LEO authority. The assist helps another LEO or agency investigate cases. Analysts and civilian employees will record their assists to outside LEOs and agencies met here along with officers.  | 800    |
| 1.2.2  | Collaborate with other units or divisions (i.e. homicide, vice, narcotics, etc.) within the taskforce department(s) where a motor vehicle was used in the commission of the crime (includes identification of vehicles). Include all participating jurisdiction departments here.   | Number of times collaborated within departments or SOs participating in taskforce related to MVT. Collaboration means physically using law enforcement resources, tactics and authority to perform activity on cases that draw upon or aid in the investigation intended to further the resolution of any case, identify parties to crime, identify vehicles, interview witnesses/suspects and apprehend suspects. Collaboration will include any help, recommendation, contribution or support requested from or provided to another unit or offered by the taskforce that aids in the furtherance of motor vehicle theft investigations.                                       | 15     |
| 1.2.3  | Collaborate with all other outside LE agencies and other organizations that assist in the reduction of MVTs. Include all coverage jurisdictions here.   | Number of times collaborated with coverage area agencies or other law enforcement agencies and organizations that assist in the reduction of MVT. Collaboration means physically using law enforcement resources, tactics and authority to perform activity on cases that draw upon or aid in the investigation intended to further the resolution of any case, identify parties to crime, identify vehicles, interview witnesses/suspects and apprehend suspects. Collaboration will include any help, recommendation, contribution or support requested from or provided to another unit or offered by the taskforce that aids in the furtherance of MVT theft investigations. | 250    |
| 1.2.5  | Conduct intelligence information-sharing (Personal attendance)  | Number of intelligence meetings attended (include attending as presenter, participant or attendee)   | 25     |
| 1.2.6  | Conduct intelligence information-sharing (Written information)  | Crime analysis bulletins disseminated (include information distributed to law enforcement agencies via text, e-mail, or intra-net communications)  | 30     |
| 1.2.7  | Collaborate with other MVCPA taskforces   | Number of times collaborated with other MVCPA taskforces that assist in the reduction in MVT, BMV and FRMVC.   |        |
| 1.3    | <b>Strategy 3: Prevent and Reduce the Incidence of Fraud-Related Motor Vehicle Activities</b>   |  |        |
| 1.3.1  | Collaborate with agencies relating to investigation and enforcement of vehicle insurance fraud and FRMVC  | Number of collaborations   | 20     |

| ID      | Activity  | Measure  | Target |
|---------|---|--|--------|
| 1.3.2   | Conduct confidential 68(A) inspections (for TxDMV assignment or reassignment of VIN required by Tx. Trans. Code §501.032)   | Number of vehicles inspected to complete a TxDMV 68A inspection form per TxDMV (VIN assignment, reassignment, bonded title)  | 500    |
| 1.3.3   | Conduct VIN verification inspections. (All other reasons except bridge or port)   | Number of vehicles inspected by taskforce to identify the vehicles not reported in confidential (68A) or bridge and port sections.   | 650    |
| 1.3.4   | Coordinate with TxDMV/Tax Offices relating to investigation and enforcement of fraudulent titles and registration of stolen vehicles  | Number of collaborations with TxDMV HQ, TxDMV Regional Service Centers or County Tax Assessor Collector offices.   | 20     |
| 2       | <b>Goal 2: Reduce the Incidence of Theft from Motor Vehicles through Enforcement Strategies</b>   |  |        |
| 2.1     | <b>Strategy 1: Conduct Activities that Result in the Arrest, Clearance, and Recoveries of Burglary of Motor Vehicles and Theft of Vehicle Parts and Accessories</b>   |  |        |
| 2.1.1   | Conduct bait vehicle operations that target vehicle burglary offenders  | Number of bait vehicle burglary deployments  | 30     |
| 2.1.2   | Identify "prolific BMV offenders" through informants and intelligence [Prolific is defined as "linked to BMV and theft of vehicle parts and accessories offenses three or more times"]  | Number of offenders identified   | 7      |
| 2.2     | <b>Strategy 2: Conduct Collaborative Efforts that Result in the Reduction of Incidents of Theft From a Motor Vehicle</b>  |  |        |
| 2.2.1   | Provide Agency Assists BMV.   | Number of agency assists related to BMV or stolen parts. <b>Assist means responding or answering questions via phone, e-mail, or in person. Providing recommendation, guidance, strategy, support or information that other LEOs will use to resolve their cases. The assist generally does not have the direct responsibility for an investigation nor uses LEO authority. The assist helps another LEO or agency investigate cases. Analysts and civilian employees will record their assists to outside LEOs and agencies met here along with officers.</b>   | 20     |
| 2.2.2   | Collaborate with other units or divisions within the taskforce department(s) (i.e. homicide, vice, narcotics, etc.) where theft of parts occurred in the commission of the crime (includes identification of vehicle). Include all participating jurisdiction departments here. | Number of times collaborated within departments or SOs participating in taskforce related to BMV or stolen parts. Collaboration means physically using law enforcement resources, tactics and authority to perform activity on cases that draw upon or aid in the investigation intended to further the resolution of any case, identify parties to crime, identify vehicles, interview witnesses/suspects and apprehend suspects. Collaboration will include any help, recommendation, contribution or support requested from or provided to another unit or offered by the taskforce that aids in the furtherance of BMV theft investigations.   |        |
| 2.2.3   | Collaborate with all other outside LE agencies and other organizations where theft of parts occurred in the commission of the crime (includes identification of vehicle). Include all coverage jurisdictions here.  | Number of times collaborated with coverage area agencies or other law enforcement agencies and organizations that assist in the reduction of BMV or stolen parts. Collaboration means physically using law enforcement resources, tactics and authority to perform activity on cases that draw upon or aid in the investigation intended to further the resolution of any case, identify parties to crime, identify vehicles, interview witnesses/suspects and apprehend suspects. Collaboration will include any help, recommendation, contribution or support requested from or provided to another unit or offered by the taskforce that aids in the furtherance of motor vehicle theft investigations. | 20     |
| 3       | <b>Goal 3: Educate/Train Citizens and Qualified Personnel in Detection and Prevention of Motor Vehicle Theft, Burglary of Motor Vehicles and Theft of Vehicle Parts and Accessories</b>   |  |        |
| 3.1     | <b>Strategy 1: Conduct Public Awareness Related Activities Used to Educate Citizens</b>   |  |        |
| 3.1.1   | Conduct educational outreach events (include trade show, exhibits, booths at community events, vehicle displays, brochures, etc.)   | Number of outreaches   | 6      |
| 3.1.2   | Conduct educational presentations to the public   | Number of presentations. Presentation means in person, on-line, original written document, article, or webpage.  | 10     |
| 3.1.4   | Conduct vehicle identification initiative/event   | Number of etching events. Include windows, component parts, VIN stamps and catalytic converters.   | 5      |
| 3.1.4.1 | Conduct vehicle identification initiative/event   | Number of Participants/Attendees (Vehicles Marked)   | 100    |
| 3.1.5   | Purchase advertisements in local outlets  | Number of advertisements purchased or provided complimentary for taskforce. Include all types of media purchased or provided free (social, tv, utility inserts, billboards, transportation, etc.). Describe in 6.1.1.  |        |
| 3.1.6   | Conduct vehicle report card initiatives.  | Number report cards issued   |        |



| ID     | Activity   | Measure  | Target |
|--------|--|--|--------|
| 3.1.7  | Utilize social media outlets (Facebook, Twitter, Instagram, etc.)  | Number of postings in social media outlets   |        |
| 3.1.8  | Deploy outdoor public notification signage   | Number of deployments per month (if sign remains several months, count as 1 deployment per month)  | 1488   |
| 3.1.10 | Conduct media outreach, including, public service announcements, press releases, and interviews  | Number of outreaches   | 8      |
| 3.2    | <b>Strategy 2: Conduct Law Enforcement Training Activities to Educate Officers on Recognition and Apprehension of Stolen Vehicles and Property</b> |  |        |
| 3.2.1  | Conduct law enforcement training (TCOLE)   | Number of classes provided for TCOLE credit  | 3      |
| 3.2.3  | Conduct vehicle crimes presentations to law enforcement agencies (non TCOLE)   | Number of classes or presentations. Presentations may include electronic roll call documents, shift BOLOs and other written or presented materials based on local practices. | 2      |

### Grant Evaluation

- 4.1 Describe the local method and/or practice used to collect the data for reporting Goals, Strategies, and Activities and to evaluate the grant program effectiveness. Describe management and staff participation. Include descriptions of systems (forms and software) that will be used to ensure reliable and accurate data is collected and reported. Describe any other evaluation methods used in the applicant agency to determine effectiveness or cost efficiency of the program.

*The South Plains Auto Theft Task Force maintains records that evaluate the progress of the program. The Task Force maintains weekly, monthly, quarterly and annual statistical information that accurately records all the Task Force activities. Each investigator submits a weekly, monthly, quarterly and annual report to the Chief Investigator and Commander that reflect their weekly activities. A narrative section within these reports is provided where the investigator explains their activities and data reported. The Chief Investigator then reviews these reports to insure accuracy and eliminate any duplicate reporting. These reports are then combined to reflect the Task Forces' total activity which enables the progress to be monitored. These records are maintained by the South Plains Auto Theft Task Force and are backed up nightly on a server maintained by the Lubbock County Information Technology Service. The Task Force also maintains separate case files on the investigations conducted by the Task Force. These case files are recorded and maintained in digital format. The digital case files are backed up nightly on a server maintained by the Lubbock County Information Technology Service. These records measure the productivity of Task Force and the individual investigators effectiveness.*

*The Texas Department of Public Safety, UCR / NIBRS database is utilized to measure to overall effectiveness of the program in the Task Force area of operation. These statistics are provided to NIBRS by agencies within the Task force working area and are maintained and evaluated to identify trends in the area. In addition to the DPS NIBRS reports the Task Force will request data from participating agencies within the Task Force area to evaluate and identify trends in the area.*

*The following statistical data will be kept and used to evaluate the program's effectiveness:*

- 1. Number of auto thefts, motor vehicle burglaries, thefts from a motor vehicle and motor vehicle fraud related cases investigated.*
- 2. Number of arrests by MVCPA personnel pertaining to auto theft, motor vehicle burglary, theft from a motor vehicle and related offenses.*
- 3. Number of criminal charges filed by MVCPA personnel pertaining to auto theft, motor vehicle burglary, theft from a motor vehicle and related offenses.*
- 4. The number of cases cleared by MVCPA personnel pertaining to auto theft, motor vehicle burglary, theft from a motor vehicle and related offenses.*
- 5. Number and value of vehicles, component parts and other property recovered by MVCPA personnel.*
- 6. Number of inspections at salvage dealers, used car dealerships, repair shops, recycling centers and resale locations.*
- 7. Number of vehicles inspected / identified including 68A inspections, altered vehicles identified, arson vehicles identified and component parts identified.*
- 8. Number of times the Task Force collaborates or coordinates with other agencies.*
- 9. Number of times the Task Force assist other agencies.*
- 10. Number of bait and covert operations conducted by the Task Force pertaining to auto theft or motor vehicle burglary.*
- 11. Number of times the Task Force responds to ALPR alerts and the number of stolen vehicles recovered.*
- 12. Number of prolific offenders and groups of offenders identified by the Task Force.*

13. Number of times the Task Force shares intelligence through intelligence sharing briefings and/or dissemination of intelligence.
14. Data pertaining to law enforcement training provided to other officers by the Task Force.
15. Number of public awareness/educational presentations to citizens, media outreach, crime prevention booths and vehicle displays and VIN etching events performed by the Task Force.

For a more complete list refer to the goals strategies and activities attached to this application.

Financial Records are maintained thru the Lubbock County Auditor's office. A grant coordinator is assigned within the auditors office to maintain grant records and review grant funds expenditures. These records are audited as per Lubbock County Procedures and additionally audited by the county's outside auditors.

- 1.2 Provide any other suggested measures that would better reflect the law enforcement or prevention work that the proposed program will perform. If the suggested measure fits into one of the stated goals above please indicate.

The current measures accurately reflect the Task Force's enforcement or prevention activity.

#### **TxGMS Standard Assurances by Local Governments**

- ☒ We acknowledge reviewing the TxGMS Standard Assurances by Local Governments as promulgated by the Texas Comptroller of Public Accounts and agree to abide by the terms stated therein.

#### **Certifications**

The certifying official is the authorized official, Curtis Parrish, County Judge.

By submitting this application I certify that I have been designated by my jurisdiction as the authorized official to accept the terms and conditions of the grant. The statements herein are true, complete, and accurate to the best of my knowledge. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties.

By submitting this application I certify that my jurisdiction agrees to comply with all terms and conditions if the grant is awarded and accepted. I further certify that my jurisdiction will comply with all applicable state and federal laws, rules and regulations in the application, acceptance, administration and operation of this grant.

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