2012 Annual Report

Colorado Auto Theft Prevention Authority

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

This report was provided by the
Colorado Auto Theft Intelligence Coordination Center

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ATICC Report Product 13-004

Executive Summary

This annual report is offered for executive leadership and operational supervision to gain an understanding and overall picture of the incidence of auto theft within the State of Colorado during the 2012 year. This report was compiled from data originated from the Colorado Integrated Criminal Justice Information System, specifically the Colorado Crime Information Center (CCIC), as entries were made by agencies reporting auto theft incidences. As with any data source, validation and compilation arguments can be postulated for completeness, accuracy and error. However, ATICC has undergone painstaking efforts to refine the data origination as there are recognizable limitations due to reporting methodologies and anomalies. For a further discussion on the data source, its validation, normalization, accuracy, compilation efforts and reliability, please turn to Appendix C.[1]

All files used to generate this report are dynamic. Dynamic files allow additions, deletions, and/or modifications at any time, resulting in more accurate records in the database. Due to continuous data entry after reports are compiled, subsequent reports are subject to change. An estimated 10-15% error rate of analysis results should be considered by the reader, primarily due to the database entries and aforementioned cautions.

➢ There were 11,003 auto thefts records captured in the NCIC/CCIC during 2012, as compared to 9,331 in 2011. As this appears to be a 17.9% increase, the data source modifications occurring during the past two years created significant variances. This increase is likely **not** a result of a 17.9% increase in auto theft, but that the ATICC Database Repository has better accuracy in capturing the CCIC record entries.[2] Due to the significant data collection differences between 2011 and 2012, ATICC will not offer analysis of annual year comparisons using the CCIC stolen vehicle data.

➢ NIBRS reported a 10.8% increase in reported auto theft, with an 8.6% increase in auto theft recoveries from 2011 to 2012. In 2011, NIBRS reported 9,704 auto thefts with 6,882 recoveries, where in 2012; NIBRS reported 10,874 auto thefts and 7,531 recoveries.

➢ A majority of auto theft parolees have multiple charges outside of auto theft. These other crimes include robbery, burglary, assault, drug abuse, menacing, escape, fraud, forgery, and public peace. It is believed that many of the offenders of auto theft are recidivists and, as such, many of the offenders of auto theft may be expected to be actively involved in other hierarchical crimes.

➢ Auto theft task forces and investigators have clearly established, through case findings, that auto theft is much more than a property crime. In many cases, the crime of auto theft is considered a transitional crime as offenders use the crime of auto theft to preempt, complete or otherwise conduct organized white collar crime and/or other crimes against persons (e.g., bank robberies, burglaries, drug trafficking, human trafficking, etc.). **Consequently, law enforcement officers encountering auto theft offenders should use caution and be aware that auto theft offenders may be actively involved with other crimes that pose a viable threat to officer or public safety.**

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[1] See discussion on Data Origination for further details
[2] The 2011 data file was not a dynamic capture for every individual CCIC stolen vehicle record, where after 7/17/2012 the ATICC Database Repository was activated to capture all CCIC stolen vehicle records.

➢ In 2012, 67% of reported stolen vehicles occurred in the Denver Metropolitan Area, where an additional 22% were reported in the South Central Area. In essence, 89% of all stolen vehicles reported to CCIC originated from the Denver Metropolitan and South Central Areas of Colorado.

➢ The top five (5) agencies experiencing the greatest volume of reported auto theft were Denver, Colorado Springs, Aurora, Lakewood, Adams County and Pueblo. These agencies accounted for 61% of all statewide auto thefts, with a 75% recovery rate.

➢ The top five (5) counties experiencing the greatest volume of reported auto theft were Denver, Adams, El Paso, Jefferson and Arapahoe. These counties accounted for 80% of all statewide auto theft, with a 74% recovery rate.

➢ On average, auto theft occurred fairly distributed throughout every day of the week, whereby there was 1.9% variance between the highest and lowest volume of thefts Friday and Sunday). The highest volume of vehicle thefts by day of week statewide occurred on Friday, followed by Monday and Saturday. The largest grouping of auto thefts occurred on Thursday through Monday.

➢ The largest rate of thefts, by volume and week/month, occurred during the 2nd week of the month. 46% of all reported auto thefts occurred during the 2nd and 3rd weeks of the month.

➢ The third quarter (July - September) experienced largest volume of auto thefts with 31%, followed by the fourth quarter (October – December) with 27%, the second quarter (April – June) with 22% and the first quarter (January – March) with 20%.

➢ There was an average of 917 auto thefts reported every month, where the months of July to October experienced more than 1,000 thefts per month.

➢ There was an average of 30 auto thefts reported every day, where the months of August and September were over 40 per day.

➢ The vehicle style most commonly stolen statewide was a passenger car (46%), followed by a SUVs (18%), trucks (13%) and motorcycles (11%).

➢ The vehicle thefts by make and model were led by the Honda Accord, Honda Civic, Jeep Cherokee Series, and Ford F Series.

➢ 64% of reported stolen motorcycle manufactured years were between 2004-2012.

➢ 76% of reported stolen passenger car manufactured years were between 1991-2004.

➢ 77% of reported stolen SUV manufactured years were between 1995-2008.

➢ 68% of reported stolen truck manufactured years were between 1993-2007.

➢ The average removal rate (e.g., recovery rate) for all CCIC captured vehicles was 73%.

➢ 81% of stolen vehicles were reported to CCIC within one (1) week from the date of theft. Reporting delays may be attributed to lags in victim knowledge of the theft event, notification postponements

to law enforcement, and/or policies, procedures and validation criteria to verifying an actual theft for entry standards into NCIC/CCIC.

➤ 73% of all reported vehicles were recovered. Of those recovered, 52% were reported with a date of recovery. Of those reported with a date of recovery, 80% were recovered within 19 days from the date of theft.

➤ Vehicles possessing a license plate and/or registration had a high recovery rate (80% or higher).

➤ Vehicles not having a vehicle identification number, license plate or registration had a low recovery rate (35% or lower rates) of all vehicles. These vehicles included ATV's, trailers, motor scooters, farm equipment, special vehicles (e.g., golf carts, etc.), and construction vehicles.

➤ The 2012 NIBRS reported 36% of auto theft locations occurred in parking lots or garages, where 30% occurred from a residence, home, condominium or nursing home, followed by 24% from highways, roads, alleys or streets.

➤ The 2012 NIBRS reported 35% recovered stolen vehicle locations were in parking lots or garages, where 29% occurred from a residence, home, condominium or nursing home, followed by 28% from highways,   roads,   alleys   or   streets.

Report Overview

The following report is segregated into three sections; state, ATICC area, and auto theft task force jurisdictions. The state summary provides auto theft statistics at the state level. The area summary provides auto theft stats for each of the five ATICC areas and the task force jurisdictions show the auto theft stats unique to each task force jurisdiction. Each section highlights the total number of thefts and recoveries respectively and wherever possible, these numbers are further broken down to provide specifics on the counties and/or cities within in each section. This feature allows users of this document to find auto theft stats for their specific jurisdiction, as well as the jurisdictions that surround them and throughout the state. Each section also has information relating to the number of vehicles stolen per day-of-week and month-of-year, as well as the top makes and models stolen and recovered.

Appendix A and B provide agency specific stats of auto thefts and recoveries and includes every agency that entered or cleared a stolen vehicle from CCIC.

Appendix C and D provides a discussion on the CCIC data origination and validation processes used to compile this report.

Appendix E offers a discussion on the method of re-entering stolen vehicles into CCIC when a vehicle theft record has underwent purging from the NCIC/CCIC database.

Appendix F delivers information on average days transpired from when a vehicle is reported stolen to the day of recovery.

Appendix G is a review of the 2012 NIBRS reported locations of theft and recovery for stolen vehicles.

Appendix H is a discussion on the background and efforts of ATICC.

Statewide Auto Thefts

The ATICC Database Repository captured a total of 11,003 vehicle thefts from CCIC Entered Vehicle (EV) file occurring within the State of Colorado. Based on the number of records found to be inactive in the CCIC EV File, the State experienced a 73% recovery rate.

Within the State, the largest volume and percent of thefts occurred within the Denver Metro Area (67%) followed by the South Central Area (22%).

Theft Area	Active	Inactive	Total	% Inactive	% Total
Denver Metro Area	1857	5529	7386	74.9%	67.1%
Eastern Area	55	66	121	54.5%	1.1%
North Central Area	166	335	501	66.9%	4.6%
South Central Area	688	1698	2386	71.2%	21.7%
Western Area	204	405	609	66.5%	5.5%
Total	2970	8033	11003	73.0%	100.0%
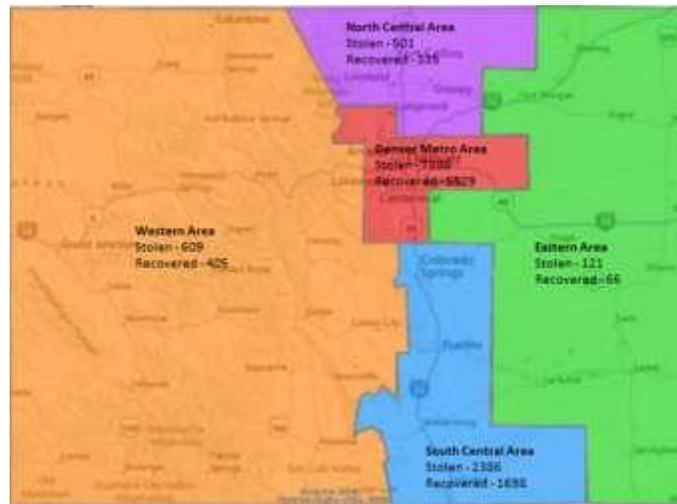
The top ten agencies reporting theft by volume accounted for 73% of all statewide theft reported to CCIC. The average recovery for these top ten agencies was 74.3%, which is above the statewide average. The top ten agencies were largely located within the Denver Metro Area. For additional information on specific reporting agencies, please refer to Appendix A.

Rank	Agency	Active	Inactive	Total
1	Denver	857	2577	3434
2	Colorado Springs	434	1215	1649
3	Aurora	165	601	766
4	Lakewood	96	384	480
5	Adams County	127	270	397

Rank	Agency	Active	Inactive	Total
6	Pueblo	127	259	386
7	Thornton	59	220	279
8	Westminster	85	173	258
9	El Paso County	63	130	193
10	Arvada	48	136	184

The top five counties experiencing auto theft, by volume, accounted for 80.8% of statewide auto theft, where all top five counties were located in the Denver Metro Area. The average recovery for these top five counties was 74.8%, which is above the statewide average of 73%. For additional information on specific reporting counties, please refer to Appendix B.

Rank	Reporting Agency	Active	Inactive	Total
1	Denver County	858	2581	3439
2	Adams County	539	1495	2034
3	El Paso County	510	1391	1901
4	Jefferson County	217	741	958
5	Arapahoe County	116	447	563

The highest volume of vehicle thefts by day of week statewide occurred on Friday, followed by Monday and Saturday. The largest grouping of auto thefts occurred on Thursday through Monday.

Day	Active	Inactive	Total	% Inactive	% Total
Sunday	373	1126	1499	75.1%	13.6%
Monday	419	1185	1604	73.9%	14.6%
Tuesday	405	1084	1489	72.8%	13.5%
Wednesday	441	1085	1526	71.1%	13.9%
Thursday	455	1156	1611	71.8%	14.6%
Friday	475	1231	1706	72.2%	15.5%
Saturday	402	1166	1568	74.4%	14.3%
Total	2970	8033	11003	73.0%	100.0%

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When evaluating the theft activities statewide throughout the year, there was an average of 917 monthly thefts with 30 daily thefts. The daily theft activity was highest in the months of August and September. There appears to be a higher daily and monthly rate of theft during the months of July through October.

Month	Active	Inactive	Total	Days	Daily
January	182	627	809	31	26.1
February	145	491	636	29	21.9
March	165	575	740	31	23.9
April	209	501	710	30	23.7
May	241	588	829	31	26.7
June	228	628	856	30	28.5
July	309	720	1029	31	33.2
August	391	864	1255	31	40.5
September	265	939	1204	30	40.1
October	272	803	1075	31	34.7
November	254	699	953	30	31.8
December	309	598	907	31	29.3
Total	2970	8033	11003	366	30.1

Thefts by Month
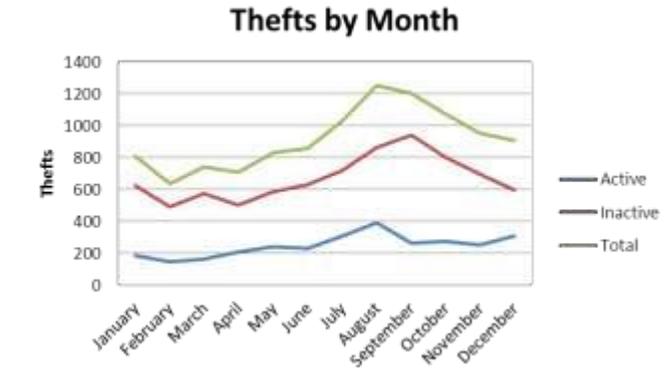
The State averaged 212 thefts per week of month, with an average high of 248 and a low of 173 thefts. The average weekly thefts appeared heavier on Weeks # 2 and #3.

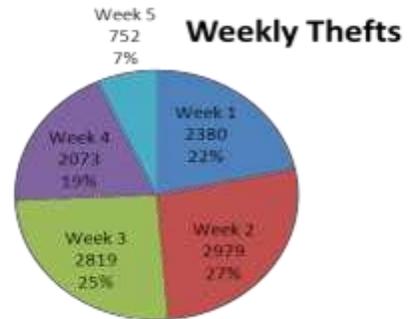| Week/Month	Active	Inactive	Total	Wk/Yr	Weekly
Week 1	633	1747	2380	12	198.3
Week 2	707	2272	2979	12	248.3
Week 3	772	2047	2819	12	234.9
Week 4	618	1455	2073	12	172.8
Week 5	240	512	752	4	188.0
Total	2970	8033	11003	52	211.6

Weekly Thefts

When reviewing the recoveries in the ATICC Database from the CCIC EV File, the theft and recovery location was not captured until 07/15/2012, when the system was activated. However, the ATICC Database captured a total 11,003 vehicle thefts, where 8,033 of these were recovered. Of the 8,033 recoveries, a total of 2,605 records provided both the theft and recovery locations. Using these 2,605 recoveries, 69% of the vehicles were recovered in the Denver Metro Area. Of the remaining recoveries, 18% were recovered in the South Central Area, 8.45% in the North Central Area, 4.3% in the Western Area and .8% in the Eastern Area.

Recoveries By Area		
Area	Inactive	Percent
Denver Metro Area	1786	68.6%
Eastern Area	21	0.8%
North Central Area	218	8.4%
South Central Area	469	18%
Western Area	111	4.3%
Total	2605	100.0%

The vehicle style most commonly stolen statewide was a passenger car (46%), followed by a SUVs (18%), trucks (13%) and motorcycles (11%).

Vehicle Styles	Active	Inactive	Total
Motorcycle	829	398	1227
Passenger	744	4327	5071
Specialty	58	22	80
SUV	315	1683	1998
Trailer	549	225	774
Truck	361	1059	1420
Van	114	319	433
Total	2970	8033	11003
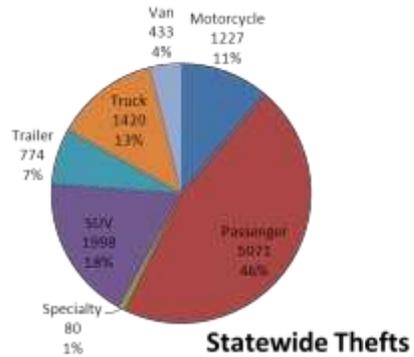
Statewide Thefts

The vehicle thefts by make and model were led by the Honda Accord, Honda Civic, Jeep Cherokee Series, and Ford F Series. The top fifteen stolen vehicles accounted for 38% of all stolen vehicles statewide.

Rank	Row Labels	Total
1	Honda Accord	915
2	Honda Civic	838
3	Jeep Cherokee Series	455
4	Ford F Series	329
5	Acura Integra	223
6	Chevrolet C/K Series	220
7	Dodge Ram Series	203
8	Homemade Trailer	156

Rank	Row Labels	Total
9	Ford Explorer	137
10	Saturn S Series	129
11	Toyota Camry	128
12	Subaru Impreza	117
13	Ford Ranger	100
14	Toyota Corolla	98
15	Yamaha YZF Series	90

The vehicle thefts recovered by make and model varied somewhat from those that were stolen. The top fifteen stolen vehicles recovered accounted for 43% of all recovered vehicles reported to CCIC.

Rank	Make & Model	Total
1	Honda Accord	804
2	Honda Civic	742
3	Jeep Cherokee Series	389
4	Ford F Series	253
5	Acura Integra	204
6	Chevrolet C/K Series	159
7	Dodge Ram Series	154
8	Ford Explorer	116

Rank	Make & Model	Total
9	Saturn S Series	111
10	Toyota Camry	109
11	Subaru Impreza	92
12	Toyota Corolla	89
13	Ford Ranger	78
14	Toyota 4Runner	67
15	Dodge Durango	67

Denver Metro Area

The ATICC Database Repository captured a total of 7,386 vehicle thefts from CCIC EV File occurring within the Denver Metro Area. These thefts account for 67% of all Colorado auto thefts. Based on the number of records found to be inactive in the CCIC EV File, the Denver Metro Area experienced a 74.9% recovery rate. The 74.9% recovery rate is above the state average of 73%.

Within the Denver Metro Area, Denver reported the largest number of thefts and recoveries followed by Aurora, Lakewood and Adams County. These agencies reported 69% of all thefts within the Denver Metro Area with an average of a 75.5% recovery rate, which is above the state average.

Reporting Agency	Total	% Inactive	% Total
Denver	3434	75.0%	46.5%
Aurora	766	78.5%	10.4%
Lakewood	480	80.0%	6.5%
Adams County	397	68.0%	5.4%
Thornton	279	78.9%	3.8%
Westminster	258	67.1%	3.5%
Arvada	184	73.9%	2.5%
Englewood	178	79.2%	2.4%
Jefferson County	128	74.2%	1.7%
Wheat Ridge	123	77.2%	1.7%
Northglenn	112	66.1%	1.5%
Arapahoe County	108	74.1%	1.5%
Commerce City	103	64.1%	1.4%
Boulder	100	77.0%	1.4%
Littleton	84	82.1%	1.1%
Centennial	79	82.3%	1.1%
Longmont	71	67.6%	1.0%
Douglas County	65	63.1%	0.9%
Brighton	57	64.9%	0.8%
Federal Heights	53	84.9%	0.7%
Sheridan	48	72.9%	0.6%

Reporting Agency	Total	% Inactive	% Total
Broomfield County	45	66.7%	0.6%
Glendale	39	82.1%	0.5%
Boulder County	38	39.5%	0.5%
Golden	29	65.5%	0.4%
Parker	23	69.6%	0.3%
Greenwood Village	22	95.5%	0.3%
Edgewater	19	89.5%	0.3%
Castle Rock	18	72.2%	0.2%
Lone Tree	15	73.3%	0.2%
Lafayette	10	70.0%	0.1%
Fed. Prot. Serv.	5	80.0%	0.1%
Louisville	4	100.0%	0.1%
Cherry Hills	3	100.0%	0.0%
Erie	3	100.0%	0.0%
Mountain View	2	100.0%	0.0%
Bow Mar	1	0.0%	0.0%
Lakeside	1	100.0%	0.0%
Littleton	1	100.0%	0.0%
Morrison	1	100.0%	0.0%
Grand Total	7386	74.9%	100.0%

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The highest volume of vehicle thefts by day of week in the Denver Metro Area occurred on Friday, followed by Monday and Thursday. The largest grouping of auto thefts occurred on Thursday through Saturday.

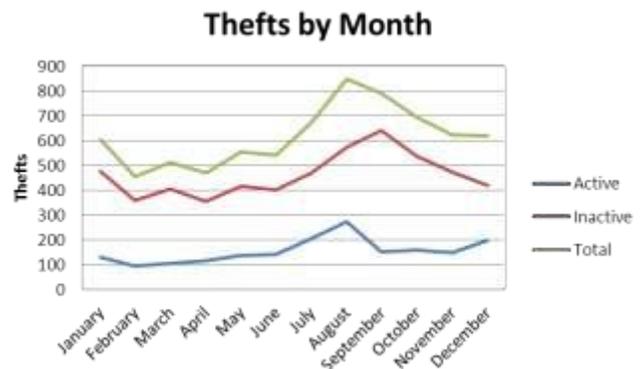| Day	Active	Inactive	Total	% Inactive	% Total
Sunday	224	776	1000	77.6%	13.5%
Monday	270	848	1118	75.8%	15.1%
Tuesday	253	748	1001	74.7%	13.6%
Wednesday	269	710	979	72.5%	13.3%
Thursday	272	800	1072	74.6%	14.5%
Friday	317	853	1170	72.9%	15.8%
Saturday	252	794	1046	75.9%	14.2%
Total	1857	5529	7386	74.9%	100.0%

Thefts by Day of Week
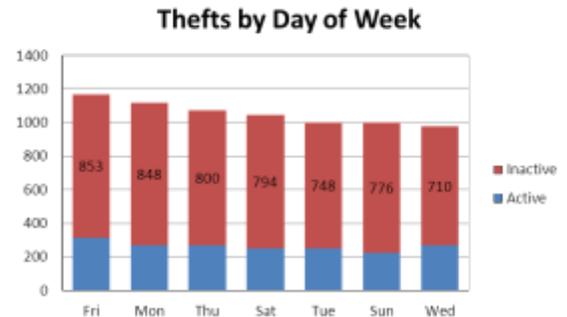
When evaluating the theft activities in the Denver Metro Area throughout the year, there was an average of 615.5 monthly thefts with 20.2 daily thefts. The daily theft activity for the Denver Metro Area was highest in the month of August and September.   There appears to be a higher daily and monthly rate of theft during the moths of July through September.

Month	Active	Inactive	Total	Days	Daily
January	128	477	605	31	19.5
February	94	360	454	29	15.7
March	106	405	511	31	16.5
April	116	354	470	30	15.7
May	138	416	554	31	17.9
June	140	400	540	30	18.0
July	205	469	674	31	21.7
August	274	574	848	31	27.4
September	151	642	793	30	26.4
October	158	537	695	31	22.4
November	148	474	622	30	20.7
December	199	421	620	31	20.0
Total	1857	5529	7386	366	20.2

Thefts by Month

The Denver Metro Area averaged 142 thefts per week of month, with an average high of 166 and a low of 125 thefts. The average weekly thefts appeared heavier on Weeks #1, 2 and #3.

Week/Month	Active	Inactive	Total	Wk/Yr	Weekly
Week 1	438	1246	1684	12	140.3
Week 2	422	1575	1997	12	166.4
Week 3	440	1397	1837	12	153.1
Week 4	391	977	1368	12	114.0
Week 5	166	334	500	4	125.0
Total	1857	5529	7386	52	142.0

When reviewing the recoveries in the ATICC Database from the CCIC EV File, the theft and recovery location was not captured until 07/15/2012, when the system was activated. However, the ATICC Database captured a total 7,386 vehicle thefts in the Denver Metro Area, where 5,529 of these were recovered. Of the 5,529 recoveries, a total of 1,849 records provided both the theft and recovery locations. Using these 1,849 recoveries, 93% of the vehicles were stolen and recovered in the Denver Metro Area. Of the remaining recoveries, 4.3% were recovered in the North Central Area, 1% in the South Central Area, .8% in the Western Area and .3% in the Eastern Area.

Denver Metro Area Recoveries		
Area	Inactive	Percent
Denver Metro Area	1731	93.6%
Eastern Area	5	0.3%
North Central Area	80	4.3%
South Central Area	18	1.0%
Western Area	15	0.8%
Total	1849	100.0%

The vehicle style most commonly stolen in the Denver Metro Area was a passenger car (50%), followed by a SUV (20%), trucks (11%), motorcycles (9%) and trailers (5%). The trends in the Denver Metro Area follow closely the statewide representation of vehicle thefts by style.

Vehicle Styles	Active	Inactive	Total
Motorcycle	467	218	685
Passenger	536	3148	3684
Specialty	24	9	33
SUV	231	1219	1450
Trailer	283	104	387
Truck	225	615	840
Van	91	216	307
Grand Total	1857	5529	7386

Denver Metro Thefts
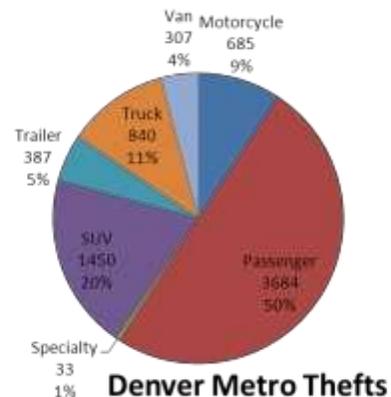
The vehicle thefts by make and model in the Denver Metro Area were led by the Honda Accord, followed by Honda Civic, Jeep Cherokee Series, Ford F Series, Acura Integra, Chevrolet C/K Series, Dodge Ram Series and Subaru Impreza. The Denver Metro Area thefts by make closely follow the statewide experience.

Make & Model	Active	Inactive	Total
Honda Accord	83	604	687
Honda Civic	78	586	664
Jeep Cherokee Series	49	314	363
Ford F Series	45	148	193
Acura Integra	15	163	178
Chevrolet C/K Series	43	95	138
Dodge Ram Series	27	83	110
Subaru Impreza	23	80	103

Eastern Area

The ATICC Database Repository captured a total of 121 vehicle thefts from CCIC EV File occurring within the Eastern Area. These thefts account for 1% of all Colorado auto thefts. Based on the number of records found to be inactive in the CCIC EV File, the Eastern Area experienced a 54.5% recovery rate. The 54.5% recovery rate is above the state average of 73%.

Within the Eastern Area, Sterling reported the largest number of thefts and recoveries followed by Elbert County, Fort Morgan, Logan County and Huerfano County. These agencies reported 47% of all thefts within the Eastern Area with an average of a 45% recovery rate, which is lower than the state average.

Reporting Agency	Active	Inactive	Total	% Inactive	% Total
Baca County	1		1	0.0%	0.8%
Bent County	2		2	0.0%	1.7%
Brush		3	3	100.0%	2.5%
Burlington		3	3	100.0%	2.5%
Crowley County	1	4	5	80.0%	4.1%
Elbert County	7	4	11	36.4%	9.1%
Fort Morgan	2	9	11	81.8%	9.1%
Huerfano County	9	1	10	10.0%	8.3%
Kit Carson County	2	4	6	66.7%	5.0%
La Junta	1	5	6	83.3%	5.0%
Lamar	3	1	4	25.0%	3.3%
Las Animas		1	1	100.0%	0.8%
Limon		1	1	100.0%	0.8%
Lincoln County	2	4	6	66.7%	5.0%
Logan County	6	5	11	45.5%	9.1%
Morgan County	1	1	2	50.0%	1.7%
Otero County	2	4	6	66.7%	5.0%
Phillips County	1		1	0.0%	0.8%
Prowers County	2		2	0.0%	1.7%
Rocky Ford	4	1	5	20.0%	4.1%
Sedgwick County		2	2	100.0%	1.7%
Sterling	8	7	15	46.7%	12.4%
Walsenburg	1	1	2	50.0%	1.7%
Washington County		5	5	100.0%	4.1%
Grand Total	55	66	121	54.5%	100.0%

The highest volume of vehicle thefts by day of week in the Eastern Area occurred on Sunday, followed by Thursday and Wednesday. The largest grouping of auto thefts occurred on Wednesday through Thursday.

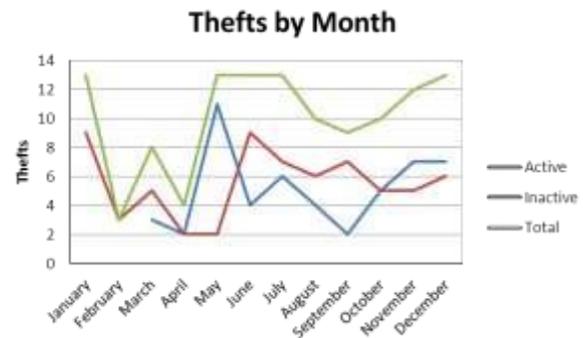| Day	Active	Inactive	Total	% Inactive	% Total
Sunday	6	18	24	75.0%	0.2%
Monday	6	8	14	57.1%	0.1%
Tuesday	8	6	14	42.9%	0.1%
Wednesday	7	14	21	66.7%	0.2%
Thursday	16	7	23	30.4%	0.2%
Friday	6	4	10	40.0%	0.1%
Saturday	6	9	15	60.0%	0.1%
Total	55	66	121	54.5%	1.1%

Thefts by Day of Week
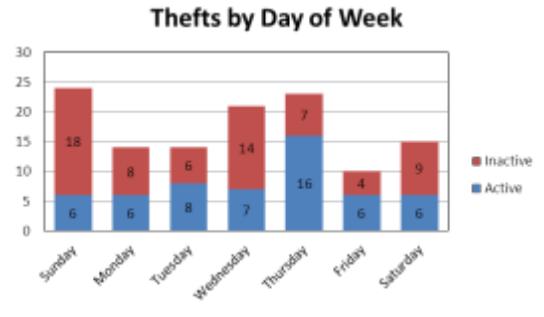
When evaluating the theft activities in the Eastern Area throughout the year, there was an average of 10 monthly thefts with .3 daily thefts. The daily theft activity for the Eastern Area was highest in the month of May through June.

Month	Active	Inactive	Total	Days	Daily
January	4	9	13	31	0.4
February		3	3	29	0.1
March	3	5	8	31	0.3
April	2	2	4	30	0.1
May	11	2	13	31	0.4
June	4	9	13	30	0.4
July	6	7	13	31	0.4
August	4	6	10	31	0.3
September	2	7	9	30	0.3
October	5	5	10	31	0.3
November	7	5	12	30	0.4
December	7	6	13	31	0.4
Total	55	66	121	366	0.3

Thefts by Month

The Eastern Area averaged 2.3 thefts per week of month, with an average high of 3.1 and a low of 1.8 thefts. The average weekly thefts appeared heavier on Weeks #1, 2 and #3.

Week/Month	Active	Inactive	Total	Wk/Yr	W
Week 1	8	17	25	12	
Week 2	9	17	26	12	2.2
Week 3	26	11	37	12	
Week 4	10	16	26	12	2.2
Week 5	2	5	7	4	
Total	55	66	121	52	2.3
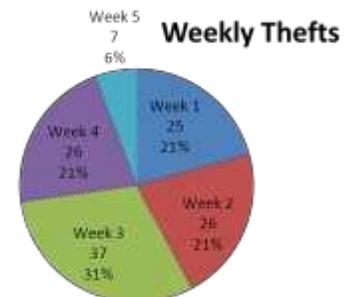
Weekly Thefts

When reviewing the recoveries in the ATICC Database from the CCIC EV File, the theft and recovery location was not captured until 07/15/2012, when the system was activated. However, the ATICC Database captured a total 121 vehicle thefts in the Eastern Area, where 66 of these were recovered. Of the 66 recoveries, a total of 16 records provided both the theft and recovery locations. Using these 16 recoveries, 56% of the vehicles were stolen and recovered in the Eastern Area. Of the remaining recoveries, 18.8% were recovered in the North Central Area, 12.5% in the Denver Metro Area, and 12.5% in the South Central Area.

Eastern Recoveries		
Area	Inactive	Percent
Denver Metro Area	2	12.5%
Eastern Area	9	56.3%
North Central Area	3	18.8%
South Central Area	2	12.5%

The vehicle style most commonly stolen in the Eastern Area was a passenger car (23%), followed by a truck (26%), trailer (23%), motorcycle (14%), SUV (8%), and van (3%).

Vehicle Styles	Active	Inactive	Total
Motorcycle	14	3	17
Passenger	6	22	28
Specialty	3	1	4
SUV	4	6	10
Trailer	19	8	27
Truck	8	23	31
Van	1	3	4
Grand Total	55	66	121

Eastern Area Thefts
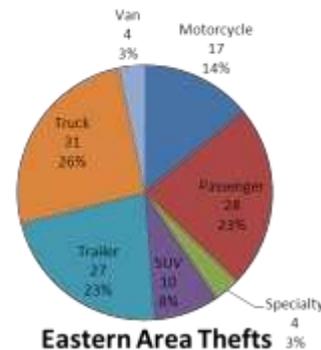
The vehicle thefts by make and model in the Eastern Area were led by Homemade trailers, followed by Ford F Series, Chevrolet C/K Series, and Buick Century.

Make & Model	Active	Inactive	Total
Homemade Trailer	7	4	11
Ford F Series	1	5	6
Chevrolet C/K Series	4	3	6
Buick Century	1	2	3

North Central Area

The ATICC Database Repository captured a total of 501 vehicle thefts from CCIC EV File occurring within the North Central Area. These thefts account for 4.5% of all Colorado auto thefts. Based on the number of records found to be inactive in the CCIC EV File, the North Central Area experienced a 66.9% recovery rate. The 66.9% recovery rate is above the state average of 73%.

Within the Denver Metro Area, Greeley reported the largest number of thefts and recoveries followed by Fort Collins, Weld County and Larimer County. These agencies reported 74.5% of all thefts within the North Central Area with an average of a 75% recovery rate, which is above the state average.

| Reporting Agency	Active	Inactive	Total	% Inactive	% Total
Ault	1	2	3	66.7%	0.6%
Berthoud		3	3	100.0%	0.6%
Dacano		1	1	100.0%	0.2%
Eaton	1	1	2	50.0%	0.4%
Evans	11	16	27	59.3%	5.4%
Firestone	4	8	12	66.7%	2.4%
Fort Collins	29	84	113	74.3%	22.6%
Fort Lupton	2	5	7	71.4%	1.4%
Frederick	3	5	8	62.5%	1.6%
Greeley	28	96	124	77.4%	24.8%
Johnstown	4	7	11	63.6%	2.2%
La Salle		2	2	100.0%	0.4%
Larimer County	22	29	51	56.9%	10.2%
Lochbuie	1	2	3	66.7%	0.6%
Loveland	14	30	44	68.2%	8.8%
Platteville		1	1	100.0%	0.2%
Timnath		1	1	100.0%	0.2%
Weld County	45	40	85	47.1%	17.0%
Windsor	1	1	2	50.0%	0.4%
Wray		1	1	100.0%	0.2%
Grand Total	166	335	501	66.9%	100.0%

The highest volume of vehicle thefts by day of week in the North Central Area occurred on Saturday, followed by Saturday and Tuesday. The largest grouping of auto thefts occurred on Thursday through Saturday.

Day	Active	Inactive	Total	% Inactive	% Total
Sunday	19	43	62	69.4%	12.4%
Monday	25	43	68	63.2%	13.6%
Tuesday	23	50	73	68.5%	14.6%
Wednesday	22	46	68	67.6%	13.6%
Thursday	31	42	73	57.5%	14.6%
Friday	23	51	74	68.9%	14.8%
Saturday	23	60	83	72.3%	16.6%
Total	166	335	501	66.9%	100.0%

When evaluating the theft activities in the North Central Area throughout the year, there was an average of 41.8 monthly thefts with 1.4 daily thefts. The daily theft activity for the North Central Area was highest in the months of July through September. There appears to be a higher daily and monthly rate of theft during the moths of July through September.

Month	Active	Inactive	Total	Days	Daily
January	9	15	24	31	0.8
February	5	19	24	29	0.8
March	11	18	29	31	0.9
April	17	23	40	30	1.3
May	15	21	36	31	1.2
June	16	33	49	30	1.6
July	12	44	56	31	1.8
August	20	45	65	31	2.1
September	19	47	66	30	2.2
October	21	20	41	31	1.3
November	10	28	38	30	1.3
December	11	22	33	31	1.1
Total	166	335	501	366	1.4

Thefts by Month
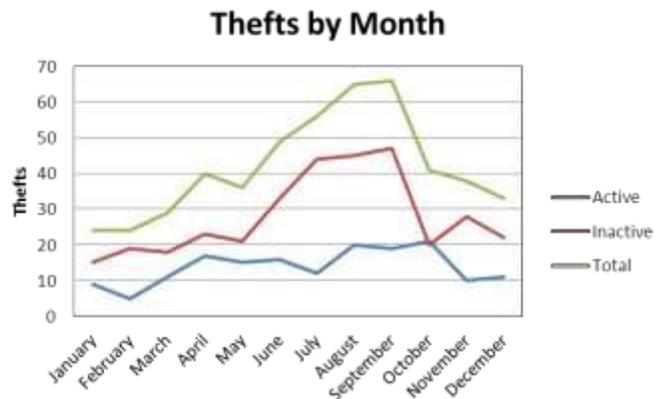
The North Central Area averaged 9.6 thefts per week of month, with an average high of 132 and a low of 39 thefts. The average weekly thefts appeared heavier on Weeks #1, 2 and #3.

Week/Month	Active	Inactive	Total	Wk/Yr	Weekly
Week 1	32	72	104	12	8.7
Week 2	53	79	132	12	11.0
Week 3	41	84	125	12	10.4
Week 4	29	72	101	12	8.4
Week 5	11	28	39	4	9.8
Total	166	335	501	52	9.6

When reviewing the recoveries in the ATICC Database from the CCIC EV File, the theft and recovery location was not captured until 07/15/2012, when the system was activated. However, the ATICC Database captured a total 501 vehicle thefts in the North Central Area, where 335 of these were recovered. Of the 335 recoveries, a total of 115 records provided both the theft and recovery locations. Using these 115 recoveries, 77.4% of the vehicles were stolen and recovered in the North Central Area. Of the remaining recoveries, 20% were recovered in the Denver Metro Area, 1.7% in the Eastern Area, and .9% in the South Central Area.

North Central Recoveries		
Area	Inactive	Percent
Denver Metro Area	23	20.0%
Eastern Area	2	1.7%
North Central Area	89	77.4%
South Central Area	1	0.9%
Total	115	100.0%

The vehicle style most commonly stolen in the North Central Area was a passenger car (33%), followed by trucks (25%), SUV (16%), trailers (12%), motorcycles (9%) and vans (4%).

Vehicle Styles	Active	Inactive	Total
Motorcycle	48	26	74
Passenger	18	140	158
Specialty	9	4	13
SUV	11	62	73
Trailer	51	29	80
Truck	26	57	83
Van	3	17	20
Total	166	335	501

North Central Area Thefts
- Van 8 — 4%
- Motorcycle 17 — 9%
- Truck 45 — 25%
- Passenger 60 — 33%
- SUV 29 — 16%
- Specialty 2 — 1%
- Trailer 21 — 12%
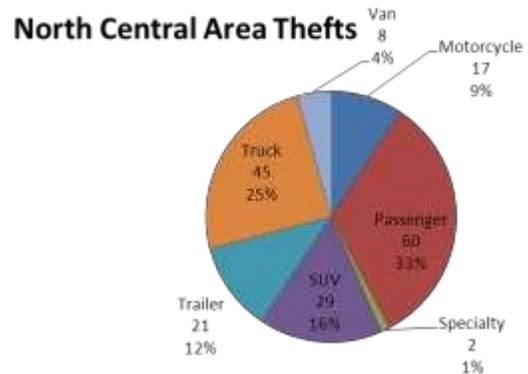
The vehicle thefts by make and model in the North Central Area were led by the Ford F Series, Homemade Trailers, Dodge Ram Series, Jeep Cherokee Series and Chevrolet C/K Series.

| Make & Model	Active	Inactive	Total
Ford F Series	7	13	20
Homemade Trailer	10	8	18
Dodge Ram Series	6	10	16
Jeep Cherokee Series	2	14	16
Chevrolet C/K Series	2	10	12

South Central Area

The ATICC Database Repository captured a total of 2,386 vehicle thefts from CCIC EV File occurring within the South Central Area. These thefts account for 22% of all Colorado auto thefts. Based on the number of records found to be inactive in the CCIC EV File, the South Central Area experienced a 71.2% recovery rate.   The 71.2% recovery rate is below the state average of 73%.

Within the South Central Area, Colorado Springs reported the largest number of thefts and recoveries followed by Pueblo, El Paso County and Pueblo County. These agencies reported 96% of all thefts within the South Central Area with an average of a 71% recovery rate, which is below the state average.

Reporting Agency	Active	Inactive	Total	% Inactive	% Total
Calhan		1	1	100.0%	0.0%
Colorado Springs	434	1215	1649	73.7%	69.1%
El Paso County	63	130	193	67.4%	8.1%
Fountain	10	31	41	75.6%	1.7%
Las Animas County	6	2	8	25.0%	0.3%
Manitou Springs	2	7	9	77.8%	0.4%
Monument	1	7	8	87.5%	0.3%
Pueblo	127	259	386	67.1%	16.2%
Pueblo County	45	40	85	47.1%	3.6%
Trinidad		6	6	100.0%	0.3%
Grand Total	688	1698	2386	71.2%	100.0%

The highest volume of vehicle thefts by day of week in the South Central Area occurred on Wednesday and Friday, followed by Thursday and Saturday. The largest grouping of auto thefts occurred on Wednesday through Saturday.

| Day	Active	Inactive	Total	% Inactive	% Total
Sunday	97	237	334	71.0%	14.0%
Monday	85	218	303	71.9%	12.7%
Tuesday	93	235	328	71.6%	13.7%
Wednesday	106	255	361	70.6%	15.1%
Thursday	101	253	354	71.5%	14.8%
Friday	107	255	362	70.4%	15.2%
Saturday	99	245	344	71.2%	14.4%
Total	688	1698	2386	71.2%	100.0%

Thefts by Day of Week
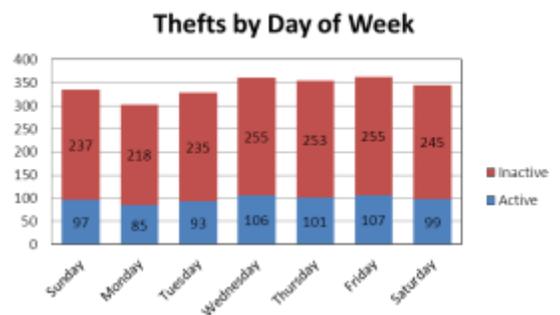
When evaluating the theft activities in the South Central Area throughout the year, there was an average of 198.8 monthly thefts with 6.5 daily thefts. The daily theft activity for the South Central Area was highest in the month of July through November.

Month	Active	Inactive	Total	Days	Daily
January	35	91	126	31	4.1
February	33	84	117	29	4.0
March	38	106	144	31	4.6
April	50	92	142	30	4.7
May	52	116	168	31	5.4
June	50	142	192	30	6.4
July	65	181	246	31	7.9
August	71	192	263	31	8.5
September	70	198	268	30	8.9
October	73	198	271	31	8.7
November	75	171	246	30	8.2
December	76	127	203	31	6.5
Total	688	1698	2386	366	6.5
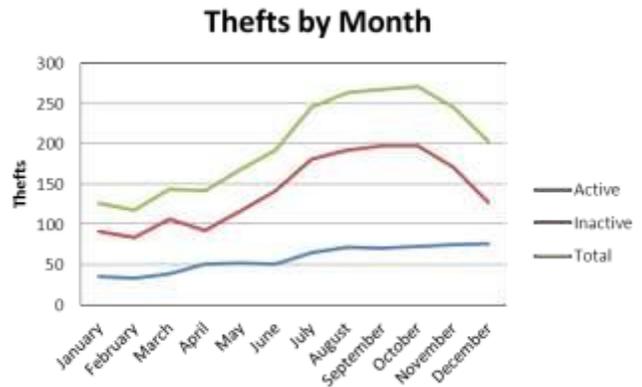
The South Central Area averaged 45.9 thefts per week of month, with an average high of 54.8 and a low of 36.9 thefts. The average weekly thefts appeared heavier on Weeks # 2 and #3.

Week/Month	Active	Inactive	Total	Wk/Yr	Weekly
Week 1	124	319	443	12	36.9
Week 2	179	470	649	12	54.1
Week 3	196	462	658	12	54.8
Week 4	141	321	462	12	38.5
Week 5	48	126	174	4	43.5
Total	688	1698	2386	52	45.9
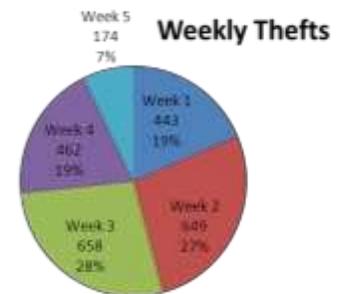
South Central Recoveries in Areas		
Area	Inactive	Percent
Denver Metro Area	23	4.5%
Eastern Area	5	1.0%
North Central Area	34	6.6%
South Central Area	445	86.2%
Western Area	9	1.7%
Total	516	100.0%

When reviewing the recoveries in the ATICC Database from the CCIC EV File, the theft and recovery location was not captured until 07/15/2012, when the system was activated. However, the ATICC Database captured a total of 2,386 vehicle thefts in the South Central Area, where 1,698 of these were recovered. Of the 1,698 recoveries, a total of 516 records provided both the theft and recovery locations. Using these 516 recoveries, 86% of the vehicles were stolen and

recovered in the South Central Area. Of the remaining recoveries, 6.6% were recovered in the North Central Area, 4.5% were recovered in the Denver Metro Area, and the remaining 2.7% were recovered in the Eastern, and Western Area.

The vehicle style most commonly stolen in the South Central Area was a passenger car (45%), followed by a SUV (15%), trucks and motorcycles (14% each) and trailers (8%). The trends in the South Central Area follow closely the statewide representation of vehicle thefts by style.

Vehicle Styles	Active	Inactive	Total
Motorcycle	239	111	350
Passenger	162	908	1070
Specialty	14	4	18
SUV	53	301	354
Trailer	133	51	184
Truck	71	263	334
Van	16	60	76
Grand Total	688	1698	2386
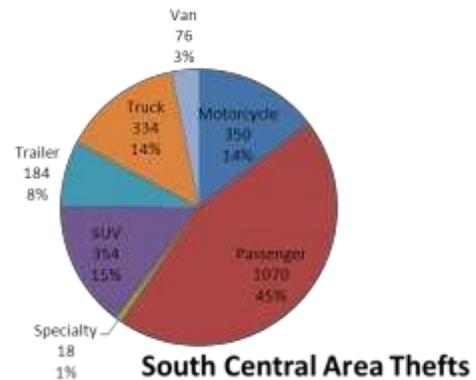
South Central Area Thefts

The vehicle thefts by make and model in the South Central Area were led by the Honda Accord, followed by Honda Civic, Ford F Series, Chevrolet C/K Series, Dodge Ram Series, Jeep Cherokee Series, Homemade Trailers, Acura Integra, Saturn S Series, Ford Explorer, Ford Ranger, Toyota Camry and Yamaha YZF Series.

Make & Model	Active	Inactive	Total
Honda Accord	26	185	211
Honda Civic	18	144	162
Ford F Series	17	60	77
Chevrolet C/K Series	13	42	55
Dodge Ram Series	9	44	53
Jeep Cherokee Series	10	39	49
Homemade Trailer	36	9	45
Acura Integra	3	39	42
Saturn S Series	3	31	34
Ford Explorer	6	24	30
Ford Ranger	3	23	26
Toyota Camry	4	20	24
Yamaha YZF Series	12	11	23
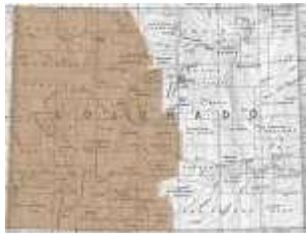
Western Area

The ATICC Database Repository captured a total of 609 vehicle thefts from CCIC EV File occurring within the Western Area. These thefts account for 5.5% of all Colorado auto thefts. Based on the number of records found to be inactive in the CCIC EV File, the Western Area experienced a 66.5% recovery rate. The 66.5% recovery rate is below the state average of 73%.

Within the Western Area, Grand Junction reported the largest number of thefts and recoveries followed by Mesa County, Durango, Craig, Garfield County, Las Plata County and Rifle. These agencies reported 46% of all thefts within the Western Area with an average of a 63% recovery rate, which is below the state average.

Reporting Agency	Total	% Inactive	% Total	Reporting Agency	Total	% Inactive	% Total
Grand Junction	98	76.5%	16.1%	Idaho Springs	5	100.0%	0.8%
Mesa County	77	54.5%	12.6%	Aspen	4	100.0%	0.7%
Durango	24	62.5%	3.9%	Bayfield	4	25.0%	0.7%
Craig	21	66.7%	3.4%	Crested Butte	4	75.0%	0.7%
Garfield County	21	33.3%	3.4%	Eagle County	4	75.0%	0.7%
La Plata County	21	52.4%	3.4%	Gunnison	4	100.0%	0.7%
Rifle	21	66.7%	3.4%	Pitkin County	4	75.0%	0.7%
Montrose	18	44.4%	3.0%	Vail	4	50.0%	0.7%
Glenwood Springs	16	93.8%	2.6%	Alamosa County	3	66.7%	0.5%
Montrose County	16	68.8%	2.6%	Custer County	3	0.0%	0.5%
Cortez	15	66.7%	2.5%	Gilpin County	3	100.0%	0.5%
Fremont County	14	71.4%	2.3%	Ouray County	3	66.7%	0.5%
Alamosa County	13	53.8%	2.1%	Saguache County	3	33.3%	0.5%
Canon City	11	63.6%	1.8%	Summit County	3	66.7%	0.5%
Delta County	11	36.4%	1.8%	Central City	2	50.0%	0.3%
Steamboat Springs	11	81.8%	1.8%	Conejos County	2	100.0%	0.3%
Delta	9	77.8%	1.5%	Cripple Creek	2	50.0%	0.3%
Breckenridge	8	100.0%	1.3%	Meeker	2	100.0%	0.3%
Montezuma County	8	87.5%	1.3%	Pagosa Springs	2	50.0%	0.3%
Park County	8	37.5%	1.3%	Parachute	2	100.0%	0.3%
Routt County	8	50.0%	1.3%	Rangely	2	100.0%	0.3%
Chaffee County	7	100.0%	1.1%	Silverthorne	2	100.0%	0.3%
Clear Creek County	7	42.9%	1.1%	Teller County	2	0.0%	0.3%
Mineral County	7	100.0%	1.1%	Avon	1	0.0%	0.2%
Woodland Park	7	42.9%	1.1%	Buena Vista	1	100.0%	0.2%
Alamosa	6	83.3%	1.0%	Cedaredge	1	100.0%	0.2%
Archuleta County	6	50.0%	1.0%	Del Norte	1	100.0%	0.2%
Carbondale	6	100.0%	1.0%	Dillion	1	100.0%	0.2%
Fruita	6	100.0%	1.0%	Eagle	1	100.0%	0.2%
Grand County	6	66.7%	1.0%	Frisco	1	100.0%	0.2%
Basalt	5	100.0%	0.8%	Georgetown	1	100.0%	0.2%
Black Hawk	5	80.0%	0.8%	Gunnison County	1	0.0%	0.2%

Reporting Agency	Total	% Inactive	% Total
Kremmling	1	100.0%	0.2%
Lake County	1	100.0%	0.2%
Manassa	1	100.0%	0.2%
Moffat County	1	100.0%	0.2%
New Castle	1	100.0%	0.2%
Olathe	1	0.0%	0.2%
Palisade	1	0.0%	0.2%
Paonia	1	100.0%	0.2%

Reporting Agency	Total	% Inactive	% Total
Rio Blanco County	1	0.0%	0.2%
San Juan County	1	100.0%	0.2%
San Miguel County	1	0.0%	0.2%
Silt	1	100.0%	0.2%
Southern Ute Tribal	1	0.0%	0.2%
Telluride	1	100.0%	0.2%
Grand Total	609	66.5%	100.0%

The highest volume of vehicle thefts by day of week in the Western Area occurred on Monday, followed by Wednesday, Friday, and Thursday. The largest grouping of auto thefts occurred on Wednesday through Friday.

Day	Active	Inactive	Total	% Inactive	% Total
Sunday	27	52	79	65.8%	13.0%
Monday	33	68	101	67.3%	16.6%
Tuesday	28	45	73	61.6%	12.0%
Wednesday	37	60	97	61.9%	15.9%
Thursday	35	54	89	60.7%	14.6%
Friday	22	68	90	75.6%	14.8%
Saturday	22	58	80	72.5%	13.1%
Total	204	405	609	66.5%	100.0%

Thefts by Day of Week
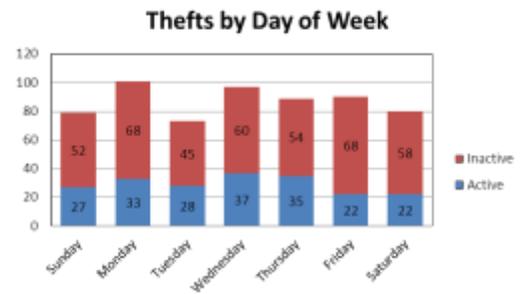
When evaluating the theft activities in the Western Area throughout the year, there was an average of 50.75 monthly thefts with 1.7 daily thefts. The daily theft activity for the Western Area was highest in the month of August and September.

Month	Active	Inactive	Total	Days	Daily
January	6	35	41	31	1.3
February	13	25	38	29	1.3
March	7	41	48	31	1.5
April	24	30	54	30	1.8
May	25	33	58	31	1.9
June	18	44	62	30	2.1
July	21	19	40	31	1.3
August	22	47	69	31	2.2
September	23	45	68	30	2.3
October	15	43	58	31	1.9
November	14	21	35	30	1.2
December	16	22	38	31	1.2
Total	204	405	609	366	1.7

Thefts by Month
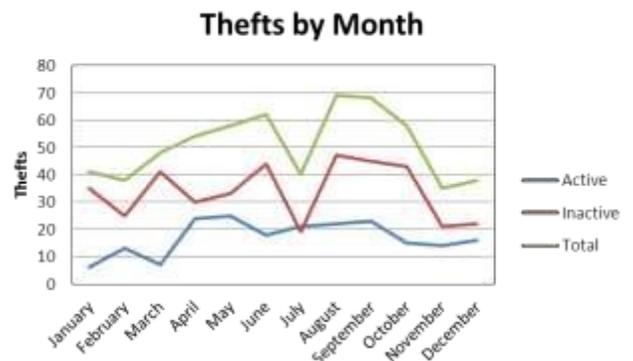
The South Central Area averaged 11.7 thefts per week of month, with an average high of 14.6 and a low of 8 thefts. The average weekly thefts appeared heavier on Weeks # 2 and #3.

Week/Month	Active	Inactive	Total	Wk/Yr	Weekly
Week 1	31	93	124	12	10.3
Week 2	44	131	175	12	14.6
Week 3	69	93	162	12	13.5
Week 4	47	69	116	12	9.7
Week 5	13	19	32	4	8.0
Total	204	405	609	52	11.7
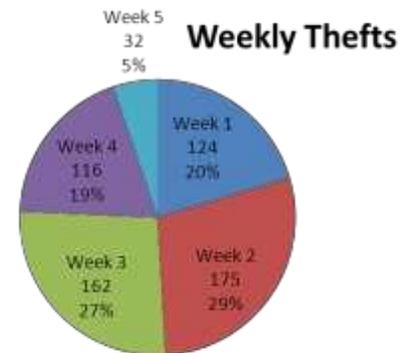
Western Area Recoveries		
Area	Inactive	Percent
Denver Metro Area	7	6.42%
North Central Area	12	11.01%
South Central Area	3	2.75%
Western Area	87	79.82%
Total	109	100.00%

When reviewing the recoveries in the ATICC Database from the CCIC EV File, the theft and recovery location was not captured until 07/15/2012, when the system was activated. However, the ATICC Database captured a total of 609 vehicle thefts in the Western Area, where 405 of these were recovered. Of the 405 recoveries, a total of 109 records provided both the theft and recovery locations. Using these 109 recoveries, 79.8% of the vehicles were stolen and recovered in the Western Area. Of the remaining recoveries, 11% were recovered in the North Central Area, 6.4% in the Denver Metro Area, and 2.8% South Central Area.

The vehicle style most commonly stolen in the Western Area was a passenger car (21%), followed by a trucks (22%), SUV (18%), motorcycles (17%) and trailers (16%).

Vehicle Styles	Active	Inactive	Total
Motorcycle	61	40	101
Passenger	22	109	131
Specialty	8	4	12
SUV	16	95	111
Trailer	63	33	96
Truck	31	101	132
Van	3	23	26
Grand Total	204	405	609
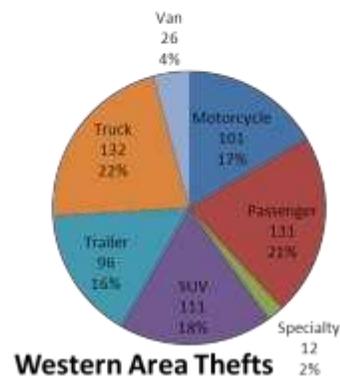
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The vehicle thefts by make and model in the South Central Area were led by the Ford F Series, Jeep Cherokee Series, Homemade Trailers, Dodge Ram Series and Chevrolet C/K Series.

Make & Model	Active	Inactive	Total
Ford F Series	6	27	33
Jeep Cherokee Series	5	21	26
Homemade Trailer	20	5	25
Dodge Ram Series	7	16	23
Chevrolet C/K Series	1	11	12

Beat Auto Theft Through Law Enforcement (BATTLE)

The ATICC Database Repository captured a total of 1,048 vehicle thefts from CCIC EV File occurring within the BATTLE Area. These thefts account for 10% of all Colorado auto thefts. Based on the number of records found to be inactive in the CCIC EV File, the BATTLE Area experienced a 70% recovery rate. The 70% recovery rate is below the state average of 73%.

Within the BATTLE Area, Thornton reported the largest number of thefts and recoveries followed by Greeley and Fort Collins. These three agencies reported 49% of all thefts within the BATTLE Area with an average of a 77% recovery rate, which is above the state average. Agencies reporting an average of two (2) or more auto thefts per month were Thornton, Greeley, Fort Collins, Weld County, Longmont, Larimer County, Broomfield County, Loveland, Glendale, Evans, and Durango. These agencies accounted for 86% of all thefts in the BATTLE Area with a 71% average recovery.

Reporting Agency	Inactive	Active	Thefts
Thornton	220	59	279
Greeley	96	28	124
Fort Collins	84	29	113
Weld County	40	45	85
Longmont	48	23	71
Larimer County	29	22	51
Broomfield County	30	15	45
Loveland	30	14	44
Glendale	32	7	39
Evans	17	11	28
Durango	15	9	24
La Plata County	11	10	21
Castle Rock	13	5	18
Cortez	10	5	15
Alamosa County	7	6	13
Firestone	8	4	12
Johnstown	7	4	11

Reporting Agency	Inactive	Active	Thefts
Frederick	5	3	8
Montezuma County	7	1	8
Fort Lupton	5	2	7
Alamosa	5	1	6
Bayfield	1	3	4
Alamosa County	2	2	4
Ault	2	1	3
Berthoud	3		3
Lochbuie	2	1	3
Eaton	1	1	2
La Salle	2		2
Windsor	1	1	2
Dacano	1		1
Platteville	1		1
Timnath	1		1
Grand Total	**736**	**312**	**1048**

Most vehicle thefts occurring within the BATTLE Area were fairly distributed across every day of the week. However, the 50% of vehicle thefts were on Saturday, followed by Friday and Thursday. The largest grouping of recoveries was on Saturday, Friday and Tuesday.

Day	Inactive	Active	Total	% Inactive
Sunday	99	40	139	71.2%
Monday	96	43	139	69.1%
Tuesday	117	39	156	75.0%
Wednesday	88	34	122	72.1%
Thursday	98	65	163	60.1%
Friday	118	46	164	72.0%
Saturday	120	45	165	72.7%
Total	736	312	1048	70.2%

Thefts by Day of Week
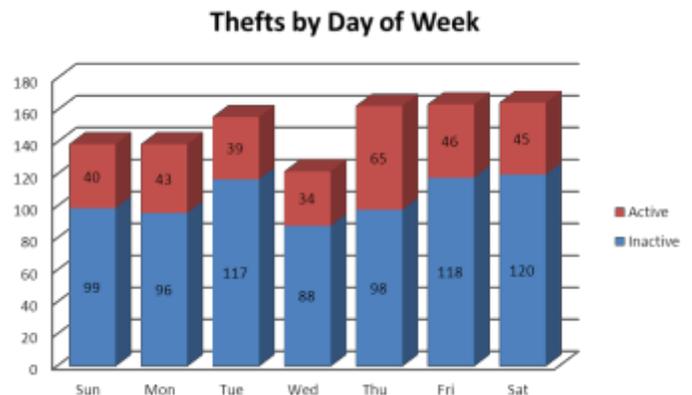
When evaluating the theft activities throughout the year, an average of 87.3 monthly thefts with 2.9 daily thefts occurred in the BATTLE Area. The daily theft activity for the BATTLE Area peaked in the months of June to September, with a high In August of 4.2 thefts per day. The lowest theft rate per day appeared during the months of January through March with a variance of 2.0 to 2.1 thefts per day.

Month	Inactive	Active	Total	Days	Daily
January	44	17	61	31	2
February	41	18	59	29	2
March	43	23	66	31	2.1
April	51	30	81	30	2.7
May	52	25	77	31	2.5
June	75	27	102	30	3.4
July	74	25	99	31	3.2
August	89	41	130	31	4.2
September	77	30	107	30	3.6
October	58	31	89	31	2.9
November	66	20	86	30	2.9
December	66	25	91	31	2.9
Total	736	312	1048	366	34.3
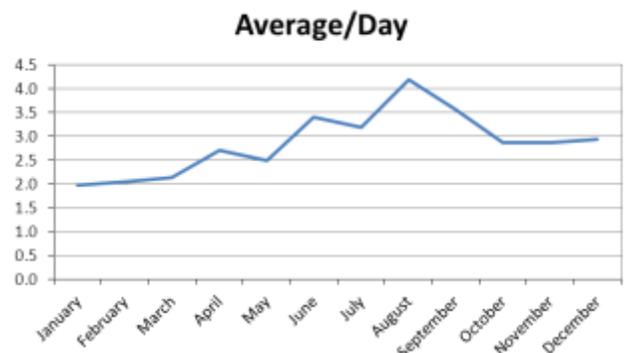
Average/Day

The BATTLE Area averaged 20 thefts per week of the month, with an average high of 22 and a low of 18. The average weekly thefts appeared evenly distributed, with Weeks #2 and #3 demonstrating the highest weeks of activity.

Week/Month	Inactive	Active	Total	Wk/Yr	Weekly
Week 1	156	66	222	12	19
Week 2	173	90	263	12	22
Week 3	189	80	269	12	22
Week 4	162	54	216	12	18
Week 5	56	22	78	4	20
Total	736	312	1048	52	20

Average Thefts Per Week
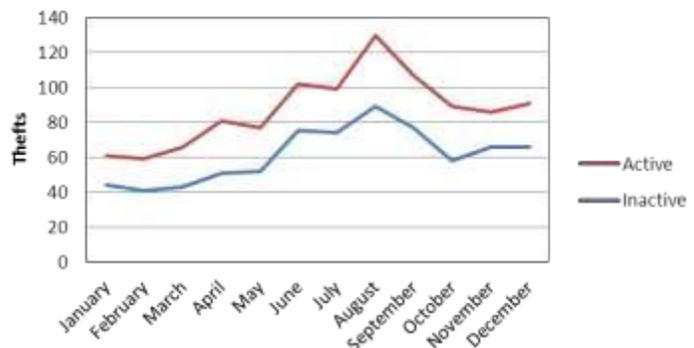
Generally, the auto theft experience per month for the BATTLE Area indicated as thefts increased, so did the percentage of recoveries. For example, during the highest months of auto thefts, (June, July and August), corresponding recoveries tracked with the increase.

Thefts Per Month

When reviewing the recoveries in the ATICC Database from the CCIC EV File, the theft and recovery location was not captured until 07/15/2012, when the system was activated. However, the ATICC Database captured a total 1,048 vehicle thefts in the BATTLE Area, where 736 of these were recovered. Of the 736 recoveries, a total of 182 records provided both the theft and recovery locations. Using these 182 recoveries, 57% of the vehicles were stolen and recovered in the BATTLE Area. Furthermore, of the remaining 77 stolen vehicles from the BATTLE Area, 31.9% (58) vehicles were recovered in the MATT Area, 6.6% (12) in the EMATT Area, 2.7% (5) in the BCATPP Area and 1.1% (2) in the SCRATT Area.

BATTLE Area Thefts Recovered		
AREA	Inactive	Percent
BATTLE	105	57.7%
BCATPP	5	2.7%
EMATT	12	6.6%
MATT	58	31.9%
SCRATT	2	1.1%
Total	182	100.0%

The vehicle style most commonly stolen in the BATTLE Area was a passenger car (37.7%), followed by a truck (17%), SUV (16.5%), motorcycle (12.2%) and trailer (11.1%). The trends in the BATTLE Area follow closely the statewide representation of vehicle thefts by style.

Vehicle Styles	Inactive	Active	Total
Motorcycle	44	84	128
Passenger	344	51	395
Specialty	6	13	19
SUV	147	26	173
Trailer	46	70	116
Truck	120	58	178
Van	29	10	39
Total	736	312	1048
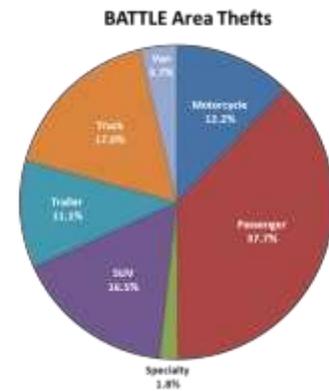
BATTLE Area Thefts

The vehicle thefts by make and model in the BATTLE Area were led by the Honda Accord, followed by the Ford F-Series pickup, Jeep Cherokee and Honda Civic. The BATTLE Area thefts by make closely follow the statewide experience.

Rank	Make	Model	Inactive	Active	Total
1	Honda	Accord	47	3	50
2	Ford	F Series	30	17	47
3	Jeep	Cherokee Series	38	6	44
4	Honda	Civic	39	3	42
5	Dodge	Ram Series	21	12	33
6	Chevrolet	C/K Series	18	10	28
7	Homemade Trailer	Trailer	11	16	27
8	Ford	Ranger	12	5	17
9	Ford	Explorer	14	1	15
10	Saturn	S Series	14		14
11	Toyota	Corolla	13		13
12	Toyota	Camry	11	1	12
13	Honda	CBR Series	6	5	11
14	Acura	Integra	8	2	10
14	Chevrolet	Suburban	7	3	10
14	Yamaha	YZF Series	4	6	10

Boulder County Auto Theft Prevention Program (BCATPP)

The ATICC Database Repository captured a total of 155 vehicle thefts from CCIC EV File occurring within the BCATPP Area. These thefts account for 1.4% of all Colorado auto thefts. Based on the number of records found to be inactive in the CCIC EV File, the BCATPP Area experienced a 68.4% recovery rate. The 68.4% recovery rate is below the state average of 73%.

Within the BCATPP Area, Boulder reported the largest number of thefts and recoveries followed by Boulder County and Lafayette. These three agencies reported 95% of all thefts within the BCATPP Area with an average of a 66.8% recovery rate, which is below the state average.

Reporting Agency	Active	Inactive	Total	% Inactive	% Total
Boulder	23	77	100	77.0%	64.5%
Boulder County	23	15	38	39.5%	24.5%
Erie		3	3	100.0%	1.9%
Lafayette	3	7	10	70.0%	6.5%
Louisville		4	4	100.0%	2.6%
Total	49	106	155	68.4%	100.0%

The highest volume of vehicle thefts by day of week occurred on Thursday, followed by Tuesday, Wednesday and Friday. The largest grouping of auto thefts occurred on Tuesday through Thursday.

Day	Active	Inactive	Total	% Inactive	% Total
Sunday	1	16	17	94.1%	11.0%
Monday	12	5	17	29.4%	11.0%
Tuesday	13	11	24	45.8%	15.5%
Wednesday	3	20	23	87.0%	14.8%
Thursday	11	25	36	69.4%	23.2%
Friday	5	16	21	76.2%	13.5%
Saturday	4	13	17	76.5%	11.0%
Total	49	106	155	68.4%	100.0%
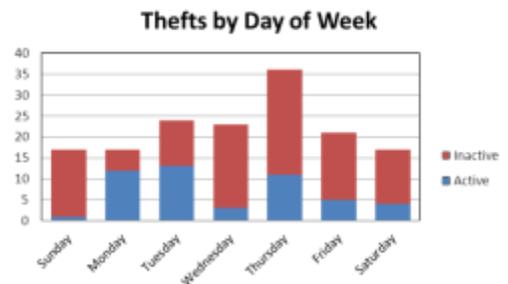
Thefts by Day of Week

When evaluating the theft activities throughout the year, there was an average of 12.9 monthly thefts with .4 daily thefts. The daily theft activity for the BCATPP Area was highest in the month of January. There appears to be a higher daily and monthly rate of theft during the moths of July and August.

Month	Active	Inactive	Total	Days	Daily
January	20	8	28	31	0.9
February	1	5	6	29	0.2
March	1	10	11	31	0.4
April		8	8	30	0.3
May	2	3	5	31	0.2
June		7	7	30	0.2
July	5	13	18	31	0.6
August	2	17	19	31	0.6
September	3	10	13	30	0.4
October	3	7	10	31	0.3
November	7	7	14	30	0.5
December	5	11	16	31	0.5
Total	49	106	155	366	0.4

Auto Theft Daily Average
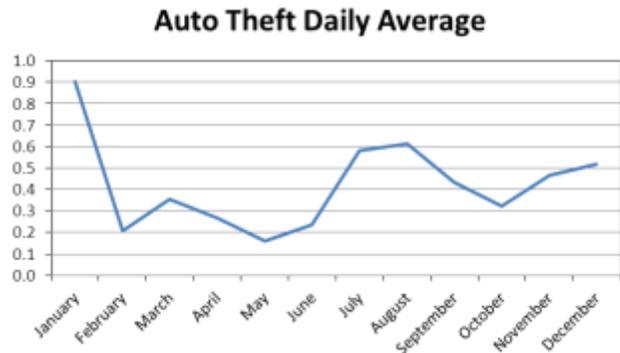
The BCATPP Area averaged 3 thefts per week of month, with an average high of 4.2 and a low of 2.3. The average weekly thefts appeared heavier on Weeks #1 and #5.

Week/Month	Inactive	Active	Total	Wk/Yr	Weekly
Week 1	22	28	50	12	4.2
Week 2	7	27	34	12	2.8
Week 3	12	16	28	12	2.3
Week 4	4	23	27	12	2.3
Week 5	4	12	16	4	4.0
Total	49	106	155	52	3.0

When reviewing the recoveries in the ATICC Database from the CCIC EV File, the theft and recovery location was not captured until 07/15/2012, when the system was activated. However, the ATICC Database captured a total 155 vehicle thefts in the BCATPP Area, where 106 of these were recovered. Of the 106 recoveries, a total of 35 records provided both the theft and recovery locations. Using these 35 recoveries, 60% of the vehicles were stolen and recovered in the BCATPP Area. Furthermore, of the remaining 35 stolen vehicles from the BCATPP Area, 22.9 were recovered in the MATT Area, 11.4% in the BATTLE Area and 5.7% in the EMATT.

BCATPP Recoveries in CATPA Area		
Area	Inactive	Percent
BATTLE	4	11.4%
BCATPP	21	60.0%
EMATT	2	5.7%
MATT	8	22.9%
Total	35	100.0%

The vehicle style most commonly stolen in the BCATPP Area was a passenger car (32%), followed by a SUV (27%), motorcycles (19%), and trucks (8%). The trends in the BCTPP Area follow closely the statewide vehicle thefts by style, although motorcycles have a higher rate of theft in the BCATPP Area.

Vehicle Styles	Active	Inactive	Total
Motorcycle	20	10	30
Passenger	6	44	50
Specialty	5		5
SUV	5	36	41
Trailer	9	2	11
Truck	2	10	12
Van	2	4	6
Total	49	106	155
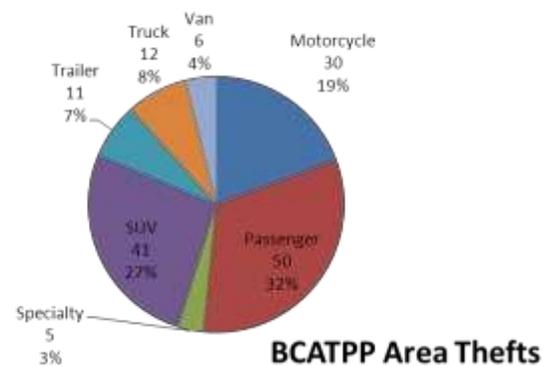
BCATPP Area Thefts

The vehicle thefts by make and model in the BCATPP Area were led by the Honda Civic, followed by the Jeep Cherokee, Honda NPS50 (moped) and Honda Accord. The BCATPP Area thefts by make closely follow the statewide experience.

| Make & Model	Active	Inactive	Total
Honda Civic		9	9
Jeep Cherokee Series	1	6	7
Honda NPS50	2	4	6
Honda Accord	1	4	5

East Metro Auto Theft Team (EMATT)

The ATICC Database Repository captured a total of 1,496 vehicle thefts from CCIC EV File occurring within the EMATT Area. These thefts account for 13.6% of all Colorado auto thefts. Based on the number of records found to be inactive in the CCIC EV File, the EMATT Area experienced a 76% recovery rate. The 76% recovery rate is above the state average of 73%.

Within the EMATT Area, Aurora reported the largest number of thefts and recoveries followed by Englewood, Arapahoe County and Commerce City. These four agencies reported 77% of all thefts within the EMATT Area with an average of a 59% recovery rate, which is below the state average.

Reporting Agency	Active	Inactive	Total	% Inactive	% Total
Arapahoe County	28	80	108	74.1%	7.2%
Aurora	165	601	766	78.5%	51.2%
Bow Mar	1		1	0.0%	0.1%
Centennial	14	65	79	82.3%	5.3%
Cherry Hills		3	3	100.0%	0.2%
Commerce City	37	66	103	64.1%	6.9%
Douglas County	24	41	65	63.1%	4.3%
Englewood	37	141	178	79.2%	11.9%
Greenwood Village	1	21	22	95.5%	1.5%
Littleton		1	1	100.0%	0.1%
Littleton	15	69	84	82.1%	5.6%
Lone Tree	4	11	15	73.3%	1.0%
Parker	7	16	23	69.6%	1.5%
Sheridan	13	35	48	72.9%	3.2%
Total	346	1150	1496	76.9%	100.0%

Most vehicle thefts occurring within the EMATT Area were fairly distributed across every day of the week. However, the largest percent of vehicle thefts were on Monday, followed by Friday and Wednesday.

Day	Active	Inactive	Total	% Inactive	% Total
Monday	50	196	246	79.7%	16.4%
Tuesday	57	158	215	73.5%	14.4%
Wednesday	53	163	216	75.5%	14.4%
Thursday	39	146	185	78.9%	12.4%
Friday	60	164	224	73.2%	15.0%
Saturday	42	174	216	80.6%	14.4%
Sunday	45	149	194	76.8%	13.0%
Total	346	1150	1496	76.9%	100.0%
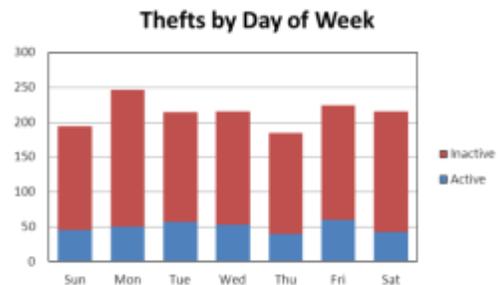
Thefts by Day of Week

When evaluating the theft activities throughout the year in the EMATT Area, there was an average of 366 monthly thefts with 4 daily thefts. The daily theft activity for the EMATT Area peaked in the months of August to October, with a high In August of 5 thefts per day. The lowest theft rate per day appeared during the months of February through March with a variance of 3 thefts per day.

Daily Average

Thefts by Month
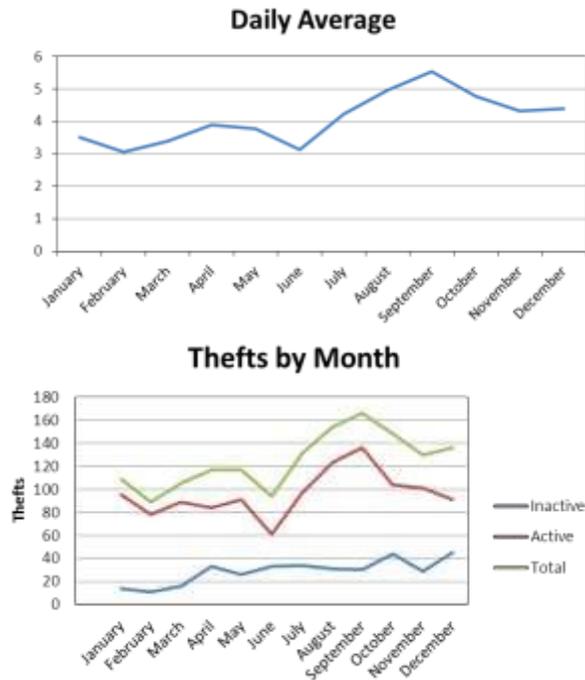
Month	Inactive	Active	Total	Days	Daily Average
January	14	95	109	31	4
February	11	78	89	29	3
March	16	89	105	31	3
April	33	84	117	30	4
May	26	91	117	31	4
June	33	61	94	30	3
July	34	97	131	31	4
August	31	123	154	31	5
September	30	136	166	30	6
October	44	104	148	31	5
November	29	101	130	30	4
December	45	91	136	31	4
Total	346	1150	1496	366	4

The EMATT Area averaged 28 auto thefts per week, with an average high of 35 and a low of 21. The average weekly thefts appeared heavier on Weeks #2 and #3.

Week/Year	Inactive	Active	Total	Weeks/Year	Average
Week 1	47	258	305	84.6%	25.4
Week 2	88	331	419	79.0%	34.9
Week 3	105	313	418	74.9%	34.8
Week 4	79	170	249	68.3%	20.8
Week 5	27	78	105	74.3%	26.3
Total	346	1150	1496	76.9%	28.8

Week of the Month
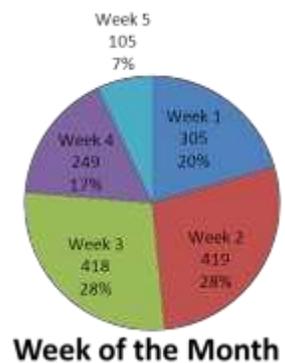
AREA	Inactive	Percent
BATTLE	11	3.3%
BCATPP	3	0.9%
EMATT	109	32.9%
MATT	201	60.7%
SCRATT	7	2.1%
Total	331	100.0%

When reviewing the recoveries in the ATICC Database from the CCIC EV File, the theft and recovery location was not captured until 07/15/2012, when the system was activated. However, the ATICC Database captured a total 1,496 vehicle thefts in the EMATT Area, where 1,150 of these were recovered. Of the 1,150 recoveries, a total of 331 records provided both the theft and recovery locations. Using these 331 recoveries, 32.9% of the vehicles were stolen and recovered in the EMATT Area. Furthermore, of the remaining stolen vehicles from the EMATT Area, 60.7% vehicles were recovered in the MATT Area, 3.3% in the BATTLE Area, 2.1% in the SCRATT Area and .9% in the BCATPP Area.

The vehicle style most commonly stolen in the EMATT Area was a passenger car (50%), followed by a SUV (19%), truck (12%) and motorcycle (8%). The trends in the EMATT Area follow closely the statewide representation of vehicle thefts by style.

Vehicle Styles	Inactive	Active	Tot
Motorcycle	74	44	1
Passenger	93	650	743
Specialty	1	2	3
SUV	44	234	278
Trailer	70	24	94
Truck	38	143	181
Van	26	53	79
Grand Total	346	1150	1496
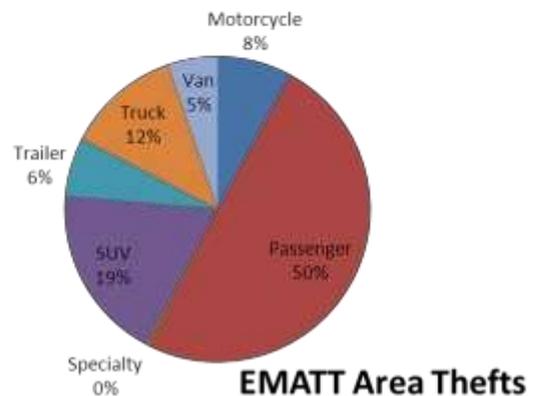
EMATT Area Thefts

The vehicle thefts by make and model in the EMATT Area were led by the Honda Accord, followed by the Honda Civic,, Jeep Cherokee Series, Ford F-Series pickup, Acura Integra, Chevrolet C/K pickup truck series, Toyota Camry, Subaru Impreza, Ford Econoline van, Dodge Ram Series, Ford Explorer and Nissan Altima. Vehicle make and models stolen in the EMATT Area closely follow the statewide experience.

| Make & Model	Active	Inactive	Total
Honda Accord	10	106	116
Honda Civic	11	93	104
Jeep Cherokee Series	11	47	58
Ford F Series	9	41	50
Acura Integra	2	29	31
Chevrolet C/K Series	10	20	30
Toyota Camry	3	25	28
Subaru Impreza	7	18	25
Ford Econoline	8	16	24
Dodge Ram Series	2	21	23
Ford Explorer	4	19	23
Nissan Altima	3	16	19

Metropolitan Auto Theft Team (MATT)

The ATICC Database Repository captured a total of 4,655 vehicle thefts from CCIC EV File occurring within the MATT Area. These thefts account for 42.3% of all Colorado auto thefts. Based on the number of records found to be inactive in the CCIC EV File, the MATT Area experienced a 75.1% recovery rate. The 75.1% recovery rate is above the state average of 73%.

Within the MATT Area, Denver reported the largest number of thefts and recoveries followed by Lakewood, Westminster, Arvada, Jefferson County and Wheat Ridge. These agencies reported 98.8% of all thefts within the MATT Area with an average of a 98.7% recovery rate, which is above the state average.

Reporting Agency	Active	Inactive	Total	% Inactive	% Total
Arvada	48	127	175	72.6%	3.8%
Denver	857	2577	3434	75.0%	73.8%
Edgewater	2	17	19	89.5%	0.4%
Federal Protective Services	1	4	5	80.0%	0.1%
Golden	10	19	29	65.5%	0.6%
Jefferson County	33	95	128	74.2%	2.7%
Lakeside		1	1	100.0%	0.0%
Lakewood	96	384	480	80.0%	10.3%
Morrison		1	1	100.0%	0.0%
Mountain View		2	2	100.0%	0.0%
Westminster	85	173	258	67.1%	5.5%
Wheat Ridge	28	95	123	77.2%	2.6%
Grand Total	1160	3495	4655	75.1%	100.0%

The highest volume of vehicle thefts by day of week in the MATT Area occurred on Friday, followed by Thursday and Monday. The largest grouping of auto thefts occurred on Friday through Monday.

Day	Active	Inactive	Total	% Inactive	% Total
Sunday	147	505	652	77.5%	14.0%
Monday	156	516	672	76.8%	14.4%
Tuesday	150	475	625	76.0%	13.4%
Wednesday	174	449	623	72.1%	13.4%
Thursday	164	509	673	75.6%	14.5%
Friday	202	547	749	73.0%	16.1%
Saturday	167	494	661	74.7%	14.2%
Total	147	505	652	77.5%	14.0%

Thefts by Day of Week
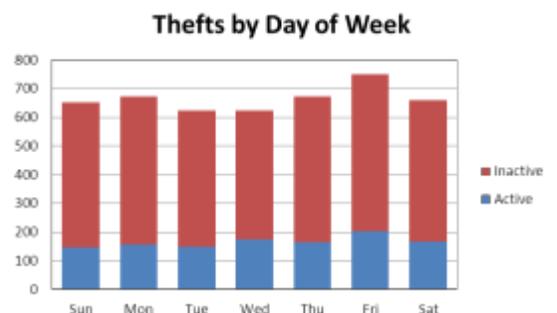
When evaluating the theft activities in the MATT Area throughout the year, there was an average of 388 monthly thefts with 12.7 daily thefts. The daily theft activity for the MATT Area was highest in the month of August, followed by September and July. There appears to be a higher daily and monthly rate of theft during the moths of July through September.

Month	Active	Inactive	Total	Days	Daily
January	72	314	386	31	12.5
February	54	239	293	29	10.1
March	65	255	320	31	10.3
April	60	208	268	30	8.9
May	85	262	347	31	11.2
June	87	278	365	30	12.2
July	139	300	439	31	14.2
August	206	340	546	31	17.6
September	102	422	524	30	17.5
October	86	352	438	31	14.1
November	92	288	380	30	12.7
December	112	237	349	31	11.3
Total	1160	3495	4655	366	12.7

Thefts by Month
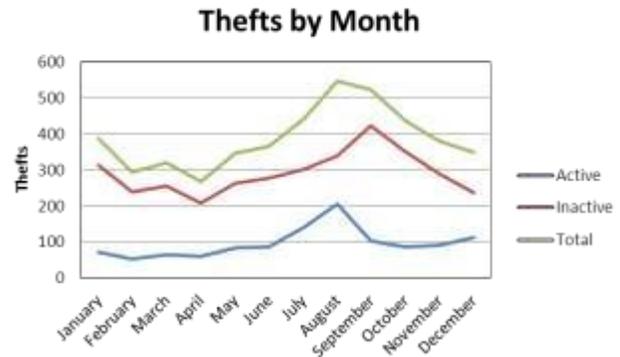
The MATT Area averaged 89.5 thefts per week of month, with an average high of 106.9 and a low of 73.5 thefts. The average weekly thefts appeared heavier on Weeks #2 and #3.

Week/Month	Active	Inactive	Total	Wk/Yr	Weekly
Week 1	297	781	1078	12	89.8
Week 2	256	1027	1283	12	106.9
Week 3	247	850	1097	12	91.4
Week 4	239	643	882	12	73.5
Week 5	121	194	315	4	78.8
Total	1160	3495	4655	52	89.5

MATT Recoveries in CATPA Area		
Area	Inactive	Percent
BATTLE	15	1.6%
BCATPP	6	0.6%
EMATT	98	10.5%
MATT	800	86.1%
Total	929	1.1%

When reviewing the recoveries in the ATICC Database from the CCIC EV File, the theft and recovery location was not captured until 07/15/2012, when the system was activated. However, the ATICC Database captured a total 4,655 vehicle thefts in the MATT Area, where 3,495 of these were recovered. Of the 3,495 recoveries, a total of 929 records provided both the theft and recovery locations. Using these 929 recoveries, 86% of the vehicles were stolen and recovered in the MATT Area. Furthermore, of the remaining recovered vehicles from the MATT Area, 10.5% were recovered in the EMATT Area, 1.6% in the BATTLE Area and .6% in the BCATPP Area.

The vehicle style most commonly stolen in the MATT Area was a passenger car (52%), followed by a SUV (20%), motorcycles and trucks (10% each), and trailers and vans (4% each). The trends in the BATTLE Area follow closely the statewide representation of vehicle thefts by style.

Vehicle Styles	Active	Inactive	Total
Motorcycle	319	138	457
Passenger	356	2034	2390
Specialty	8	6	14
SUV	151	784	935
Trailer	139	55	194
Truck	136	342	478
Van	51	136	187
Grand Total	1160	3495	4655
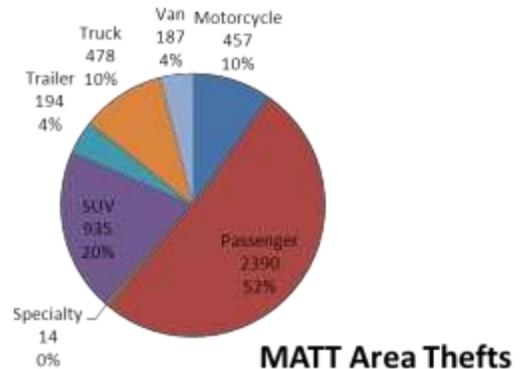
MATT Area Thefts

The vehicle thefts by make and model in the MATT Area were led by the Honda Accord, followed by the Honda Civic, Jeep Cherokee Series, Acura Integra, Ford F-Series, and the Chevrolet C/K Series. The MATT Area thefts by make closely follow the statewide experience.

Make & Model	Active	Inactive	Total
Honda Accord	63	417	480
Honda Civic	60	412	472
Jeep Cherokee Series	33	217	250
Acura Integra	11	117	128
Ford F Series	28	77	105
Chevrolet C/K Series	22	52	74
Subaru Impreza	12	53	65
Dodge Ram Series	17	45	62
Ford Explorer	6	49	55
Saturn S Series	9	44	53
Toyota Corolla	6	45	51
Toyota Camry	8	42	50
Subaru Legacy	9	38	47
Ford Econoline	14	29	43
Toyota 4Runner	5	36	41
Ford Ranger	11	28	39
Yamaha YZF Series	27	12	39
Chevrolet Impala	5	31	36
Dodge Caravan	6	29	35
Nissan Maxima	3	31	34
Dodge Durango	2	31	33
Homemade Trailer	27	6	33
Chevrolet Blazer	8	23	31
Nissan Altima	6	25	31
Jeep Wrangler	10	20	30

Make & Model	Active	Inactive	Total
Chevrolet Tahoe	9	20	29
Ford Taurus	3	26	29
GMC C/K Series	10	19	29
Honda NPS50	23	6	29
Nissan Sentra	5	22	27
Pontiac Grand Am	8	18	26
Dodge Stratus	1	24	25
Honda CR-V	5	20	25
Chevrolet Trailblazer	6	18	24
Volkswagen Jetta	3	20	23
Ford Focus	2	20	22
Ford Expedition	5	16	21
Nissan Pathfinder	3	18	21
GMC Yukon	9	11	20
Honda CH Series	17	3	20
Chevrolet Cavalier	4	15	19
Toyota Tacoma	2	17	19
Honda CBR Series	6	12	18
Nissan Pickup	2	16	18
Chevrolet Malibu	2	15	17
Chevrolet S10	1	16	17
Dodge Neon	3	14	17
Ford Windstar	2	14	16
Jeep Liberty		16	16
Pontiac Grand Prix	3	13	16
Acura TL	1	14	15
Chevrolet Suburban	3	12	15
Hyundai Elantra	3	12	15
Audi A4	2	12	14
Chevrolet Cobalt		14	14
Dodge Dakota	1	13	14
Honda Prelude	1	13	14
Buick Century	3	10	13
Dodge Intrepid	1	12	13
Ford Escort	2	11	13
Mazda 3	2	11	13
Subaru Outback	3	10	13
Toyota Tundra	3	10	13
Ford Crown Victoria	2	10	12
Ford Mustang	1	11	12
Mitsubishi Galant	1	11	12
Subaru Forester		12	12

## South Central Region Auto Theft Team (SCRATT)

The ATICC Database Repository captured a total of 2,382 vehicle thefts from CCIC EV File occurring within the SCRATT Area. These thefts account for 21.6% of all Colorado auto thefts.   Based on the number of records found to be inactive in the CCIC EV File, the SCRATT Area experienced a 71.1% recovery rate. The 71.1% recovery rate is below the state average of 73%.

Within the SCRATT Area, Colorado Springs reported the largest number of thefts and recoveries followed by Pueblo, El Paso County and Pueblo County. These agencies reported 97% of all thefts within the SCRATT Area with an average of a 71% recovery rate, which is below the state average.

Reporting Agency	Active	Inactive	Total	% Inactive	% Total
Calhan		1	1	100.0%	0.0%
Colorado Springs	434	1215	1649	73.7%	69.2%
Cripple Creek	1	1	2	50.0%	0.1%
El Paso County	63	129	192	67.2%	8.1%
Fountain	10	31	41	75.6%	1.7%
Manitou Springs	2	7	9	77.8%	0.4%
Monument	1	7	8	87.5%	0.3%
Pueblo	127	259	386	67.1%	16.2%
Pueblo County	45	40	85	47.1%	3.6%
Teller County	2		2	0.0%	0.1%
Woodland Park	4	3	7	42.9%	0.3%
Grand Total	689	1693	2382	71.1%	100.0%

The highest volume of vehicle thefts by day of week in the SCRATT Area occurred on Wednesday, followed by Thursday and Friday. The largest grouping of auto thefts occurred on Thursday through Sunday.

Day	Active	Inactive	Total	% Inactive	% Total
Sunday	97	237	334	70.96%	14.02%
Monday	86	218	304	71.71%	12.76%
Tuesday	93	234	327	71.56%	13.73%
Wednesday	107	254	361	70.36%	15.16%
Thursday	101	253	354	71.47%	14.86%
Friday	105	253	358	70.67%	15.03%
Saturday	100	244	344	70.93%	14.44%
Total	689	1693	2382	71.07%	100.00%
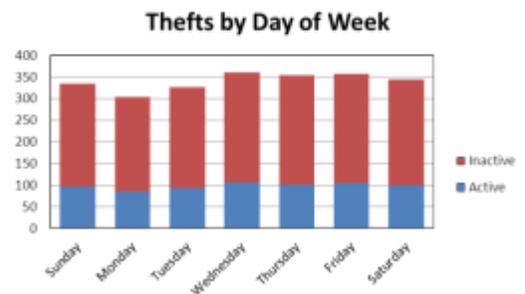
Thefts by Day of Week

When evaluating the theft activities in the SCRATT Area throughout the year, there was an average of 198.5 monthly thefts with 6.5 daily thefts. The daily theft activity for the SCRATT Area was highest in the month of October, followed by September and August. There appears to be a higher daily and monthly rate of theft during the moths of July through November.

Month	Active	Inactive	Total	Days	Daily
January	35	91	126	31	4.1
February	33	83	116	29	4.0
March	37	106	143	31	4.6
April	51	92	143	30	4.8
May	52	116	168	31	5.4
June	49	142	191	30	6.4
July	65	179	244	31	7.9
August	71	191	262	31	8.5
September	71	198	269	30	9.0
October	73	198	271	31	8.7
November	74	170	244	30	8.1
December	78	127	205	31	6.6
Total	689	1693	2382	366	6.5

Thefts by Month
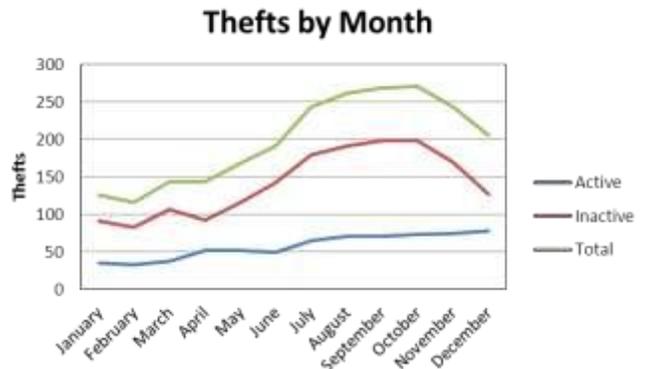
The SCRATT Area averaged 45.8 thefts per week of month, with an average high of 54.7 and a low of 36.8 thefts. The average weekly thefts appeared heavier on Weeks #2 and #3.

Week/Month	Active	Inactive	Total	Wk/Yr	Weekly
Week 1	124	317	441	12	36.8
Week 2	179	471	650	12	54.2
Week 3	197	459	656	12	54.7
Week 4	141	322	463	12	38.6
Week 5	48	124	172	4	43.0
Total	689	1693	2382	52	45.8

When reviewing the recoveries in the ATICC Database from the CCIC EV File, the theft and recovery location was not captured until 07/15/2012, when the system was activated. However, the ATICC Database captured a total 2,382 vehicle thefts in the SCRATT Area, where 1,693 of these were recovered. Of the 1,693 recoveries, a total of 473 records provided both the theft and recovery locations. Using these 473 recoveries, 94.3% of the vehicles were stolen and recovered in the SCRATT Area. Furthermore, of the remaining recovered vehicles stolen from the SCRATT Area, 3.4% were recovered in the MATT Area, 1.7% in the BATTLE Area and .4% in the EMATT Area.

MATT Recoveries in CATPA Area		
Area	Inactive	Percent
BATTLE	8	1.69%
EMATT	2	0.42%
MATT	17	3.59%
SCRATT	446	94.29%
Total	473	100.00%

The vehicle style most commonly stolen in the SCRATT Area was a passenger car (45%), followed by a SUV (15%), motorcycles and trucks (14% each), and trailers and vans (8% each). The trends in the SCRATT Area follow closely the statewide representation of vehicle thefts by style.

Vehicle Styles	Active	Inactive	Total
Motorcycle	240	109	349
Passenger	163	907	1070
Specialty	14	4	18
SUV	54	303	357
Trailer	134	50	184
Truck	68	260	328
Van	16	60	76
Grand Total	689	1693	2382
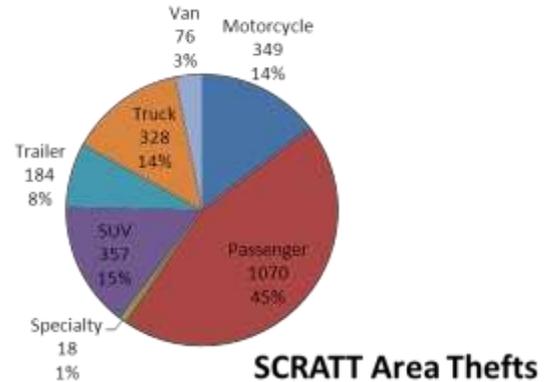
SCRATT Area Thefts

The vehicle thefts by make and model in the SCRATT Area were led by the Honda Accord, followed by the Honda Civic, Ford F-Series, Chevrolet C/K Series, Dodge Ram Series, Jeep Cherokee Series, Homemade Trailers, Acura Integra, Saturn S Series, Ford Explorer and Ford Ranger. The SCRATT Area thefts by make closely Follow the statewide experience.

| Make & Model	Active	Inactive	Total
Honda Accord	26	185	211
Honda Civic	18	144	162
Ford F Series	17	60	77
Chevrolet C/K Series	13	40	53
Dodge Ram Series	8	44	52
Jeep Cherokee Series	10	39	49
Homemade Trailer	37	9	46
Acura Integra	3	39	42
Saturn S Series	3	31	34
Ford Explorer	7	24	31
Ford Ranger	3	23	26

West Central Auto Theft Team (WCATT)

The ATICC Database Repository captured a total of 182 vehicle thefts from CCIC EV File occurring within the WCATT Area. These thefts account for 1.7% of all Colorado auto thefts. Based on the number of records found to be inactive in the CCIC EV File, the WCATT Area experienced a 67.6% recovery rate. The 67.6% recovery rate is above the state average of 73%.

Within the WCATT Area, Grand Junction reported the largest number of thefts and recoveries followed by Mesa County. These agencies reported 96% of all thefts within the WCATT Area with an average of a 66.8% recovery rate, which is above the state average.

Reporting Agency	Active	Inactive	Total	% Inactive	% Total
Fruita		6	6	100.0%	3.3%
Grand Junction	23	75	98	76.5%	53.8%
Mesa County	35	42	77	54.5%	42.3%
Palisade	1		1	0.0%	0.5%
Total	59	123	182	67.6%	100.0%

The highest volume of vehicle thefts by day of week in the WCATT Area occurred on Monday, followed by Wednesday and Friday. The largest grouping of auto thefts occurred on Monday through Wednesday.

Day	Active	Inactive	Total	% Inactive	% Total
Sunday	7	17	24	70.8%	13.2%
Monday	10	26	36	72.2%	19.8%
Tuesday	10	15	25	60.0%	13.7%
Wednesday	14	14	28	50.0%	15.4%
Thursday	7	12	19	63.2%	10.4%
Friday	6	22	28	78.6%	15.4%
Saturday	5	17	22	77.3%	12.1%
Total	59	123	182	67.6%	100.0%
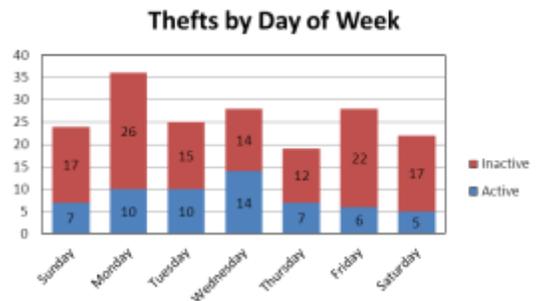
Thefts by Day of Week

When evaluating the theft activities in the SCRATT Area throughout the year, there was an average of 182 monthly thefts with 15.2 daily thefts. The daily theft activity for the SCRATT Area was highest in the month of August, followed by September and July. There appears to be a higher daily and monthly rate of theft during the moths of July through September.

Month	Active	Inactive	Total	Days	Daily
January	4	12	16	31	0.5
February	6	3	9	29	0.3
March	3	15	18	31	0.6
April	6	9	15	30	0.5
May	8	15	23	31	0.7
June	6	8	14	30	0.5
July	7	3	10	31	0.3
August	5	17	22	31	0.7
September	4	11	15	30	0.5
October	1	17	18	31	0.6
November	3	3	6	30	0.2
December	6	10	16	31	0.5
Total	59	123	182	366	0.5
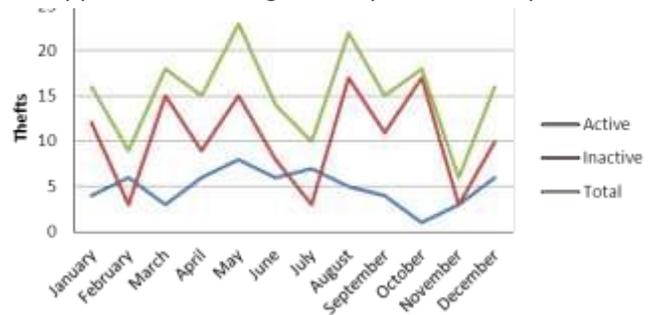
The WCATT Area averaged 3.5 thefts per week of month, with an average high of 4.3 and a low of 2.3 thefts. The average weekly thefts appeared heavier on Weeks #2 and #3.

Week/Month	Active	Inactive	Total	Wk/Yr	Weekly
Week 1	11	31	42	12	3.5
Week 2	12	40	52	12	4.3
Week 3	17	32	49	12	4.1
Week 4	13	17	30	12	2.5
Week 5	6	3	9	4	2.3
Total	59	123	182	52	3.5

WCATT Recoveries in CATPA Area		
Area	Inactive	Percent
WCATT	20	100%
Total	20	100%

When reviewing the recoveries in the ATICC Database from the CCIC EV File, the theft and recovery location was not captured until 07/15/2012, when the system was activated. However, the ATICC Database captured a total 182 vehicle thefts in the WCATT Area, where 123 of these were recovered. Of the 123 recoveries, a total of 20 records provided both the theft and recovery locations. Using these 20 recoveries, 100% of the vehicles were stolen and recovered in the WCATT Area.

The vehicle style most commonly stolen in the WCATT Area was a passenger car (33%), followed by a trucks (25%), and SUV (16%). The trends in the WCATT Area follow closely the statewide representation of vehicle thefts by style.

Vehicle Styles	Active	Inactive	Total
Motorcycle	12	5	17
Passenger	12	48	60
Specialty	2		2
SUV	5	24	29
Trailer	16	5	21
Truck	11	34	45
Van	1	7	8
Grand Total	59	123	182

WCATT Area Thefts
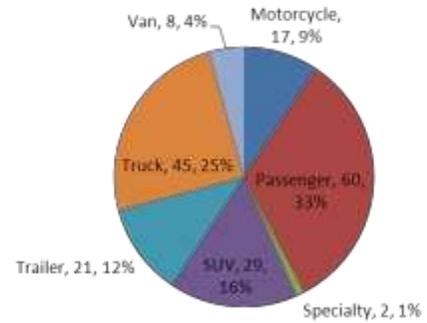
The vehicle thefts by make and model in the WCATT Area were led by the Ford F Series, followed by the Homemade trailers, Dodge Ram Series and Jeep Cherokee Series. The WCATT Area thefts by make closely follow the statewide experience.

Make & Model	Active	Inactive	Total
Ford F Series	2	12	14
Homemade Trailer	7	3	10
Dodge Ram Series	5	4	9
Jeep Cherokee Series	2	4	6

Appendix A – Reporting Agencies (Rank Order)

Rank	Reporting Agency	Active	Inactive	Total	% Inactive	% Total
1	Denver	857	2577	3434	75.04%	31.21%
2	Colorado Springs	434	1215	1649	73.68%	14.99%
3	Aurora	165	601	766	78.46%	6.96%
4	Lakewood	96	384	480	80.00%	4.36%
5	Adams County	127	270	397	68.01%	3.61%
6	Pueblo	127	259	386	67.10%	3.51%
7	Thornton	59	220	279	78.85%	2.54%
8	Westminster	85	173	258	67.05%	2.34%
9	El Paso County	63	130	193	67.36%	1.75%
10	Arvada	48	136	184	73.91%	1.67%
11	Englewood	37	141	178	79.21%	1.62%
12	Jefferson County	33	95	128	74.22%	1.16%
13	Greeley	28	96	124	77.42%	1.13%
14	Wheat Ridge	28	95	123	77.24%	1.12%
15	Fort Collins	29	84	113	74.34%	1.03%
16	Northglenn	38	74	112	66.07%	1.02%
17	Arapahoe County	28	80	108	74.07%	0.98%
18	Commerce City	37	66	103	64.08%	0.94%
19	Boulder	23	77	100	77.00%	0.91%
20	Grand Junction	23	75	98	76.53%	0.89%
21	Pueblo County	45	40	85	47.06%	0.77%
21	Weld County	45	40	85	47.06%	0.77%
22	Littleton	15	69	84	82.14%	0.76%
23	Centennial	14	65	79	82.28%	0.72%
24	Mesa County	35	42	77	54.55%	0.70%
25	Longmont	23	48	71	67.61%	0.65%
26	Douglas County	24	41	65	63.08%	0.59%
27	Brighton	20	37	57	64.91%	0.52%
28	Federal Heights	8	45	53	84.91%	0.48%
29	Larimer County	22	29	51	56.86%	0.46%
30	Sheridan	13	35	48	72.92%	0.44%
31	Broomfield County	15	30	45	66.67%	0.41%
32	Loveland	14	30	44	68.18%	0.40%
33	Fountain	10	31	41	75.61%	0.37%
34	Glendale	7	32	39	82.05%	0.35%
35	Boulder County	23	15	38	39.47%	0.35%
36	Golden	10	19	29	65.52%	0.26%
37	Evans	11	16	27	59.26%	0.25%
38	Durango	9	15	24	62.50%	0.22%
39	Parker	7	16	23	69.57%	0.21%
40	Greenwood Village	1	21	22	95.45%	0.20%
41	Craig	7	14	21	66.67%	0.19%
41	Garfield County	14	7	21	33.33%	0.19%
41	La Plata County	10	11	21	52.38%	0.19%
41	Rifle	7	14	21	66.67%	0.19%
42	Edgewater	2	17	19	89.47%	0.17%

Rank	Reporting Agency	Active	Inactive	Total	% Inactive	% Total
43	Castle Rock	5	13	18	72.22%	0.16%
43	Montrose	10	8	18	44.44%	0.16%
44	Glenwood Springs	1	15	16	93.75%	0.15%
44	Montrose County	5	11	16	68.75%	0.15%
45	Cortez	5	10	15	66.67%	0.14%
45	Lone Tree	4	11	15	73.33%	0.14%
45	Sterling	8	7	15	46.67%	0.14%
46	Fremont County	4	10	14	71.43%	0.13%
47	Alamosa County	6	7	13	53.85%	0.12%
48	Firestone	4	8	12	66.67%	0.11%
49	Canon City	4	7	11	63.64%	0.10%
49	Delta County	7	4	11	36.36%	0.10%
49	Elbert County	7	4	11	36.36%	0.10%
49	Fort Morgan	2	9	11	81.82%	0.10%
49	Johnstown	4	7	11	63.64%	0.10%
49	Logan County	6	5	11	45.45%	0.10%
49	Steamboat Springs	2	9	11	81.82%	0.10%
50	Huerfano County	9	1	10	10.00%	0.09%
50	Lafayette	3	7	10	70.00%	0.09%
51	Delta	2	7	9	77.78%	0.08%
51	Manitou Springs	2	7	9	77.78%	0.08%
52	Breckenridge		8	8	100.00%	0.07%
52	Frederick	3	5	8	62.50%	0.07%
52	Las Animas County	6	2	8	25.00%	0.07%
52	Montezuma County	1	7	8	87.50%	0.07%
52	Monument	1	7	8	87.50%	0.07%
52	Park County	5	3	8	37.50%	0.07%
52	Routt County	4	4	8	50.00%	0.07%
53	Chaffee County		7	7	100.00%	0.06%
53	Clear Creek County	4	3	7	42.86%	0.06%
53	Fort Lupton	2	5	7	71.43%	0.06%
53	Mineral County		7	7	100.00%	0.06%
53	Woodland Park	4	3	7	42.86%	0.06%
54	Alamosa	1	5	6	83.33%	0.05%
54	Archuleta County	3	3	6	50.00%	0.05%
54	Carbondale		6	6	100.00%	0.05%
54	Fruita		6	6	100.00%	0.05%
54	Grand County	2	4	6	66.67%	0.05%
54	Kit Carson County	2	4	6	66.67%	0.05%
54	La Junta	1	5	6	83.33%	0.05%
54	Lincoln County	2	4	6	66.67%	0.05%
54	Otero County	2	4	6	66.67%	0.05%
54	Trinidad		6	6	100.00%	0.05%
55	Basalt		5	5	100.00%	0.05%
55	Black Hawk	1	4	5	80.00%	0.05%
55	Crowley County	1	4	5	80.00%	0.05%
55	Federal Protective Services	1	4	5	80.00%	0.05%
55	Idaho Springs		5	5	100.00%	0.05%

Rank	Reporting Agency	Active	Inactive	Total	% Inactive	% Total
55	Rocky Ford	4	1	5	20.00%	0.05%
55	Washington County		5	5	100.00%	0.05%
56	Aspen		4	4	100.00%	0.04%
56	Bayfield	3	1	4	25.00%	0.04%
56	Crested Butte	1	3	4	75.00%	0.04%
56	Eagle County	1	3	4	75.00%	0.04%
56	Gunnison		4	4	100.00%	0.04%
56	Lamar	3	1	4	25.00%	0.04%
56	Louisville		4	4	100.00%	0.04%
56	Pitkin County	1	3	4	75.00%	0.04%
56	Vail	2	2	4	50.00%	0.04%
57	Alamosa County	1	2	3	66.67%	0.03%
57	Ault	1	2	3	66.67%	0.03%
57	Berthoud		3	3	100.00%	0.03%
57	Brush		3	3	100.00%	0.03%
57	Burlington		3	3	100.00%	0.03%
57	Cherry Hills		3	3	100.00%	0.03%
57	Custer County	3		3	0.00%	0.03%
57	Erie		3	3	100.00%	0.03%
57	Gilpin County		3	3	100.00%	0.03%
57	Lochbuie	1	2	3	66.67%	0.03%
57	Ouray County	1	2	3	66.67%	0.03%
57	Saguache County	2	1	3	33.33%	0.03%
57	Summit County	1	2	3	66.67%	0.03%
58	Bent County	2		2	0.00%	0.02%
58	Central City	1	1	2	50.00%	0.02%
58	Conejos County		2	2	100.00%	0.02%
58	Cripple Creek	1	1	2	50.00%	0.02%
58	Eaton	1	1	2	50.00%	0.02%
58	La Salle		2	2	100.00%	0.02%
58	Meeker		2	2	100.00%	0.02%
58	Morgan County	1	1	2	50.00%	0.02%
58	Mountain View		2	2	100.00%	0.02%
58	Pagosa Springs	1	1	2	50.00%	0.02%
58	Parachute		2	2	100.00%	0.02%
58	Prowers County	2		2	0.00%	0.02%
58	Rangely		2	2	100.00%	0.02%
58	Sedgwick County		2	2	100.00%	0.02%
58	Silverthorne		2	2	100.00%	0.02%
58	Teller County	2		2	0.00%	0.02%
58	Walsenburg	1	1	2	50.00%	0.02%
58	Windsor	1	1	2	50.00%	0.02%
59	Avon	1		1	0.00%	0.01%
59	Baca County	1		1	0.00%	0.01%
59	Bow Mar	1		1	0.00%	0.01%
59	Buena Vista		1	1	100.00%	0.01%
59	Calhan		1	1	100.00%	0.01%
59	Cedaredge		1	1	100.00%	0.01%

Rank	Reporting Agency	Active	Inactive	Total	% Inactive	% Total
59	Dacano		1	1	100.00%	0.01%
59	Del Norte		1	1	100.00%	0.01%
59	Dillion		1	1	100.00%	0.01%
59	Eagle		1	1	100.00%	0.01%
59	Frisco		1	1	100.00%	0.01%
59	Georgetown		1	1	100.00%	0.01%
59	Gunnison County	1		1	0.00%	0.01%
59	Kremmling		1	1	100.00%	0.01%
59	Lake County		1	1	100.00%	0.01%
59	Lakeside		1	1	100.00%	0.01%
59	Las Animas		1	1	100.00%	0.01%
59	Limon		1	1	100.00%	0.01%
59	Littleton		1	1	100.00%	0.01%
59	Manassa		1	1	100.00%	0.01%
59	Moffat County		1	1	100.00%	0.01%
59	Morrison		1	1	100.00%	0.01%
59	New Castle		1	1	100.00%	0.01%
59	Olathe	1		1	0.00%	0.01%
59	Palisade	1		1	0.00%	0.01%
59	Paonia		1	1	100.00%	0.01%
59	Phillips County	1		1	0.00%	0.01%
59	Platteville		1	1	100.00%	0.01%
59	Rio Blanco County	1		1	0.00%	0.01%
59	San Juan County		1	1	100.00%	0.01%
59	San Miguel County	1		1	0.00%	0.01%
59	Silt		1	1	100.00%	0.01%
59	Southern Ute Tribal	1		1	0.00%	0.01%
59	Telluride		1	1	100.00%	0.01%
59	Timnath		1	1	100.00%	0.01%
59	Wray		1	1	100.00%	0.01%
	Grand Total	2970	8033	11003	73.01%	100.00%

Appendix B – Reporting Agency (Alphabetical Order)

Rank	Reporting Agency	Active	Inactive	Total	% Inactive	% Total
5	Adams County	127	270	397	68.0%	3.6%
54	Alamosa	1	5	6	83.3%	0.1%
57	Alamosa County	1	2	3	66.7%	0.0%
47	Alamosa County	6	7	13	53.8%	0.1%
17	Arapahoe County	28	80	108	74.1%	1.0%
54	Archuleta County	3	3	6	50.0%	0.1%
10	Arvada	48	136	184	73.9%	1.7%
56	Aspen		4	4	100.0%	0.0%
57	Ault	1	2	3	66.7%	0.0%
3	Aurora	165	601	766	78.5%	7.0%
59	Avon	1		1	0.0%	0.0%
59	Baca County	1		1	0.0%	0.0%
55	Basalt		5	5	100.0%	0.0%
56	Bayfield	3	1	4	25.0%	0.0%
58	Bent County	2		2	0.0%	0.0%
57	Berthoud		3	3	100.0%	0.0%
55	Black Hawk	1	4	5	80.0%	0.0%
19	Boulder	23	77	100	77.0%	0.9%
35	Boulder County	23	15	38	39.5%	0.3%
59	Bow Mar	1		1	0.0%	0.0%
52	Breckenridge		8	8	100.0%	0.1%
27	Brighton	20	37	57	64.9%	0.5%
31	Broomfield County	15	30	45	66.7%	0.4%
57	Brush		3	3	100.0%	0.0%
59	Buena Vista		1	1	100.0%	0.0%
57	Burlington		3	3	100.0%	0.0%
59	Calhan		1	1	100.0%	0.0%
49	Canon City	4	7	11	63.6%	0.1%
54	Carbondale		6	6	100.0%	0.1%
43	Castle Rock	5	13	18	72.2%	0.2%
59	Cedaredge		1	1	100.0%	0.0%
23	Centennial	14	65	79	82.3%	0.7%
58	Central City	1	1	2	50.0%	0.0%
53	Chaffee County		7	7	100.0%	0.1%
57	Cherry Hills		3	3	100.0%	0.0%
53	Clear Creek County	4	3	7	42.9%	0.1%
2	Colorado Springs	434	1215	1649	73.7%	15.0%
18	Commerce City	37	66	103	64.1%	0.9%
58	Conejos County		2	2	100.0%	0.0%
45	Cortez	5	10	15	66.7%	0.1%
41	Craig	7	14	21	66.7%	0.2%
56	Crested Butte	1	3	4	75.0%	0.0%
58	Cripple Creek	1	1	2	50.0%	0.0%
55	Crowley County	1	4	5	80.0%	0.0%
57	Custer County	3		3	0.0%	0.0%

Rank	Reporting Agency	Active	Inactive	Total	% Inactive	% Total
59	Dacano		1	1	100.0%	0.0%
59	Del Norte		1	1	100.0%	0.0%
51	Delta	2	7	9	77.8%	0.1%
49	Delta County	7	4	11	36.4%	0.1%
1	Denver	857	2577	3434	75.0%	31.2%
59	Dillion		1	1	100.0%	0.0%
26	Douglas County	24	41	65	63.1%	0.6%
38	Durango	9	15	24	62.5%	0.2%
59	Eagle		1	1	100.0%	0.0%
56	Eagle County	1	3	4	75.0%	0.0%
58	Eaton	1	1	2	50.0%	0.0%
42	Edgewater	2	17	19	89.5%	0.2%
9	El Paso County	63	130	193	67.4%	1.8%
49	Elbert County	7	4	11	36.4%	0.1%
11	Englewood	37	141	178	79.2%	1.6%
57	Erie		3	3	100.0%	0.0%
37	Evans	11	16	27	59.3%	0.2%
28	Federal Heights	8	45	53	84.9%	0.5%
55	Federal Protective Services	1	4	5	80.0%	0.0%
48	Firestone	4	8	12	66.7%	0.1%
15	Fort Collins	29	84	113	74.3%	1.0%
53	Fort Lupton	2	5	7	71.4%	0.1%
49	Fort Morgan	2	9	11	81.8%	0.1%
33	Fountain	10	31	41	75.6%	0.4%
52	Frederick	3	5	8	62.5%	0.1%
46	Fremont County	4	10	14	71.4%	0.1%
59	Frisco		1	1	100.0%	0.0%
54	Fruita		6	6	100.0%	0.1%
41	Garfield County	14	7	21	33.3%	0.2%
59	Georgetown		1	1	100.0%	0.0%
57	Gilpin County		3	3	100.0%	0.0%
34	Glendale	7	32	39	82.1%	0.4%
44	Glenwood Springs	1	15	16	93.8%	0.1%
36	Golden	10	19	29	65.5%	0.3%
54	Grand County	2	4	6	66.7%	0.1%
20	Grand Junction	23	75	98	76.5%	0.9%
13	Greeley	28	96	124	77.4%	1.1%
40	Greenwood Village	1	21	22	95.5%	0.2%
56	Gunnison		4	4	100.0%	0.0%
59	Gunnison County	1		1	0.0%	0.0%
50	Huerfano County	9	1	10	10.0%	0.1%
55	Idaho Springs		5	5	100.0%	0.0%
12	Jefferson County	33	95	128	74.2%	1.2%
49	Johnstown	4	7	11	63.6%	0.1%
54	Kit Carson County	2	4	6	66.7%	0.1%
59	Kremmling		1	1	100.0%	0.0%
54	La Junta	1	5	6	83.3%	0.1%
41	La Plata County	10	11	21	52.4%	0.2%

Rank	Reporting Agency	Active	Inactive	Total	% Inactive	% Total
58	La Salle		2	2	100.0%	0.0%
50	Lafayette	3	7	10	70.0%	0.1%
59	Lake County		1	1	100.0%	0.0%
59	Lakeside		1	1	100.0%	0.0%
4	Lakewood	96	384	480	80.0%	4.4%
56	Lamar	3	1	4	25.0%	0.0%
29	Larimer County	22	29	51	56.9%	0.5%
59	Las Animas		1	1	100.0%	0.0%
52	Las Animas County	6	2	8	25.0%	0.1%
59	Limon		1	1	100.0%	0.0%
54	Lincoln County	2	4	6	66.7%	0.1%
59	Littleton		1	1	100.0%	0.0%
22	Littleton	15	69	84	82.1%	0.8%
57	Lochbuie	1	2	3	66.7%	0.0%
49	Logan County	6	5	11	45.5%	0.1%
45	Lone Tree	4	11	15	73.3%	0.1%
25	Longmont	23	48	71	67.6%	0.6%
56	Louisville		4	4	100.0%	0.0%
32	Loveland	14	30	44	68.2%	0.4%
59	Manassa		1	1	100.0%	0.0%
51	Manitou Springs	2	7	9	77.8%	0.1%
58	Meeker		2	2	100.0%	0.0%
24	Mesa County	35	42	77	54.5%	0.7%
53	Mineral County		7	7	100.0%	0.1%
59	Moffat County		1	1	100.0%	0.0%
52	Montezuma County	1	7	8	87.5%	0.1%
43	Montrose	10	8	18	44.4%	0.2%
44	Montrose County	5	11	16	68.8%	0.1%
52	Monument	1	7	8	87.5%	0.1%
58	Morgan County	1	1	2	50.0%	0.0%
59	Morrison		1	1	100.0%	0.0%
58	Mountain View		2	2	100.0%	0.0%
59	New Castle		1	1	100.0%	0.0%
16	Northglenn	38	74	112	66.1%	1.0%
59	Olathe	1		1	0.0%	0.0%
54	Otero County	2	4	6	66.7%	0.1%
57	Ouray County	1	2	3	66.7%	0.0%
58	Pagosa Springs	1	1	2	50.0%	0.0%
59	Palisade	1		1	0.0%	0.0%
59	Paonia		1	1	100.0%	0.0%
58	Parachute		2	2	100.0%	0.0%
52	Park County	5	3	8	37.5%	0.1%
39	Parker	7	16	23	69.6%	0.2%
59	Phillips County	1		1	0.0%	0.0%
56	Pitkin County	1	3	4	75.0%	0.0%
59	Platteville		1	1	100.0%	0.0%
58	Prowers County	2		2	0.0%	0.0%
6	Pueblo	127	259	386	67.1%	3.5%

Rank	Reporting Agency	Active	Inactive	Total	% Inactive	% Total
21	Pueblo County	45	40	85	47.1%	0.8%
58	Rangely		2	2	100.0%	0.0%
41	Rifle	7	14	21	66.7%	0.2%
59	Rio Blanco County	1		1	0.0%	0.0%
55	Rocky Ford	4	1	5	20.0%	0.0%
52	Routt County	4	4	8	50.0%	0.1%
57	Saguache County	2	1	3	33.3%	0.0%
59	San Juan County		1	1	100.0%	0.0%
59	San Miguel County	1		1	0.0%	0.0%
58	Sedgwick County		2	2	100.0%	0.0%
30	Sheridan	13	35	48	72.9%	0.4%
59	Silt		1	1	100.0%	0.0%
58	Silverthorne		2	2	100.0%	0.0%
59	Southern Ute Tribal	1		1	0.0%	0.0%
49	Steamboat Springs	2	9	11	81.8%	0.1%
45	Sterling	8	7	15	46.7%	0.1%
57	Summit County	1	2	3	66.7%	0.0%
58	Teller County	2		2	0.0%	0.0%
59	Telluride		1	1	100.0%	0.0%
7	Thornton	59	220	279	78.9%	2.5%
59	Timnath		1	1	100.0%	0.0%
54	Trinidad		6	6	100.0%	0.1%
56	Vail	2	2	4	50.0%	0.0%
58	Walsenburg	1	1	2	50.0%	0.0%
55	Washington County		5	5	100.0%	0.0%
21	Weld County	45	40	85	47.1%	0.8%
8	Westminster	85	173	258	67.1%	2.3%
14	Wheat Ridge	28	95	123	77.2%	1.1%
58	Windsor	1	1	2	50.0%	0.0%
53	Woodland Park	4	3	7	42.9%	0.1%
59	Wray		1	1	100.0%	0.0%
	Grand Total	2970	8033	11003	73.0%	100.0%

Appendix C - Data Origination

A tremendous amount of effort has been undertaken to provide qualitative results for this Annual Report. The process of data acquisition has originated with entries of stolen vehicles as reported by local law enforcement entities into the Colorado Criminal Information System (CCIC). The data entries were provided by a variety of means, where some of the entries were made digitally by transference of police reporting systems integrated into the CCIC database, where others were manually entered by records management personnel, communication operators and others law enforcement personnel.

Reporting Delays

The CCIC database, obtained from the Colorado Bureau of Investigations, does not account for vehicles which were not reported to/by Colorado law enforcement. It is reasonable to believe there have been stolen vehicles unreported in CCIC due to the victim not reporting, delaying the report, and/or those agencies which did not report prior to December 31, 2012 due to report processing delays.

Reporting Anomalies

The data was captured every day for the past twelve months and accumulated for a daily reporting period, ending at 2:00 AM. Entries not included in this report are auto theft incidences where a vehicle was stolen and recovered within one reporting period (0200 hours to 0200 hours). This report is based upon the entries of reported stolen vehicles from NCIC/CCIC during the time period of January 01 through December 31, 2012.

Accuracy of CCIC Database Captures

As with any database, there are strengths and weaknesses as to the viability, content, validation and accuracy. ATICC has questioned the accuracy of the CCIC Database captures, specifically, as to how many other stolen vehicle events occur that are not retrieved from CCIC because of the reporting period, methodologies and standards of reporting.

As a comparison, the National Incident Based Reporting System (NIBRS) was queried for 2012 stolen vehicles in Colorado to contrast the CCIC Database captures. ATTIC recognizes the source of NIBRS derives from local record management systems, whereby a police report captures information on a stolen vehicle and/or its recovery. In some cases, NIBRS may include stolen vehicle events that are not reported to CCIC. Examples of discrepancies in the reporting standards and methodologies with NIBRS are "police reports of stolen vehicles" that would not muster validation for NCIC/CCIC stolen vehicle entries and vehicle recoveries conducted prior reporting the stolen vehicle event into CCIC. CCIC has established criteria and standards for entry on a stolen and/or a recovered vehicle event(s) that vary from those used by NIBRS. For example, the primary intention for vehicles entered into NCIC/CCIC is to "alarm" law enforcement in the case a stolen vehicle is interdicted or otherwise contacted during law enforcement activities. As such, many agencies will not enter NCIC/CCIC stolen vehicles if the vehicle has been discovered (recovered) before a stolen vehicle entry (e.g., a police investigation discovers a vehicle involved in a criminal event and contacts the owner who was unaware the vehicle was stolen). In other cases, NIBRS relies upon the interpretation of records management operators to properly classify a stolen vehicle event for capture in the NIBRS data as a stolen vehicle incident (e.g., a stolen vehicle was used in a series of other hiarchial criminal events). Lastly, NIBRS is an agency based reporting system whereby many agencies have difficulty in tracking the stolen vehicle recovery events outside their own agency.

In some cases, comparing the two databases is like comparing apples to oranges, as the reporting standards between NIBRS and CCIC are not identical, nor is the reporting methodology. Arguments can be made as to which database is more accurate and complete. ATICC is convinced that both databases are accurate and reliable, but the user should be cautious on how the stolen vehicles are reported within each database system.

Many law agencies in Colorado utilize their local records management system to report on the experience of auto theft within their jurisdiction. Oftentimes, these reports are focused on administrative, strategic and/or tactical outcomes. It is anticipated there will be variances when comparing the local agency reports with the findings in this report.   These variances are likely attributed to and influenced by the aforementioned anomalies, methodologies and reporting standards.   Again, ATICC believes there is accuracy in the local law enforcement records management system, and therefore intends this report should not be used to contradict local analysis of auto theft.

Comparison of 2012 NIBRS and CCIC Database Captures

In 2012, NIBRS reported a total of 10,874 stolen vehicle reports with 7,531 recoveries. In the same period, CCIC captured a total of 11,003 stolen vehicle reports with 8,033 recoveries. There appears to be a 1.2% difference of overall reporting between NIBRS and CCIC. This difference lends credence to both reporting systems for use of analytical efforts. There appears to be a 6.2% difference between the CCIC and NIBRS recoveries. Again, this difference lends credence to both reporting systems for use of analytical efforts. In summary, the variance between NIBRS and CCIC gives credence to the CCIC database as a reasonable and valid source for information and analytical purposes.
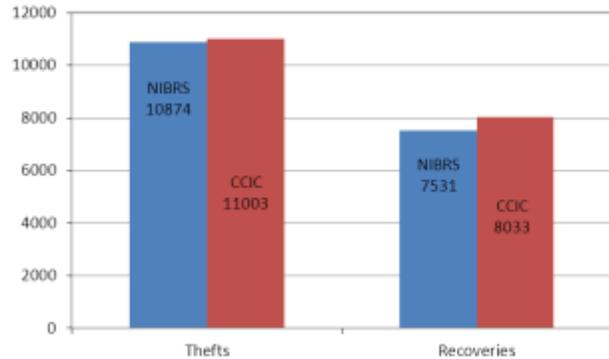
Appendix D – Data Validation Processes

Process 1: Acquiring a Dataset for All Vehicle Thefts from 01/01/2012 through 08/31/2012. During the first eight months of 2012, ATICC relied on acquiring a batch file from CCIC, accumulated at 2:00 AM every day. This batch file was then unioned and merged into a large file for the 244 day period, where each daily batch file was marked with the date of the file to capture any removals and new entries made from the previous day. Each daily file averaged a little more than 35,200 records, and the entire accumulated batch file included over 8,588,800 records. After accumulating each daily record into an 8 month period, the file was then deduplicated.

Process 2: Identification of Stolen Vehicles within the CCIC Record Type. The Entered Vehicle file received from CCIC includes record types of entered vehicles to include: attempt to locate (ATL), car jacked (JAC), felony (FEL), hazardous (HAZ), impounded (IMP), private tows (PVT), pawned (PWN), repossession (REP), stolen vehicles (STL), and tagged vehicles (TAG). These record types were then filtered to include only stolen vehicle events, e.g., car jacked, felony and stolen vehicles.

Process 3: Acquiring a Dataset for All Vehicle Thefts from 07/16/2012 through 12/31/2012. The dataset from 07/17/2012 through 12/31/2012 was automatically deduplicated and unioned by the improvements with implementation of the ATICC Database Repository.

Process 4: Merging and Deduplication for 2012 Dataset. The Dataset for 01/01/2012 through 08/31/2012 was merged and deduplicated with the Dataset for 07/16/2012 through 12/31/2012. This provided a singular dataset to work with in acquiring analysis of auto theft during the 2012 year. The deduplication, merge and union process utilized the primary data key of the CCIC number, which is unique to each CCIC stolen vehicle entry.

Process 5: Identifying Stolen Vehicles in the 2012 Dataset. The above processes identified a total of 65,713 Entered Vehicles from the CCIC entered vehicle file. Of these records, 31% were identified as being stolen vehicle records. The remaining 69% were non-stolen vehicle records and were discarded for analytical use in this report.
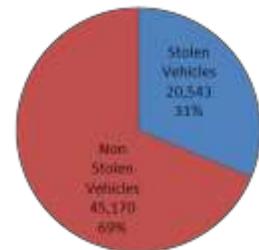
Process 6: Identification of Removed and Newly Entered Vehicles. During the de-duplication procedure concerns arose regarding removed vehicles. Records that were removed during the 01/01/2012 through 08/31/2012 dataset were not identified as to why the stolen vehicle was inactive from CCIC. ATICC did not have the technological advantage to receive the appropriate message keys as to the purpose of the inactivation, e.g., cancellation, locate or clear (recovery). Briefly stated, removals from the CCIC database occur from three messages conducted by CCIC authorized users from the Originating Agency who performed the initial entry. These three CCIC message keys are a "clear", "locate" and "delete" of the record. The "clear" (CV) and "locate" (LV) message is performed when a vehicle has been located and is subsequently removed from the CCIC/NCIC database. Accordingly, a "clear" is supposed to be performed by the agency that entered the vehicle and then subsequently recovered it. The "locate" is supposed to be performed when an agency, other than the one who originally entered the vehicle into CCIC, has located the vehicle. The "delete" (XV) record is supposed to be performed when an agency discovers the vehicle was not stolen, yet was originally recorded into CCIC as stolen, and thus needs to be deleted.

Current data processes within the CCIC database treat the CV, LV and XV message the same: the file is completely deleted and removed from the CCIC stolen vehicle file. In short, ATICC could identify there were stolen vehicle records that were inactivated from the date of entry to the date of removal, but the purpose for inactivation is not known. This caused a data concern when considering "recoveries" and the recovery rate within the analysis. As a key point, the records which were inactivated from 01/01/2012 through 12/31/2012 were marked "inactive" along with the date of being "unknown."

This concern has been remedied as the ATICC Database Repository, implemented on 07/16/2012, began to archive and record all stolen vehicle message keys which enable the ability to identify not only when a vehicle was stolen, but when it was recovered (cleared or located) or cancelled.

When reviewing the ATICC Database Repository records for the purpose of removal from CCIC, another concern was observed: CCIC Users inappropriately utilize the XV (Cancellation) message key in lieu of the CV (Clear) or LV (Locate). This cause's additional analytical concern as each XV message key had to be examined as to whether or not the vehicle was truly cancelled or recovered. The process of using a Cancel message key should invoke cases where a previously stolen vehicle entry was discovered not to have been stolen (e.g., joyriding, mistaken vehicle identity, etc.). However, based on law enforcement experience of ATICC personnel, the comparative records of "true" XV messages affecting the overall analysis are minimal. In other words, ATICC believes a vast majority of the identified cancellations were a result of stolen vehicles being recovered. In accordance with NCIC policy and law enforcement practice, an official police report of a stolen vehicle must be made prior to the CCIC entry.

The result of the aforementioned is that ATICC treated the message keys of "inactive", "cancel", "clear", and "locate" as inactivity in the stolen vehicle database, thus inferring each message key was a recovery.

Process 7: Identifying Re-Entered Entries. As discussed in last year's Annual Report, several law enforcement agencies have engaged in a practice to re-enter a stolen vehicle in CCIC/NCIC in order to maintain an alert on the

vehicle in the event the vehicle is checked through the system. For a detailed discussion on this process, its implications and efficiency please see Appendix E. In order to maintain qualitative standards for analysis, ATICC reviewed 20,543 stolen vehicle records for screening re-entries. This screening involved searching the miscellaneous field for key words and notations, the stolen vehicle case number indicating re-entry from previous purging, the date of theft being more than five (5) years prior, the date of entry contrasted with the date of theft, and date last updated contrasted with the date of theft and date of entry. As a result, ATICC identified 2,417 entries as being re-entries from previously purges within the 2012 year. This accounted for 12% of the stolen vehicle database.
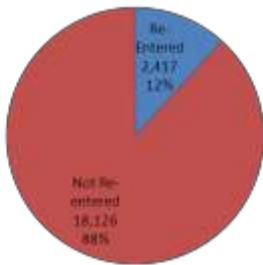
Process 8: Identifying 2012 Entries. When a vehicle is entered into NCIC/CCIC, the database assigns each record a date of entry, date of theft and date of cancellation, clear and/or locate. The database was screened for all records to reveal those entries made in the 2012 year, which resulted in a total of 11,003 stolen vehicle records.
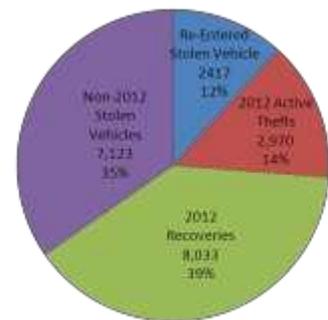
Process 9: Date of Theft Verification. Each entry was reviewed and examined for verification of validity. Upon initial review of all captured CCIC entries during this year, each vehicle entry was examined for qualitative support. Each vehicle entry includes a "Date of Theft" which is manually entered by the CCIC authorized user and, due to human nature, errors are expected. To ensure consistency in affirming the Date of Theft, each of the

entries were examined and modifications were made for entries that did not support the entered date of theft. This examination involved review of each vehicle file and looking for obvious errors. Errors were discovered in review of the date of theft field, where: Entries of 1912 year was mis-typed; the "case number" origination was inconsistent (normally beginning with 2012 or 12), and; Entries made in the miscellaneous field that noted the entry was a re-entry from CCIC/NCIC purging.[3] Once this stage was complete, the CCIC database identified vehicle

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[3] See discussion on 2012 Entries With Theft Dates of Prior Years

entries from January 01, 2012 through December 31, 2012. In summary, the verification process found that of the 13,420 events entered into CCIC in 2012: a) 2,417 vehicles were entered in 2012 but were stolen before 2012, and, b) 11,003 vehicles were entered and reported stolen during 2011. The above figure illustrates the breakdown of vehicles in the CCIC Stolen Vehicle Database.

Process 10: Populating the Dataset with Key Indexing Charts. After each of the validated 11,003 stolen vehicle events occurring in 2012 were verified, the records were populated from codes to common language terminology. In order to save data space, the CCIC Code Manual is used to codify each field of entry for transmission and storage. These codes are in compliance with the NCIC 2000 Code Manual. ATICC has developed key indexing charts and tables to populate the codes into common terminology for ease of analysis and import to reporting products. The use of these key indexing charts automated the codes into common terminology (i.e., HON as Honda, ORI #XXXXXXXX as Denver PD, date of 20110101 to be 01/01/2011, etc.). In addition, ATICC uses key indexing charts to populate the corresponding geographical areas that are included in this report (e.g., State Areas, CATPA Task Force Areas, county assignments based on the reporting agency, etc.).   As part of using the key indexing charts, many fields of the database underwent cleaning and scrubbing to ensure normalization of key words and terms (e.g., Denver PD vs. Denver vs. Denver City vs. Den vs. Denver CO vs. Denver, CO vs. Denver, Colorado vs. Denver Colorado, etc.).

Process 11: Cleaning the Dataset with Investigatory Tools.   Current CCIC policies do have mandates for a stolen vehicle file to be accepted into the CCIC database, where limited primary fields of information are required. These primary fields of information include, but all are not necessarily required: the date of theft, case number, originating agency identifier number, vehicle make, and vehicle identifier (license plate, vehicle identification number, owner applied number or production number).   Unfortunately, for analytical purposes, other key information is not required for entry by the CCIC authorized user. Examples include the vehicle model and style. To add further challenges to cleaning the dataset, when key analytical data is entered, it is oftentimes inaccurate due to a lack of data standardization. For example, when the style of the vehicle is entered, it is oftentimes incorrect as the style field does not match the vehicle make and model (i.e., pickups may be entered as passenger cars; SUVs as pickups; scooters as motorcycles, etc.). Several investigatory tools were used to discover the non-mandatory blank or otherwise incorrectly entered fields of information. These tools included: VinLink®, TLO®, Clear®, Open Fox® and ISO Claims®. In summary, there were 11,003 entries in CCIC in 2012.

The most significant value added to the data analysis was information obtained from VinLink®. This tool provided 47 various identifiers for each vehicle possessing a valid VIN entry in the database. In addition, VinLink® further provided data normalization for 92% of all vehicles used in the database. During the data normalization, it was found that 78% of vehicle entries needed correction (as they were entered incorrectly or left blank) as to the year, make, model and style.

The Colorado State Patrol and the Colorado Auto Theft Prevention Authority have recognized the challenges, limitations and hindrances to compiling this report.   To alleviate these concerns, efforts have been initiated for resolution by working with the Colorado Bureau of Investigations and the Governor's Office of Information Technology. These efforts include the development and implementation of requiring the location of theft and recovery on all stolen vehicle entries into CCIC as of 07/17/2012. To further resolve data gaps, an ATICC Supplemental record was made available for agencies to submit along with stolen vehicle records to CCIC. Unfortunately, many fields of information in the ATICC Supplemental have not been used or completed by agencies. In review of records submitted from 07/17/2012 through 12/31/2012, only 2% had any use.

Analytical Note

Based on the above notations, it is obvious the database used to compile this report has limitations and justifies the direction that ATICC is moving in acquiring completion of the ATICC Supplemental. The ATICC Supplemental provides the ability to analyze additional information involving the vehicle theft event and it's recovery, such as the number of suspects, their location, how a vehicle was stolen (e.g., puffing, forcible entry, etc.), the condition of a vehicle upon recovery, and any associated crimes involving the particular vehicle theft and it's recovery. Unfortunately, ATICC is unable to provide analysis of these issues as few agencies have used the ATICC Supplemental within the CCIC stolen vehicle file upon the report of theft and/or the vehicle recovery event.

ATICC recommends CCIC users discontinue the practice of re-entry of previously purged vehicles within CCIC. It seems some agencies have practiced re-entry of purged vehicles to maintain the "active" status upon a CCIC query. However, CCIC users need to be advised that a new query through the ATICC Database Repository (QATS) can be conducted to discover a historical file on the vehicle, thus determining the vehicle has an active stolen status more than five (5) years prior. In addition, investigators and CCIC users can access NICB records to identify the status of purged thefts. The continual use of re-entering purged vehicles in CCIC creates tremendous difficulty for ATICC and other analysts using the CCIC stolen vehicle file.

With regards to the accuracy and reliability of the CCIC data used in this report: 1) There is no other uniform statewide reporting system for auto theft other than CCIC stolen vehicle file, 2) The CCIC entries do provide a fundamental portrayal of the incidence of auto theft, 3) There is established criteria and validation of entries made into the CCIC stolen vehicle file, whereby individual law enforcement records management systems do not have (e.g., CopLink), and 4) As the reader purviews the documents, it is recommended to keep in mind the actual numbers are likely higher than portrayed, but this report provides a fingerprint towards the actual true picture of auto theft experienced in the State.

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Appendix E – {Left Blank}

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Appendix F - When vehicles are recovered

The ATICC Database Repository initiated collection of stolen vehicle records, including the date of theft

Recovery Days
(From Date of Theft to Date of Recovery)
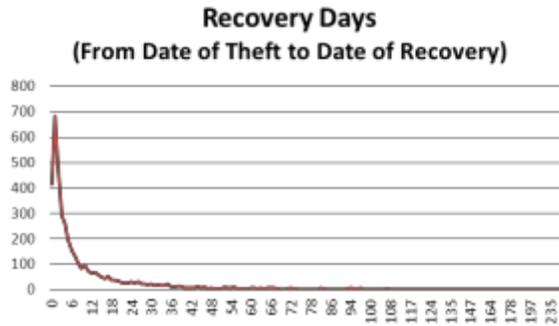
and the date of recovery, cancellation and/or clear as of 07/17/2012. During 2012, there were a total of 4, 199 vehicles identified as being recovered with a date of theft and a date of recovery. Although this is 52% of all known recoveries during the year, this provides an adequate sample for review. Based on these recoveries, there was an average of 14 day transpiration from the date of theft to when the vehicle was recovered. As can be seen in the chart, a large volume of vehicle thefts are recovered within the two week period, however, the 85th percentile was 26 days from theft to recovery. In essence, this illustrates the importance for law enforcement to continue its efforts in recovery events as soon as possible upon theft notification/report.

Days	Thefts		Days	Thefts		Days	Thefts		Days	Thefts		Days	Thefts
0	415		32	19		64	2		100	1		154	1
1	684		33	16		65	8		101	3		156	2
2	481		34	18		66	7		102	1		158	1
3	289		35	22		67	9		104	3		162	2
4	259		36	10		68	4		106	2		164	1
5	196		37	12		69	2		107	4		165	1
6	154		38	14		70	3		108	1		166	1
7	132		39	15		71	5		110	1		168	2
8	106		40	8		72	9		111	1		170	1
9	84		41	9		73	4		112	3		177	1
10	96		42	8		74	3		114	2		178	1
11	76		43	9		75	3		116	2		179	1
12	64		44	13		76	2		117	2		189	1
13	68		45	7		77	3		118	3		192	1
14	60		46	10		78	2		119	1		193	2
15	49		47	5		79	2		120	2		196	1
16	44		48	9		81	1		121	1		197	1
17	53		49	6		82	7		122	1		200	1
18	39		50	5		83	5		124	1		209	1
19	37		51	2		84	2		125	1		221	1
20	34		52	12		86	1		128	1		223	1
21	29		53	7		88	3		129	1		230	1
22	27		54	9		89	3		131	1		235	1
23	27		55	10		90	1		133	2		251	1
24	31		56	6		91	3		135	1		252	1
25	25		57	5		92	4		136	1		260	1
26	31		58	5		94	7		141	1		Total	4199
27	22		59	3		95	5		142	1			
28	22		60	9		96	4		143	1			
29	19		61	7		97	7		146	1			
30	24		62	4		98	2		147	3			
31	16		63	7		99	1		153	1			

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Appendix G: Auto Thefts & Recoveries Locations – Alphabetical Order (NIBRS)

Using NIBRS data, the following locations were identified as the location of theft and recoveries. Any NIBRS location not included in this list was removed because it was not reported to be involved in the theft or recovery of a stolen vehicle.

Location Type	Thefts	Recoveries	Recovery Rate
All Location Types	10,874	7,531	69.26%
Abandoned/Condemned Structure	3	1	33.33%
Air/Bus/Train Terminal	25	21	84.00%
Arena/Stadium/Fairgrounds/Coliseum	1	1	100.00%
Auto Dealership New/Used	70	36	51.43%
Bank/Savings and Loan	3	1	33.33%
Bar/Night Club	43	29	67.44%
Camp/Campground	2	2	100.00%
Church/Synagogue/Temple	11	5	45.45%
Commercial/Office Building	96	61	63.54%
Construction Site	23	6	26.09%
Convenience Store	48	34	70.83%
Daycare Facility	1	1	100.00%
Department/Discount Store	26	18	69.23%
Drug Store/Doctor's Office/Hospital	11	7	63.64%
Farm Facility	1		0.00%
Field/Woods	60	15	25.00%
Gambling Facility/Casino/Race Track	1		0.00%
Government/Public Building	12	10	83.33%
Grocery/Supermarket	12	8	66.67%
Highway/Road/Alley/Street	2,629	2,083	79.23%
Hotel/Motel	119	85	71.43%
Industrial Site	20	12	60.00%
Jail/Prison/Penitentiary	1	1	100.00%
Lake/Waterway	2	2	100.00%
Liquor Store	4	3	75.00%
Other/Unknown	246	148	60.16%
Park/Playground	16	14	87.50%
Parking Lot/Garage	3,866	2,595	67.12%
Rental Storage Facility	29	13	44.83%
Residence/Home/Apartment/Condominium/Nursing Home	3,277	2,189	66.80%
Restaurant/Cafeteria	24	18	75.00%
School/College/University	26	12	46.15%
School–College/University	17	8	47.06%
School–Elementary/Secondary	4	2	50.00%
Service/Gas Station	58	38	65.52%
Shelter–Mission/Homeless	1		0.00%
Shopping Mall	4	2	50.00%
Specialty Store	82	50	60.98%

Analytical Comment
Based on information from NIBRS, the highest incidence of auto theft occurs in parking lots, garages, highways, streets and residences. Concurrently, the highest number of recoveries also occurs in these locations. One of the concerns with the NIBRS location, pertaining to auto theft, is the inconsistency of entries as some agencies do not use the other location types as identifiers.   For example, if a vehicle is stolen from a liquor store parking lot, some data clerks will enter "parking lot" where others will enter "liquor store" as the location. However, if these categories are considered, then law enforcement efforts should be focused on parking lots, streets and residential areas for theft and recovery intervention efforts.

Appendix H: ATICC Overview

ATICC is the Colorado Auto Theft Intelligence Coordination Center, which is a unit of Colorado State Patrol in the Colorado Department of Public Safety. ATICC was created through grant funding assistance to the Colorado State Patrol by the Colorado Auto Theft Prevention Authority (CATPA).

ATICC is tasked with the mission to reduce the criminal event of vehicle theft in the State of Colorado by enhancing law enforcement capabilities in providing timely, viable and reliable intelligence through partnership, collaboration and cooperation. The State of Colorado has experienced a high incidence of auto theft where law enforcement efforts of prioritization, reporting, investigation and recovery have been decentralized with minimal information sharing to cause a concerted effort in the overall crime rate pertaining to auto theft. In working toward the mission to reduce auto thefts, ATICC is providing this report to inform, educate and provide law enforcement with the overall experience of auto thefts from January 01, 2012 to December 31, 2012.

The Auto Theft Intelligence Coordination Center (ATICC) was created to support Law Enforcement Agencies across the state of Colorado by collecting, analyzing and disseminating auto theft related intelligence. Our top priority of 2012 was to create a system for the collection of auto theft data. The first part of the program was to perform an intelligence gap analysis on the collection of data. The second part of the program was to contact stakeholders in auto theft. These stakeholders include; large Front Range law enforcement agencies, smaller rural law enforcement agencies and auto insurance companies. A program was initiated to create and implement a technology solution that would not financially impact the individual law enforcement agencies. ATICC staff travelled to different stakeholders to offer education and collect feedback. ATICC later proposed a formal change to the Colorado Crime Information Computer System (CCIC). The proposal went through a two stage approval process and was accepted with modifications in November of 2011. During the past year, ATICC has worked in partnership with the Governor's Office of Information Technology, Colorado Bureau of Investigations and their associated vendors, to implement technology solutions to capture and create a database repository of all reported auto thefts to the CCIC stolen vehicle file. This technology solution involved the creation of a statewide database for auto theft, called the ATICC Database Repository. The ATICC Database Repository was built with a web service to and from the CCIC stolen vehicle file whereby entries are replicated and otherwise transferred to the ATICC Database Repository. The unique effort undertaken by ATICC was capturing the location of theft and recovery through the CCIC stolen vehicle system and archiving all stolen vehicle records from the time of entry, modification, and clear/locate/cancellation messages. Another unique feature implemented was the ability of CCIC users to conduct a query of the ATICC Database through the CCIC Open Fox system through use of a QATS. This query ability allows CCIC users to view entries, whether achieved or active, in the ATICC Database Repository. Prior to this effort, stolen vehicles which were recovered or cancelled were not able to viewed as the records were simply deleted in the CCIC system, causing many investigators and analysts to rely upon other sources for discovery of the information (e.g., NICB, local records management systems, etc.). ATICC further developed additional features to capture stolen and recovered vehicle event records by implementing an ATICC Supplemental, which allows capture of other associated crimes, suspects, crime mode, and related case information. The ATICC Supplemental was incorporated into the CCIC system for direct use by CCIC users, which ATICC gained CBI authorization for investigators and field officers to update the ATICC Supplemental (as much of the information may not be known at the time of theft or by the records management personnel).

The ATICC created six major categories of reports which are produced and disseminated to various target audiences. The ATICC implemented an online request process to add users to each of the six mailing lists. The online request includes the acceptance of a non-disclosure agreement and tracks a special number to verify employees of law enforcement agencies. The ATICC attempts to deliver most products to at least one contact at each stakeholder who in turns distributes the product across the agency. The distribution list includes agencies across Colorado, in surrounding states, along the US/Mexico border and even goes to Interpol.

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1. **Hot Sheets.** These products are law enforcement sensitive. Prior to this effort there were no hot sheets produced with a statewide view. The hot sheet consists of a list and description of vehicles and license plates stolen in a weekly or daily period. The hot sheet went through several enhancements at the requests of the stakeholders. The latest version offers a click map to allow a reader to zoom in on vehicles stolen in a geographic area. Tabs allow the option to sort by a number of different categories.
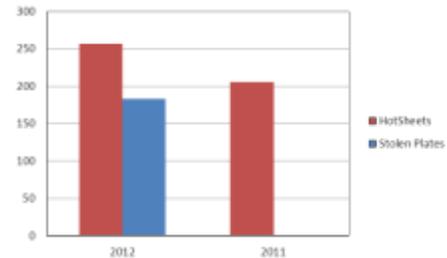
2. **Bulletins.** These products are law enforcement sensitive. These bulletins include Information Bulletins, Intelligence Bulletins, Requests for Information, Be On the Look Out and Auto Theft Parolees. These bulletins are targeted to a law enforcement audience and contain information of value regarding auto theft and related crimes.

Bulletins	2012	2011
Information Bulletin	3	7
Intel bulletin	8	5
Request for Information	148	8
Response to Request)	356	137
Be On the Look Out	20	11
Parole Geospatial Analysis	5	0
Total	540	168

3. **Response to Request.** These products are law enforcement restricted. This is the most important product the ATICC produces. A stakeholder agency requests that the ATICC perform research on the data we have collected or databases that we have access to. A simple request might include researching how many 2001-2005 VW Passat vehicles were stolen in the Denver Metro area during the month of October. A more typical request would be that a suspect has been identified and an arrest is being planned. The investigating agency requests a "law enforcement workup" on the suspect. The workup includes known associates; know addresses, criminal history, current vehicles and property owned. This could include reaching out to a neighboring state to collaborate with them prior to initiating an arrest or a search warrant. More labor intensive requests include case support for auto theft jury trials. This case support could involve 60 hours of work for one request. The most time consuming analytical requests involve up to 100 hours of analytical work for a pattern (series) crime. Please note that law enforcement restricted products require authorization credentialing.
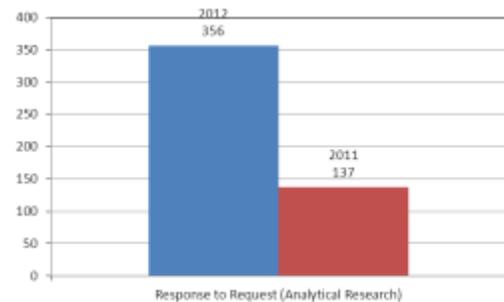
4. **Analytical Reports and Collaboration Efforts.** ATICC attended 39 meetings in 2012 with key partners in auto theft reduction efforts, including the Colorado Auto Theft Investigators, Colorado Association of Robbery Investigators, International Association of Law Enforcement Intelligence Analysts, International Association of Crime Analysts, and others. In addition, ATICC hosted 24 meetings with key partners and information technology personnel for collaboration and improvement efforts.

Interested parties desiring to receive the products via email may enroll by logging into:
https://www.surveymonkey.com/s/ATICC_Sign_Up

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