



COLORADO

**Department of
Regulatory Agencies**

Colorado Office of Policy, Research &
Regulatory Reform

**2017 Sunset Review:
The Colorado Auto Theft Prevention Authority
and the Colorado Auto Theft Prevention
Authority Board**

October 13, 2017



COLORADO

**Department of
Regulatory Agencies**

Executive Director's Office

October 13, 2017

Members of the Colorado General Assembly
c/o the Office of Legislative Legal Services
State Capitol Building
Denver, Colorado 80203

Dear Members of the General Assembly:

The Colorado General Assembly established the sunset review process in 1976 as a way to analyze and evaluate regulatory programs and determine the least restrictive regulation consistent with the public interest. Since that time, Colorado's sunset process has gained national recognition and is routinely highlighted as a best practice as governments seek to streamline regulation and increase efficiencies.

Section 24-34-104(5)(a), Colorado Revised Statutes (C.R.S.), directs the Department of Regulatory Agencies to:

- Conduct an analysis of the performance of each division, board or agency or each function scheduled for termination; and
- Submit a report and supporting materials to the office of legislative legal services no later than October 15 of the year preceding the date established for termination.

The Colorado Office of Policy, Research and Regulatory Reform (COPRRR), located within my office, is responsible for fulfilling these statutory mandates. Accordingly, COPRRR has completed the evaluation of the Colorado Auto Theft Prevention Authority (CATPA) program and the Colorado Auto Theft Prevention Authority Board (Board). I am pleased to submit this written report, which will be the basis for COPRRR's oral testimony before the 2018 legislative committee of reference.

The report discusses the question of whether there is a need for the regulation provided under Article 5 of Title 42, Part 1, C.R.S. The report also discusses the effectiveness of the Director of the CATPA Office and staff in carrying out the intent of the statutes and makes recommendations for statutory changes in the event this regulatory program is continued by the General Assembly.

Sincerely,

Marguerite Salazar
Executive Director





COLORADO

Department of Regulatory Agencies

Colorado Office of Policy, Research &
Regulatory Reform

2017 Sunset Review

The Colorado Auto Theft Prevention Authority and the Colorado Auto Theft Prevention Authority Board

SUMMARY

What is it?

The Colorado Auto Theft Prevention Authority (CATPA) program was created by the General Assembly to enable law enforcement agencies or other qualified applicants to apply for grants to assist in improving and supporting auto theft prevention programs. Grant funds are also available to programs focusing on enforcement or prosecution of auto theft crimes through statewide planning and coordination.

What is the purpose of the CATPA Board?

The CATPA Board (Board), which comprises 11 members, is responsible for approving funding requests from various entities that seek to utilize CATPA program funds to address auto theft prevention strategies and practices. The Board also reviews monthly reports submitted by grantees, which detail the current projects and expenditures incurred.

Who received CATPA grant funds?

In fiscal year 15-16, six consortia were awarded CATPA program funds:

- Auto Theft Intelligence Coordination Center
- Beat Auto Theft Through Law Enforcement
- CATPA Metropolitan Auto Theft Team
- Colorado Auto Theft Investigators Association
- Attorney General's Office
- Coloradans Against Auto Theft

How is funding derived?

Funding for the CATPA program is derived from a \$1-surcharge imposed on auto insurance policies.

How much funding was awarded?

In fiscal year 15-16, the Board awarded approximately \$4.7 million CATPA program funds to combat auto theft.

KEY RECOMMENDATIONS

Continue the Colorado Auto Theft Prevention Authority and the Auto Theft Prevention Board for 11 years, until 2029.

The CATPA program provides valuable funding to address auto theft prevention programs in Colorado, and it has yielded many successes. In order to continue to proactively address auto theft, the General Assembly should continue the CATPA program and the Board. Doing so will ensure that longitudinal funding is available to CATPA program grantees for auto theft prevention initiatives throughout the state of Colorado for the foreseeable future.

METHODOLOGY

As part of this review, Colorado Office of Policy, Research and Regulatory Reform staff attended Board meetings, interviewed CATPA Office staff and Board members, reviewed records, interviewed officials with state and national professional associations, interviewed other stakeholders, interviewed auto theft prevention authority staff from other states, reviewed Colorado statutes and rules, and reviewed the laws of other states.

MAJOR CONTACTS MADE DURING THIS REVIEW

Alamosa Police Department
Arapahoe County Sheriff's Department
Arizona Auto Theft Authority
Arvada Police Department
Aurora Police Department
Colorado Attorney General's Office
Colorado Department of Public Safety
Colorado Division of Insurance
Colorado Springs Police Department
Colorado State Patrol
El Paso County Sheriff's Office
Grand Junction Police Department
Lakewood Police Department
Longmont Police Department
Maryland Motor Vehicle Theft Prevention Council
Michigan Auto Theft Prevention Authority
Pennsylvania Auto Theft Prevention Authority
Rocky Mountain Insurance Information Association
Texas Auto Burglary Theft Prevention Authority
Westminster Department Police

What is a Sunset Review?

A sunset review is a periodic assessment of state boards, programs, and functions to determine whether they should be continued by the legislature. Sunset reviews focus on creating the least restrictive form of regulation consistent with protecting the public. In formulating recommendations, sunset reviews consider the public's right to consistent, high quality professional or occupational services and the ability of businesses to exist and thrive in a competitive market, free from unnecessary regulation.

Sunset Reviews are prepared by:
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Background

Introduction

Enacted in 1976, Colorado's sunset law was the first of its kind in the United States. A sunset provision repeals all or part of a law after a specific date, unless the legislature affirmatively acts to extend it. During the sunset review process, the Colorado Office of Policy, Research and Regulatory Reform (COPRRR) within the Department of Regulatory Agencies (DORA) conducts a thorough evaluation of such programs based upon specific statutory criteria¹ and solicits diverse input from a broad spectrum of stakeholders including consumers, government agencies, public advocacy groups, and professional associations.

Sunset reviews are based on the following statutory criteria:

- Whether regulation by the agency is necessary to protect the public health, safety and welfare; whether the conditions which led to the initial regulation have changed; and whether other conditions have arisen which would warrant more, less or the same degree of regulation;
- If regulation is necessary, whether the existing statutes and regulations establish the least restrictive form of regulation consistent with the public interest, considering other available regulatory mechanisms and whether agency rules enhance the public interest and are within the scope of legislative intent;
- Whether the agency operates in the public interest and whether its operation is impeded or enhanced by existing statutes, rules, procedures and practices and any other circumstances, including budgetary, resource and personnel matters;
- Whether an analysis of agency operations indicates that the agency performs its statutory duties efficiently and effectively;
- Whether the composition of the agency's board or commission adequately represents the public interest and whether the agency encourages public participation in its decisions rather than participation only by the people it regulates;
- The economic impact of regulation and, if national economic information is not available, whether the agency stimulates or restricts competition;
- Whether complaint, investigation and disciplinary procedures adequately protect the public and whether final dispositions of complaints are in the public interest or self-serving to the profession;
- Whether the scope of practice of the regulated occupation contributes to the optimum utilization of personnel and whether entry requirements encourage affirmative action;

¹ Criteria may be found at § 24-34-104, C.R.S.

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- Whether the agency through its licensing or certification process imposes any disqualifications on applicants based on past criminal history and, if so, whether the disqualifications serve public safety or commercial or consumer protection interests. To assist in considering this factor, the analysis prepared pursuant to subparagraph (i) of paragraph (a) of subsection (8) of this section shall include data on the number of licenses or certifications that were denied, revoked, or suspended based on a disqualification and the basis for the disqualification; and
 - Whether administrative and statutory changes are necessary to improve agency operations to enhance the public interest.

Types of Regulation

Consistent, flexible, and fair regulatory oversight assures consumers, professionals and businesses an equitable playing field. All Coloradans share a long-term, common interest in a fair marketplace where consumers are protected. Regulation, if done appropriately, should protect consumers. If consumers are not better protected and competition is hindered, then regulation may not be the answer.

As regulatory programs relate to individual professionals, such programs typically entail the establishment of minimum standards for initial entry and continued participation in a given profession or occupation. This serves to protect the public from incompetent practitioners. Similarly, such programs provide a vehicle for limiting or removing from practice those practitioners deemed to have harmed the public.

From a practitioner perspective, regulation can lead to increased prestige and higher income. Accordingly, regulatory programs are often championed by those who will be the subject of regulation.

On the other hand, by erecting barriers to entry into a given profession or occupation, even when justified, regulation can serve to restrict the supply of practitioners. This not only limits consumer choice, but can also lead to an increase in the cost of services.

There are also several levels of regulation.

Licensure

Licensure is the most restrictive form of regulation, yet it provides the greatest level of public protection. Licensing programs typically involve the completion of a prescribed educational program (usually college level or higher) and the passage of an examination that is designed to measure a minimal level of competency. These types of programs usually entail title protection - only those individuals who are properly licensed may use a particular title(s) - and practice exclusivity - only those individuals who are properly licensed may engage in the particular practice. While these requirements can be viewed as barriers to entry, they also afford the highest level of consumer protection in that they ensure that only those who are deemed competent may practice and the public is alerted to those who may practice by the title(s) used.

Certification

Certification programs offer a level of consumer protection similar to licensing programs, but the barriers to entry are generally lower. The required educational program may be more vocational in nature, but the required examination should still measure a minimal level of competency. Additionally, certification programs typically involve a non-governmental entity that establishes the training requirements and owns and administers the examination. State certification is made conditional upon the individual practitioner obtaining and maintaining the relevant private credential. These types of programs also usually entail title protection and practice exclusivity.

While the aforementioned requirements can still be viewed as barriers to entry, they afford a level of consumer protection that is lower than a licensing program. They ensure that only those who are deemed competent may practice and the public is alerted to those who may practice by the title(s) used.

Registration

Registration programs can serve to protect the public with minimal barriers to entry. A typical registration program involves an individual satisfying certain prescribed requirements - typically non-practice related items, such as insurance or the use of a disclosure form - and the state, in turn, placing that individual on the pertinent registry. These types of programs can entail title protection and practice exclusivity. Since the barriers to entry in registration programs are relatively low, registration programs are generally best suited to those professions and occupations where the risk of public harm is relatively low, but nevertheless present. In short, registration programs serve to notify the state of which individuals are engaging in the relevant practice and to notify the public of those who may practice by the title(s) used.

Title Protection

Finally, title protection programs represent one of the lowest levels of regulation. Only those who satisfy certain prescribed requirements may use the relevant prescribed title(s). Practitioners need not register or otherwise notify the state that they are engaging in the relevant practice, and practice exclusivity does not attach. In other words, anyone may engage in the particular practice, but only those who satisfy the prescribed requirements may use the enumerated title(s). This serves to indirectly ensure a minimal level of competency - depending upon the prescribed preconditions for use of the protected title(s) - and the public is alerted to the qualifications of those who may use the particular title(s).

Licensing, certification and registration programs also typically involve some kind of mechanism for removing individuals from practice when such individuals engage in enumerated proscribed activities. This is generally not the case with title protection programs.

Regulation of Businesses

Regulatory programs involving businesses are typically in place to enhance public safety, as with a salon or pharmacy. These programs also help to ensure financial solvency and reliability of continued service for consumers, such as with a public utility, a bank or an insurance company.

Activities can involve auditing of certain capital, bookkeeping and other recordkeeping requirements, such as filing quarterly financial statements with the regulator. Other programs may require onsite examinations of financial records, safety features or service records.

Although these programs are intended to enhance public protection and reliability of service for consumers, costs of compliance are a factor. These administrative costs, if too burdensome, may be passed on to consumers.

Sunset Process

Regulatory programs scheduled for sunset review receive a comprehensive analysis. The review includes a thorough dialogue with agency officials, representatives of the regulated profession and other stakeholders. Anyone can submit input on any upcoming sunrise or sunset review on COPRRR's website at: www.dora.colorado.gov/opr.

The functions of the Colorado Auto Theft Prevention Authority (CATPA) program and the CATPA Board (Board) as enumerated in Article 5 of Title 42, Colorado Revised Statutes (C.R.S.), shall terminate on September 1, 2018, unless continued by the General Assembly. During the year prior to this date, it is the duty of COPRRR to conduct an analysis and evaluation of the Board and program pursuant to section 24-34-104, C.R.S.

The purpose of this review is to determine whether the currently prescribed CATPA program and Board should be continued and to evaluate the performance of the Board and the staff of the CATPA Office. During this review, the Board and Colorado State Patrol must demonstrate that the program serves the public interest. COPRRR's findings and recommendations are submitted via this report to the Office of Legislative Legal Services.

Methodology

As part of this review, COPRRR staff attended Board meetings, interviewed CATPA Office staff and Board members, reviewed records, interviewed officials with state and national professional associations, interviewed other stakeholders, interviewed auto theft prevention authority staff from other states, reviewed Colorado statutes and rules, and reviewed the laws of other states.

Auto Theft Overview

In Colorado, and across the country, auto theft continues to permeate virtually all communities. Auto theft is considered a property crime; however, vehicles are often stolen to commit other crimes. In fact, an analysis conducted by the Colorado Department of Public Safety found that 75 percent of stolen vehicles were used to commit other crimes such as murder, rape, robbery, kidnapping and assault.²

Another concern involved with auto theft is identity theft. Identity theft can occur when a person uses information to gain access to financial accounts, credit accounts or other means to gain access to the owner's property.³ Since most vehicles contain personal information about the owner, the stolen vehicle suspect has access to this information.

Data compiled in Colorado indicate, as expected, the vast majority of auto theft occurs in densely populated areas. Law enforcement, using judicial district boundaries, uses a six sectional area map to identify the entire state. The six sectional areas are:⁴

- **Gold Camp:**
 - Adams, Arapahoe, Broomfield, Denver, Douglas, Elbert, Gilpin, Jefferson and Lincoln counties.
- **Pikes Peak:**
 - Chaffee, Custer, El Paso, Fremont, Huerfano, Las Animas, Park, Pueblo and Teller counties.
- **Longs Peak:**
 - Boulder, Jackson, Larimer and Weld counties.
- **Grand River:**
 - Clear Creek, Eagle, Garfield, Grand, Lake, Mesa, Moffat, Pitkin, Rio Blanco, Routt and Summit counties.
- **Four Corners:**
 - Alamosa, Archuleta, Conejos, Costilla, Delta, Dolores, Gunnison, Hinsdale, La Plata, Mineral, Montezuma, Montrose, Ouray, Rio Grande, Saguache, San Juan and San Miguel counties.
- **High Prairie:**
 - Baca, Bent, Cheyenne, Crowley, Kiowa, Kit Carson, Logan, Otero, Phillips, Prowers, Sedgwick, Washington and Yuma counties.

² Colorado State Patrol. *Standardizing the Collection, Analysis and Dissemination of Motor Vehicle Theft Intelligence*. Retrieved July 1, 2017, from

http://www.combatautotheft.org/uploads/Motor_Vehicle_Theft_Intelligence_Rich_Smith.pdf

³ Colorado Criminal Law Guide. *Common Methods for Motor Vehicle Theft*. Retrieved July 5, 6, 2017, from <https://www.colorado-criminal-law.com/motor-vehicle-theft-aggravated-motor-vehicle-theft/common-methods-motor-vehicle-theft.htm>

⁴ Department of Public Safety. *CATPA Initiatives*. Retrieved July 3, 2017, from <https://www.colorado.gov/pacific/csp/catpa-initiatives>

In 2005, 67.39 percent of stolen vehicles were stolen in the Gold Camp area, 19.17 percent in the Pikes Peak area, 7.88 percent in the Longs Peak area, 2.73 percent in the Grand River area, 1.77 percent in the Four Corners area and 1.06 percent in the High Prairie area.⁵

In 2015, auto thefts reported to law enforcement increased 29.67 percent from 2014, totaling approximately 15,000 thefts.⁶ The top five vehicles stolen in 2015 were (ranked in order): Honda Civic, Honda Accord, Jeep Cherokee, Ford F150 and Dodge Ram truck.⁷

However, data provided by the Colorado State Patrol indicate that auto theft has decreased approximately 26 percent from 2003 to 2015.⁸

The mission of the CATPA program is to deter and reduce vehicle theft and insurance fraud through a statewide cooperative effort of generating funds to support law enforcement, prosecution and public awareness through a partnership between industry and state government. The following information, from 2010 through 2014, illustrates the CATPA program's activity:⁹

- Accounted for the recovery of 5,168 stolen vehicles valued at \$38,264,677;
- Demonstrated a venture return for recovered stolen vehicles at \$1.47 for every CATPA program dollar invested;
- Facilitated the arrest of 2,208 persons charged with auto theft;
- Resulted in 3,563 felony charges of auto theft and 753 misdemeanor charges;
- Performed 385 bait car operations;
- Caused 348 major case investigations;
- Enabled 51 complex case investigations under the Colorado Organized Crime Control Act;
- Purchased automated license plate reader systems, which assisted in the recovery of 855 stolen vehicles valued at \$6.5 million; and
- Distributed prevention and education awareness products, including 16,340,539 media releases, 58,339,979 social media impressions, 121,765 printed materials and 2 public surveys.

In 2016, the CATPA program, which is administered and facilitated by the CATPA Board, granted six awardees funds to deter and reduce auto theft totaling \$4,738,044. Grantees included:

- Auto Theft Intelligence Coordination Center (ATICC),
- Beat Auto Theft Through Law Enforcement (BATTLE),

⁵ Auto Theft Intelligence Coordination Center. *Assessment of Motor Vehicle thefts in Colorado 2015*. Retrieved July 2, 2017, from <http://www.rmiia.org/downloads/ATICC%20Annual%20Report%202015.pdf>

⁶ Auto Theft Intelligence Coordination Center. *Assessment of Motor Vehicle thefts in Colorado 2015*. Retrieved July 2, 2017, from <http://www.rmiia.org/downloads/ATICC%20Annual%20Report%202015.pdf>

⁷ Auto Theft Intelligence Coordination Center. *Assessment of Motor Vehicle thefts in Colorado 2015*. Retrieved July 2, 2017, from <http://www.rmiia.org/downloads/ATICC%20Annual%20Report%202015.pdf>

⁸ Colorado Auto Theft Prevention Authority. *A Synopsis of CATA Program*.

⁹ Colorado State Patrol. *Colorado Auto Theft Prevention Authority*. Retrieved April 20, 2017, from <https://www.colorado.gov/pacific/csp/colorado-auto-theft-prevention-authority>

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- CATPA Metropolitan Auto Theft Team (C-MATT),
 - Colorado Auto Theft Investigators Association (CATI),
 - Attorney General’s Office, and
 - Coloradans Against Auto Theft (CAAT).

The ATICC is co-located in the Colorado Information Center and the Colorado State Patrol Intelligence Unit,¹⁰ and its purpose is to collect, analyze and disseminate information about auto theft incidences occurring in Colorado.¹¹ Data collected related to auto thefts are maintained in the Colorado Stolen Vehicle Database Repository, which is administered by the ATICC.¹² The repository includes all records of all stolen and recovered vehicles entered and removed from the Colorado Crime Information Center.¹³

The BATTLE is a State Patrol-led (multi-jurisdictional) task force that addresses auto theft, and includes the following entities:¹⁴

- Colorado State Patrol,
- Thornton Police Department,
- Broomfield Police Department,
- Glendale Police Department,
- Castle Rock Police Department,
- Alamosa Sheriff’s Office,
- Costilla County Sheriff’s Office,
- Montezuma County Sheriff’s Office,
- La Plata County Sheriff’s Office,
- Estes Park Police Department,
- Colorado State University Police Department,
- Ft. Collins Police Department,
- Greeley Police Department,
- Johnstown Police Department,
- Larimer County Sheriff’s Office,
- Longmont Police Department,
- Loveland Police Department, and
- Weld County Sheriff’s Office.

¹⁰ Colorado State Patrol. *Standardizing the Collection, Analysis and Dissemination of Motor Vehicle Theft Intelligence*. Retrieved July 1, 2017, from

http://www.combatautotheft.org/uploads/Motor_Vehicle_Theft_Intelligence_Rich_Smith.pdf

¹¹ Colorado State Patrol. *Standardizing the Collection, Analysis and Dissemination of Motor Vehicle Theft Intelligence*. Retrieved July 1, 2017, from

http://www.combatautotheft.org/uploads/Motor_Vehicle_Theft_Intelligence_Rich_Smith.pdf

¹² Auto Theft Intelligence Coordination Center. *Assessment of Motor Vehicle Thefts in Colorado 2015*. Retrieved July 2, 2017, from <http://www.rmiiia.org/downloads/ATICC%20Annual%20Report%202015.pdf>

¹³ Auto Theft Intelligence Coordination Center. *Assessment of Motor Vehicle Thefts in Colorado 2015*. Retrieved July 2, 2017, from <http://www.rmiiia.org/downloads/ATICC%20Annual%20Report%202015.pdf>

¹⁴ Colorado Auto Theft Prevention Authority. *2014 report*. Retrieved July 5, 2017, from

<https://www.colorado.gov/pacific/sites/default/files/2014%20CATPA%20Annual%20Report.pdf>

The C-MATT is also a multi-jurisdictional auto theft taskforce. The C-MATT includes investigators from Arvada, City and County of Denver, Golden, Lakewood, Westminster and Wheat Ridge Police Departments, the Jefferson County Sheriff's Office and the City and County of Denver and Jefferson County District Attorney's Offices.¹⁵ The C-MATT's mission is,

to investigate auto theft-related crimes and prevent auto theft through innovative investigative techniques, agency collaboration, data collection, information-sharing, community involvement/education and cooperative prosecutorial partnerships.¹⁶

The CATI is a membership organization that is dedicated to, among other things, providing training to interested parties concerning auto theft. The CATI's mission is,

to unite the public, law enforcement and insurance investigators who are concerned with the prevention and investigation of motor vehicle thefts and kindred crimes; to promote the exchange of investigative information; and to create a forum for better communication among investigators in Colorado, the Rocky Mountain Region and the Nation.¹⁷

The Attorney General's Office of Auto Theft Prosecution is a criminal prosecution initiative that prosecuted offenders pursuant to the Colorado Organized Crime Control Act.¹⁸

CAAT is a coalition that includes various law enforcement agencies, insurance companies and community partners to address auto theft. CAAT's mission is to combat auto theft through ongoing public awareness, education and citizen engagement.¹⁹

¹⁵ City of Lakewood. *The Metropolitan Auto Task Force*. Retrieved June 12, 2017, from http://www.lakewood.org/Police/Investigations/The_Metropolitan_Auto_Task_Force.aspx

¹⁶ City of Lakewood. *The Metropolitan Auto Task Force*. Retrieved June 12, 2017, from http://www.lakewood.org/Police/Investigations/The_Metropolitan_Auto_Task_Force.aspx

¹⁷ Colorado Auto Theft Investigators Association. *Mission Statement*. Retrieved July 5, 2017, from <https://coloradoautotheft.org/>

¹⁸ Colorado Auto Theft Prevention Authority. *2014 report*. Retrieved July 5, 2017, from <https://www.colorado.gov/pacific/sites/default/files/2014%20CATPA%20Annual%20Report.pdf>

¹⁹ Lockdown Coloradoans Against Auto Theft. *About Lockdown*. Retrieved July 5, 2017, from <http://lockdownyourcar.org/about-2/>

Legal Framework

History of Regulation

The Colorado Auto Theft Prevention Authority (CATPA) program and the CATPA Board (Board) were created by the General Assembly in 2003 via House Bill 03-1251 (HB-1251). The introduced version of HB-1251 stated that the CATPA program's funding was established from mandatory assessments from the insurance industry. However, HB-1251 was amended, making the contributions voluntary.

The Colorado Office of Policy, Research and Regulatory Reform conducted a sunset review of the CATPA program and the Board in 2007. The report recommended sunsetting the CATPA program and the Board. The 2007 sunset report provide two justifications for sunsetting the CATPA program and the Board: the absence of a consistent funding source and doubts that the CATPA program was directly responsible for the decrease in auto theft.

The report stated,

The overriding problem with the CATPA program relates to the funding source provided for in the CATPA program's enabling statute. The statute that created the CATPA program provided program funding by limiting funding to voluntary contributions and donations.²⁰

The report further stated,

The vast majority of the contributions and donations to support the CATPA program occurred in the first year of the CATPA's existence, 2004. Since then, contributions and donations have been insignificant and insufficient to maintain the program.²¹

Additionally, the 2007 report questioned whether the CATPA program contributed to decreasing auto theft in Colorado. The report stated,

the statistical data and evidence showing a reduction in motor vehicle thefts is limited to 2006, and this one-year correlation does not establish or justify a specific recommendation to provide adequate funding to continue the CATPA program.²²

During the 2008 legislative session, the General Assembly did not concur with the 2007 sunset report recommendation to sunset the CATPA program and the Board; instead, they were continued for 10 years.

²⁰ Colorado Department of Regulatory Agencies. *2007 Sunset Review: Auto Theft Prevention Authority and Board*. Retrieved July 3, 2017, from <https://drive.google.com/file/d/0B8bNvcf083ydcVBLanQtbmQtX0k/view>

²¹ Colorado Department of Regulatory Agencies. *2007 Sunset Review: Auto Theft Prevention Authority and Board*. Retrieved July 3, 2017, from <https://drive.google.com/file/d/0B8bNvcf083ydcVBLanQtbmQtX0k/view>

²² Colorado Department of Regulatory Agencies. *2007 Sunset Review: Auto Theft Prevention Authority and Board*. Retrieved July 3, 2017, from <https://drive.google.com/file/d/0B8bNvcf083ydcVBLanQtbmQtX0k/view>

Legal Summary

The CATPA program and the Board are created in section 42-4-112, Colorado Revised Statutes. The purpose of the CATPA program is to,

enable a law enforcement agency or other qualified applicant to apply for grants to assist in improving and supporting auto theft prevention programs or programs for the enforcement or prosecution of auto theft crimes through statewide planning and coordination.²³

The Board is comprised of 11 members, and its composition is as follows:²⁴

- The Executive Director of the Department of Public Safety, or the Executive Director's designee;
- The Executive Director of the Department of Revenue, or the Executive Director's designee;
- Five representatives of insurance companies who are authorized to issue motor vehicle insurance policies;
- Two representatives of law enforcement;
- A representative of a statewide association of district attorneys; and
- A representative of the public who may also be a representative of a consumer group.

All of the aforementioned Board members are appointed by the Governor. The Board members who are not Executive Directors or Executive Director designees serve six-year terms.²⁵

The purpose of the Board is to solicit and review new applications for grants pursuant to the statute.²⁶ The Board may award grants for one to three years.²⁷ Typically, the Board awards grants to applicants for one year. The Board is also authorized to give priority to grant applications representing multi-jurisdictional programs.²⁸

Applicants must describe the type of theft prevention, enforcement, prosecution or offender rehabilitation program to be implemented,²⁹ which may include:³⁰

- Multi-agency law enforcement and national insurance crime bureau task force programs using proactive investigative methods to reduce the incidents of motor vehicle theft and related crimes to increase the apprehension of motor vehicle thieves and persons who attempt to defraud insurance companies.

²³ § 42-5-112(1), C.R.S.

²⁴ §§ 42-5-112(2)(a)(I-III) and (A-D), C.R.S.

²⁵ § 42-5-112(2)(b), C.R.S.

²⁶ § 42-5-112(3)(a), C.R.S.

²⁷ § 42-5-112(3)(a), C.R.S.

²⁸ § 42-5-112(3)(a), C.R.S.

²⁹ § 42-5-112(3)(a), C.R.S.

³⁰ §§ 42-5-112(3)(a)(I-V), C.R.S.

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- Programs that engage in crime prevention efforts, activities and public awareness campaigns that are intended to reduce victimization by motor vehicle theft, fraud and related crimes.
 - Programs that provide or develop specialized training for motor vehicle theft investigations personnel, including law enforcement personnel, county title and registration clerks, division of revenue title clerks and port-of-entry officials.
 - Programs to provide for the support and maintenance of one or more dedicated prosecutors who have the specific mission and expertise to provide legal guidance and prosecutorial continuity to complex criminal cases arising from the activities of a multi-agency law enforcement program.
 - Programs to prevent future criminal behavior by first time offenders who have been charged, convicted or adjudicated for motor vehicle theft.

The statute creates a fund where gifts, grants and donations from private or public sources generate money to fund the initiatives to address auto theft prevention. Since 2009, the fund has received its money from a \$1.00-surcharge on auto insurance policies.

Not more than eight percent of the moneys in the fund can be used for operational or administrative expenses of the CATPA program.³¹

³¹ § 42-5-112(3)(d), C.R.S.

Program Description and Administration

The Colorado Auto Theft Prevention Authority (CATPA) program and the CATPA Board (Board) are created in section 42-5-112, Colorado Revised Statutes (C.R.S.). The purpose of the CATPA program is to, among other things, enable law enforcement or other qualified applicants to apply for grant funds to combat auto theft.

Funds for the CATPA program are derived from a \$1-annual surcharge on auto insurance policies.

The Board’s responsibilities are to solicit grant applications and to award grant funds to qualified applicants. The Board is also responsible for monitoring the grant funds to ensure they are utilized in an appropriate manner.

The CATPA Office staff within the Department of Public Safety is responsible for performing daily activities to ensure the grant program processes are completed. The processes include developing grant guidelines, using the Colorado Grants Management System, monitoring grants and providing oversight of grants.

In fiscal year 15-16, the CATPA Office devoted 3.5 full-time equivalent (FTE) employees to provide professional support to the Board. The FTE are as follows:

- Program Director,
- Grant Manager,
- Grant Specialist, and
- Part-time Administrative Assistant.

As highlighted in section 42-5-112(3)(d), C.R.S., no more than eight percent of moneys in the CATPA program fund can be used for administrative or operational expenses by the CATPA Office. Table 1 shows the total amount of money used for administrative and operational purposes in fiscal years 11-12 through 15-16.

**Table 1
Total Administrative and Operational Expenses in Fiscal Years 11-12 through 15-16**

Fiscal Year	Eight Percent of Funds	Administration Budget	Expenses	Amount Over/(Under) Eight Percent
11-12	\$355,482	\$359,862	\$379,695	\$24,213
12-13	\$348,246	\$291,316	\$179,676	(\$168,570)
13-14	\$363,619	\$443,596	\$231,326	(\$132,293)
14-15	\$358,071	\$394,703	\$358,513	\$442
15-16	\$382,398	\$391,395	\$320,303	(\$62,095)
Total	\$1,807,816	\$1,880,872	\$1,469,513	(\$338,303)

As delineated in Table 1, the total administrative and operational expenses incurred by the CATPA Office staff were \$338,303 less than the total funds eligible to be expended over a five-year period.

Table 2 shows the total CATPA program funds generated and total expenditures to grantees in fiscal years 11-12 through 15-16. The revenue in Table 2 does not include the eight percent authorized for administrative and operational expenses for the CATPA Office staff.

Table 2
Total CATPA Program Funds and Total Expenditures
in Fiscal Years 11-12 through 15-16

Fiscal Year	Funds	Expenditures
11-12	\$4,088,043	\$4,425,100
12-13	\$4,004,833	\$2,820,126
13-14	\$4,181,625	\$4,339,260
14-15	\$4,117,826	\$4,318,965
15-16	\$4,397,586	\$4,241,905
Total	\$20,789,913	\$20,145,356

In the past five fiscal years, the total revenues and expenditures for the CAPTA program has remained fairly constant. The Board has granted funds for a variety of initiatives to address auto theft throughout the state of Colorado.

In fiscal year 15-16, the Board awarded six grants, totaling \$4,738,044. Table 3 delineates the grantees, as well as the total dollar amount received by each grantee. Grantees and the amount awarded by the Board in fiscal years 11-12 through 14-15 is located in Appendix A.

Table 3
CATPA Program Grantees in Fiscal Year 15-16

Grantee	Grant Project Summary	Total Amount Awarded	Final Expenditures	Balance
Colorado State Patrol	Auto Theft Intelligence Coordination Center	\$319,589	\$289,894	\$29,695
Colorado State Patrol	Beat Auto Theft Through Law Enforcement	\$1,241,041	\$1,153,880	\$87,161
Lakewood Police Department	CATPA Metropolitan Auto Theft Team	\$2,153,141	\$1,795,252	\$357,889
Colorado Auto Theft Investigators Association	Statewide Auto Theft Training Initiative	\$169,982	\$156,017	\$13,965
Colorado Department of Law	Attorney General's Office Auto Theft Prosecution Initiative	\$286,491	\$279,063	\$7,428
Rocky Mountain Insurance Association	Coloradans Against Auto Theft	\$567,800	\$567,800	\$0

As highlighted in Table 3, the Board, in fiscal year 15-16, awarded a total of \$4,738,044 for six grant projects to assist in combating auto theft in Colorado. The six grantees utilized the grant funds for a variety of purposes, including: personal services (staff), overtime, supplies and operating expenses, travel, equipment and grant administration. The following information provides a general description of the expenditures for each of the six grantees in fiscal year 15-16.

Auto Theft Intelligence Coordination Center

The Auto Theft Intelligence Coordination Center's (ATICC) purpose is to collect, analyze and disseminate auto theft incidences occurring in Colorado. The ATICC used the grant funds for personnel, supplies and operations, consulting services and grant administration. Specifically, the ATICC expended \$147,903 for two FTE (Crime Analysts). The Crime Analysts are responsible for providing operational, tactical and strategic analysis to support statewide auto theft investigators. The Crime Analysts are also instrumental in providing technical support for the maintenance of the statewide auto theft data repository.

The ATICC expended \$33,636 for supplies, which provided support for the Crime Analysts as well as the statewide auto theft database repository. Supplies include:

telecommunications, office expenses, computers and software and professional membership fees.

The ATICC expended \$104,963 for consulting services. A private contractor was used for professional information technology services to enhance, maintain and support the statewide auto theft database repository. The private contractor also engaged in a technology discovery project exploring solutions, feasibilities and alternative infrastructure designs to consider centralization of a statewide database for all CATPA program-funded license plate readers to comply with all federal and state laws.

Grant administration funds were used by ATICC for administration of the grant project; grant writing, compliance with the grant contract reporting and financial accountability.

Beat Auto Theft Through Law Enforcement

The Beat Auto Theft Through Law Enforcement (BATTLE) unit is a Colorado State Patrolled auto theft team, consisting of multiple law enforcement agencies throughout Colorado. The BATTLE utilized its CATPA program funds for personnel, overtime, supplies and operating, travel, equipment and grant administration.

The BATTLE expended \$180,124 to cover approximately 80 percent of the costs to employ two full-time Colorado State Patrol Troopers, which were assigned to the metropolitan auto theft team. These full-time employees ensured continuity, communication and coordination between the metropolitan auto theft team and auto theft teams statewide.

The BATTLE expended \$576,799 related to supporting activities of all statewide partnerships working on auto theft investigations. Specifically, overtime activities involved proactive enforcement strategies for the Western Slope, Northern Colorado, Southern Colorado, Southeast Colorado and the Denver metropolitan area.

The BATTLE expended \$378,206 on supplies and operating activities to provide building rental agreement expenses for securing operational sites in the Denver metropolitan area, Western Slope and Northern Colorado. The expenses were also for telecommunications, computers, site license agreements, warranties, office expenses, enforcement supplies (trackers, license plate readers and bait cars), investigative funds and DNA kits).

The BATTLE utilized \$7,979 of grant funds for travel expenses. Travel provided auto theft investigators the ability to enhance cooperative investigative efforts and obtain specialized training.

The BATTLE's expenditures on equipment were \$19,775, and the moneys were used to replace broken and outdated investigative equipment.

The BATTLE expended \$19,996 for administration of the grant project, which included grant writing, compliance with the grant reporting requirements and financial accountability.

CATPA Metropolitan Auto Theft Team

The CATPA Metropolitan Auto Theft Team (C-MATT) is a multi-jurisdictional task force focused on the urban corridor in Colorado. The C-MATT team utilized the CATPA program grant funds for personnel, overtime, supplies, travel, consulting services and grant administration.

THE C-MATT expended \$1,327,132 for full- and part-time personnel. Full-time personnel included: 1 commander, 3 supervisors, 10 criminal investigators and 2 crime analysts. Part-time personnel included: 1 evidence technician, 1 information technologies support staff, 1 prosecution support/investigator and 1 records/analyst support staff.

The C-MATT also expended \$81,995 in overtime for all full-time task force personnel.

The C-MATT expended a total of \$115,317 for supplies, which included, but was not limited to: office space lease and maintenance, telecommunications, general office supplies, computers and hardware, equipment repair and replacement, license plate reader repair, uniforms, vehicle supplies and maintenance, membership fees, investigative funds and in-service training.

The C-MATT expended \$8,231 for criminal case investigative travel and attending training conferences.

The C-MATT spent \$250,313 on consulting services for the design and professional services of a new office space and relocation costs.

The C-MATT also spent \$12,264 related to grant administration, which included administration and writing of the grant, compliance of grant reporting requirements and financial accountability.

Colorado Auto Theft Investigators Association

The Colorado Auto Theft Investigators Association (CATI) is a membership organization that is dedicated to, among other things, providing training to interested parties concerning auto theft. The CATI used CATPA program grant funds for supplies, travel and consulting services.

The CATI expended \$132,847 for supplies related to lodging costs for participants who participated in a five-day specialized auto theft investigative training conference, which included more than 150 statewide auto theft investigators in Grand Junction, Colorado. The training included instructional techniques to enhance investigator capabilities, technologies and hands-on training.

The CATI also spent \$3,680 for travel, and these costs covered the travel expenses for various instructors who attended the conference.

The CATI expended \$19,500 for consulting services, which were used to compensate a training coordinator to coordinate all statewide training. Also, consulting services moneys were used to secure a contract grant writer.

Attorney General's Office of Auto Theft Prosecution

The Attorney General's Office of Auto Theft Prosecution is a criminal prosecution initiative that prosecutes auto theft offenders. The Attorney General's Office used grant funds for personal services, supplies and operating, travel and equipment.

The Attorney General's Office expended \$270,759 for two full-time employees: one senior prosecutor and one criminal investigator. The prosecutor, among other duties, worked with all CATPA task force investigators as a liaison to assist in reviewing, filing and working with statewide district attorneys' offices to facilitate appropriate criminal filings related to auto theft. The investigator performed case investigations to support statewide investigators and prosecutors in cases concerning auto theft.

The Attorney General's Office spent \$5,275 on supplies, which included, but was not limited to: telecommunications supplies, general office expenses, attorney registration expenses and conference registrations.

The travel expenses for the CATPA program grant were \$554, and those expenditures were for attendance at the Colorado District Attorney's Association annual conference.

The Attorney General's Office expended \$2,475 to replace a computer for the criminal investigator.

Coloradans Against Auto Theft

Coloradans Against Auto Theft (CAAT) was created to combat auto theft through on-going public awareness, education and citizen engagement.³² CAAT utilized CATPA program grant funds for personnel, supplies and operations, consulting services and grant administration.

CAAT expended \$38,698 for two part-time persons to perform various duties, including preparing newsletters, news releases and coordinating public education efforts related to auto theft prevention.

CAAT also expended \$8,340 for operational costs to pay office space rent, host meetings and events and for telecommunications equipment.

³² Lockdown Coloradoans Against Auto Theft. *About Lockdown*. Retrieved July 5, 2017, from <http://lockdownyourcar.org/about-2/>

CAAT used a significant portion of its grant award of \$502,000, for consulting services. These services included engaging in professional media services for professional consulting, creative services, and assisting with project management to perform statewide “LockDown Your Car” campaigns. This campaign focused on educating the public to lock vehicles, remove keys and not to leave cars “puffing.”

CAAT spent \$18,762 for grant administration, which included administration of the grant project, grant writing, compliance with the reporting requirements and financial accountability.

Reporting

In order to receive funding through the CATPA program, various entities are required to complete a grant application and give a presentation to the Board requesting funding of their program. The funding is typically approved for one year by the Board. The CATPA program grantees are required to submit monthly reports to the Board for its review. The purpose of monthly reports is to provide the Board with updates concerning activities the grantees are implementing related to auto theft such as: recoveries of automobiles, arrests, public service announcements and training.

Grantees are also required to submit quarterly reports to the Board for its review. Quarterly reports detail the programs’ successes and challenges, as well as highlight the current total expenditures for the quarter. Once the Board reviews the quarterly reports and deems the activities appropriate regarding the grantees’ agreed upon auto prevention strategies, they are reimbursed for expenses incurred. Grant administration costs cannot exceed more than five percent of the grant.

The CATPA Office staff prepares an annual report detailing the expenditures and highlights achieved related to the grantees of the CATPA program funding. Once published, the annual report is available to the public for review.

Collateral Consequences – Criminal Convictions

Section 24-34-104(6)(b)(IX), C.R.S., requires the Colorado Office of Policy, Research and Regulatory Reform to determine whether the agency under review, through its licensing processes, imposes any disqualifications on applicants or registrants based on past criminal history, and if so, whether the disqualifications serve public safety or commercial or consumer protection interests.

The CATPA program is not a regulatory program where participants are licensed, certified or registered. Instead, the CATPA program is a grant-issuing program, and grantees utilize funds to address auto theft prevention programs throughout Colorado.

As a result, applicants have not been denied a license, certification or registration based on past criminal history.

Analysis and Recommendations

Recommendation 1 – Continue the Colorado Auto Theft Prevention Authority and the Auto Theft Prevention Board for 11 years, until 2029.

The Colorado Auto Theft Prevention Authority (CATPA) program differs from the traditional regulated occupation or profession that undergoes a sunset review. In fact, the CATPA program’s mission is,

to deter and reduce vehicle theft and insurance fraud through a statewide cooperative effort of generating funds to support law enforcement, prosecution and public awareness through a partnership between industry and state government.

Auto theft is considered a property crime; however, vehicles are often stolen to commit other crimes. In fact, an analysis conducted by the Colorado Department of Safety found that 75 percent of stolen vehicles were used to commit other crimes such as murder, rape, robbery kidnapping and assault.³³

The CATPA Board (Board) is responsible for approving funding requests from various entities that seek to utilize the CATPA program funds to address auto theft prevention strategies and practices. The Board is also tasked with reviewing monthly reports that each of the grantees submit, which detail the current projects and expenditures incurred. Upon reviewing the monthly reports, the Board has the authority to grant reimbursement of expenses incurred by grantees.

Funds for the CATPA program are derived from a \$1-surcharge imposed on auto insurance policies. In fiscal year 15-16, there was approximately \$4.7 million available for distribution to grantees for auto theft prevention programs. The following grantees received the CATPA program funds for auto theft prevention programs:

- Auto Theft Intelligence Coordination Center (ATICC),
- Beat Auto Theft Through Law Enforcement (BATTLE),
- CATPA Metropolitan Auto Theft Team (C-MATT),
- Colorado Auto Theft Investigators Association (CATI),
- Attorney General’s Office, and
- Coloradans Against Auto Theft (CAAT).

³³ Colorado State Patrol. *Standardizing the Collection, Analysis and Dissemination of Motor Vehicle Theft Intelligence*. Retrieved July 1, 2017, from http://www.combatautotheft.org/uploads/Motor_Vehicle_Theft_Intelligence_Rich_Smith.pdf

In order to measure the effectiveness of the CATPA program and the Board, it is important to review overall auto theft statistics from a longitudinal perspective. In 2015, auto thefts reported to law enforcement increased 29.67 percent from 2014, with a total of approximately 15,000 thefts.³⁴ The top five vehicles stolen in 2015 were (ranked in order): Honda Civic, Honda Accord, Jeep Cherokee, Ford F150 and Dodge Ram truck.³⁵

However, data provided by the Colorado State Patrol indicate that auto theft has decreased approximately 26 percent from 2003 to 2015.³⁶

There are challenges to effectively and definitively quantifying the value of the CATPA program's effectiveness related to auto theft in Colorado. Likewise, there are many factors that ultimately determine the increase or decrease in auto theft at any given time throughout Colorado. It is also speculative to assert that without the CATPA program the state of Colorado would have either lower or higher rates of auto theft. However, the information provided for this sunset review demonstrates that there are several proactive initiatives functioning throughout the state that are preemptively addressing auto theft. The indication, as a result of these initiatives, suggests that the proactive and preemptive nature of the programming does have a mitigating effect on auto theft. Therefore, the CATPA program is providing important services to combat auto theft.

The CATPA program provides valuable funding to address auto theft prevention programs in Colorado, and it has yielded many successes. In order to continue to proactively address auto theft in Colorado, the General Assembly should continue the CATPA program and the Board for 11 years, until 2029. Doing so will ensure that longitudinal funding is available to CATPA program grantees for auto theft prevention initiatives throughout the state of Colorado for the foreseeable future.

³⁴ Auto Theft Intelligence Coordination Center. *Assessment of Motor Vehicle thefts in Colorado 2015*. Retrieved July 2, 2017, from <http://www.rmiia.org/downloads/ATICC%20Annual%20Report%202015.pdf>

³⁵ Auto Theft Intelligence Coordination Center. *Assessment of Motor Vehicle thefts in Colorado 2015*. Retrieved July 2, 2017, from <http://www.rmiia.org/downloads/ATICC%20Annual%20Report%202015.pdf>

³⁶ Colorado Auto Theft Prevention Authority. *A Synopsis of CATA Program*.

Appendix A - CATPA Program Grantees in Fiscal Years 11-12 through 14-15

CATPA Program Grantees in Fiscal Year 11-12

Grantee	Grant Project Summary	Total Amount Awarded	Final Expenditures	Balance
Colorado State Patrol	Auto Theft Intelligence Coordination Center	\$155,725	\$155,725	\$0
Colorado State Patrol	Denver Auto Theft Team	\$238,312	\$236,252	\$2,060
Lakewood Police Department	CATPA Metropolitan Auto Theft Team	\$90,500	\$90,500	\$0
Colorado Auto Theft Investigators Association	Statewide Auto Theft Training Initiative	\$107,317	\$107,306	\$11
Fountain Police Department	Southern Colorado Auto Theft Task Force	\$300,933	\$287,210	\$13,723
Rocky Mountain Insurance Association	Coloradans Against Auto Theft	\$608,432	\$607,328	\$1,104
Aurora Police Department	East Metropolitan Auto Theft Team	\$1,185,334	\$1,131,371	\$53,963
Grand Junction Police Department	Western Colorado Auto Theft Team	\$21,200	\$21,200	\$0
Colorado State Patrol	Northern Regional Auto Theft Team	\$140,540	\$136,355	\$4,185
Littleton Police Department	South Area Auto Theft Task Force	\$14,400	\$11,866	\$2,534
Montezuma County Sheriff's Office	Southwest Regional Auto Theft Team	\$73,245	\$35,013	\$38,232

CATPA Program Grantees in Fiscal Year 12-13

Grantee	Grant Project Summary	Total Amount Awarded	Final Expenditures	Balance
Colorado State Patrol	Auto Theft Intelligence Coordination Center	\$549,115	\$548,422	\$693
Colorado State Patrol	Beat Auto Theft Through Law Enforcement	\$550,119	\$542,922	\$7,197
Lakewood Police Department	CATPA Metropolitan Auto Theft Team	\$1,233,870	\$1,159,390	\$74,480
Colorado Auto Theft Investigators Association	Statewide Auto Theft Training Initiative	\$265,418	\$262,027	\$3,391
Colorado Department of Law	Attorney General's Office Auto Theft Prosecution Initiative	\$282,234	\$255,236	\$26,998
Rocky Mountain Insurance Association	Coloradans Against Auto Theft	\$679,066	\$677,804	\$1,262
Aurora Police Department	East Metropolitan Auto Theft Team	\$1,124,417	\$1,050,428	\$73,989
Grand Junction Police Department	Western Colorado Auto Theft Team	\$91,101	\$36,492	\$54,609
El Paso County Sheriff's Office	Southern Colorado Auto Theft Task Force	\$108,543	\$106,436	\$2,107
Commerce City Police Department	Commerce City, Thornton, Adams County Auto Theft Prevention	\$20,100	\$16,712	\$3,388

CATPA Program Grantees in Fiscal Year 13-14

Grantee	Grant Project Summary	Total Amount Awarded	Final Expenditures	Balance
Colorado State Patrol	Auto Theft Intelligence Coordination Center	\$720,905	\$644,586	\$76,319
Colorado State Patrol	Beat Auto Theft Through Law Enforcement	\$500,000	\$491,849	\$8,151
Lakewood Police Department	CATPA Metropolitan Auto Theft Team	\$1,279,619	\$1,046,195	\$233,424
Colorado Auto Theft Investigators Association	Statewide Auto Theft Training Initiative	\$210,000	\$192,649	\$17,351
Colorado Department of Law	Attorney General's Office Auto Theft Prosecution Initiative	\$291,569	\$278,271	\$13,298
Rocky Mountain Insurance Association	Coloradans Against Auto Theft	\$430,015	\$404,223	\$25,792
Aurora Police Department	East Metropolitan Auto Theft Team	\$1,285,000	\$1,133,400	\$151,600
Grand Junction Police Department	Western Colorado Auto Theft Team	\$99,411	\$49,137	\$50,274
El Paso County Sheriff's Office	Southern Colorado Auto Theft Task Force	\$80,950	\$75,066	\$5,884
Alamosa County Sheriff's Office	San Luis Valley Auto Theft Initiative	\$40,480	\$19,684	\$20,796
Commerce City Police Department	Commerce City, Thornton, Adams County Auto Theft Prevention	\$4,200	\$4,200	\$0

CATPA Program Grantees in Fiscal Year 14-15

Grantee	Grant Project Summary	Total Amount Awarded	Final Expenditures	Balance
Colorado State Patrol	Auto Theft Intelligence Coordination Center	\$604,000	\$586,551	\$17,449
Colorado State Patrol	Beat Auto Theft Through Law Enforcement	\$524,859	\$519,921	\$4,938
Lakewood Police Department	CATPA Metropolitan Auto Theft Team	\$1,270,000	\$1,010,863	\$259,137
Colorado Auto Theft Investigators Association	Statewide Auto Theft Training Initiative	\$197,000	\$191,338	\$5,662
Colorado Department of Law	Attorney General's Office Auto Theft Prosecution Initiative	\$276,666	\$260,245	\$16,421
Rocky Mountain Insurance Association	Coloradans Against Auto Theft	\$430,015	\$428,715	\$1,300
Aurora Police Department	East Metropolitan Auto Theft Team	\$1,197,000	\$1,123,616	\$73,384
Grand Junction Police Department	Western Colorado Auto Theft Team	\$139,000	\$99,264	\$39,736
El Paso County Sheriff's Office	Southern Colorado Auto Theft Task Force	\$112,400	\$98,452	\$13,948