Arizona Criminal Justice Commission

Statistical Analysis Center Publication

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Arizona Auto Theft Study

May

2004

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ACKNOWLEDGEMENTS

The Arizona Criminal Justice Commission's Statistical Analysis Center would like to thank all those who contributed to this report.

Special Thanks To:

Lynn Allmann, Department of Public Safety

Ric Athey, Motor Vehicle Division

Joe Brosius, Tempe Police Department

Joyce Dehnert, Department of Public Safety

Mitch Halfpenny, Maricopa County Juvenile Probation Department

Bryan Hill, Glendale Police Department

Don Ijames, Tucson Police Department

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Brian Salata, Pinal County Attorney's Office

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EXECUTIVE SUMMARY

In 2002, Arizona had the highest motor vehicle theft rate in the United States, with the vast majority of these thefts occurring in Maricopa and Pima Counties. According to the Arizona Automobile Theft Authority (AATA), "a vehicle theft occurs every 9 minutes and 16 seconds" in Arizona, causing an estimated economic loss of $377,268,513 to residents of Arizona in 2002 alone. Preliminary data for Arizona in 2003 is positive and reflects a slight decrease in stolen vehicles. However, the decrease will more than likely not be large enough to remove Arizona from its number one ranking among states for motor vehicle theft. Analyzing data from a variety of sources has proved promising, yet it confirms the need for greater interagency cooperation, effective motor vehicle theft programs, and additional research.

Motor vehicle theft, while often characterized simply as a property crime, is considered by law enforcement to be a gateway crime that often leads to more serious illegal activity. Vehicles are often stolen for use in the commission of crimes including smuggling activities and the disposal of stolen vehicles to "chop shops", where the vehicle is dismantled and the parts sold. The proximity to the U.S./Mexico border has contributed significantly to the use of stolen vehicles for the commission of crimes, as sport utility vehicles (SUVs) and large pick-up trucks are often targeted for theft to be used in narcotics or human smuggling. Although the majority of vehicles stolen in Arizona are recovered, the recovery rate is lower than the national rate. The city of Phoenix, which has the highest motor vehicle theft rate of any city in the nation, also has a much lower recovery rate than the national average.

Further information was collected to identify the common modus operandi or practice of motor vehicle theft offenders in Arizona. Empirical data and offender interviews showed that thieves generally preferred to steal vehicles from large parking lots and that a high percentage of vehicles were stolen at night. Offenders employed a variety of methods including the use of devices such as "master" or "jiggle" keys and breaking the steering column. Ironically, the most common method of obtaining control of a vehicle was through the use of keys that were left in the vehicle. This information has been valuable in increasing vehicle owners' awareness, as well as to assist communities in implementing methods to make stealing a vehicle more difficult.

Recent law enforcement prevention and apprehension efforts appear to be paying off according to initial data for 2003. Two programs that were mentioned by law enforcement and offenders alike as being highly effective in preventing motor vehicle theft were the "Watch Your Car" and the "bait car" programs. Law enforcement reported numerous apprehensions through the utilization of bait cars, and offenders have acknowledged its deterrent effect. The media attention given to the success of these initiatives has helped to alert thieves to their increased likelihood of apprehension.

The prevalence of this crime costs Arizona hundreds of millions of dollars every year as reported by the insurance industry. A portion of those costs translate into increased insurance rates. A consequence that is often overlooked is the associated effects of vehicle theft on victims. Anecdotal evidence from victim interviews illustrated that while the cost of replacing a stolen vehicle alone can be devastating, the lost means of transportation, inconvenience of replacing personal items lost with the vehicle, and psychological hardships have a severe impact not only on the victim, but on their family as well.

Arrest and incarceration statistics indicate that the majority of motor vehicle thieves are white males between the ages of 15 and 29. Over seven percent of inmates incarcerated by the Department of Corrections were placed there due to convictions for motor vehicle theft. The vast majority of these inmates were substance abusers and nearly a quarter of incarcerated motor vehicle thieves were suspected of gang affiliation.

A survey of Arizona youth in 2002 revealed that three percent of 8th, 10th, and 12th grade students self-admit to having stolen a vehicle in the previous year. Approximately two-thirds of these students were male. Nearly 25 percent claimed to belong to a gang. Most of students who self-admitted to motor vehicle theft had friends who also stole vehicles.

Prosecutors and law enforcement both mentioned the need for heavier penalties for motor vehicle theft, and a need for greater public awareness. Of particular importance to law enforcement was the need to increase penalties for repeat offenders and those who flee from officers, thereby placing the public at risk. The Arizona Vehicle Theft Task Force (AVTTF) was praised for its multi-jurisdictional approach that helped minimize the difficulty law enforcement saw in the fact that these crimes often take place over multiple jurisdictions.

Motor vehicle theft continues to be a major problem in Arizona. The proximity to the border, interagency coordination, appropriate penalties for offenders, and the need for increased public awareness continue to create challenges for Arizona agencies. However, several strategies have been implemented to assist agencies in prevention and apprehension efforts. The initial research into these programs has introduced a good framework, and has identified challenges, trends, and successes in combating motor vehicle theft. From this point, discussions can begin taking place to devise meaningful policies that will direct resources both appropriately and effectively. Further examination of this crime is necessary, and can only lead to a more thorough understanding of the diverse nature of motor vehicle theft.

INTRODUCTION

Arizona had the highest motor vehicle theft rate in the United States in 2002. There were 57,668 vehicles reported stolen statewide, an increase of 10.5 percent over 2001. In Phoenix alone, 25,624 vehicles were reported stolen according to the FBI's Uniform Crime Report (UCR). The preliminary data for 2003 shows a slight decrease in motor vehicle theft in Arizona, even though the rest of the nation experienced a slight increase. While this decline has the potential to eliminate Arizona as having the highest motor vehicle theft rate in the nation, Arizona's motor vehicle theft rate is still unacceptably high.

Often this crime is viewed as simplistic, but this report will show that it is actually quite complex. It will discuss the dynamics of offender motivations and techniques, which is valuable information in the educational efforts to deter theft. The report will also provide a look into the underlying factors of motor vehicle theft such as the profound negative impact that it causes to victims, the fact that many vehicles are stolen and used in other crimes, and the effectiveness of programs that have incorporated simple solutions to minimize potential risk of theft. This includes a review of those strategies by law enforcement, the National Insurance Crime Bureau (NICB), and Arizona Automobile Theft Authority (AATA) that have contributed to the first decline in motor vehicle theft since 1999.

Most of the findings in this document are immediately applicable to the development of intervention strategies useful to law enforcement, prosecution and communities. Data is presented to answer many common questions surrounding this crime, and several model programs are discussed that provide solutions to some of those questions. In general, this report is a useful tool to understand and combat motor vehicle theft in communities across Arizona, and it establishes a firm indication that future research would likely prove valuable.

REPORT PURPOSE

The *Arizona Auto Theft Study* publication was created to provide a comprehensive review on motor vehicle theft and the underlying conditions associated with the crime in Arizona. This report will examine how vehicles are stolen, as well as what factors increase the risk that a particular vehicle will be stolen and what vehicles are most likely to be stolen. The economic and personal loss caused by motor vehicle theft will be examined in order to quantify the cost of this crime. In addition, the demographics and attitudes of motor vehicle thieves will also be examined in order to better understand who commits auto theft.

Once the problem of motor vehicle theft has been presented, this report will look at how Arizona is currently working to combat this problem, beginning with a legislative review of Arizona Revised Statutes related to motor vehicle thefts. Methods employed

by prosecutors to increase conviction rates, as well as the results of those convictions will also be examined. A review of current prevention and law enforcement strategies will be discussed as well as what approaches have been shown to be successful in Arizona and elsewhere. It is intended that the *Arizona Auto Theft Study* will provide policymakers and criminal justice stakeholders with a more complete picture of the issues relative to the problem of motor vehicle theft. Further, this study is intended to provide insights that could assist policymakers in the development of potential strategies to better define and reduce the problem of motor vehicle theft.

METHODOLOGY

Given the complexities pertaining to the crime of motor vehicle theft, multiple strategies were employed in researching the nature of the problem. In examining this problem, it was important to compare theft and recovery rates of auto theft within Arizona to other regions across the country. Therefore, data obtained from Uniform Crime Reports (UCR) were analyzed for comparative purposes as part of this research study. Although UCR served as the primary source for comparison purposes, a greater understanding of the specific details related to motor vehicle theft issues was necessary.

Methods to prevent auto theft were considered, as well as initiatives taken by law enforcement officials to reduce the incidents of auto theft in the state. A survey of law enforcement personnel dedicated to auto theft investigation was conducted to gather their input based upon personal experiences. The Arizona Criminal Justice Commission (ACJC) Statistical Analysis Center (SAC) faxed out a motor vehicle theft survey (Appendix A) to 114 law enforcement agencies in Arizona in September 2003. The agencies surveyed included state and federal law enforcement agencies, county sheriff's offices, municipal police departments, university police departments, and tribal police departments in Arizona. Of the 114 surveys sent out, 103 (90.4 percent) were returned. This survey asked 35 questions designed to ascertain the extent of motor vehicle theft in Arizona.

Why and how vehicles are stolen is a major concern. The nature of offenders was explored through the analysis of demographic data available through Uniform Crime Reports (UCR) arrest data, offender interviews, and demographic data on offenders sentenced to the Arizona Department of Corrections.

Through contact with the Arizona Auto Theft Authority and the insurance industry in Arizona, victims were identified and screened for interviews on the impact of motor vehicle theft on victims. The people selected for interviews all had vehicles stolen in 2003, were insured, and were willing to give an interview. Victims were contacted by phone and given an open ended victim survey designed to measure the affect that the theft of the vehicle had on the victim's life.

The research conducted was based upon a review of literature regarding auto theft and related subjects. Included in the research was a review of internet web sites either directly or indirectly related to the subject of auto theft. In addition, interviews of personnel in law enforcement were conducted both locally and out of state. Other interviews of appropriate individuals were also conducted. Meetings of Valley HEAT (Help Eliminate Auto Theft) and the Arizona Auto Theft Investigators Association (AATIA) were attended, allowing a chance to network with law enforcement personnel, prosecutors, and insurance company personnel to gain further insight on the auto theft problem in Arizona.

The U.S. Department of Transportation and the Arizona Motor Vehicle Division were also contacted for information regarding the number of vehicles registered in each state and nationally between 1998 and 2002. This information was compared to the number of vehicles stolen in each state in order to analyze the levels of theft per registered vehicle in each state.

An analysis was also conducted based on student answers to the Arizona Youth Survey in 2002. This anonymous survey was given to nearly 20,000 8^{th}, 10^{th}, and 12^{th} grade students in Arizona in 2002. Answers to questions related to the participation in theft of motor vehicles were compared to demographic and other information collected from the participants in order to provide a composite look at which students stole vehicles.

Finally, given the extent of motor vehicle thefts in urban Arizona additional research was conducted in the Maricopa and Pima County areas. Specifically, reported motor vehicle theft and recovered vehicle address locations were requested from the Phoenix and Tucson Police Departments. In addition, a follow up interview was conducted with eight of the larger law enforcement agencies in these counties in April of 2004.

PROBLEM STATEMENT

As of 2002, Arizona had the highest reported number of motor vehicle thefts per 100,000 inhabitants of any state in the United States. Arizona's 2002 motor vehicle theft rate was 1,056.9 per 100,000 inhabitants which is 31.4 percent above second ranked Nevada. In addition, the Phoenix metropolitan area also leads the nation in auto theft. According to figures obtained from the National Insurance Crime Bureau (NICB) for 2001, the Phoenix metropolitan area was number one in the country for vehicle thefts while the Tucson metropolitan area was number six. In 2002, the Phoenix metropolitan area retained its number one ranking while the Tucson metropolitan area dropped to number 13.

The NICB "Hot Spots" for vehicle theft in the nation as well as theft rates in 2001 and 2002 are as follows:

Table 1: Motor Vehicle Theft Hot Spots and Rates*

	2001	2002
1	**Phoenix, AZ – 1,088.76**	**Phoenix, AZ – 1,237.65**
2	Miami, FL – 1,053.80	Fresno, CA – 1,074.02
3	Fresno, CA – 972.77	Modesto, CA – 1,015.89
4	Detroit, MI – 887.30	Stockton, CA – 1,012.07
5	Sacramento, CA – 854.20	Las Vegas, NV – 991.70
6	**Tucson, AZ – 853.81**	Miami, FL – 930.34
7	Tacoma, WA – 841.73	Sacramento, CA – 922.25
8	Stockton, CA – 837.83	Oakland, CA – 905.18
9	Seattle, WA – 834.46	Seattle, WA – 852.97
10	Jersey City, NJ – 827.13	Tacoma, WA – 835.74
11	Las Vegas, NV – 815.91	Detroit, MI – 825.09
12	Modesto, CA – 797.77	San Diego, CA – 802.07
13	Oakland, CA – 793.59	**Tucson, AZ – 798.11**

*Rate per 100,000 residents in each city
From National Insurance Crime Bureau

In 2001, of these thirteen "Hot Spots", 10 cities were in the western portion of the country. In addition, five of the cities are either located close to the Mexican or Canadian border, while six are located in port cities where vehicles could be shipped out of country. In 2002, of the thirteen "Hot Spots" listed, 11 cities are in the western United States with six in California. The NICB data is based upon UCR Metropolitan Statistical Areas (MSA).

National Trends, Rates and Distributions

In 2002, according to the FBI's *Crime in the United States* report, 1,246,096 motor vehicle thefts were reported in the United States, an increase of 1.4 percent over 2001 when 1,228,391 motor vehicles were reported stolen. The 2002 volume of motor vehicle theft was 0.3 percent higher than the number of motor vehicle thefts in 1998, and 20.3 percent lower than in 1993. The rate of thefts per 100,000 inhabitants in 2001 was 430.5, increasing 0.4 percent to 432.1 in 2002. The 2002 rate is 6.0 percent lower than in 1998 and 28.7 percent lower than in 1993. The estimated value of vehicles stolen increased from $8.2 billion in 2001 to $8.4 billion in 2002. The western region of the United States accounted for 32.9 percent of all reported motor vehicle thefts, compared to 35.2 percent in the South, 18.8 percent in the Midwest and 13.1 percent in the Northeast. While 32.9 percent of all motor vehicle thefts in the United States occurred in the West, the West only accounts for 22.8 percent of the national population. Nationally, 73.6 percent of vehicles stolen were automobiles, 18.6 percent were trucks and buses, and 7.8 percent were other vehicles. In the West, 70.8 percent of vehicles stolen in 2002 were automobiles, 22.9 percent were trucks and buses, and 6.4 percent were other vehicles. Clearance rates for auto thefts for the nation totaled 13.8 percent but only 10.8 percent in the West.

Worldwide Problem

Although auto theft in the United States is a major concern, the United States is not the only nation to experience this problem. According to Interpol, the world's largest international police organization, the United States led the world in the total number of thefts reported in 2000. Of the top ten countries by number of vehicles stolen, the United States had more auto thefts than any other country in year 2000. However, there were six countries with greater rates per 100,000.

Table 2: International Motor Vehicle Theft Number of Thefts in 2000

Rank[1]	Country	Number of Thefts[2]	Population[3] (in thousands)	Rate per 100,000
1	United States of America	1,165,560	283,230	411.5
2	United Kingdom	411,730	59,415	693.0
3	France	302,626	59,238	510.9
4	Italy	243,890	57,530	423.9
5	Canada	160,268	30,769	520.9
6	Mexico	158,233	98,872	160.0
7	Australia	139,094	19,153	726.2
8	Spain	132,598	40,752	325.4
9	Germany	83,063	82,017	101.3
10	Switzerland	69,380	7,173	967.2

(1) Rank is for total number of thefts, not thefts per 100,000 residents.
(2) As reported to INTERPOL (http://www.interpol.int/Public/Statistics/ICS/downloadList.asp)
(3) As reported by the United Nations (http://esa.un.org/unpp/)

Switzerland, Australia and Great Britain are among the countries whose motor vehicle theft rate per 100,000 residents exceeded the United States. Of the ten countries with highest number of thefts, Great Britain had the third highest rate per 100,000 residents reporting 693.0 vehicles stolen per 100,000 residents, Australia had the second highest rate with a rate of 726.2 thefts per 100,000 residents and Switzerland had the highest rate at 967.2 motor vehicle thefts per 100,00 residents (2000 data). These numbers far exceed the 2000 rate in the United States of 411.5. Both Great Britain and Australia have taken steps to make the solving of this problem a national priority. Australia has created a National Motor Vehicle Theft Reduction Council with the goal of "achieving one of the lowest levels of motor vehicle theft of any country in the industrial world over the next ten years." Great Britain has taken similar steps to "reduce vehicle crime (thefts of and from vehicles) by 30 percent by 2004 as compared to a baseline of 1998/99."

The following strategies are being implemented in Australia to reduce motor vehicle related crime:

- Reform motor vehicle registration nationwide to reduce the likelihood of stolen vehicles being re-registered.

- Improving vehicle design to include immobilizers (anti-theft devices) on all new vehicles.
- Improving new vehicle identification number (VIN plates) labeling to correct deficient aluminum identification plates.
- Develop education programs aimed at youthful car offenders.
- Develop education programs for the public to aid in the prevention of motor vehicle theft.

According to the *Home Office Police Research Group Briefing Note* by Nick Tilley, 40 percent of vehicle related crime occurs in parking lots. This study found that when closed circuit video recording equipment was installed in parking lots in Bradford, Coventry, Hartlepool, Hull, Lewisham, and Wolverhampton in Great Britain, vehicle related crime was reduced. This effectiveness faded over time, but an association was noted between use of this technology with other motor vehicle theft prevention efforts. While vehicle related crime was reduced when this technology was introduced, very few arrests were attributed to the use of closed circuit television due to poor picture quality and lack of police resources to respond to events as they occurred. Public opposition to this effort was not seen in these cities. As a result of this study and others, Great Britain developed the following plan to decrease motor vehicle related crime:

- Make car parks (parking lots) more secure through the use of closed circuit television as well as improved access and entry to these lots.
- Use decoy (bait) vehicles.
- Work with motor vehicle manufacturers to improve vehicle security.
- Develop public education programs aimed at victims.
- Develop diversion programs for young offenders.
- Target professional offenders.
- More and better use of forensics to detect offenders

While there has not been enough time to analyze the effectiveness of these measures, the studies that Great Britain relied on in the planning phase of this program showed that all of the measures are proven crime reduction techniques.

While the United States has the highest number of motor vehicle thefts reported in the world, it does not have the highest rate of motor vehicle theft. Other nations that face similar problems with motor vehicle theft have taken steps to reduce these thefts. While not all of these steps are necessarily applicable to the motor vehicle theft problem in Arizona, some of these steps can be examined and applied where appropriate. Arizona led the nation in motor vehicles stolen per 100,000 people in 2002. This report will look at motor vehicle theft in Arizona, focusing on factors that drive the high motor vehicle theft rate in the state, as well as areas that Arizona can learn from other states and nations.

MOTOR VEHICLE THEFT IN ARIZONA

Reasons for Auto Theft

The reasons for motor vehicle theft are generally few. Vehicles are stolen:

- To sell the entire vehicle – some vehicles can be sold to unsuspecting buyers both in and out of the state and usually involve VIN switches; some high value vehicles are sold out of country (Mexico and overseas).
- To "chop" the entire vehicle for parts – If all the parts are sold separately, they are typically worth more than the whole vehicle, particularly in older vehicles where parts are often not as readily available. Many of these parts end up in unscrupulous body repair shops.
- To steal parts such as rims, stereo equipment, high performance engines and equipment etc. - High dollar rims and stereo equipment are desired by individuals who can not afford to buy such items. These are usually hard to trace. Some high performance parts are used in the street racing phenomenon seen nation-wide.
- To trade for drugs.
- For transportation which includes "commuter theft" – Considered a crime of opportunity.
- To commit other crimes such as robberies, transporting drugs, or moving illegal immigrants from the border areas.
- To commit insurance fraud – the vehicle is disposed of, often with the help of a co-conspirator and then reported as stolen resulting in a payoff by the insurance company.

How Vehicles are Stolen

Thieves gain access to vehicles in many ways. Unfortunately, the most common way thieves are able to gain access to a vehicle occurs when the owner does not properly secure their vehicle, often leaving the keys in the ignition and/or the vehicle left running. Thieves have learned to gain access to vehicles using a device known as a "slim jim" to unlock doors or through the use of jiggle keys or master keys. Common tools used in locksmithing are also readily available. In some cases, doors are forced open or windows are broken to gain access to a vehicle. Once inside the vehicle, thieves can hot-wire the car (older vehicles), crack the steering column or damage and/or remove the ignition to allow the vehicle to be started and driven away. Thieves are also able to use ignition key blanks to force the ignition. Many of the items used by auto thieves to aid in the theft of a vehicle can be purchased on the Internet or obtained from local criminal sources. In some instances, the auto thief may resort to towing the vehicle away.

At the time of the writing of this report, and readily available from the web site of www.CarMasterKeys.com, individuals are able to purchase a single master key. Currently they sell master keys for Dodge and Chrysler as well as Honda, Nissan and Toyota products at $25 each with complete instructions. Throughout their literature

they emphasize the point that these keys are made for legitimate uses such as dealerships, rental car agencies, towing/emergency services, body shops, and personal use. They even provide a disclaimer that you must accept prior to placing your order. The disclaimer notes that in Michigan it is a misdemeanor to possess a motor vehicle master key (MCL 750.414a). During the 2003 Arizona legislative session, Senate Bill 1057 was introduced which expanded the definition of burglary in Title 13, Chapter 15 by making possession of more than one master key a crime. It further defined *master key* as well as *manipulation key* and included them in the class of burglary tools, a class 6 felony. In addition, the law now includes entry into any part of a motor vehicle using a master or manipulation key to the elements of third degree burglary, a class 4 felony. The legislature passed the bills which have now become law.

In addition to selling master keys, www.CarMasterKeys.com also provides links to other sites where one can purchase complete sets of master keys to many other vehicle makes. A search of the Internet revealed a number of companies that either manufacture or sell tools that could be used to gain access to or steal motor vehicles. These sites emphasize that their tools are for legitimate purposes only. In addition, the site also has books and videos for sale on the subject of locksmithing and lock picking.

An individual can purchase either a VIN sticker or VIN plate at www.vin-tags.com. The VIN sticker is usually found on the door or strut of a vehicle and sells for $150 (USD). This will also get you six VIN parts stickers. The VIN plate which is normally found on the dash board below the windshield, sells for $350 (USD). Their literature states, “We have mastered methods for reproducing the VIN plate better than anyone in the industry.” These are of such quality they will fool anyone unless they know where to look for the secret or confidential VIN numbers located on specific parts of the vehicle.

One of the biggest problems law enforcement faces regarding auto theft is in the area of VIN switches that do not involve purchasing VIN plates as listed above. Currently, someone can go to a junk yard and steal or for that matter purchase a VIN plate from a particular model vehicle. They will then steal the same model vehicle and replace that vehicle’s VIN plate with the other one. This vehicle will then be left on a street corner or vacant lot for sale. In most cases the price of the vehicle is below market value, appealing to many individuals who need transportation. The transaction is made in cash, leaving the unsuspecting victim with the purchase of a stolen vehicle. Most of the VIN plate switches are done skillfully enough to fool individuals and even law enforcement officers that have not received specialized training.

A more recent and disturbing trend is occurring in newer model vehicles with ignition keys that have a microchip intended as an anti-theft device. Auto thieves, spotting new vehicles as potential targets, obtain the vehicle’s VIN number which is prominently displayed on every vehicle’s dashboard, and then work with an accomplice at a local dealership. The accomplice, with access to a dealership’s computer system, can generate a duplicate key which can then be used to drive the vehicle away.

Types and Number of Vehicles Stolen

In 2002, of the 56,876 motor vehicles stolen in Arizona, 44,180 were taken in Maricopa County and 8,704 were taken in Pima County. This accounted for 93.0 percent of all the vehicles stolen in Arizona. Pinal County, located between Maricopa and Pima Counties, reported 943 stolen motor vehicles. The border counties of Yuma, Santa Cruz and Cochise reported a total of 1,119 stolen motor vehicles. In 2002, these six of the fifteen counties in Arizona reported 54,946 motor vehicle thefts or 96.6 percent of all stolen vehicles.

The types of vehicles stolen vary by city, state, and region. The NICB has compiled Top 10 lists for the United States, for each state, as well as for the major Metropolitan Statistical Areas (MSA). The following chart lists the top ten stolen vehicles for calendar year 2001 and 2002.

Table 3: Top Ten Stolen Vehicles by Location 2001 - 2002

	2001		2002	
	United States	**Arizona**	**United States**	**Arizona**
1	Toyota Camry	Chevrolet Full Size C/K Pickup	Toyota Camry	Chevrolet Full Size C/K Pickup
2	Honda Accord	Honda Accord	Honda Accord	Ford Full Size Pickup (150/250/350)
3	Honda Civic	Dodge Ram Pickup	Honda Civic	Nissan Sentra
4	Oldsmobile Cutlass/Supreme/Ciera	Ford 150 Pickup	Chevrolet Full Size C/K Pickup	Honda Accord
5	Jeep Cherokee/Grand Cherokee	Chevrolet Full Size Extended Cab Pickup	Ford Full Size Pickup (150/250/350)	Chrysler/Dodge/Plymouth Colt
6	Chevrolet Full Size C/K Pickup	Nissan Standard Pickup	Jeep Cherokee/Grand Cherokee	Nissan Pickup
7	Toyota Corolla	Nissan Sentra	Oldsmobile Cutlass/Supreme/Ciera	Honda Civic
8	Ford Taurus	Oldsmobile Cutlass/Supreme/Ciera	Dodge Caravan/Grand Caravan	Dodge Ram Pickup
9	Chevrolet Caprice	Honda Civic	Ford Taurus	Saturn SL
10	Ford 150 Pickup	Jeep Cherokee/Grand Cherokee	Toyota Corolla	Toyota Camry

From National Insurance Crime Bureau

In 2001 and 2002, pickup trucks dominated the list of most frequently stolen vehicles in Arizona capturing five of the Top 10 positions. Pickup trucks and other large Sports Utility Vehicles (SUV) such as the Chevrolet Suburban are used as "load vehicles." "Load vehicles" are intended to transport either illegal immigrants or illegal drugs from Mexico into the United States.

Table 4: Top Ten Stolen Vehicles by Location in 2001

	Phoenix-Mesa MSA	Tucson MSA
1	Chevrolet Full Size C/K Pickup	Dodge Ram Pickup
2	Honda Accord	Jeep Cherokee/Grand Cherokee
3	Nissan Standard Pickup	Chevrolet Full Size C/K Pickup
4	Chevrolet Full Size Extended Pickup	Saturn SL
5	Nissan Sentra	Oldsmobile Cutlass/Supreme/Ciera
6	Honda Civic	Toyota Camry
7	Ford 150 Pickup	Honda Accord
8	Oldsmobile Cutlass/Supreme/Ciera	Ford 150 Pickup
9	Dodge Neon	Chevrolet Full Size Pickup
10	Dodge Ram Pickup	Nissan Sentra

From National Insurance Crime Bureau

One of the hot spots in Arizona to cross the unguarded border is the 2.8 million acre Tohono O'Odham reservation west of Tucson. According to a *Denver Post* article dated October 20, 2003, regarding illegal immigration and illegal drug smuggling into the United States, reservation police "recovered more than 500 stolen vehicles last year (2002) taken from the suburbs of Phoenix and Tucson to ferry immigrants out of Mexico." In cooperation with federal agents, police also "seized 65,000 pounds of drugs."

Load Vehicles

As mentioned previously, many vehicles are stolen to transport "loads" across the border from Mexico into the United States. The "loads" can be either illegal immigrants or illegal drugs. In a recent article in *The Arizona Republic* dated November 28, 2003 Federal agents from Customs and Border Protection, as well as Immigration and Customs Enforcement, seized over 14,000 pounds of marijuana near Cockleburr, AZ. The narcotics were found in seven late model trucks and SUVs that had been stolen from San Diego and Phoenix. A *Yuma Sun* article dated November 27, 2003, noted a stolen Jeep Cherokee was recovered with 429 pounds of marijuana outside Yuma, AZ. The driver was last seen fleeing back into Mexico.

The Arizona Daily Star (Tucson) reported on November 8, 2003 a Toyota Camry stolen in Phoenix was involved in a high speed pursuit and crash in Tucson. The vehicle contained five passengers all believed to be illegal immigrants. The driver was apprehended and the occupants were turned over to the Border Patrol. The Border

Patrol indicates that on a daily basis they encounter stolen vehicles that are often brand new or rented vehicles used to transport illegal aliens into the United States.

The Border Patrol instituted a recent crackdown on human and drug smuggling in Arizona as a result of a high profile case where smugglers were involved in a shootout killing several people on I-10 south of Phoenix. After this incident, over the course of several months the Border Patrol seized 137 vehicles and put another 119 in storage until they can be claimed by their owners. Of this total, six stolen vehicles were recovered.

According to an article in *The Arizona Republic* dated April 15, 2004, "In the world of smuggling, the SUV and extended-cab pickup reign supreme. The big, sturdy vehicles are perfect for the covert transportation of large loads of people and drugs from the Mexican border, and the abundance of SUVs and pickups on Arizona roads makes them easy to steal." They provide low-risk transportation to smugglers, because in the event that the smuggler needs to abandon the vehicle to avoid apprehension, the vehicle cannot be traced back to them. The use of stolen vehicles for smuggling purposes decreases their risk of financial loss.

Locations Where Vehicles are Stolen

Motor vehicles are stolen from many different locations. Thieves generally prefer large parking lots such as shopping malls. A check of Top 10 Stolen Vehicle locations, as reported by the Phoenix Police Department's Auto Theft Detail, indicated that eight of the 10 locations were mall parking lots or parking lots at large swap meets. Large apartment complex parking lots as well as residential neighborhoods are also locations where vehicles are taken. Vehicles can be taken at any time of day, but thieves prefer large parking lots during daylight hours while residential neighborhoods and apartment complexes are victimized during night time hours. Those vehicles taken at night are not reported until many hours afterward allowing the thief additional time to dispose of the vehicle.

Clearance Rate

In the National UCR Program, an offense may be cleared by one of two ways: arrest or by exceptional means. In order to be considered cleared by arrest, at least one person must be arrested, charged with the offense and turned over to the court for prosecution. Clearances are based on offenses committed rather than by number arrested, so one arrest may clear multiple offenses or multiple arrests may only clear one offense. In order for an offense to be cleared by exceptional means, the agency must have identified the offender, gathered enough evidence to support an arrest, make a charge, and turn the offender over to the court for prosecution, identified the offender's exact location and encountered a circumstance outside the control of the law enforcement agency that prohibits arresting, charging and prosecuting the offender. Offenses may be cleared by such events as the death of the offender, the victim's

refusal to cooperate with the prosecution after identifying the offender, or denial of extradition.

Table 5: Arizona Clearance Rates 1993-2002

	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Number of Offenses	33,006	41,690	47,864	40,073	41,454	39,213	37,409	42,291	51,621	56,654
Number Cleared	3,755	4,750	5,653	4,523	4,681	4,860	4,124	4,306	4,881	5,748
Percent Cleared	11.4%	11.4%	11.8%	11.3%	11.3%	12.4%	11.0%	10.5%	9.5%	10.2%

From *Crime in Arizona* reports, 1993 – 2002

The clearance rate for motor vehicle theft in Arizona has declined from 11.4 percent in 1993 to 10.2 percent in 2002. The clearance rate for Arizona is consistently lower than the national rate, which has hovered around 14 percent.

Table 6: National Clearance Rates 1993-2002

	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Number of Offenses	1,460,714	1,437,824	1,301,982	1,132,119	1,147,381	984,426	956,903	966,860	945,175	1,080,048
Percent Cleared	13.6%	14.0%	14.1%	14.0%	14.0%	14.2%	14.9%	14.1%	13.6%	13.8%

From *Crime in the United States* reports, 1993 – 2002

Recovery Rate

While only approximately 10 percent of the cases are considered "cleared", the majority of vehicles that are stolen in Arizona are recovered. The recovery rate declined from 68.5 percent in 1993 to 65.2 percent in 2002 (*Crime in Arizona* annual reports, DPS).

Table 7: Arizona Recovery Rates Locally Stolen Vehicles

	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Number of Offenses	33,006	41,690	47,864	40,073	41,454	39,213	37,409	42,291	51,621	56,654
Locally Stolen Recovered	22,617	28,125	33,266	26,630	28,588	26,122	24,980	28,362	31,786	36,932
Percent Recovered	68.5%	67.5%	69.5%	66.5%	69.0%	66.2%	66.8%	67.1%	61.6%	65.2%
Stolen Out of State Recovered	895	874	805	743	1,017	970	986	930	791	799

From *Crime in Arizona* reports, 1993 – 2002

The recovery rate for vehicles stolen in Phoenix increased from 58.4 percent in 2001 to 59.5 percent in 2003. However, the increase in the percent of stolen vehicles that were recovered still left the Phoenix recovery rate much lower than the state recovery rate. Statewide, the recovery rate in 2002 was 65.2 percent, compared to 60.4 percent in Phoenix. Phoenix also had a

Table 8: Phoenix Recovery Rates Locally Stolen Vehicles

	2001	2002	2003
Number of Offenses	22,580	25,624	25,651
Locally Stolen Recovered	13,182	15,471	15,264
Percent Recovered	58.4%	60.4%	59.5%
Stolen Out of City Recovered	3,538	4,330	4,004

From Phoenix Police Department

unique issue in that over 25 percent of the vehicles recovered in Phoenix were not stolen in Phoenix, and therefore not included in their recovery rate.

Table 9: Tucson Recovery Rates Locally Stolen Vehicles

	2001	2002	2003
Number of Offenses	5,913	7,164	6,206
Locally Stolen Recovered	4,385	5,154	4,900
Percent Recovered	74.2%	71.9%	79.0%
Stolen Out of City Recovered	388	500	474

From Arizona Department of Public Safety

The recovery rate for vehicles stolen in Tucson increased from 74.2 percent in 2001 to 79.0 percent in 2003. The recovery rate for Tucson remained consistently higher than the state recovery rate and the recovery rate for Phoenix. In 2002, Phoenix had a recovery rate of 59.5 percent, and Arizona had a statewide recovery rate of 65.2 percent, compared to 79.0 percent in Tucson.

When vehicles are recovered, some are found to have been partially or completely stripped. Recovered vehicles are often reported as having damage to door locks, steering columns and ignitions. Some recovered vehicles have been burned to cover evidence of other crimes. In addition, some vehicles are located with their Vehicle Identification Number (VIN) plate missing. This can indicate a possible case of either insurance fraud or a case of a VIN switch with another vehicle.

The U.S./International Borders

Some stolen vehicles are taken across the border into Mexico where the chances of recovery are very slim. The exact number of vehicles taken across the border is difficult to ascertain, as are the number of vehicles recovered in Mexico. *The Arizona Daily Star* highlighted this problem in a November 10th, 2003 article citing the US Consulate in Nogales as assisting in the return of a substantial number of vehicles to the United States in 2002.

Little research has been conducted on the relationship between motor vehicle theft and the U.S./Mexico border. A 1987 study by Michael Miller appeared in the Fall issue of the *Journal of Borderlands Studies,* examining theft numbers as well as motor vehicle theft rates among the top 20 cities in Texas based upon 1986 data. Of the top 20, four cities are situated along the Texas/Mexico border (Brownsville, McAllen, Laredo, and El Paso). Brownsville was number five for theft rate behind Fort Worth, Houston, Dallas and Grand Prairie. However, when comparing recovery rates, the four border cites were well below the statewide recovery rate of 61.2 percent. In addition, all four cities had the lowest clearance rates in Texas. Texas had an overall average clearance rate of 16 percent while Brownsville had a three percent rate. Miller clearly states his case that there is a direct correlation between auto thefts and the U.S.-Mexico border.

Table 10: Recovery Rates in 1986 Texas Border Cities

	Recovery Rate
Texas Statewide	61.2%
Brownsville	10.7%
McAllen	14.8%
Laredo	24.6%
El Paso	39.0%

From *Journal of Borderland Studies*, Fall 1987

Stolen vehicles are also shipped out of country where the chances for recovery are very remote. In September 2003, the NICB reported the seizure of 12 stolen, luxury vehicles in Antwerp, Belgium. These vehicles were shipped from Baltimore, Maryland with a final destination of Nigeria, Africa. The vehicles were valued at more than $700,000 and included Cadillac Escalades, BMWs, Lincoln Navigators, and a Mercedes. Ten similar vehicles were recovered earlier in 2003 in Baltimore prior to being shipped out of the country. These are just two examples of the problems faced by law enforcement particularly in cities with major sea ports. The NICB and the North American Export Committee (NAEC) believe over 200,000 stolen vehicles are illegally exported out of the country each year for resale overseas. The complexity of shipping stolen vehicles out of the country is usually associated with professional gangs or organized crime.

Chop Shops

Although it is generally thought that chop shops are usually in commercial areas sometimes labeled as "junk yards", they can also appear in residential neighborhoods as illustrated by a recent incident in Glendale. On January 8, 2004, Glendale Police Officers responding to a complaint from a neighbor, recovered about $150,000 worth of parts from an estimated 25 to 30 cars in the home and back yard of a residence in the 7300 block of North 46th Avenue. In addition, four stolen vehicles and a motorcycle were also found in the back yard. The Glendale Police Department discovered another chop shop in their jurisdiction during this same month. This time an officer was attempting to locate a stolen Acura by using the vehicle's locating device. The signal led the officer to the 6900 block of Grand Avenue where he not only found the Acura but seven other stolen vehicles as well as numerous parts that had been stripped from other vehicles. It was estimated the stolen property was worth $200,000.

Chop shops are a major issue throughout Arizona. In 2001, Phoenix Police recovered about $117,000 worth of parts and vehicles at a west Phoenix home. In these chop shops, stolen vehicles are stripped for parts, then the vehicle is typically dumped in the surrounding neighborhood. While these dumped vehicles can then be recovered by police, they are often a total loss to the victim. In this crime, the end recipient may not even know that the parts that they purchase from the chop shop, or from their local mechanic, are from a stolen vehicle. Chop shops are just one component of the motor vehicle theft problem in Arizona.

Extent of Motor Vehicle Theft

Arizona has the highest motor vehicle theft rate in the United States in 2002, both when ranked by population and when ranked by the number of registered vehicles in the state. However, the gap between Arizona and Nevada narrows considerably when comparing the number of vehicles stolen to the number of registered vehicles as opposed to by population. (See Appendix B for full comparison of motor vehicle theft rate per 100,000 registered vehicles by state.)

Table 11: Comparison of Motor Vehicle Thefts Registered Vehicles and Population for 2002

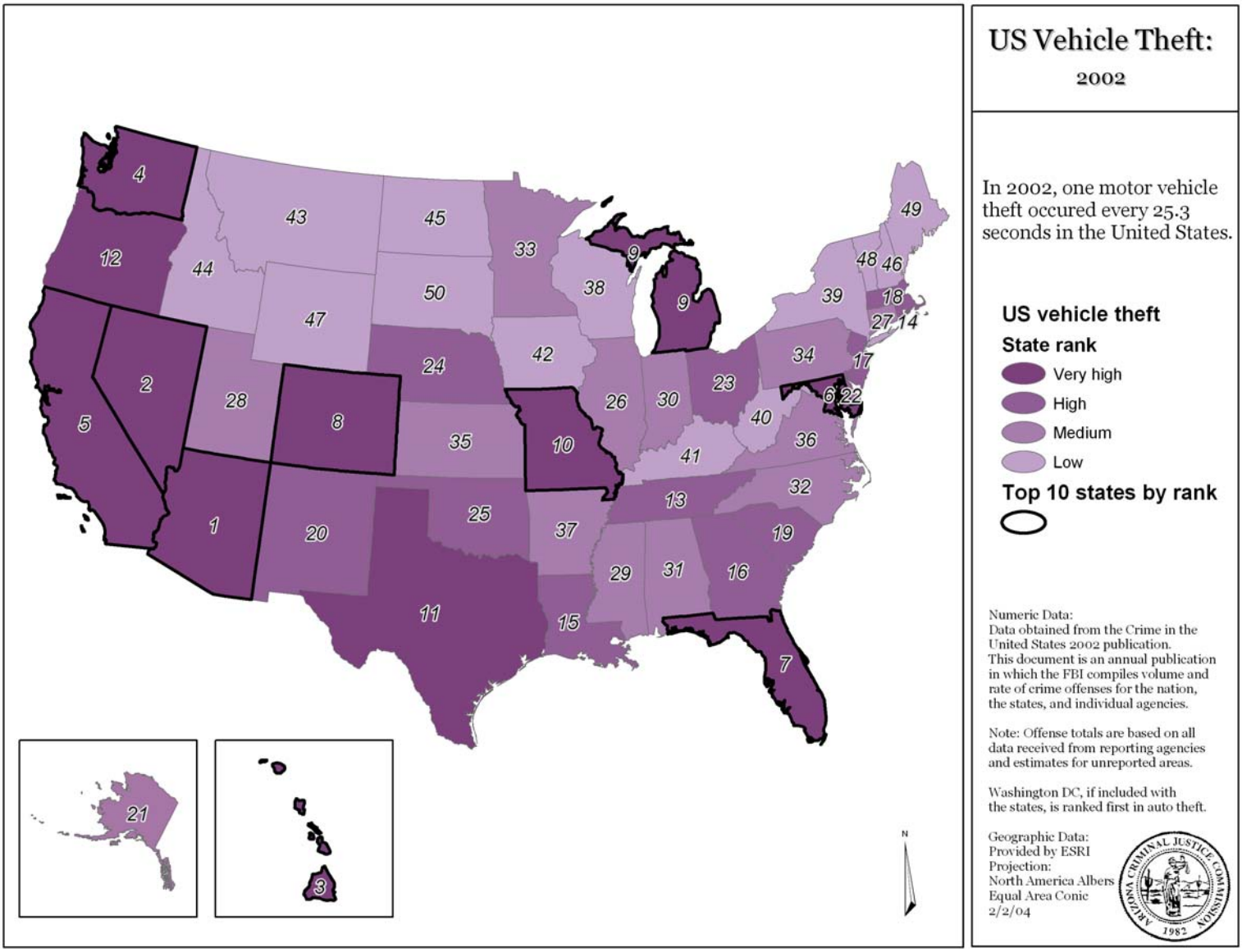
Rank by Registered Vehicles	State	Thefts	Total Vehicles*	Per 100,000 Registered Vehicles	Per 100,000 Residents	Rank by Population
1	Arizona	57,668	4,158,686	1,386.7	1,056.9	1
2	Nevada	17,486	1,288,777	1,356.8	804.5	2
3	Hawaii	9,910	913,137	1,085.3	796.0	3
4	Colorado	23,183	2,151,757	1,077.4	514.4	8
5	Maryland	34,020	3,940,748	863.3	623.3	6
6	Washington	40,493	5,470,538	740.2	667.2	4
7	California	222,364	30,154,029	737.4	633.2	5
8	Texas	102,680	14,899,250	689.2	471.4	11
9	Missouri	27,878	4,299,210	648.4	491.5	10
10	Florida	88,516	14,309,086	618.6	529.6	7

*From the U.S. Department of Transportation, includes automobiles, buses, trucks and motorcycles.

Using the number of registered vehicles as a base provides a method for a direct comparison between the number of thefts and the number of motor vehicles in a state. While applying this standard, Arizona still ranks number one. The separation between Arizona and two neighboring states, Nevada and Colorado, narrows considerably. The three states with the highest motor vehicle theft rates per capita, Arizona, Nevada and Hawaii retain the same rank regardless of whether they are ranked by population or registered vehicles, all other vehicles on the two top ten lists see a shift in rank.

Following is a map depicting each state by rank, as calculated by motor vehicle thefts per 100,000 residents. As is shown on the map and the preceding table, Arizona has the highest number of motor vehicle thefts per 100,000 residents in the nation. (See Appendix C for the supporting data.)

Map 1: U.S. Vehicle Theft 2002



The following table shows the number of registered vehicles in Arizona from 1998 to 2003. The total number of registered vehicles in Arizona increased 20.7 percent during this time period. Maricopa County experienced a 22.7 percent increase while Pima County had a 15.2 percent increase in registered vehicles. Maricopa County had 56.6 percent of all registered motor vehicles in 2003, while Pima County had 14.5 percent.

**Table 12: Registered Vehicles in Arizona*
1998 –2003**

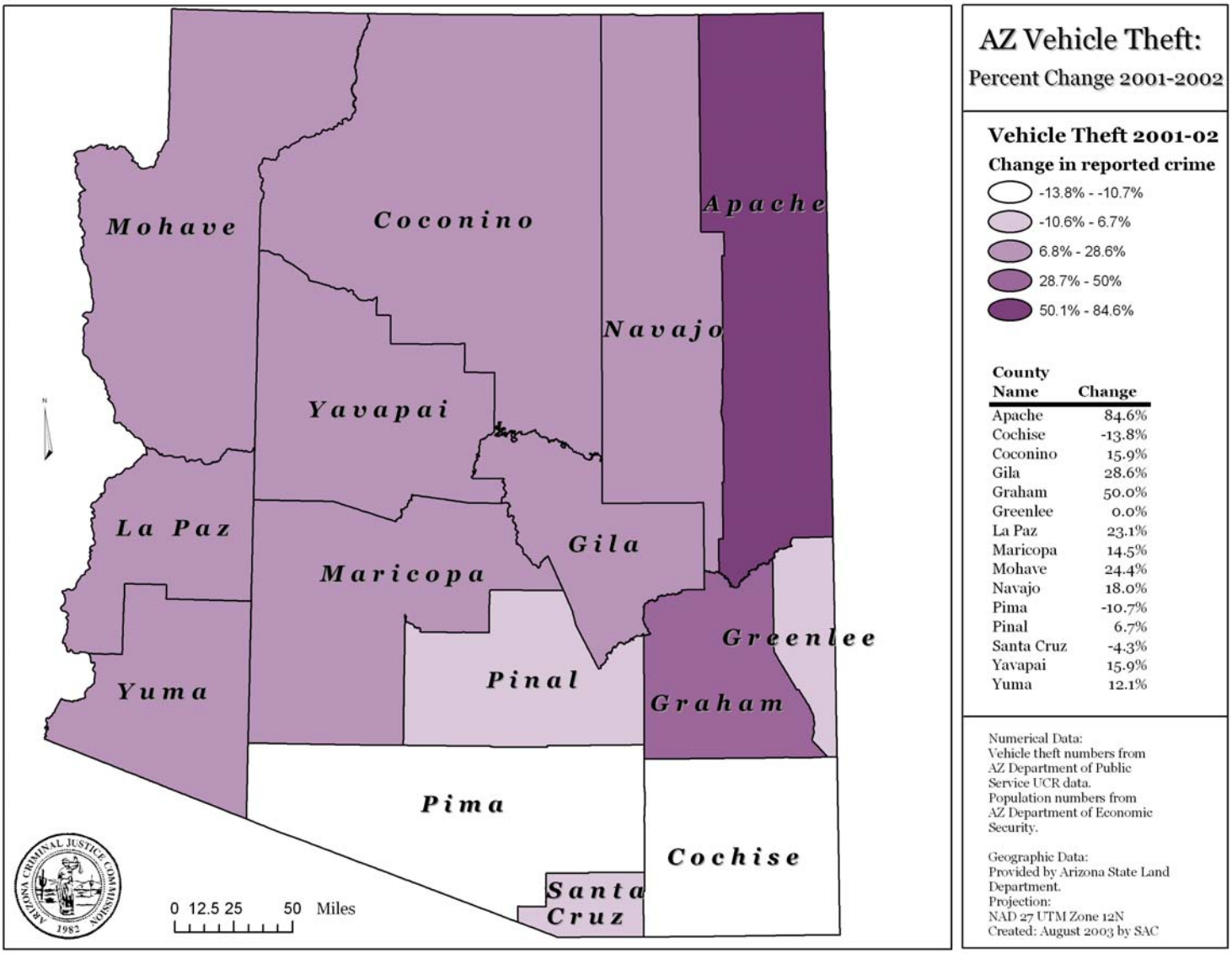
	1998	1999	2000	2001	2002	2003
Apache	48,874	51,974	56,729	57,777	61,288	64,225
Cochise	115,658	118,695	126,524	130,644	130,777	134,753
Coconino	114,668	116,342	122,280	122,579	126,292	130,398
Gila	63,461	63,281	65,897	67,652	69,773	71,294
Graham	27,073	27,443	28,656	29,254	29,173	29,664
Greenlee	10,534	10,174	10,436	10,296	9,897	9,747
La Paz	24,746	24,779	26,443	27,088	27,907	29,426
Maricopa	2,235,232	2,336,913	2,477,063	2,648,559	2,662,006	2,742,367
Mohave	176,242	181,463	194,118	202,708	212,074	224,921
Navajo	84,422	85,560	91,735	94,813	99,438	103,996
Pima	611,398	629,962	664,135	684,396	687,668	704,394
Pinal	149,198	150,021	156,240	158,907	160,602	165,676
Santa Cruz	39,895	41,103	45,200	47,583	46,679	48,088
Yavapai	185,843	190,671	204,257	216,416	224,612	235,437
Yuma	126,743	131,195	137,285	140,733	142,679	149,786
Total	4,013,987	4,159,576	4,407,098	4,639,405	4,690,865	4,844,172

*From the Arizona Department of Transportation, Motor Vehicle Division, includes all registered vehicles. This is a point in time report from June 30th of each year, except 1998, which was done July 5th.

With the exception of Greenlee County, all counties in Arizona saw an increase in registered vehicles from 1998 to 2003. Rural counties in Arizona saw an increase of 21.0 percent in registered vehicles between 1998 and 2003, while urban counties had a similar increase of 20.6 percent. However, when the increase between 2002 and 2003 registered vehicles is compared, the rural counties had a substantially higher increase at 4.3 percent than the urban counties at 2.9 percent. The county with the largest increase in both time frames was Mohave County, while Greenlee County experienced a decrease in both time frames.

The following map shows the percentage of change from 2001-2002 reported motor vehicle theft in each county in Arizona. Apache and Graham Counties experienced the largest increase in reported motor vehicle theft between 2001 and 2002, while Pima and Cochise Counties experienced the largest decrease.

Map 2: AZ Vehicle Theft Percent Change 2001-2002



The total number of motor vehicle thefts reported in Arizona increased 43.5 percent from 1998 to 2002. Maricopa County experienced a 49.3 percent increase in motor vehicle theft reports, while Pima County experienced a 14.4 percent increase in reported motor vehicle theft.

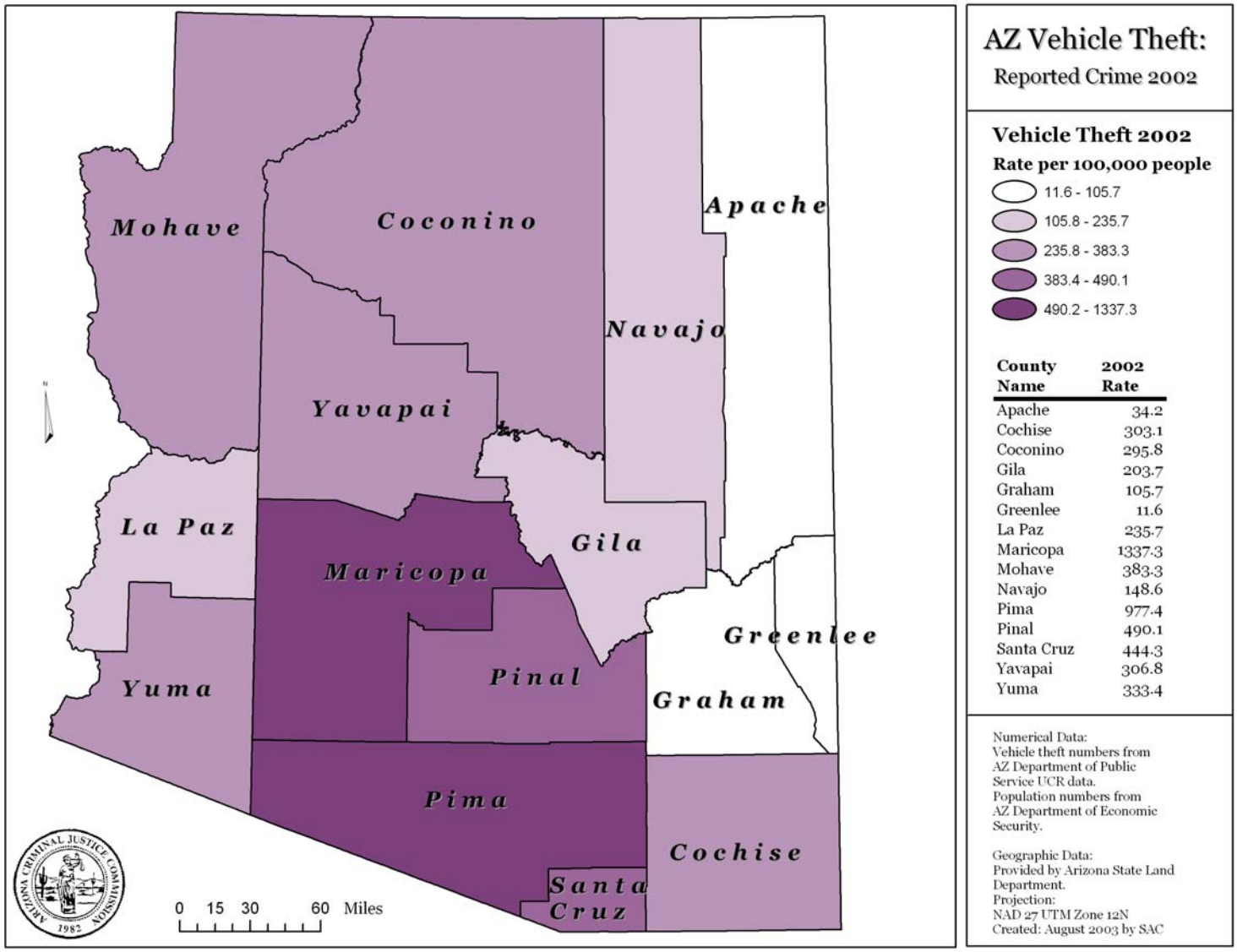
**Table 13: Motor Vehicle Theft*
1998 - 2002**

	1998	1999	2000	2001	2002
Apache	11	17	25	13	24
Cochise	367	391	471	436	376
Coconino	225	242	242	320	371
Gila	87	57	92	84	108
Graham	43	32	49	24	36
Greenlee	0	1	0	1	1
La Paz	35	31	34	39	48
Maricopa	29,598	28,814	31,868	38,478	44,180
Mohave	434	400	497	513	638
Navajo	105	121	115	128	115
Pima	7,609	6,543	7,859	9,746	8,704
Pinal	356	470	794	884	943
Santa Cruz	225	130	168	185	177
Yavapai	341	282	367	477	553
Yuma	169	293	479	505	566
Total	39,605	37,824	43,060	51,833	56,840

*Pinal and Yuma County Sheriff's Offices did not report data for some years.
From *Crime in Arizona Reports*, 1998 – 2002

The following map represents the rate of motor vehicle theft in 2002 per 100,000 residents in each county. Counties with high urban concentrations showed the highest motor vehicle theft rates, as is evidenced by the high rates in Maricopa and Pima County.

Map 3: AZ Vehicle Theft Reported Crime 2002



County Name	2002 Rate
Apache	34.2
Cochise	303.1
Coconino	295.8
Gila	203.7
Graham	105.7
Greenlee	11.6
La Paz	235.7
Maricopa	1337.3
Mohave	383.3
Navajo	148.6
Pima	977.4
Pinal	490.1
Santa Cruz	444.3
Yavapai	306.8
Yuma	333.4

Maricopa and Pima Counties had the highest rates of motor vehicle theft per 100,000 registered vehicles in 2002 with rates of 1,659.7 and 1,265.7, respectively. Of the vehicles stolen in the state of Arizona, 77.7 percent are stolen from Maricopa County and 15.3 percent are stolen from Pima County. The remaining 7.0 percent of motor vehicle thefts occurred in the other 13 counties. This is indicative of the trend of motor vehicle theft primarily occurring in urban rather than rural areas.

Table 14: Motor Vehicle Theft Rates By County for 2002

	Theft	Total Vehicles	Per 100,000 Registered Vehicles	Per 100,000 Residents	Total Population	Percent of State Theft*
Apache	24	61,288	39.2	34.2	70,105	0.04%
Cochise	376	130,777	287.5	303.1	124,040	0.7%
Coconino	371	126,292	293.8	295.8	125,420	0.7%
Gila	108	69,773	154.8	203.7	53,015	0.2%
Graham	36	29,173	123.4	105.7	34,070	0.1%
Greenlee	1	9,897	10.1	11.6	8,605	0.002%
La Paz	48	27,907	172.0	235.7	20,365	0.1%
Maricopa	44,180	2,662,006	1,659.7	1,340.3	3,296,250	77.7%
Mohave	638	212,074	300.8	383.3	166,465	1.1%
Navajo	115	99,438	115.6	113.2	101,615	0.2%
Pima	8,704	687,668	1,265.7	977.4	890,545	15.3%
Pinal	943	160,602	587.2	490.1	192,395	1.7%
Santa Cruz	177	46,679	379.2	444.3	39,840	0.3%
Yavapai	553	224,612	246.2	306.8	180,260	1.0%
Yuma	566	142,679	396.7	333.4	169,760	1.0%

*Due to rounding, total does not add up to 100.0 percent.
From *Crime in Arizona Reports*, 2002 and the Arizona Department of Transportation, Motor Vehicle Division, includes all registered vehicles.

2003 Preliminary Data

Arizona experienced a 6.9 percent statewide decrease in motor vehicle theft from January through June 2003 when compared to January through June 2002. Preliminary data shows that this trend continued throughout 2003. This decrease in motor vehicle theft reports is at a time when the rest of the Western United States experienced a 7.2 percent increase in motor vehicle theft, and the United States as a whole experienced a 0.9 percent increase. From 2001 to 2002, motor vehicle theft reports in Arizona increased 10.5 percent. Of cities in which data is currently available for the time period of January through June 2003, Phoenix, the largest city in Arizona, saw a 4.2 percent decrease in motor vehicle theft, while the cities of Glendale, Mesa and Tempe also posted notable decreases. Chandler and Gilbert reported an increase in motor vehicle theft during the same period.

Table 15: Six Month Comparison Motor Vehicle Theft Reports 2002 and 2003			
	January - June 2002	January - June 2003	Difference
State Total	28,145	26,202	-6.9%
Selected Cities			
Chandler	693	711	2.6%
Gilbert	213	274	28.6%
Glendale	1,886	1,710	-9.3%
Mesa	2,761	2,151	-22.1%
Phoenix	12,623	12,099	-4.2%
Tempe	1,515	1,219	-19.5%
Preliminary National Reports			
Western U.S.			+7.2%
United States			+0.9%

From Department of Public Safety and preliminary FBI report (www.fbi.gov/uce/2003/03semimaps.pdf)

A February 6, 2004 article in *The Arizona Republic* stated "A total of 1,943 fewer vehicles were stolen during the first half of last year than in the first six months of 2002, when 28,145 were swiped." in reference to the decrease in motor vehicle theft during the first half of 2003.

COST OF MOTOR VEHICLE THEFT

Monetary Loss

Motor vehicle theft is a property crime with far reaching effects. A 1988 Bureau of Justice Statistics Special Report noted that certain minority groups, younger adults, those living in apartments or in urban areas, and those with low income are the most likely to be victimized by auto theft. In addition, they noted that "those least likely to experience motor vehicle theft included those 55 and older, people living in their own homes and those living in rural areas." The report further notes that when a "motor vehicle is stolen, its theft causes inconvenience to household members, time is lost from work, and household spending is effected." Clarke and Harris in "Auto Theft and Its Prevention" (1992) consider the costs to auto theft victims from "two perspectives: direct costs to victims and other social costs." Other than the cost of the stolen vehicle, it is hard to quantify the true economic loss endured by the victims.

In addition, the theft of vehicles is reflected in Arizona automobile insurance rates, particularly where motor vehicle theft is rampant. The Arizona Insurance Information Association (AIIA) has indicated the cost of the comprehensive portion (theft, vandalism and glass) of automobile insurance is $43 more in Arizona than the same coverage nationally. Further economic loss is incurred by the taxpayer when the criminal justice system comes into play. The costs for law enforcement, prosecution, the court system,

and corrections on a yearly basis are considerable. Many feel this money could be better spent on violent crimes such as domestic violence or at the least, on other public programs.

The following two tables show the direct economic loss to victims caused by motor vehicle theft in Arizona and in the United States. The economic loss is estimated by multiplying the number of vehicles stolen by the average vehicle value of the vehicles stolen. From 1992 to 2002, economic loss caused by motor vehicle theft in Arizona increased 186.2 percent, compared to 10.0 percent in the United States.

**Table 16: Economic Loss in Arizona*
Motor Vehicle Theft 1992-2002**

Year	Number of Vehicles Stolen	Average Value	Estimated Total Economic Loss
1992	30,849	$4,273	$131,818,394
1993	33,374	$4,147	$138,388,628
1994	41,920	$4,496	$188,468,966
1995	48,019	$4,590	$220,424,017
1996	40,606	$4,819	$195,660,417
1997	42,924	$5,201	$223,267,040
1998	39,605	$5,657	$224,051,030
1999	37,824	$6,084	$230,112,895
2000	43,060	$6,183	$266,244,286
2001	51,833	$6,229	$322,852,725
2002	56,876	$6,633	$377,268,746

*From *Crime in Arizona* annual reports, 1992-2002

The average value of the vehicles stolen increased 42.2 percent nationally and 55.2 percent in Arizona. The number of vehicles stolen decreased 22.6 percent in the United States while increasing 8.4 percent in Arizona from 1992 to 2002.

**Table 17: Economic Loss in the United States*
Motor Vehicle Theft 1992-2002**

Year	Number of Vehicles Stolen	Average Value	Estimated Total Economic Loss
1992	1,610,834	$4,713	$7,591,860,642
1993	1,563,060	$4,808	$7,515,192,480
1994	1,539,287	$4,940	$7,604,077,780
1995	1,472,441	$5,129	$7,552,149,889
1996	1,394,238	$5,372	$7,489,846,536
1997	1,354,189	$5,416	$7,334,287,624
1998	1,242,781	$6,030	$7,493,969,430
1999	1,152,075	$6,104	$7,032,265,800
2000	1,160,002	$6,682	$7,751,133,364
2001	1,228,391	$6,646	$8,163,886,586
2002	1,246,096	$6,701	$8,350,089,296

*From *Crime in the United States* reports, 1992-2002

VICTIM IMPACT

Interviews were conducted with eight victims of motor vehicle theft during 2003 to give a snapshot of the impact that motor vehicle theft has on victims. Victims were recommended by insurance companies who had obtained permission from the victims prior to releasing information for interviews. All interviews were conducted by phone in December 2003. Please note that names have been changed to protect the anonymity of the victims.

Interview #1 – Julia

When Julia left her condominium in North Phoenix for work at 6:45 a.m. in May of 2003, she discovered that her 1997 Dodge Ram 1500 Sport had been stolen. She had last seen her truck the previous night at 10:30 p.m. Julia said she felt devastated and started crying. She also related that she felt as if she had been violated because someone took something from her. She is a single parent with four children with the youngest being two years-old. This truck was more than a vehicle; it was what fueled their life. Julia takes her four children to three different schools in the morning and then across town to work. In the evening she also attends college studying nursing and takes the children to school events such as cheerleading for her daughters. Inside the truck were things that belonged to the children, like a walkman, CDs, a car seat, lawn chairs and most importantly photographs of the children that Julia kept on the sun visor.

When Julia called the police, they told her that due to the make and model of the vehicle, it was probably already in Mexico or would be there shortly. They did not send an officer to her house but completed the report over the telephone. They gave her a phone number to call in 10 days to see if her property had been recovered. Her insurance did not settle the claim for 10 days. That meant that for 10 days, she had to rely on the generosity of others for her and her family's transportation needs. When the insurance settled her claim, they paid her what they termed as "fair market value" minus her $500 deductible. The problem was that she owed about $3,000 more than the insurance gave her. So she not only lost her truck but she had to pay for the remaining balance on the loan and she was still without a vehicle.

In October 2003 after paying off the previous loan, Julia bought a 1997 Chevrolet Suburban. She is currently making payments on her new vehicle and will do so for about four more years. Julia stated that she did not take any security precautions with her Dodge Ram but has taken several precautions with her Suburban. Julia uses an anti-theft steering wheel locking device and she did not remove the security stickers left on the Suburban by the previous owner. She related that in January 2004 she was going to get the vehicle identification number etched into the Suburban windows as well as registering her vehicle with the "Watch Your Car" program from the Arizona Auto Theft Authority where the vehicle owner authorizes the police to stop their vehicle if seen on the road after a designated time.

Six months after the theft, Julia still misses her Dodge Ram Truck. The thing that upsets her most is that whoever stole her truck had to have known by the child car seat in the truck that it was owned by a family with children. Not only did they hurt her but also the children.

Interview #2 – Sandy

In early April 2003, Sandy left her condominium in northwest Phoenix to discover that her truck had been broken into. She checked the truck and only noticed that some CDs were missing. Due to the shortage of covered parking at Sandy's apartment complex her boyfriend and she alternated parking her truck and her 1998 Nissan Altima in the assigned covered parking.

While driving the truck to work, Sandy started to think about the Altima and checked the truck's console for the spare set of keys kept there. They were gone. She called her boyfriend and asked him if he had removed the keys from the truck but he related he had not. She asked him to check if the car was still at the complex. When her boyfriend said the car was gone, Sandy said she felt sick to her stomach and had to pull off to the side of the road. After a minute, she returned home and contacted the police.

Sandy related an officer arrived in about an hour and initiated a police report. The officer told her that they recover quite a few stolen vehicles and assured them they would find it. Sandy called her insurance company. She had purchased the rental car option in her policy which started after she paid the deductible. She stated there was a great deal of inconvenience contacting her insurance company, attaining the rental car, and filing a claim. She also had to purchase a new child car seat which was in the stolen vehicle. Other things left inside the vehicle included baby toys, and CDs.

They also fell behind on many of their bills due to having to pay their $500 deductible. About 2 weeks after the theft, Sandy's vehicle was recovered. The police called her and related that her vehicle was involved in a high-speed chase with law enforcement. During the chase the driver left the car at 19th Avenue and Peoria Drive and fled. He was not apprehended by the police. Sandy immediately went to the scene and retrieved her car. The entire inside of the car needed to be steam cleaned and the back seat required reupholstering. The car was also returned with a small amount of marijuana in the door side pouch. The front bumper and mirror needed to be repainted and the ignition and doors were rekeyed. After their experience, Sandy and her boyfriend moved away. They no longer keep vehicle keys inside a vehicle and always park in their garage.

Interview #3 – Jack

When Jack left his house in Prescott for work at 6:00 a.m. in August of 2003 he discovered his restored 1972 Chevrolet Nova had been stolen from his driveway. Jack had last seen his car the previous night at about 10:00 p.m. before going to bed. At

first, Jack said he was confused and shocked. He began thinking about where he parked his Nova. After a few minutes, the reality struck him that someone had stolen his car. Anger set in as he wondered why someone would take from him something that he had built. Jack had put in over $15,000 of time and new parts to restore the Nova. When he called the police at about 8:00 a.m., they came to his residence and took a report.

At about 2:00 p.m. the same day, he was notified that his car had been found about 14 miles from his house in a wooded area. The bad news was that the tires, steering wheel, carburetor and several other parts had been removed from the car. The car had also been set on fire - this meant it was a total loss. The insurance estimate of the Nova's value was not as high as Jack's opinion of what it was worth. Fortunately, because Jack has another car and a motorcycle, this theft did not bring any transportation hardships. Since the theft, Jack has purchased a 1991 Chevrolet Corvette to replace the Nova. Jack had never used any security precautions other than locking his door when he had the Nova. He has now installed an alarm system in the Corvette to help prevent it from being stolen.

Interview #4 – Gary

Gary is an independent vendor servicing valley grocery stores and his vehicle theft experience created a great deal of stress and hardship, economically and emotionally. In late October of 2003, at 7:30 a.m., he parked his 2002 Ford E-550 Cargo Van behind a grocery store at Tatum Avenue and Shea Boulevard to unload his merchandise inside the store. When he returned to his truck 5 or 10 minutes later, his vehicle and its contents had been stolen. Gary felt helpless and utterly alone when he discovered his livelihood had been stolen. He said, "It was as if someone had stolen my heart." Inside the van was about $600 of merchandise, a cell phone, 2 computers (worth about $2,000 each) and a computer printer (worth $1,700).

When he contacted the Phoenix police, they informed him that they would not take a report without a license plate number. Since he had no transportation, he had to borrow a car and return to his residence to retrieve the needed information. When he called the police back, he could only leave a message. They returned his call at approximately 1:30 p.m. and took the report. Shortly after contacting the police, he called his insurance company. He believed he had the rental car option on his policy. However, when he transferred his insurance from Minnesota the agent did not transfer the rental car option so he was left without a paid rental vehicle. A rental van cost him $450 a week for the next 5 weeks.

Gary's van was found at the end of November 2003 in the vicinity of 38th Street and Camelback. The merchandise inside was gone, as well as the cell phone, computers and printer. The tires has been damaged, the van's tie-rods needed to be replaced and there was graffiti on the outside of the van. When he finally repaired and cleaned his van, Gary installed an alarm system that automatically locks all doors and, if someone

does try to steal it, the van shuts down when the brake is pressed. Gary's life has changed also. He is constantly aware of his surroundings wherever he is and extremely security conscious at home. His claim is still not closed but this theft has cost him over $5,000 to date.

Interview #5 – Robert

When Robert's wife left their apartment in northeast Phoenix to take their nephew to school at 7:00 a.m. in mid-August of 2003 she discovered their 1994 Ford Crown Victoria had been stolen. When Robert's wife told him of the theft, his first reaction and feeling was anger. Especially, since the apartment complex where Robert lives was resurfacing the parking lot and asked all residents to park their vehicles in another location. He felt that if he had not moved the vehicle, it may not have been stolen. Robert had last seen his Ford the previous night at about 12:00 a.m. before going to bed.

Robert immediately contacted the police who took a report over the phone. His insurance company informed him that he did not have the rental car option on his policy but provided him with financial assistance in attaining a rental car. The insurance company settled the claim after 30 days. However, the insurance company estimate of the Ford's value was less than Robert's. Since he kept this car in premium condition he believed it was worth more than the insurance company estimate.

Inside the Crown Victoria were a child car seat, portable CD player, CDs, tools, a baby carriage, and a roadside emergency kit. Robert and his wife needed to replace all of these things. The theft caused some economic and emotional hardship as well. The Ford was Robert's wife's primary means of transportation. For three days, this loss created a great deal of difficulty in getting Robert to work and having a car available for his wife and child to use. Another hardship was the cost and effort of finding a replacement vehicle equal to the value of the Ford with only the money the insurance company gave him. Before, Robert never used any additional security devices on his vehicle other than locking the doors. Now, he has installed an alarm system in his 1994 Cadillac Deville as well as using a steering wheel locking device to prevent this car from being stolen.

Interview #6 – John

On Labor Day, 2003 at 5:00 a.m., John left his house in the southeast Valley to discover his 1977 Chevrolet pick-up truck and attached trailer had been stolen. He remembers seeing the truck the previous night at about 12:00 a.m. When he realized someone had stolen his truck, his first reaction was a feeling of irritation. John related that he had searched for six months for this truck and he only had it for two months. He wondered, "How could someone take it from me?"

When he called the police a short time later, they took a report over the phone. The police called John at 10:00 a.m. and informed him that his truck and trailer had been

located in an industrial park in Phoenix. The individual who stole the truck left it parked, running and overheating. A passerby called the fire department about an overheated vehicle which alerted the police. John had to repair the door lock, ignition and steering column in the truck. There were several tools and automotive accessories stolen from the trailer which he also had to replace.

His insurance agent responded quickly. John's policy had a $500 deductible for the truck, the trailer and the trailer's contents. Therefore, the economic impact of the theft was the $1,500 he had to pay to repair the truck and replace the stolen items. Since this was not his primary vehicle, there was no hardship with regard to transportation. Before, John never used any additional security devices on his truck other than locking the doors. Now, he uses a steering wheel lock to prevent his vehicle from being stolen again.

Interview #7 - David

When David returned to his home from playing golf on Labor Day, he found a card on the door of his house asking him to call the Mesa Police Department. When he called the number on the card, he learned that his 2003 Honda Civic had been stolen. David said he felt violated and then felt angry. Inside the car were a 12 disk CD changer and an expensive after-market stereo system. When he contacted the Mesa police and provided information about the theft, he was informed that the Chandler police had located the vehicle but it was a total loss. David was fortunate in that he had primary insurance coverage and additional "gap coverage" through the credit union that financed the car. The gap insurance paid the difference between the insurance company's "fair market value" and the loan balance. With this extra insurance and another vehicle at his disposal, David did not experience the typical economic or other hardships associated with a vehicle theft. David did not use any other theft precautions on the Honda but now he has an alarm system on his current car.

Interview #8 – Kristen

On the morning of March 16, 2004, Kristen discovered that her vehicle had been stolen from her driveway. As a first grade teacher on a limited budget and single mother, the loss of the vehicle was made more difficult by the fact that $500 in repairs had been made to the vehicle the day before. After calling for a ride to work, Kristen called the police department to file a report. Kristen was well aware of the procedure and was able to make the necessary arrangements quickly. She started a claim with her auto insurance company and reserved a rental vehicle. While she was able to get to her classroom on time for school, her mind was preoccupied with the fact that her property had been stolen again.

The same car had been stolen two years ago (almost to the exact day). After a week, it was found at a local grocery store with no damage. The insurance company had covered 100 percent of the rental car making the first theft an inconvenience, but not a monetary loss. The same day that the vehicle was recovered Kristen purchased a

steering wheel locking device. The following morning, when she went to her car to leave for work, she found the door ajar and the steering wheel lying on the floor of the car with the steering wheel locking device still attached. This attempted theft cost her another week without a vehicle and a $500 deductible.

While attempting to maintain normalcy throughout the day, she reminded herself that no one had been injured and that the vehicle was an old one. However, that old vehicle was the product of five years spent paying it off on a tight budget. She realized that given the age of the vehicle, if it was not recovered, she would not receive enough from the insurance company to purchase another vehicle. That left her with the possibility of car payments again. She was relieved that she had decided to keep full coverage on the vehicle even though it was old because it meant that the rental car would be paid for by the insurance company.

At 11:15 a.m. on the same day the car was stolen, the Phoenix Police Department called with news that the vehicle had been recovered. They had apprehended the thieves in the vehicle and recovered the vehicle undamaged. It was the best possible resolution. However, the police told Kristen that she would now have to be careful because there was information about where she lived and worked that had been stolen from the vehicle. Kristen retrieved her vehicle that afternoon to find a new difficulty. All of her belongings had been stolen, including her class notes from the graduate school courses she was taking. This added another level of frustration as the notes were of immense value to her, but worthless to anyone else.

Victim Interview Summary

These victims all experienced the trauma and hardship that all too often accompanies motor vehicle theft. While motor vehicle theft is classified by many as a “property” crime, many victims experience a loss in their livelihood and a decline in their feeling of well-being when a vehicle is stolen. Victims often experience financial loss, even if the vehicle is recovered or if the vehicle is insured. The loss of transportation and the sense of violation brought by the theft often have a long lasting emotional impact on victims. Far from being a victimless crime, the victims of motor vehicle theft are victimized by the theft of their vehicle, the loss of a sense of security, and the necessity of changing the way they live in order to prevent future theft.

OFFENDERS

Demographics

Motor vehicles are stolen by both males and females although males are predominately the perpetrators. In Arizona during 2002, 5,131 persons were arrested for motor vehicle theft compared to 4,465 in 2001. Males accounted for 4,237 arrests, or 82.6 percent, and females for 894 arrests or 17.4 percent. Females went from committing 15.7 percent of the total crimes in 2001 to 17.4 percent in 2002. The crimes are committed by both adults and juveniles. Of those arrested in 2002, 3,922 were adults and 1,209

were juveniles. Of the juveniles arrested, 80.6 percent were males and 19.4 percent were female. Many auto thieves in Arizona start stealing vehicles as juveniles as a result of gang participation and peer pressure.

Table 18: Motor Vehicle Theft by Gender
2001-2002
Arizona*

	2001						2002					
GENDER	**ADULT**		**JUVENILE**		**TOTAL**		**ADULT**		**JUVENILE**		**TOTAL**	
Male	2,747	85.2%	1,015	81.9%	3,762	84.3%	3,263	83.2%	974	80.6%	4,237	82.6%
Female	478	14.8%	225	18.1%	703	15.7%	659	16.8%	235	19.4%	894	17.4%
Total	3,225		1,240		4,465		3,922		1,209		5,131	

*From *Crime in Arizona* reports, 2001 and 2002

Of the total persons arrested for auto theft in Arizona during 2002, 89.0 percent were White, 7.9 percent were Black, 2.8 percent were American Indian/Alaskan native, 0.3 percent were Asian/Pacific Islander. This total does not separate out Hispanics as a separate category. For this reason a breakdown of Hispanic and Non-Hispanic arrests is given in a separate table. The following table shows an arrest break down by race for 2001 and 2002 for motor vehicle theft in Arizona.

Table 19: Motor Vehicle Theft by Race
2001-2002
Arizona*

	2001						2002					
RACE	**ADULT**		**JUVENILE**		**TOTAL**		**ADULT**		**JUVENILE**		**TOTAL**	
White	2,738	84.9%	1,078	86.9%	3,816	85.5%	3,490	89.0%	1,075	88.9%	4,565	89.0%
Black	407	12.6%	93	7.5%	500	11.2%	312	8.0%	94	7.8%	406	7.9%
Indian	72	2.2%	64	5.2%	136	3.0%	107	2.7%	36	3.0%	143	2.8%
Asian	8	0.2%	5	0.4%	13	0.3%	13	0.3%	4	0.3%	17	0.3%
Total	3,225		1,240		4,465		3,922		1,209		5,131	

*From *Crime in Arizona* reports, 2001 and 2002

The following table gives a national breakdown of motor vehicle theft by race in the United States.

Table 20: Motor Vehicle Theft by Race
2001-2002
United States*

	2001						2002					
RACE	**ADULT**		**JUVENILE**		**TOTAL**		**ADULT**		**JUVENILE**		**TOTAL**	
White	40,018	58.0%	18,851	56.3%	58,869	57.5%	45,676	61.3%	18,949	57.9%	64,625	60.3%
Black	27,113	39.3%	13,693	40.9%	40,806	39.8%	26,686	35.8%	12,428	38.0%	39,114	36.5%
Indian	515	0.7%	410	1.2%	925	0.9%	711	1.0%	665	2.0%	1,376	1.3%
Asian	1,315	1.9%	547	1.6%	1,862	1.8%	1,471	2.0%	665	2.0%	2,136	2.0%
Total	68,961		33,501		102,462		74,544		32,707		107,251	

*From *Crime in the United States* reports, 2001 and 2002

In 2002, 43.1 percent of all motor vehicle theft arrests in Arizona were Hispanic, while 56.9 percent were non-Hispanic. Among juveniles, 52.6 percent of those arrested for motor vehicle theft were Hispanic, while among adults 40.1 percent were Hispanic.

Table 21: Motor Vehicle Theft
Hispanic and Non-Hispanic Breakdown
2001-2002
Arizona*

	2001						2002					
	ADULT		JUVENILE		TOTAL		ADULT		JUVENILE		TOTAL	
Hispanic	1,195	37.1%	592	47.7%	1,787	40.0%	1,574	40.1%	636	52.6%	2,210	43.1%
Non-Hispanic	2,030	62.9%	648	52.3%	2,678	60.0%	2,348	59.9%	573	47.4%	2,921	56.9%
Total	3,225		1,240		4,465		3,922		1,209		5,131	

*From *Crime in Arizona Reports, 2001 and 2002*

According to *Arizona Crime Trends: A System Review* (2003), motor vehicle theft arrests decreased by 44 percent for those under 18 years old, but increased 119 percent for those 18 and older. This covers the 10-year period from 1991 to 2001. The percentage breakdown of offenders arrested for motor vehicle theft is comparable between Arizona and the United States, with the exception of Arizona has a higher percentage of juveniles arrested for motor vehicle theft.

Table 22: Motor Vehicle Theft
Arrests by Age
2002

	Arizona		United States	
	Number	Percent	Number	Percent
14 and Under	306	6.0%	8,227	7.7%
15 – 17	903	17.6%	24,317	22.7%
18 – 21	1,215	23.7%	24,874	23.2%
22 – 24	621	12.1%	10,976	10.2%
25 – 29	678	13.2%	11,525	10.8%
30 – 34	573	11.2%	9,745	9.1%
35 - 39	425	8.3%	8,067	7.5%
40 – 44	231	4.5%	5,213	4.9%
45 – 49	111	2.2%	2,582	2.4%
50 – 54	38	0.7%	1,048	1.0%
55 – 59	18	0.4%	395	0.4%
60 – 64	6	0.1%	134	0.1%
65 and over	6	0.1%	84	0.1%

*From *Arizona Crime Trends and Crime in the United States 2002*

Although there are a large number of research projects, books, and articles on crime, crime prevention, offenders, etc. there has been very little research conducted on the subject of auto theft related to offenders (auto thieves). In 1994, Robert R. Reinertsen and Victor D. Lofgreen of Western Illinois University completed a paper titled, *Research*

in Motor Vehicle Prevention: Identifying Strategies that Work. The project was commissioned by the Illinois Motor Vehicle Theft Prevention Council. The project involved in depth interviews of 50 convicted adult felons at three correctional facilities in the state of Illinois. The 50 individuals were selected from an initial pool of 237 career auto theft offenders.

The Reinertsen and Lofgreen study was comprised of 78 percent Black males with an average age of 29 year, 4 months, who reported stealing an average of 32 vehicles since turning 18 with a mean of 2.8 arrests and 1.4 convictions. The average reported age for the first time the subjects had stolen a vehicle was 16.9 years old, with most subjects admitting to significant drug and alcohol abuse, and almost half admitting to being gang members.

Table 23: Reasons for Stealing Motor Vehicles

	Juvenile	Adult
Money for "High Living"	56%	56%
Excitement	40%	16%
Peer Pressure	38%	-
Money for Day to Day Living	38%	46%
Transportation	8%	-
Support Drug Habit	18%	44%
Support Drinking Problem	8%	14%
Reputation	20%	4%
Sake of Appearances	18%	14%

From Research in *Motor Vehicle Prevention: Identifying Strategies that Work*

The offenders in this study were asked why they stole vehicles when they were a juvenile and when they were an adult. The largest motivation for both age groups was to obtain money for "high living".

The offenders questioned generally indicated that they broke into vehicles by breaking the door lock, using a "slim jim", or by breaking or pulling a window back (86 percent used one of these methods). Of the group, 66 percent said they were able to disarm an auto alarm system.

A large number of the offenders stole the vehicles to strip and sell for parts (40 percent), followed by driving around (18 percent), selling whole (16 percent), delivering to a chop shop (10 percent), delivering to a specific person who "ordered" a particular make and model or taken to a preset location (10 percent), and using the vehicle to commit another crime (3 percent).

The British Crime Survey of 1996 written by Mirrlees-Black, Mayhew and Percy made some very significant findings. They noted that "cars parked in public car parks (parking lots) were four times more likely to be stolen than those parked in the street outside the owner's home or work and 40 percent more at risk than when parked in some other streets. They were 200 times more at risk than cars parked in a garage at home." There is no comparable U.S. data. The British have addressed this problem by "hardening" or making parking lots more secure and through the use of Closed Circuit Television (CCTV).

A 1994 study by the British Home Office titled, *"Car Theft: The Offender's Perspective"* reflects many of the findings by Reinertsen and Lofgreen. The British study consisted of interviews of 100 car thieves of whom 98 were male. The group as a whole ranged in ages of 14 to 35 years with 69 percent under age 21. Some of the key points of the British research are as follows:

- Most of the 100 offenders indicated they began to steal cars in their mid-teens with the assistance of more experienced offenders;
- Reasons for getting involved in car theft were listed as influence of friends, excitement of stealing cars, and boredom;
- Over time, the opportunity to make money seems to have become more important with over a third progressing to "professional" car theft for financial gain;
- More than half described themselves as "specialists" dedicated to stealing cars as opposed to committing other crimes;
- Most offenders did not consider car theft to be a serious crime;
- Nine of 10 said they were not deterred by the prospect of being caught;
- One third indicated that parking lots (car parks) were the targets, while many offenders said they would take a car from anywhere;
- Offenders targeted older cars that were easier to steal as well as makes and models they were familiar with; and
- Thirty-four percent of the group indicated alarms had some deterrent effect but otherwise reported vehicle security as ineffective.

Some common traits can be established from these studies and data concerning arrests of motor vehicle theft offenders. The majority of offenders reported that they began stealing vehicles in their teens. The typical offender in Arizona is a White male between the ages of 15 and 29. Reasons cited in the studies for stealing vehicles are varied, but a desire to support a lifestyle above their current income was a common theme. Most offenders preferred to steal from large parking lots and did not see a high risk of being apprehended for their crimes.

Arizona Department of Corrections Inmate Population

From 2000 to 2003, the number of inmates committed to the Department of Corrections for motor vehicle theft increased each year, a total of 119 percent over the four year period. From 2002 to 2003, the number of inmates committed for motor vehicle theft increased 18.6 percent. A one day snapshot of the total inmate population on December 31, 2003 revealed that of the 31,258 inmates incarcerated, 2,241 of those inmates were incarcerated for motor vehicle theft (7.2 percent of the total population).

Table 24: Commitments to DOC
2000 - 2003

Year	Motor Vehicle Theft	Total Commitments	Percent of Total
2000	527	10,538	5.0%
2001	746	11,597	6.4%
2002	973	12,815	7.6%
2003	1,154	14,107	8.2%

From Arizona Department of Corrections

According to a review of the Arizona Department of Correction's data on all inmates incarcerated on December 31, 2003 for motor vehicle theft, 92.1 percent of inmates incarcerated for motor vehicle theft are male and 7.9 percent are female. Most offenders were between the ages of 18 and 29 (59.1 percent) at the time of admission into prison, while only 10.4 percent of those incarcerated for motor vehicle theft were over the age of 40.

Table 25: Age of Admission
Inmates Incarcerated for Motor Vehicle Theft
December 31, 2003

	Female		Male		Total	
Age	Number	Percent	Number	Percent	Number	Percent
15-17	0	0.0%	40	1.9%	40	1.8%
18-21	38	21.5%	462	22.4%	500	22.3%
22-24	22	12.4%	331	16.0%	353	15.8%
25-29	45	25.4%	426	20.6%	471	21.0%
30-34	41	23.2%	348	16.9%	389	17.4%
35-39	21	11.9%	233	11.3%	254	11.3%
40-44	8	4.5%	142	6.9%	150	6.7%
45-49	2	1.1%	56	2.7%	58	2.6%
50-54	0	0.0%	18	0.9%	18	0.8%
55-59	0	0.0%	3	0.1%	3	0.1%
60-64	0	0.0%	4	0.2%	4	0.2%
65 and over	0	0.0%	1	0.0%	1	0.0%
Total of Population	177	7.9%	2,064	92.1%	2,241	100.0%

From Arizona Department of Corrections

The majority of inmates incarcerated for motor vehicle theft as of December 31, 2003 were Caucasian (50.9 percent), followed by Mexican American (28.5 percent), African American (8.4 percent) and Mexican National (8.1 percent). Nearly half of all inmates incarcerated for motor vehicle theft were Caucasian males (46.8 percent).

Table 26: Race
Inmates Incarcerated for Motor Vehicle Theft
December 31, 2003

	Female		Male		Total	
	Number	Percent	Number	Percent	Number	Percent
Caucasian	92	52.0%	1,049	50.8%	1,141	50.9%
African American	11	6.2%	177	8.6%	188	8.4%
Native American	9	5.1%	59	2.9%	68	3.0%
Mexican American	57	32.2%	582	28.2%	639	28.5%
Mexican National	5	2.8%	177	8.6%	182	8.1%
Asian	0	0.0%	4	0.2%	4	0.2%
Other	3	1.7%	16	0.8%	19	0.8%
Total of Population	177	7.9%	2,064	92.1%	2,241	100.0%

From Arizona Department of Corrections

Only 17.6 percent of all inmates incarcerated for motor vehicle theft as of December 31, 2003 were known to have had no substance abuse history. Alcohol had been abused by over half of the inmates (52.4 percent) and 71.6 percent had abused illegal drugs.

Table 27: Substance Abuse History
Inmates Incarcerated for Motor Vehicle Theft
December 31, 2003

	Female		Male		Total	
	Number	Percent	Number	Percent	Number	Percent
None	18	10.2%	376	18.2%	394	17.6%
Alcohol Only	4	2.3%	227	11.0%	231	10.3%
Marijuana	19	10.7%	422	20.4%	441	19.7%
Stimulants	115	65.0%	301	14.6%	416	18.6%
Depressants	0	0.0%	2	0.1%	2	0.1%
Hallucinogens	1	0.6%	3	0.1%	4	0.2%
Narcotics	8	4.5%	627	30.4%	635	28.3%
Poly drug	11	6.2%	94	4.6%	105	4.7%
Unknown	1	0.6%	10	0.5%	11	0.5%
Total of Population	**177**	**7.9%**	**2,064**	**92.1%**	**2,241**	**100.0%**
Any drug	154	87.0%	1,451	70.3%	1,605	71.6%
All alcohol	65	36.7%	1,110	53.8%	1,175	52.4%

From Arizona Department of Corrections

Approximately one-fourth of the inmate population incarcerated for motor vehicle theft is suspected of affiliation with a gang. The percentage of males versus females involved in both gang activity and motor vehicle theft are virtually identical with 25.4 percent of females suspected of gang affiliation and 25.2 percent of males incarcerated for motor vehicle theft suspected of gang affiliation.

Table 28: Gang Affiliation
Inmates Incarcerated for Motor Vehicle Theft
December 31, 2003

	Female		Male		Total	
	Number	Percent	Number	Percent	Number	Percent
Suspected	45	25.4%	520	25.2%	565	25.2%
No Affiliation	132	74.6%	1,544	74.8%	1,676	74.8%
Total	177	100.0%	2,064	100.0%	2,241	100.0%

From Arizona Department of Corrections

Juvenile Motor Vehicle Theft

Juvenile offense data is tracked by the individual courts using a system called the Juvenile On Line Tracking System (JOLTS). This system provides the most comprehensive source of juvenile offense data in the state. This data allows for analysis of offenses in more detail than is available through the Uniform Crime Reports (UCR). The data analyzed in this section is arrest data that was made available by the Maricopa County Juvenile Probation Department.

Table 29: Age of Offense
Total 1998-2003

	Motor Vehicle Theft		All Offenses	
Age	Count	Percent	Count	Percent
Under 12	214	3.4%	2,483	2.6%
13	479	7.6%	6,227	6.4%
14	992	15.7%	13,888	14.4%
15	1,467	23.2%	22,005	22.7%
16	1,658	26.2%	26,528	27.4%
17	1,507	23.9%	25,619	26.5%
TOTAL	6,317	100.0%	96,750	100.0%

From Maricopa County Juvenile Probation Department

The largest percentage of juvenile crime is committed by youth offenders between the ages of 15 and 17. A larger percentage of younger juveniles (those 14 and under) were adjudicated for motor vehicle theft (26.7 percent) than for all offenses committed by juveniles (23.4 percent) between 1998 and 2003. During this time, 6.5 percent of all offenses adjudicated for juveniles were for motor vehicle theft.

The most likely day for a juvenile to steal a vehicle between 1998 and 2003 was Monday. The percentage of vehicles stolen Monday through Friday was higher during the non-summer months (September through May), months that juveniles are traditionally in school. The vast majority of vehicles are stolen between September and May (92.1 percent), with only 7.9 percent of vehicles stolen between June and August.

Table 30: Day of the Week Crime Committed
Motor Vehicle Thefts by Juveniles
1998-2003

	Full Year		Not including June, July or August			
	1998 – 2003		1998 – 2003		2003	
	Count	Percent	Count	Percent	Count	Percent
Sunday	839	13.3%	780	13.4%	123	12.9%
Monday	978	15.5%	912	15.7%	150	15.7%
Tuesday	880	13.9%	823	14.1%	151	15.8%
Wednesday	918	14.5%	837	14.4%	136	14.3%
Thursday	934	14.8%	856	14.7%	143	15.0%
Friday	943	14.9%	861	14.8%	137	14.4%
Saturday	826	13.1%	752	12.9%	113	11.9%
TOTAL	6,318	100.0%	5,821	100.0%	953	100.0%

From Maricopa County Juvenile Probation Department

Table 31: Time of Day
Motor Vehicle Thefts by Juveniles
1998-2003

Time of Day	Count	%
Midnight - 3:59 a.m.	1,416	22.4%
4:00 a.m. - 7:59 a.m.	559	8.8%
8:00 a.m. - 11:59 a.m.	730	11.6%
Noon - 3:59 p.m.	1,017	16.1%
4:00 p.m. - 7:59 p.m.	975	15.4%
8:00 p.m. - 11:59 p.m.	1,520	24.1%
Unknown	101	1.6%
TOTAL	6,318	100.0%

From Maricopa County Juvenile Probation Department

Almost half, 46.5 percent, of vehicles stolen by youth were stolen between the hours of 8:00 p.m. and 4:00 a.m. between 1998 and 2003. Only 8.8 percent of vehicles were stolen from 4:00 a.m. to 8:00 a.m., while 27.7 percent of vehicles stolen were stolen between 8:00am and 4:00 p.m., the traditional school day, and 15.5 percent of vehicles stolen by juveniles were stolen between 4:00 p.m. and 8:00 p.m.

Motor Vehicle Theft Offender Interviews

In the fall of 2003, the Arizona Department of Public Safety's Video Production Unit video taped interviews with two convicted motor vehicle thieves. Both interviews were done without disclosing the identity of the thief. The first was involved in motor vehicle theft in conjunction with street racing, while the second was a juvenile offender involved in drug and gang activity, as well as motor vehicle theft.

Interview #1

The subject interviewed identified himself as a "street racer" who had only been stealing vehicles for a year. He said that he started stealing vehicles in an effort to build his street racing vehicle into a top performing vehicle in order to regain his spot as a top racer. He indicated that a street car racer with a top performing car may have $30,000 to $40,000 invested in their vehicle. If a person cannot afford that kind of

expense but wants to be a competitive street racer, stealing cars is one of the most common ways to make the money. He would strip the vehicles of valuables and parts before dumping the vehicle. Those parts which were not used for his vehicle were sold to other street racers. He indicated it takes 30 to 40 seconds to steal a car, and 45 minutes to 1 hour to strip a car depending on how many items you were taking.

He indicated that he usually worked with other individuals who acted as lookouts, provided transportation to theft locations, or assisted in the stripping of parts from vehicles. He would have another vehicle trail the stolen vehicle closely when driving it so that the license plate could not be scanned by police. When asked to talk about locations he liked to steal vehicles from and types of vehicles he liked to steal, he said he preferred stealing cars from large apartment complexes late at night. He cited lack of security and controlled access as factors, along with the lack of threat of being noticed as not belonging near the vehicle. He stole from mall parking lots and vehicles that were parked for sale on street corners. He further indicated that magazines that advertise cars for sale are considered a catalog for auto thieves, especially if the ad gives the location of the vehicle. The car thief can read the ad and see exactly what equipment and options the vehicle has and he has even gone over to look at a vehicle with the owner with the intention of stealing it later.

When asked why he would skip a certain vehicle he indicated it was because of security concern either by where the vehicle was located or what security systems it had. Security devices such as alarms, hood locks, stacked deterrence (multiple items installed to prevent theft), and “Watch Your Car” program stickers caused him to skip a vehicle and move to another. When asked why he would skip a car with the “Watch Your Car” symbol he said it was because he knew that the police would be able to stop those vehicles in the middle of the night to determine if the driver was the owner without having any other reason. He indicated that often the vehicles they stole were not locked and many had spare keys in them allowing them to be stolen in even less time and with less effort. He referred to “jiggle keys”. He also mentioned how easy it was to obtain them. He was asked if he switched the VIN (Vehicle Identification Number) numbers when he stole vehicles. He said they were so hard to get off the vehicle and an officer checking may notice it had been tampered with so he didn’t switch the VIN numbers.

Interview #2

At the time of the taping the subject was 17 years old and being held in a county jail after being remanded for motor vehicle theft as an adult. His sentence was for six months to be followed with an extended period of time on probation. A footnote to this interview indicates that some time after the offender completed this taped interview and was released from county jail on probation, he was arrested in a stolen vehicle. He is currently waiting to be sent to prison to start a lengthy period of incarceration.

The subject was eight years old when he first got into trouble with the law. Initially it was for drugs (smoking marijuana) and then later for stealing. He indicated he started smoking marijuana at eight as well as drinking. He started using other drugs when he was 10 and admitted gang affiliation from 10 years on. He indicated that he first started stealing four wheelers (ATV's) and dirt bikes, and then later cars. His first experience with motor vehicle theft occurred at 10 years of age when he went with some older friends who stole a car. When asked how he learned to steal cars, he said by watching his friends. His early justification for stealing the ATV's and dirt bikes was because they were things his family could not afford.

His most active period of motor vehicle theft was when he was between 13 and 14 years of age, during which time he stole between 50 and 100 vehicles that year. At this point he was sent to the Department of Juvenile Corrections for 24 months. He preferred to steal short bed Chevrolet pickup trucks. He said those vehicles looked good. He said many times parts were stripped off those pickups and put on vehicles they legally owned. Other times he stole vehicles to get parts for friends who would give him money. On other occasions it was just to use the vehicles as transportation. Those vehicles that were stolen for transportation would be dumped after a few days.

He preferred to steal vehicles from apartment complexes because of the lack of security and the fact most people's apartments were located some distance from where their cars were parked. New home developments were good targets as it was easy to steal cars from carports or in front of homes parked on the street. He did not like to steal cars from mall parking lots as they were often too busy. Cars were disposed of in the desert or left in the back yards of friends after they had been stripped. He said he never burned a car but would use WD-40 to wipe them down to prevent the police from finding fingerprints. He indicated that Dodges were the easiest to steal, especially the Intrepid. He said they could be into and driving away in a minute in that vehicle. Others, such as pick up trucks, took up to four to five minutes to steal, especially if he had to crack the steering column.

He said he left cars for sale along side the road alone as there were sometimes police officers staking out those vehicles. When looking for vehicles to steal he was asked what prevented him from taking a certain car. He said he would not take a car with a steering wheel locking device as he didn't want to "mess with it as it was too much of a hassle". Cars with alarms were no trouble if you could quickly bypass it. Sometimes he or a friend would use a large magnet to disrupt and scramble the alarm system.

When he was first arrested at 14 years old, 16 felony charges were filed against him. As a result, he was sentenced to the Arizona Department of Juvenile Corrections for 24 months. From 14 years of age to the present, he has been in and out of detention four times. He indicated that he had been involved in several car chases with police and had been confronted by the owners of the vehicles he was trying to steal at times. As a result of the latest charge, he was remanded as an adult and was in county jail. He

indicated that knowing he faces state prison if he is arrested again is the biggest deterrent he faces when released from jail.

Youth Offenders – Arizona Youth Survey

The Arizona Youth Survey is conducted every two years by the Arizona Criminal Justice Commission (ACJC) to fulfill the requirements of Arizona Revised Statute §41-2416. This survey is administered to a random sample of youth in 8th, 10th, and 12th grades to determine the prevalence of risk and protective factors related to alcohol, tobacco and drug use. A random sample drawn from the 15 counties resulted in a total of 12,203 valid surveys. The survey was administered to students in January and February 2002.

Confidentiality was ensured to all participating students, and participation was voluntary. The anonymity assured to the students eliminated most of the reasons for students to exaggerate or deny behaviors. Several checks were built into the analysis to minimize the impact of students who were not truthful in their responses. Students whose surveys were deemed not truthful were eliminated. A total of 706 surveys were eliminated from the sample. Six of these surveys were eliminated because not enough valid questions were answered to determine truthfulness, and 700 surveys were eliminated from final analyses because they reported an impossibly high level of substance abuse, claimed to use a nonexistent drug, or reported that they were "not honest at all" in completing the survey. These measures, along with procedures utilized to ensure the understandability of the questions, using a well developed and tested administration protocol, and reading the same instructions to all participating students, worked to ensure the validity of the survey results.

All students surveyed were asked how many of their best friends steal motor vehicles and whether they had stolen any vehicles in the previous 12 months. Over 90 percent of respondents had not stolen any vehicles in the previous 12 months and were not best friends with people who steal motor vehicles; however, 3.0 percent of respondents had stolen a vehicle in the previous 12 months and 9.6 percent of students were best friends with those who steal vehicles.

Table 32: Total Student Population Total Number of Best Friends Steal Motor Vehicles

# of Friends	Percentage
0 Friends	90.3%
1 Friend	5.7%
2 Friends	1.7%
3 Friends	0.8%
4 Friends	1.4%

Table 33: Total Student Population Total Vehicle Theft Frequency in the Last 12 Months

# of Times	Percentage
Never	97.0%
1 or 2 Times	1.9%
3 to 5 Times	0.5%
6 to 9 Times	0.2%
10 to 19 Times	0.1%
20 to 29 Times	0.0%
30 to 39 Times	0.1%
40+ Times	0.2%

From the responses of the 3.0 percent of students who responded that they had stolen a motor vehicle in the previous 12 months, 72.2 percent indicated that they had at least one best friend who also stole motor vehicles. The majority of students who had stolen a motor vehicle in the previous 12 months (63.6 percent) had stolen a vehicle one or two times during that time period.

Table 34: Motor Vehicle Thieves Total Number of Best Friends Steal Motor Vehicles

# of Friends	Percentage
0 Friends	27.8%
1 Friend	23.8%
2 Friends	18.8%
3 Friends	8.8%
4 Friends	20.8%

Table 35: Motor Vehicle Thieves Total Vehicle Theft Frequency in the Last 12 Months

# of Times	Percentage
1 or 2 Times	63.6%
3 to 5 Times	16.2%
6 to 9 Times	5.2%
10 to 19 Times	4.7%
20 to 29 Times	0.8%
30 to 39 Times	2.4%
40+ Times	7.1%

Maricopa County had the highest number of students who responded that they had stolen a motor vehicle in the previous 12 months with 52.6 percent of the affirmative responses. Pima County had the next highest number with 17.4 percent of the affirmative responses coming from that county. A surprising result of the survey was that 32.1 percent of students who were stealing vehicles were female. Of the total number of males who participated in the survey, 4.1 percent responded that they had stolen a vehicle in the past 12 months, whereas 1.9 percent of females surveyed responded they had stolen a vehicle in that time period.

Table 36: Motor Vehicle Thieves Gender

	Percentage
Male	67.9%
Female	32.1%

Students who identified themselves as White made up 41.2 percent of students who had stolen a motor vehicle in the previous 12 months. The second highest number of affirmative responses came from those who identified themselves as Hispanic (33.3 percent) followed by those who identified themselves as Native American (13.8 percent).

Table 37: Motor Vehicle Thieves Ethnic Group

Ethnic Group	Percentage
White	41.2%
Black or African American	4.8%
Native American	13.8%
Hispanic	33.3%
Asian or Pacific Islander	2.4%
Other	4.4%

Table 38: Motor Vehicle Thieves Gang Involvement	
	Percentage
Involved in a Gang	25.0%
Not Involved in a Gang	75.0%

One-fourth of those who had stolen a vehicle in the previous 12 months also identified themselves as being involved in a gang.

The randomly selected students who responded to this survey are believed to be a representative sample of all 8th, 10th, and 12th grade students in Arizona.

ARIZONA CASE STUDIES

Several challenges were encountered in gathering data for mapping motor vehicle theft in urban areas in Arizona. In order to illustrate the phenomenon of auto theft, Tucson and Phoenix were used as case studies.

The Tucson maps use Pima County spatial layers (streets with address ranges, city limits, etc.). These are the layers employed by the Tucson Police Department. Tucson auto theft data was provided by the Major Theft and Research & Analysis sections of the Tucson Police Department. The Phoenix maps use City of Phoenix spatial layers and Phoenix Police Department auto theft data provided by the Crime Analysis and Research Unit. Only crimes occurring in 2003 were used for this case study. In the future, the Statistical Analysis Center (SAC) will create additional maps to illustrate trends and changes in patterns between years.

Phoenix Case Study

Map 4: All stolen vehicles – Phoenix 2003

This map shows hot spots for stolen vehicles related to Uniform Crime Report (UCR) data from the Phoenix Police Department. Uniform Crime Report (UCR) data are for all those vehicles reported stolen whether they were later recovered or not. The addresses were obtained from the Phoenix Police Department for the whole of 2003. Each address was geocoded (matched to its location) on the Phoenix streets layer, also provided by the Phoenix Police Department. A total of 47,008 addresses were matched giving a 99% match rate. Six hot spots (areas of high auto theft frequency) are indicated by white contours. These hot spots are located in a backwards 'L' shape along the northern side of west Interstate 10 and along Interstate 17 north of Indian School Road. Although auto thefts were found to occur throughout Phoenix, Metrocenter Mall was the most intense hot spot for auto theft.

The pin map, or map of point locations, for auto theft is a traditional law enforcement approach to characterizing crime. The drawback of pin maps is that when multiple crimes occur in the same location (which is quite common) that data is lost upon the viewer since only the topmost symbol is seen.

In order to get a better impression of the quantity of crimes, it is possible to show larger symbols where there are multiple crimes at the same address. In this analysis a spatial density layer was used to show auto theft intensity. Density layers show increasing intensity of events with a color ramp of increasing darkness.

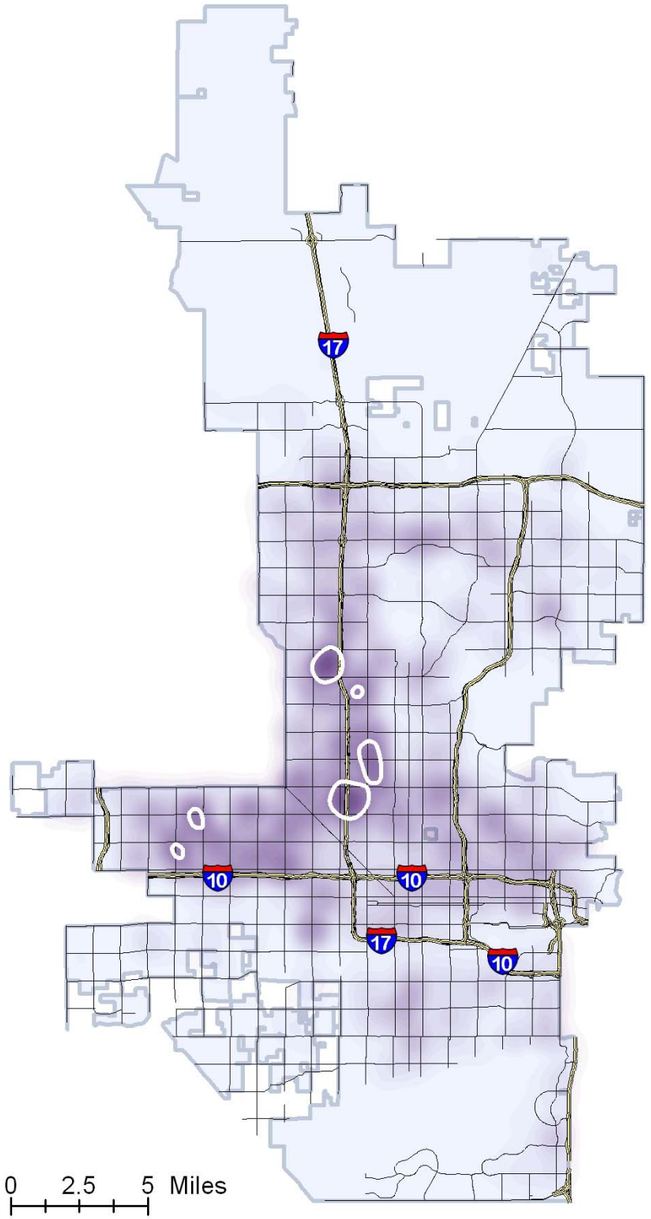
Map 5: Stolen vehicles (later recovered) – Phoenix 2003
and Map 6: Unrecovered stolen vehicles – Phoenix 2003

These maps show subsets of thefts from the above map. Hot spots were found to be slightly more prominent for subsequently recovered vehicles along the Interstate 17 corridor from Indian School Road to Peoria Avenue. Unrecovered vehicles had two hot spots west of 67th Avenue and north of McDowell Road while there was only one hot spot there for recovered stolen vehicles.

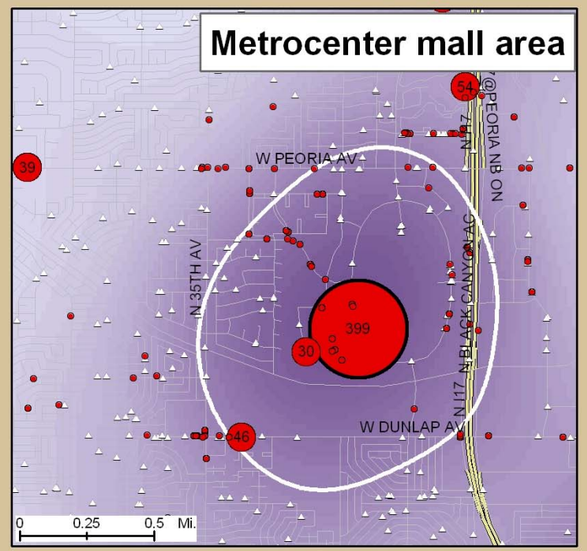
Map 4: All stolen vehicles - Phoenix 2003

ACJC Statistical Analysis Center

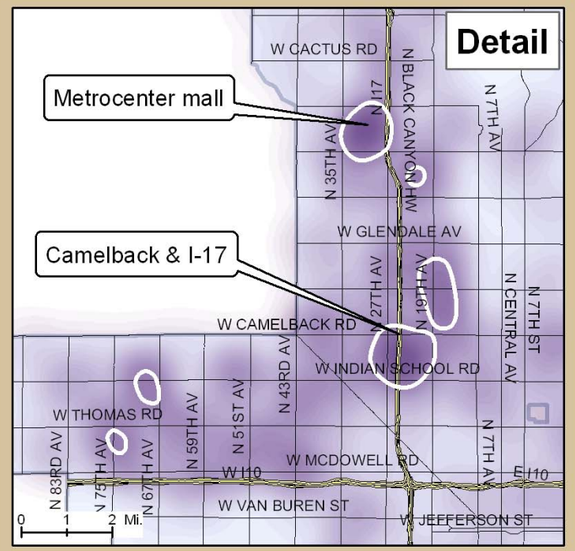
Phoenix stolen vehicle locations



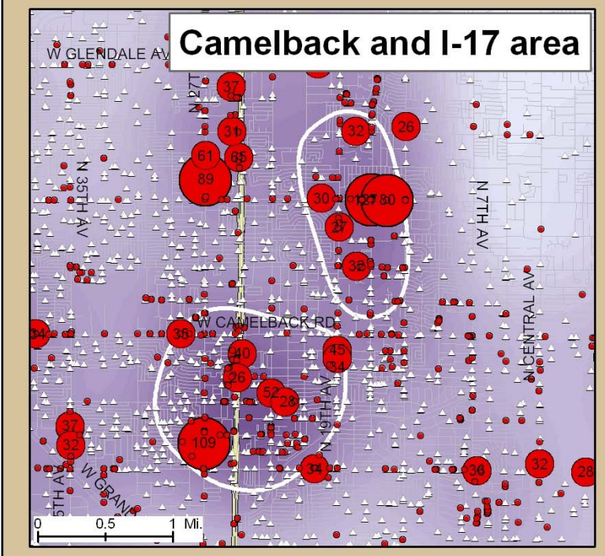
Metrocenter mall area



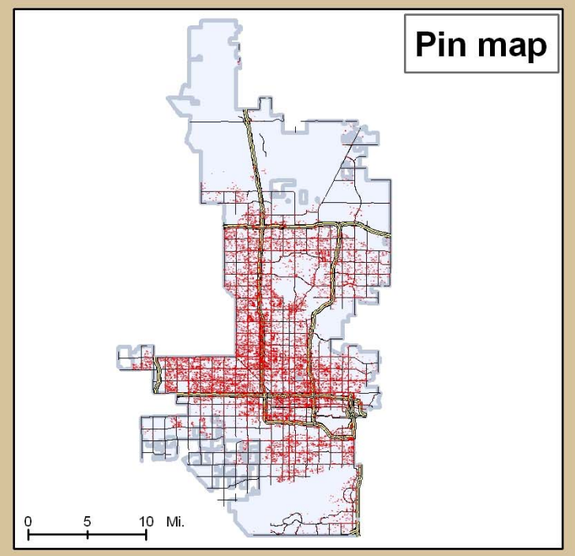
Detail



Camelback and I-17 area



Pin map



Legend

Hot spot

One to two stolen vehicles

Three or more stolen vehicles

- 251 - 399
- 151 - 250
- 76 - 150
- 26 - 75
- 3 - 25

Major streets

- Freeway
- Main

Phoenix

Stolen location (Pin map)

N

Created: 03/12/04
Last update: 05/20/04
/phoenix/stolenvehicles2003/allstlngcdrevise4.mxd

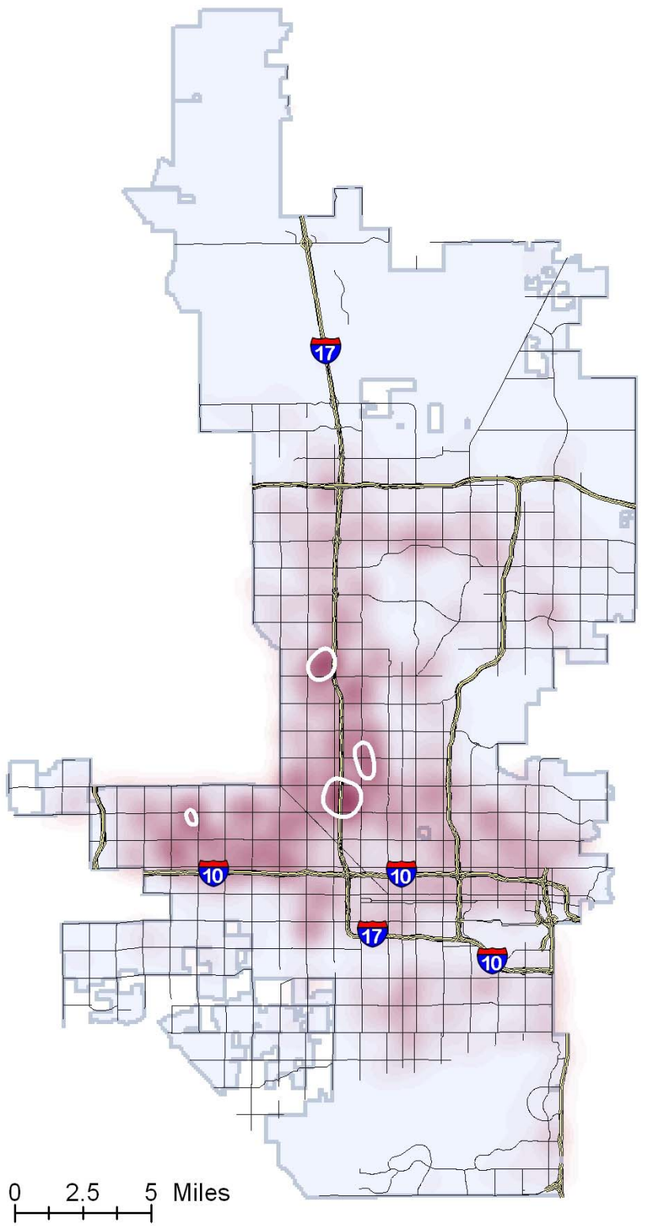
These maps show hot spots for stolen vehicle related UCR reported crimes to the Phoenix Police Department. UCR reported crimes are for those vehicles reported stolen whether recovered or not. Each point in the Pin map indicates the location from where one or more vehicles were stolen. The larger map of Phoenix stolen vehicle locations shows a density layer with darker shading indicating more cars stolen. The densest areas of vehicle theft are highlighted by the addition of white ellipses. The Detail map shows a close up of the six hot spots. The maps of the Metrocenter mall area and the Camelback and I-17 area show stolen locations using a combination of symbology. Small white triangles mark locations where up to two cars were stolen. Red circles of increasing size mark locations where more than two cars were stolen and indicate quantity by their relative sizes.

ARIZONA CRIMINAL JUSTICE COMMISSION 1982

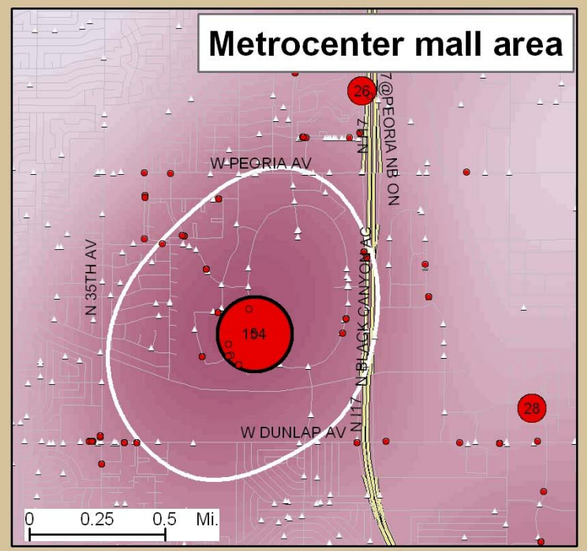
Map 5: Stolen vehicles (later recovered) - Phoenix 2003

ACJC Statistical Analysis Center

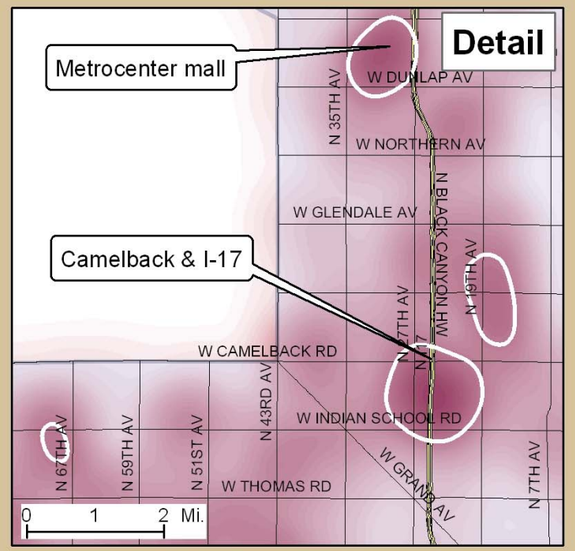
Phoenix stolen vehicle locations



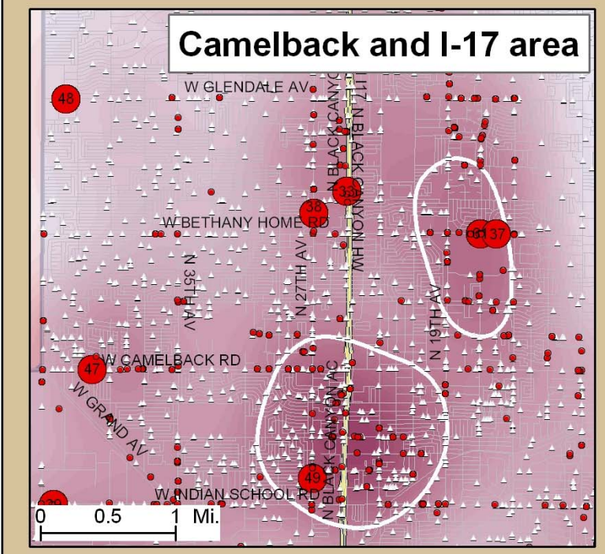
Metrocenter mall area



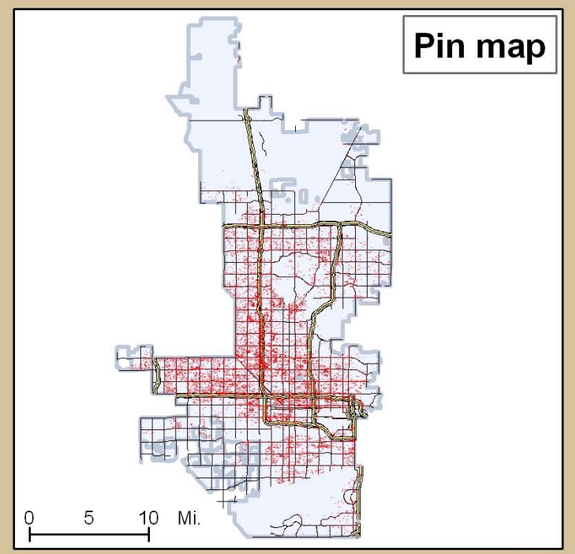
Detail



Camelback and I-17 area



Pin map



Legend

Hot spot

One to two stolen vehicles

Three or more stolen vehicles

- 251 - 399
- 151 - 250
- 76 - 150
- 26 - 75
- 3 - 25

Major streets

- Freeway
- Main

Phoenix

Stolen location (Pin map)

N

Created: 03/12/04
Last update: 05/20/04
/phoenix/stolenvehicles2003/recoveredstlngcdrevised2.mxd

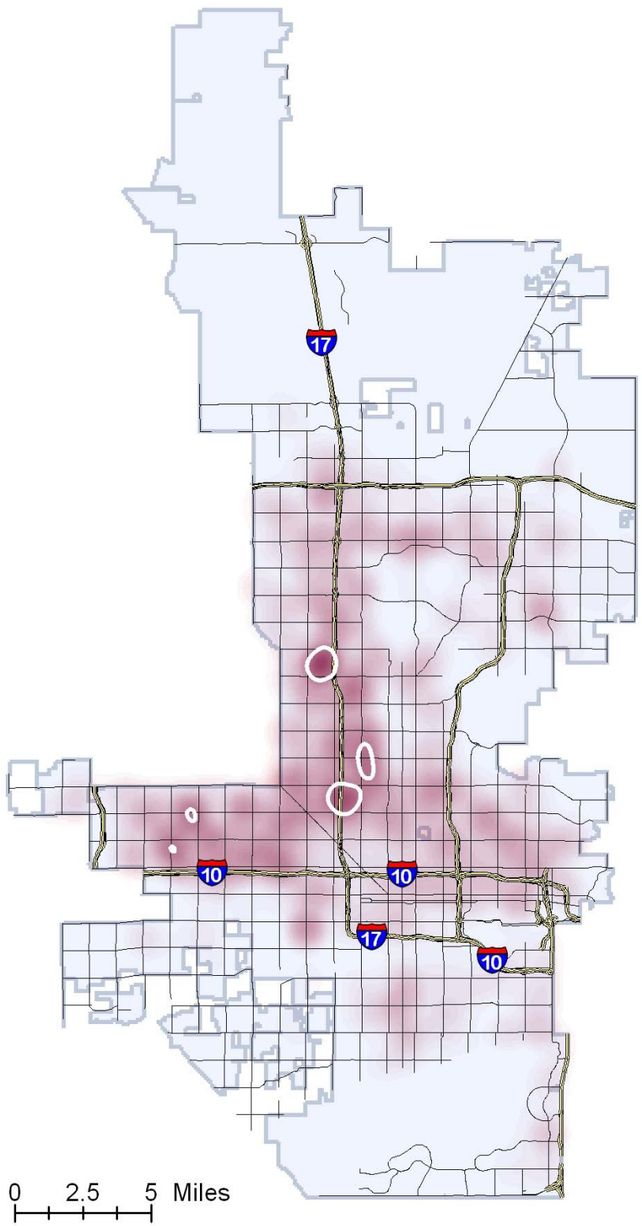
These maps show hot spots for stolen vehicle related UCR reported crimes to the Phoenix Police Department. UCR reported crimes are for those vehicles reported stolen which were subsequently recovered. Each point in the Pin map indicates the location from where a vehicle was stolen. The larger map on the left of Phoenix and stolen vehicle locations shows a density layer with darker shading indicating more cars stolen. The densest areas of vehicle theft are highlighted by the addition of white ellipses. The Detail map shows a close up of the four hot spots. The maps of the Metrocenter mall area and the Camelback and I-17 area show stolen locations using a combination of symbology. Small white triangles mark locations where up to two cars were stolen. Red circles of increasing size mark locations where more than two cars were stolen and indicate quantity by their relative sizes.

ARIZONA CRIMINAL JUSTICE COMMISSION 1982

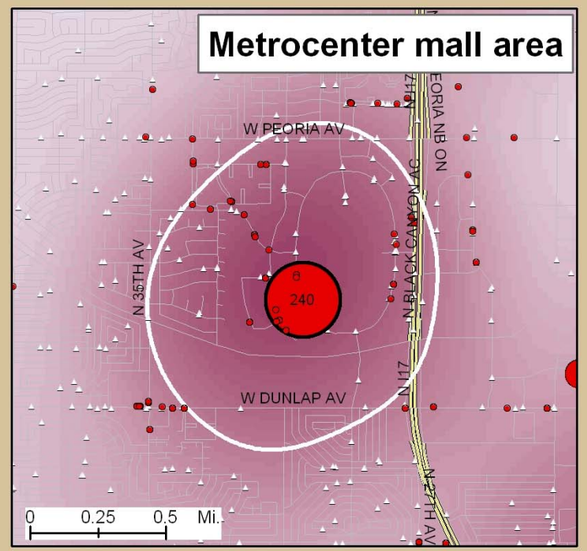
Map 6: Unrecovered stolen vehicles - Phoenix 2003

ACJC Statistical Analysis Center

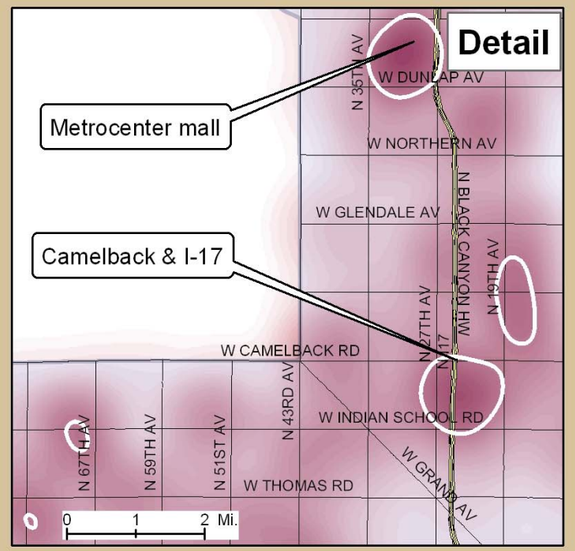
Phoenix stolen vehicle locations



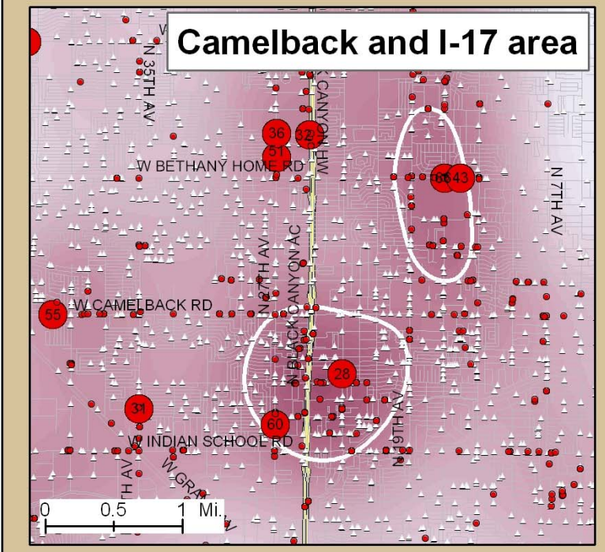
Metrocenter mall area



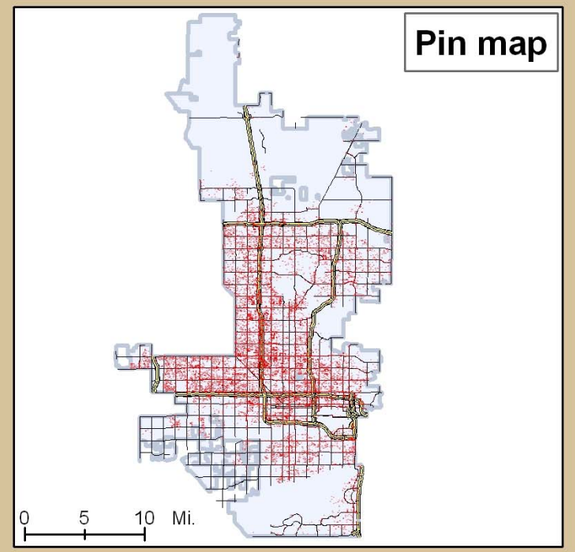
Detail



Camelback and I-17 area



Pin map



Legend

Hot spot

One to two stolen vehicles

Three or more stolen vehicles

- 251 - 399
- 151 - 250
- 76 - 150
- 26 - 75
- 3 - 25

Major streets

- Freeway
- Main

Phoenix

Stolen location (Pin map)

N

Created: 03/12/04
Last update: 05/20/04
/phoenix/stolenvehicles2003/stolengcdfixrevise2.mxd

These maps show hot spots for stolen vehicle related UCR reported crimes to the Phoenix Police Department. UCR reported crimes are for those vehicles reported stolen which were not subsequently recovered. Each point in the Pin map indicates the location from where a vehicle was stolen. The larger map on the left showing Phoenix and stolen vehicle locations has a density layer with darker shading indicating more cars stolen. The densest areas of vehicle theft are highlighted by the addition of white ellipses. The Detail map shows a close up of the five hot spots. The maps of the Metrocenter mall area and the Camelback and I-17 area show stolen locations using a combination of symbology. Small white triangles mark locations where up to two cars were stolen. Red circles of increasing size mark locations where more than two cars were stolen and indicate quantity by their relative sizes.

ARIZONA CRIMINAL JUSTICE COMMISSION 1982

Tucson Case Study

Map 7: All stolen vehicles – Tucson 2003

This map shows hot spots for stolen vehicle related calls for service to the Tucson Police Department in 2003. Calls for service are for all vehicles reported stolen. Data was obtained from the Tucson Police Department as a pre-geocoded layer with 6,327 locations. While there are fewer reported auto thefts than in Phoenix they tend to be more disbursed in Tucson. Nine hot spots were identified throughout the northern, more populated portion of Tucson. In Tucson, as in Phoenix, the largest hot spots occur along or near Interstates. In the case of Tucson: I-19 and I-10. However another large hot spot exists between Swan and Wilmot Roads, and East 5th Street and East 22nd Street.

Map 8: All recovered vehicles – Tucson 2003

This map shows hot spots for recovered vehicle related calls for service in Tucson. Calls for service are for stolen vehicles which were subsequently recovered. For 2003 there were 194 recovered vehicles that were reported stolen in Tucson and 563 recovered vehicles that were reported stolen in other jurisdictions. Two of the three hot spots for recovered vehicles are large by comparison to the stolen location hot spots. They fall in the same general area as three of the stolen vehicle hot spots. The northern most hot spot covers an area between University Boulevard to West Roger Road and from East Interstate 10 to North Park Avenue (also referred to as the Oracle corridor). The southern most hot spot straddles the South Nogales Highway between East Interstate 10 and North Interstate 19. There is also a small hot spot at the intersection of North Alvernon Way and East Speedway Boulevard caused by an isolated cluster of recovered vehicles near that intersection.

Map 9: Tucson stolen vehicle locations by recovery status – 2003

In a preliminary effort to spatially present the types of vehicle theft being experienced in Tucson, a map was created to illustrate the differing theft origination locations of two types of auto theft: those vehicles which are stolen and subsequently recovered and those which are never recovered. To achieve this, the stolen locations were thematically mapped according to whether or not they were ever recovered regardless of the recovery location. Then, a density layer was created using the same parameters for both stolen never recovered, and stolen and later recovered. Hot spots are color coded: violet for stolen and recovered, and red for stolen and never recovered. A definite difference between theft origination location and type of auto theft immediately became apparent. After having consulted with the Tucson Police Department auto theft analyst and two detectives, we believe these hot spots can be explained based on the motivation for stealing the vehicles.

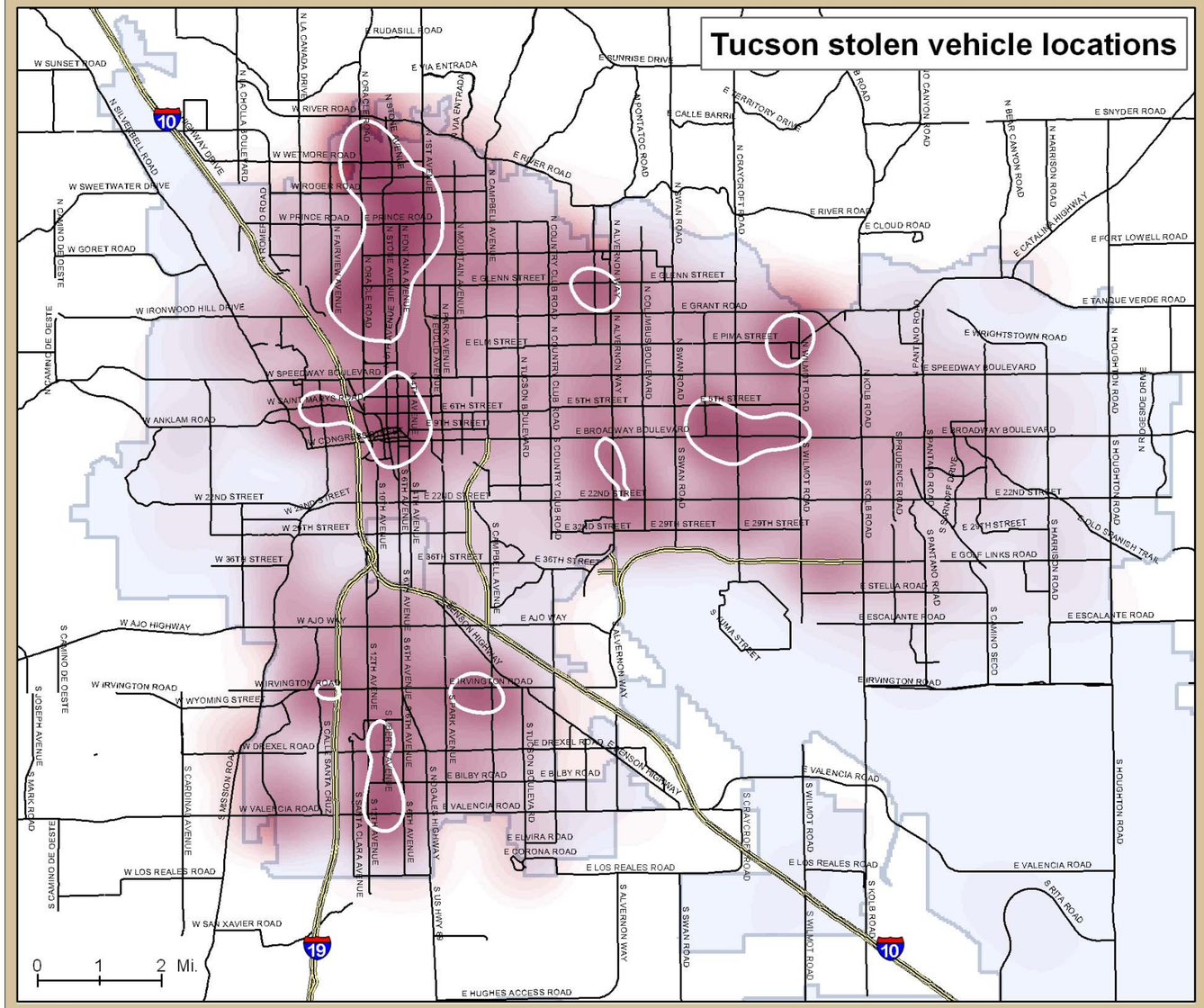
The hot spots for stolen but later recovered vehicles are all high drug (crack and methamphetamine) areas and the Oracle corridor is known for its prostitution activity, as well. As for the hot spots for stolen and not recovered vehicles: two of those areas

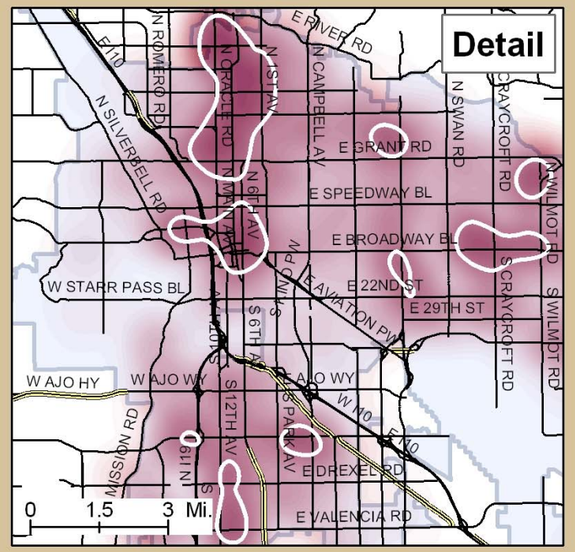
contain malls and are good locations whereby vehicles are stolen and taken south across the border to Mexico. The area of 12th and Valencia is one of the first metropolitan areas on the U.S. side of the border and adjacent to I-19 – making it easy to get those cars down to Mexico.

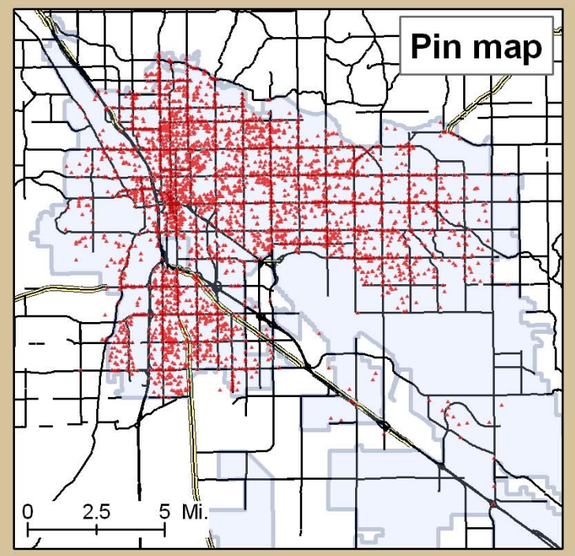
The data for this map came from an export by the Tucson Police Department before the end of 2003. Therefore, it only includes data from January 1st through November 4th, 2003.

Map 7: All stolen vehicles - Tucson 2003

ACJC Statistical Analysis Center







Legend

Hot spot

Stolen location (Pin map)

Major streets

Freeway

Main

Tucson

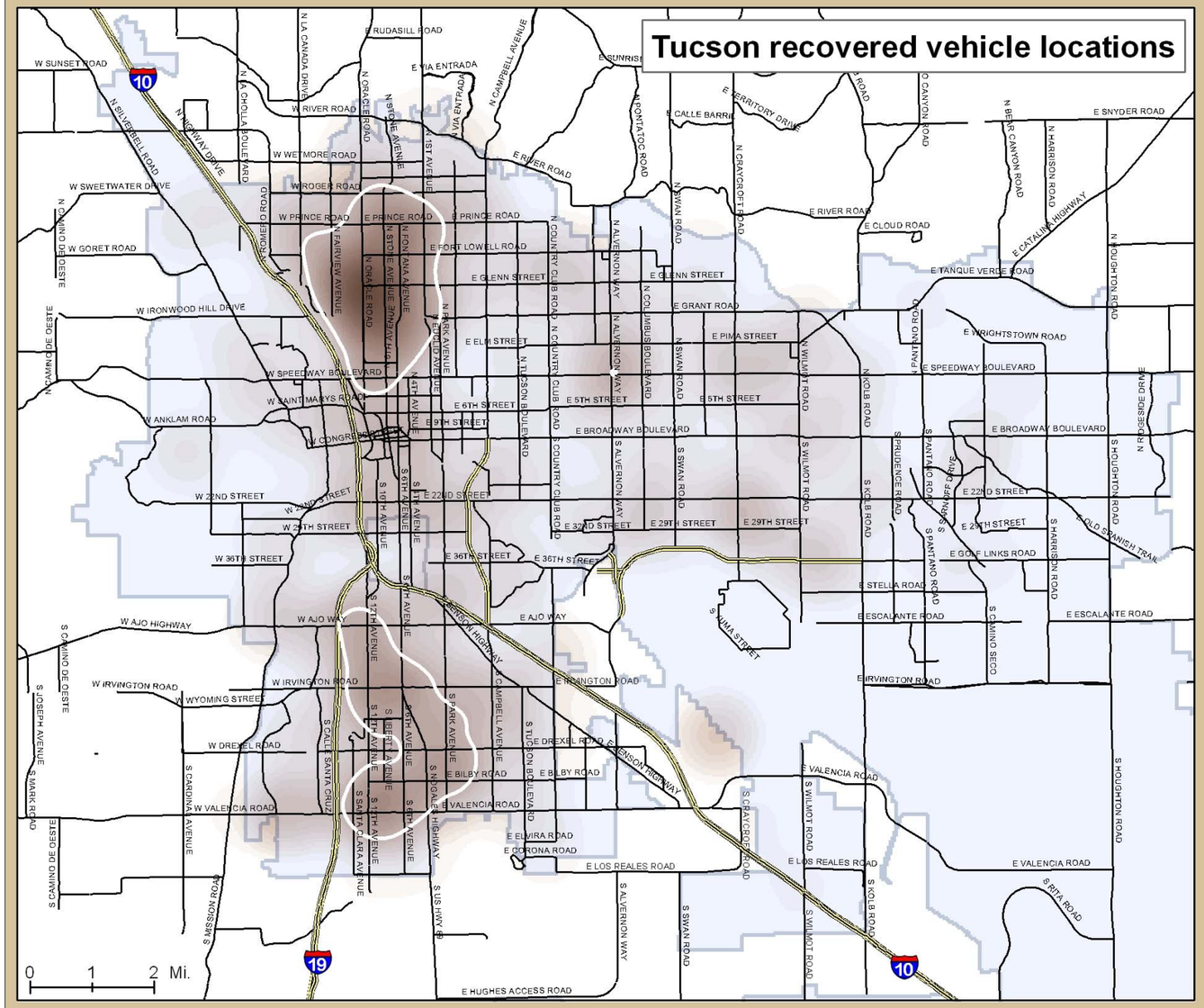
N

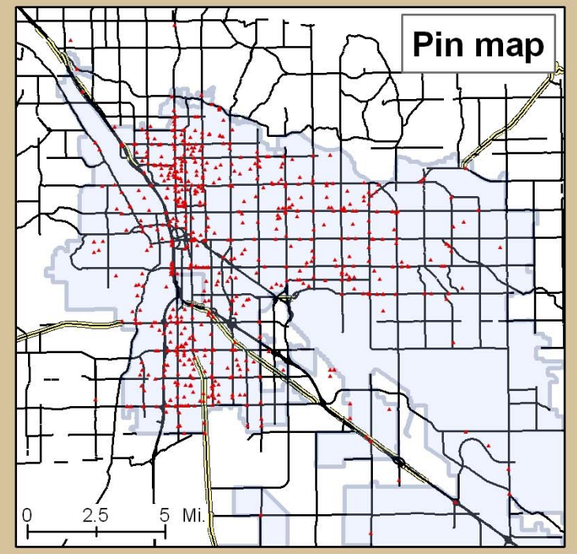
Created: 04/12/04
Last update: 05/12/04
/tpd/autotheft/allstolenrevise.mxd

These maps show hot spots for stolen vehicle related calls for service to the Tucson Police Department. Calls for service are for those vehicles reported stolen (UCR 0701). Each point in the Pin map indicates the location from where a vehicle was stolen. The larger map on the left of Tucson and stolen vehicle locations shows a density layer with darker shading indicating more cars stolen. The most dense areas of vehicle theft are highlighted by the addition of white ellipses. The Detail map shows a closer view of the various hot spots.

Map 8: All recovered vehicles - Tucson 2003

ACJC Statistical Analysis Center





Legend

Hot spot

Recovery location (Pin map)

Major streets

Freeway

Main

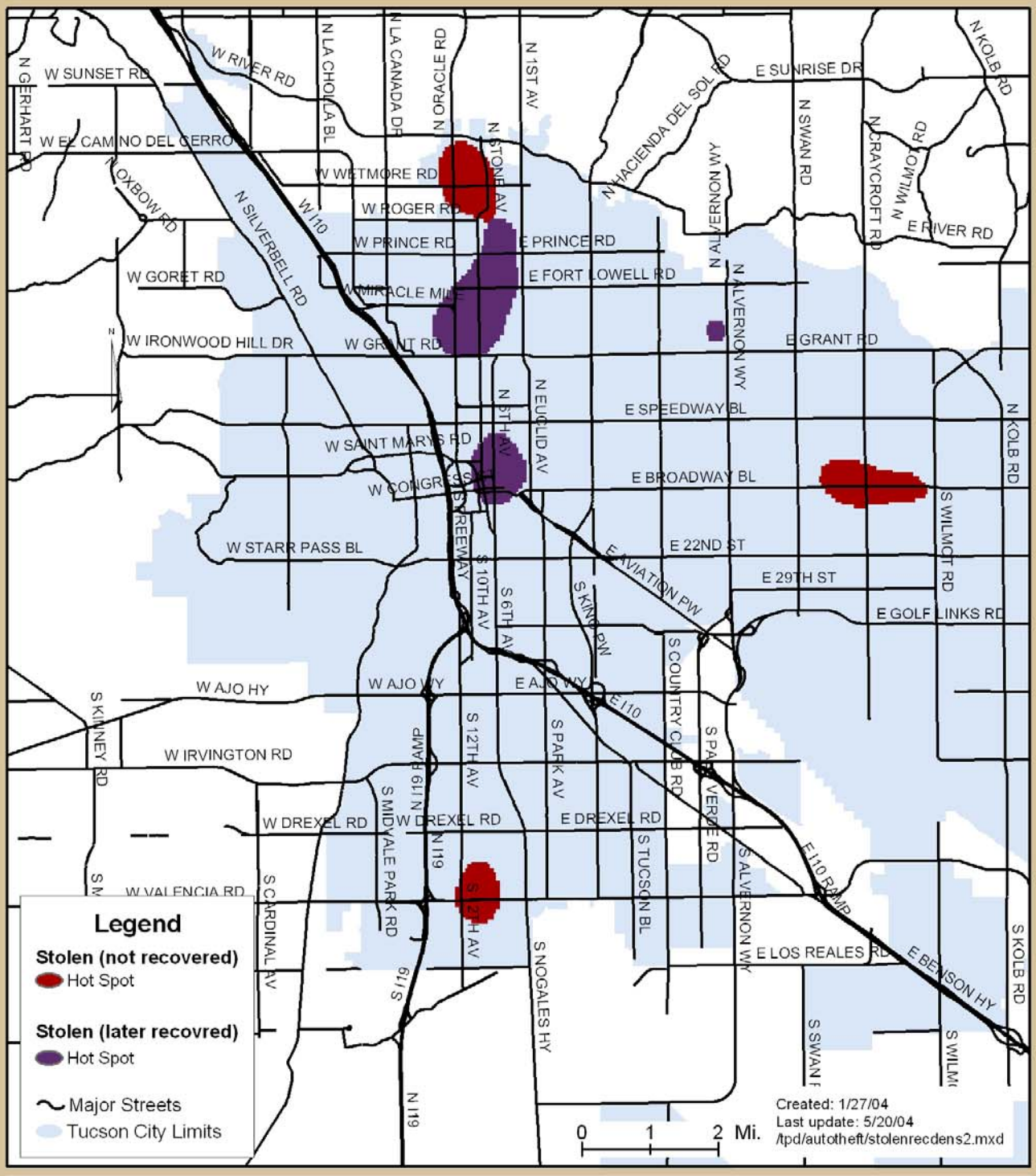
Tucson

N

Created: 04/19/04
Last update: 05/20/04
/tpd/autotheft/allrecoveredrevisedB.mxd

These maps show hot spots for recovered vehicle related calls for service to the Tucson Police Department. Calls for service are for those vehicles reported stolen and subsequently recovered (UCR 0703 and 0704). For 2003 there were 194 recovered vehicles that were reported stolen in Tucson (UCR 0703) and 563 recovered vehicles that were reported stolen in other jurisdictions (UCR 0704). Each point in the Pin map indicates the location where a vehicle was recovered. The larger map on the left of Tucson and recovered vehicle locations shows a density layer with darker shading indicating more cars recovered. The most dense areas of vehicle recovery are highlighted by the addition of white ellipses. The Detail map shows a closer view of the various hot spots.

Map 9: Tucson stolen vehicle locations by recovery status - 2003



This map was created by dividing the geocoded auto thefts into two groups: those that were subsequently recovered, and those which were never recovered. Then a density layer was made for each group. What resulted were distinct hot spots for each group of crimes.

Future mapping efforts

The effort to map motor vehicle theft in Arizona has identified several difficulties in obtaining data for use in identifying criminal patterns and problem areas. Crime mapping technology holds great promise in allowing agencies to track where crimes occur, and focus resources in order to create the maximum amount of impact with the least resources.

Given the multi-jurisdictional nature of motor vehicle theft, a regional crime center would be advantageous to crime mapping efforts. A regional crime center would be capable of taking data supplied by agencies such as where crimes occur, vehicle recovery locations, and where suspects live to assist agencies in determining if a suspect is operating in multiple areas. This would allow for greater cooperation among agencies, and reduce redundant efforts between organizations. However, in order for a regional crime center to succeed, current obstacles to information sharing must be addressed. This includes establishing policies and processes to elicit greater cooperation from all agencies, as well as standardized reporting procedures. Certainly, a regional crime center would greatly advance the abilities to map and further analyze motor vehicle thefts in Arizona.

More spatially-based research needs to be done on the Phoenix and Tucson data presented in this report. An analysis of the relationship between stolen and recovery locations should be conducted to identify significant patterns, as well as compare distances between the two locations.

Of course, at this macro scale, the work is only generally descriptive. The possibility of a more micro level case study should be explored. For instance, a stolen vehicle hot spot could be studied in detail to reveal a local pattern of auto theft.

MOTOR VEHICLE THEFT LEGISLATION

Motor vehicle theft in Arizona is generally prosecuted under Arizona Revised Statutes (A.R.S.) Title 13, Chapter 18, Theft, as well as some statutes in Title 13, Chapter 15, Criminal Trespass and Burglary. Arizona Revised Statute (A.R.S.) §13-1803 is most frequently used and classifies a person who “knowingly takes unauthorized control over another person's means of transportation” as committing a class 5 felony and a person who “knowingly is transported or physically located in a vehicle that the person knows or has reason to know is in the unlawful possession of another person” as committing a class 6 felony. Carjackings are prosecuted by statutes located in Title 13, Chapter 19, Robbery. Other statutes pertaining to motor vehicle theft are in Title 13, Chapter 47, Motor Vehicle Chop Shops. See Appendix D for all applicable statutes.

The Arizona Automobile Theft Authority (AATA) was created by statutes A.R.S. §41-3451 and 41-3453. These statutes created a semiannual $0.50 surcharge on all vehicle insurance premiums to allow for a statewide resource to fight motor vehicle theft. The

AATA was also authorized to penalize non-complying insurance companies. The AATA must report annually on the state of motor vehicle theft in Arizona. Less than 10 percent of funds that are collected are permitted to be used for the administration of the authority, allowing the rest to be used for grants to criminal justice agencies to fight motor vehicle theft, public awareness, research and other direct expenditures to combat motor vehicle theft.

PROSECUTION

Survey Data

A survey was developed by the Statistical Analysis Center and administered to all county attorney offices in Arizona to determine methods and viewpoints on prosecuting motor vehicle theft. All fifteen agencies in Arizona completed and returned the survey. (For copy of the survey, see appendix E.)

Trends that were noted by the responding agencies included an increase in street racing which caused an increase in motor vehicle theft of Hondas and Acuras for the engines and other parts. These trends also include an increase in carjackings, the continued practice of swapping VIN numbers on stolen vehicles, an increase in chop shops, and increased theft of motor vehicles for use in drug and human trafficking.

Due to the increase in theft of vehicles intended for use for parts for street racing, it was recommended that statutes be amended to eliminate the value element (dollar amount) of theft of major component parts as it is often difficult to ascertain the value of the stolen parts.

It was noted that law enforcement jurisdictions have increased their cooperation, including at the Federal and State level. However, the difficulty of a lack of uniformity as to whether a suspect is charged in the jurisdiction where the theft was made or the jurisdiction where the vehicle was recovered was noted. Prosecutors positively noted the value of recently implemented motor vehicle theft prevention/apprehension programs such as the use of bait cars. The value the Arizona Auto Theft Authority and the programs that it supports, particularly the VIN etching program to combat switching VIN numbers were noted by these agencies and increased/continued funding for the AATA was recommended.

County attorneys' offices that utilize vertical prosecution noted that it increased conviction rates and helped to have a prosecutor that was dedicated to prosecuting motor vehicle theft. Overall, these agencies noted that there are several positive trends occurring in both the law enforcement and prosecution aspects of bringing motor vehicle thieves to justice, but that given the high level of motor vehicle theft in Arizona, there are improvements to the process that could be made.

Vertical Prosecution

One of AATA's funded programs is Vertical Prosecution. This program utilizes specially trained deputy county attorneys to be assigned auto theft cases from start to finish as well as any related cases. This will allow the assigned attorney to focus on the case and have a sense of ownership in the prosecution. Vertical Prosecution has proven effective in the prosecutions of other crimes such as homicide, sexual assault, drug and organized crime cases.

A deputy county attorney for Maricopa County has been handling vertical prosecutions for auto theft since 2001. Because there are so many auto theft cases in Maricopa County, the attorney primarily handles cases referred from the Arizona Vehicle Theft Task Force as well as cases involving bait cars. Having an attorney who is familiar with the crime of auto theft and its intricacies such as VIN switches has contributed to the success of the program. This position is 100 percent funded by the AATA.

In addition to the position funded in the Maricopa County Attorney's Office, the AATA has also funded full time attorneys in Pinal and Pima Counties. One part time position has been funded (50 percent) in Cochise County, Mohave County, and Santa Cruz County. Expansion of this program is anticipated for other counties.

A deputy county attorney in Pinal County was the first attorney in Arizona funded by the AATA assigned to vertical prosecutions of auto thefts. The program started in June of 2000 but became officially funded in September 2000. Part of the process of Vertical Prosecution involved learning about auto theft from investigators and then in turn educating investigators regarding the challenges involving prosecutions. This increases an investigator's expertise and makes their cases more complete. In addition, educating judges regarding the problem of motor vehicle theft was necessary. Expert witnesses were used during aggravation/mitigation hearings as a means to inform the judiciary. The success rate of the Vertical Prosecution Program of auto theft defendants has been very good and has resulted in higher sentences than other crimes considered more serious.

Table 39: Vertical Prosecution

	2002	2003
Prosecutors (Full-time and Part-time)	3	8
Participating Counties	3	6
Vehicle Theft Cases Filed	304	588
Convictions	221	319
Percent of Convictions to Cases Closed	98%	94%
Restitution Ordered (in thousands)	$747.2	$818.2

From Arizona Automobile Theft Authority Annual Report, 2002 and 2003

In fiscal year 2003, AATA funded a total of eight prosecutors for Vertical Prosecution in six Arizona counties. These prosecutors filed 588 cases resulting in 319 convictions. The

percent of convictions to cases closed was 94 percent. The courts in the six counties ordered these defendants to make restitution in the amount of $818,200. In fiscal year 2002, AATA funded only three prosecutors in three counties. As a result of their efforts, 304 cases were filed with 221 convictions with a 98 percent of convictions to cases closed. More than $747,200 was ordered in restitution for 2002.

Vertical Prosecution is a proven method in convicting motor vehicle theft offenders. It allows for swift justice and increases prosecution rates for offenders. These specially trained prosecutors are more effective than traditional prosecution. For this reason the AATA has increased the number of prosecutors funded through this program over the past few years.

PREVENTION

Prevention of auto theft has become a high priority in Arizona as in many other states. The Arizona Automobile Theft Authority (AATA) was created by legislative action in 1998 and is modeled after similar initiatives in other states. In 1986, Michigan became the first state to adopt an automobile theft authority. Illinois, Texas, Maryland, Minnesota, Florida, Pennsylvania, Virginia and New York have also initiated auto theft authorities based upon the successful Michigan model.

The Mission statement of the AATA is *"To reduce vehicle theft through a statewide cooperative effort by supporting law enforcement investigation, prosecution and public awareness programs."* The AATA is funded through an assessment on each automobile insured in the state. One of its main goals is public awareness which they accomplish through participation in community events.

Both the National Insurance Crime Bureau (NICB) and AATA, in their public awareness programs, have emphasized what is known as a "Layered Approach" to protection. In other words, the more layers of protection on a vehicle, the more difficult it is to steal. They recommend four layers of protection:

- Common sense – removing keys from the ignition, locking doors and closing windows, and parking in well-lit areas.
- Warning devices – audible alarms, steering wheel/brake pedal lock, wheel/tire locks, theft deterrent decals, identification markers in or on vehicle, window etching.
- Immobilizing devices – Smart keys, fuse cut-offs, kill switches, as well as starter, fuel, or ignition disablers.
- Tracking devices – Devices that use Global Positioning Systems (GPS).

"Watch Your Car"

One successful education program is the "**Watch Your Car"** program. This program was developed as a result of the National Motor Vehicle Theft Prevention Act of 1994. This legislation authorized the U.S. Attorney General to develop, in cooperation with the

states, a national voluntary motor vehicle theft prevention program. In this program, vehicle owners are encouraged to register their vehicles which then allows law enforcement officers to stop and check their vehicle between the hours of 1:00 a.m. and 5:00 a.m. when a large percentage of vehicles are stolen. By the end of fiscal year 2002, the AATA had achieved a total of 18,500 enrollments in the "Watch Your Car" program which is a large increase over fiscal year 2001. On July 1, 2003, Mikel Longman, Executive Director of the AATA, indicated there was an increase of 122.5 percent in overall enrollments in the "Watch Your Car" program in fiscal year 2003. Total enrollment as of December 2003 was 53,831. The AATA reports that enrollments are increasing at an average of 3,000 per month. This program has been cited by motor vehicle theft offenders as providing a deterrent for motor vehicle theft. Motor vehicle theft decreased during the first half of 2003, corresponding to the increase in enrollment in the "Watch Your Car" program.

Table 40: "Watch Your Car" Program Enrollment FY1998-October, 2003

	FY1998	FY1999	FY2000	FY2001	FY2002	FY2003	Dec. 2003
Total Enrollment	2,272	4,131	7,950	12,400	10,500	41,156	53,831

From Arizona Automobile Theft Authority

2003 Watch Your Car Program Survey

In 2003 the AATA surveyed 1,000 participants of the "Watch Your Car" (WYC) program and received 542 replies. The survey found that 78 percent of respondents had been enrolled for less than one year, and 19 percent had been enrolled between one and two years. The age range of survey respondents is broad, ranging from 18-25 years of age to 60 years and over. However, most (64 percent) were over 60 years old and 30 percent were between 41 and 59 years old. Fifteen percent of those who returned the survey indicated they have had a car stolen in the state of Arizona.

The Motor Vehicle Division mailing was the method for 60 percent of respondents initially hearing about the WYC program with 67 percent enrolled through the mailing. Eleven percent heard about WYC from friends, family, auto dealers, and "other" sources while 10 percent heard about WYC through AATA advertising efforts. Sixteen percent of those enrolled did so through a police department event, and 18 percent of people enrolled through the AATA website or another method. Only eight percent of respondents have attended an AATA or other theft prevention event.

To the question of whether WYC participants were satisfied in general with the program 46 and 54 percent respectively answered they strongly agreed or agreed. Only two people indicated they disagreed, and no one marked the strongly disagree response. Most people (95 percent) did not request assistance at the time they enrolled in the WYC program. Of the 29 people requesting assistance at the time of enrollment, 18 strongly agreed with the statement that overall the AATA staff was readily available to assist them and the remainder agreed with the statement.

Being a member of the WYC program has encouraged most participants to take extra precautions in protecting their vehicle. Thirty-nine percent of respondents strongly agreed and 53 percent agreed that the WYC program had been a factor in encouraging them to protect their vehicles. Only seven percent disagreed and less than one percent strongly disagreed.

In response to a question about what other steps survey respondents had taken to protect their cars from theft, 93 percent lock their doors and take the keys with them, 36 percent use a steering wheel lock or other visual deterrent device, 43 percent use an alarm system, and 12 percent report using other methods such as a kill switch, parking in a garage, a secure area, or in a well-lit area.

Public Awareness

One area of prevention that cannot be overstated is the education of the general public as to the need to protect their vehicles from motor vehicle theft. This can be accomplished by such simple methods as not leaving vehicles running unattended. The Arizona Automobile Theft Authority (AATA) took a number of steps in 2003 to achieve this goal, including the use of billboards to advertise the "Watch Your Car" program and to remind the public to take precautions against motor vehicle theft. One major component of the "Watch Your Car" program is to educate participants in how to best protect their vehicles against theft using the "layered" approached detailed previously in the report. The AATA partnered with the Motor Vehicle Division in 2003 to advertise the "Watch Your Car" program and disseminate motor vehicle theft prevention tips by mailing information in the registration renewal sent to vehicle owners in Arizona. Steps such as these taken to educate the public help make the public more aware of the problem of motor vehicle theft, awareness that often leads to better precautions being taken.

2002 Law Enforcement Agency Satisfaction Survey

In 2002, the AATA conducted a Customer Satisfaction Survey and sent out 142 surveys, of which 38, or 27 percent, were returned. Of the returning agencies, 89 percent were familiar with the AATA, but 95 percent indicated they were familiar with the AATA "Watch Your Car" (WYC) program. Of the agencies that were aware of WYC, 76 percent actively supported the program. The survey also found that approximately two thirds of agencies making requests of the AATA did so for grant program assistance and WYC materials. One third of agencies making requests were looking for statistical data.

With regard to a measure of overall satisfaction with the performance of the AATA, 32 agencies indicated they were very satisfied, and a single agency indicated it was not at all satisfied with the AATA, while five agencies failed to respond to the question. Twenty seven of the 38 agencies responding were very satisfied with the AATA staff itself, with one agency being somewhat satisfied and no agency reporting it was not at all satisfied. Ten agencies gave no response to this question.

The AATA started a VIN etching program in 2002, in which a vehicle's VIN number is etched on all glass surfaces creating a visual deterrent against auto theft. The etched glass surfaces make the stolen vehicle harder to dispose of by the thief and easier to recover by law enforcement. The AATA originally purchased six VIN etching systems to be used by the AATA, The Arizona Vehicle Theft Task Force, as well as any agency located within the state wanting to conduct a community education event aimed at preventing auto theft. Three of the units are on permanent loan to the Flagstaff Police Department, Tucson Police Department and Yuma Police Department. The AATA estimates during fiscal year 2003, they etched approximately 3,000 vehicles. In addition, Allstate Insurance also partners with the AATA at community events and uses their own equipment to etch vehicles. Since 2001, the Allstate sponsored events has completed VIN etching on 1,800 vehicles.

Arizona Vehicle Theft Task Force

The Arizona Vehicle Theft Task Force (AVTTF) which is also known as Regional Auto Theft Team Law Enforcement Response (RATTLER) is a multi-agency task force to reduce auto theft within Arizona. This task force is administered by the Arizona Department of Public Safety through a grant from the AATA. Personnel from 21 agencies throughout the state currently comprise this group. The results of this task force have been extraordinary. The AATA reported in calendar year 2003 that the task force recovered 2,974 vehicles worth approximately $29,899,835, arrested 320 felony suspects, shut down 41 "chop shop" operations, and conducted 42 insurance fraud investigations while still providing assistance and training to other law enforcement agencies within Arizona.

Table 41: Participating Agencies
Arizona Vehicle Theft Task Force

	Agency
National	National Insurance Crime Bureau
State	Department of Public Safety
State	Arizona Department of Insurance
State	Motor Vehicle Division
Cochise County	Cochise County Sheriff's Office
Maricopa County	Arizona State University
Maricopa County	Chandler Police Department
Maricopa County	El Mirage Police Department
Maricopa County	Glendale Police Department
Maricopa County	Mesa Police Department
Maricopa County	Phoenix Police Department
Maricopa County	Scottsdale Police Department
Maricopa County	Tempe Police Department
Mohave County	Bullhead City Police Department
Pima County	Marana Police Department
Pima County	Pima County Sheriff's Office
Pima County	Tucson Police Department
Pinal County	Pinal County Sheriff's Office
Santa Cruz County	Santa Cruz County Sheriff's Office
Yavapai County	Yavapai County Sheriff's Office
Yuma County	Yuma County Sheriff's Office

From Arizona Automobile Theft Authority Annual Report, 2002 and 2003

The Arizona Vehicle Theft Task Force started in January 1997. Through June 2003, they have accomplished the following:

- Recovered 13,158 vehicles worth an estimated value of $120,245,929
- Investigated/dismantled 205 chop shops
- Recovered 1,780 vehicles with altered/switched VINs
- Made 1,626 felony arrests
- Investigated 264 insurance fraud cases
- Conducted 350 business inspections
- 18 border interdiction programs
- Provided 223 training sessions
- Provided 4,542 assists to other agencies

The money invested in the task force has been well spent. In fiscal year 2003, $10.51 in stolen property was recovered for every dollar spent. Since its inception in 1997, the task force has recovered $8.21 in stolen property for every dollar spent.

Automobile Parts Marking

The Federal Motor Vehicle Theft Law Enforcement Act of 1984 was passed by Congress and mandated the Department of Transportation (DOT) to develop standards in which automobile manufacturers labeled certain parts of all motor vehicles whose parts were considered high risk. In 1992, Congress passed the Federal Anti Car Theft Act requiring manufacturers to label an additional 50 percent of their models and by 1997 report back to Congress on the effectiveness of the program. In addition, the act now made dealing in stolen marked parts a Federal crime.

The Federal report to Congress concludes the two acts mandating parts marking as well as other provisions have given “the law enforcement community tools they can use to deter thefts, trace stolen vehicles and parts, and apprehend and convict thieves.” However, Harris and Clarke in “Car Chopping, Parts Marking and Motor Vehicle theft Law Enforcement Act of 1984” (1991) concluded that “essentially parts marking will not deter thefts of new models if these are taken not for their main body parts but for joyriding, temporary transportation and “stripping” of expensive parts such as stereo systems.” Part of the problem is that no one can say with any certainty what percentage of stolen vehicles are “chopped” or completely stripped for parts. That problem grows even more in border states where an unknown number of vehicles are transported out of the country. The Federal report does recommend an increase of parts marking and use of antitheft devices (either factory or after market installed) as compliments to one another.

LAW ENFORCEMENT STRATEGIES

Arizona Strategies

Besides the educational efforts to reduce auto theft, police departments in Arizona are developing strategies to get more auto thieves off the street. The Phoenix Police Department utilizes a sting type of operation to "buy" motor vehicles and other stolen property. Once these individuals are identified and warrants issued for their arrest, roundups are conducted to arrest and place these individuals in custody. The use of intense media coverage attempts to make it clear to the criminal element in the community that you never know who you may be selling a stolen motor vehicle to.

Bait Cars

A new strategy is the use of bait vehicles, which are funded by grants from the AATA. The funds from AATA pay for the Global Positioning Systems (GPS) tracking as well as audio/video recording systems. The NICB facilitates in this project by obtaining donated vehicles by the insurance industry. These vehicles are generally the most frequently stolen car and truck models. These vehicles have GPS devices and alarms as well as hidden video and audio recording devices. The equipment is designed to alert not only if a car is driven away, but also if tires and rims are stolen or the vehicle is towed. The system enables the communications operator to provide a location of the vehicle to responding officers. In addition, the operator can remotely disable the engine as well as lock the occupants within the vehicle until officers arrive at the scene. At the printing of this report, Mesa Police Department started the bait car program, they have had eight vehicle captures with eleven arrests. The latest incident in Mesa occurred on January 2, 2004, with the arrest of a transient who had in his possession three key rings with 20 keys. This individual told police they were "jiggle" keys used to steal cars.

Bait car programs are in effect at the Phoenix, Scottsdale, Tempe, and some west valley Police Departments, as well as several other jurisdictions around the state. The Chandler, Gilbert, Glendale, and Peoria Police Departments as well as the Maricopa County Sheriff's Office (MCSO) and the Pima County Sheriff's Office (PCSO) recently received a grant from AATA for their bait vehicle program. In addition, the Tucson Police Department will be implementing a bait vehicle program in 2004. To ensure the success of this program, media attention, including radio, television or newspapers as well as advertisements, should be kept up to raise the level of community awareness particularly the fact that bait vehicles do exist. This in itself will act as a deterrent.

The success of the bait car program has been attested to by several sources. According to a CBS Television Evening News report dated June 9, 2003, the Minneapolis Police Department started a six month pilot program which resulted in a 37 percent reduction of auto theft in the city. In addition, there have been no auto theft cases that have gone to trial as a result of the audio/video evidence gathered during the theft of the bait vehicles.

There are a number of commercial systems available in the United States that will allow law enforcement agencies to design a bait vehicle program to fit their needs. Some systems use GPS devices to track the vehicle and video and audio systems to monitor the actions of the suspects, while other systems use a form of radio tracking. The systems have been designed to allow a law enforcement agency to self-monitor a bait car through its own dispatch center or through the provider's response center. A recent article in Law Enforcement Technology indicated many departments prefer to self-monitor their bait vehicles as response time is quicker and allows better control of an on-going situation.

The use of bait cars in Arizona has shown to be effective in apprehending motor vehicle theft offenders. Arizona, as with Minneapolis, saw a decrease in motor vehicle theft in the state when bait cars were used and publicized in 2003.

In Person Reports

In May 2003, the Cactus Park Precinct of the Phoenix Police Department began experimenting with a 901X project. 901X is the call sign for a patrol unit in the precinct area who responds to nothing but auto theft calls. This allows for validation of actual auto thefts and helps weed out the fraudulent reports. In addition, the officer now has the ability to conduct some follow up investigation that a call back officer is unable to do. The 901X unit will also handle reports of recovered vehicles. Early indications are that reports taken by the 901X officers are more thorough and complete than those taken by the callback personnel and should allow auto theft detectives the opportunity to conduct better follow up investigations.

At this point in the program, it is too early to show that there has been a drop in auto theft cases in the precinct, although, it is believed there will be 15 to 20 percent less reports taken. This number is based upon some very preliminary in-house data as well as information they have received from other agencies around the country. It was pointed out that callback personnel are still taking approximately 30 percent of the auto theft reports for the precinct. The next step is the approval for the entire precinct to take all auto theft reports in person as a further test to compare with the remaining five precincts. The Police Department's Executive Staff will be considering the proposal in the near future which will also include an affidavit for the victim to sign at the time the report is taken. They are also considering a return to reports known as "Locate Only" in which someone has taken a vehicle under circumstances not considered to be a theft. An example would be a domestic dispute where one of the participants takes the other person's vehicle for a short period of time without the intent to permanently deprive that person of their vehicle.

Data collected during this research indicated that while a vast majority of agencies in the state currently takes auto theft reports in person, many larger jurisdictions take the reports by phone. In addition, 82.3 percent of agencies in the state support the use of signed affidavits at the time a motor vehicle is reported stolen. Deputy County

Attorneys who prosecute auto theft cases have also indicated their support of signed affidavits.

Cooperative Efforts

Local law enforcement personnel and insurance company personnel who belong to the Arizona Auto Theft Investigators Association (AATIA), a statewide professional organization, are afforded opportunities to train as well as share information amongst themselves in an effort to combat auto theft and insurance fraud. A second group, Valley HEAT (Help Eliminate Auto Theft), is comprised of law enforcement officers as well as insurance personnel in the greater Phoenix Metropolitan area. The purpose of HEAT is to share information, offer training, plan community educational projects and develop enforcement strategies in an effort to combat auto theft. Valley HEAT intends to add a crime analysis function and maintain a top 10 list of auto theft suspects. The Phoenix Police Department's Burglary Reduction Program has also used a top ten burglary suspect list for a number of years in both the North and South Patrol Divisions with great success.

License Plate Readers

The AATA is currently involved in border interdiction initiatives and has formed partnerships with the Bureau of Customs and Border Protection (BCBP - formerly U.S. Customs Service), the National Insurance Crime Bureau (NICB) as well as the Arizona Department of Public Safety. Automated License Plate Readers (LPR) are being installed at ports of entry along the U.S./Mexican border for both inbound and outbound traffic lanes. This system will be able to:

- Automatically identify the state and plate number 24-hours-a-day and seven–days-a-week;
- Interface with local, regional, and national data bases;
- Provide immediate alerts to law enforcement agencies when vehicles are identified;
- Provide accurate statistics;
- Notify Mexican law enforcement agencies when stolen vehicles enter Mexico.

The BCBP is using the LPR system for in-bound traffic at the Nogales, Arizona border crossing and has reported that the LPR system is approximately 98 percent accurate as long as the plate information has been programmed into the computer. The NICB has been receiving LPR data from BCBP starting in the first quarter of 2003. In April, 2003, LPRs identified 894 stolen vehicles entering Mexico. In May, 2003, this number reached 999 stolen vehicles entering Mexico. This data was obtained from 50 lanes at Ports of Entry (POE), southbound, where LPRs have been installed. There are still 88 lanes at POEs (southbound) that have not yet had LPRs installed. Occasionally things such as trailer hitches, or misplaced renewal stickers will keep the LPR from accurately scanning the plate. If the system gets a hit on a southbound vehicle, there is very little time to react but BCBP can notify their counterparts in Mexico. There are LPRs planned for northbound vehicles from Mexico into the United States in order to detect stolen

vehicles being returned to the U.S. The BCBP indicated these are only currently installed and operational at the San Ysidro port of entry south of San Diego, California.

The only LPR installed in Arizona is the southbound lanes at the Douglas, Arizona POE. From April through August 2003, data received from NICB for the LPR at Douglas reported 148 ACIC hits on vehicles previously reported stolen in Arizona entering Mexico. Thirty-one other stolen Arizona vehicles were reported as leaving the United States at other POEs along the US/Mexican border. This includes POEs in California and Texas. These numbers do not include vehicles stolen in other states that might have traveled through Arizona into Mexico at the Douglas POE. There are a number of other POEs in Arizona that currently do not have LPRs. The AATA is actively engaged through a variety of means of encouraging the Federal Government to complete the installation of LPRs at the remaining POEs in Arizona and along the entire border from California through Texas.

Of the 179 identified stolen vehicles crossing into Mexico during this five month period, 67 (37 percent), were reported stolen to the Phoenix Police Department with 69 percent of the vehicles reported as being stolen in Maricopa County. Pima County accounted for 16 percent and the Tucson Police Department had 27 vehicles (15 percent) as reported stolen. Of the total, 84 percent were manufactured by the Big 3; General Motors (41 percent), Chrysler (23 percent) and Ford (18 percent). Of the total number of vehicles, 54 were pickups, 50 were SUVs and 9 were vans. These 113 vehicles which are considered "load vehicles," constituted 63 percent of the total.

The AATA is currently working on a proposal with other agencies to develop mobile license plate readers that could be used by law enforcement agencies some distance from the U.S./Mexico border. This would allow more time for interdiction of vehicles prior to their crossing into Mexico.

In addition to the LPR program at the border, the AATA, in conjunction with the Vehicle Theft Task Force, has developed the Arizona Border Auto Theft Information Center (Arizona BATIC). The center, which opened in June 2003, serves as a means to share information between Arizona and Mexican law enforcement officials. Mexican law enforcement officials will be able to contact the center to determine if a U.S. plated vehicle is stolen and ultimately aid in the return of the stolen vehicle to the U.S.

Other Law Enforcement Strategies

The NICB auto theft study indicated the Detroit, Michigan MSA was second in 1999 and 2000 for auto theft, but fell to fourth in 2001 and in the current 2002 report, dropped to eleventh. The Detroit Police Department has studied their auto theft reports as well as statistics and noted that between 18 to 20 percent were not legitimate crimes. When the vehicles were recovered, there were no signs of forced entry, the ignition and/or steering columns had not been tampered with and in many cases, the owner had possession of the vehicle's keys.

Detroit has a problem known as “crack street rentals.” In exchange for “crack,” a user who does not have cash for drugs, will turn his car over to the dealer who in turn will “rent” the vehicle which then may be used in the commission of other crimes. At some point the owner of the vehicle reports the vehicle as stolen when in fact it is not. The Detroit Police uses a Michigan statute known as “unlawful taking and using a vehicle” to cover these type of incidents, or for that matter, at any time a vehicle is loaned and not returned as agreed upon. These vehicles are not considered “stolen” so they do not count as Part I Crimes for UCR statistics. The vehicle is entered into a computer system with a notation of “vehicle on loan and not returned.” When located, the vehicle is impounded and released to the legitimate owner at a cost of $75.

The Detroit Police Department is embarking on another initiative to cut down on fraudulent auto theft reports. Auto theft reports will continue to be taken by phone to allow uniform personnel to answer more pressing calls. The initial reports will be entered into a new computer system. However, once a report is taken by phone, the owner has up to 48 hours to go to the nearest Detroit Police station to do a follow up report as well as fill out an affidavit stating the vehicle was in fact stolen. If the owner does not appear within the time frame, the vehicle will be removed from the computer system and not considered a stolen vehicle. They implemented this program in two precincts in September 2003 with the rest of the city following shortly thereafter.

On March 1, 2000, the Miami-Dade Police Department initiated their auto theft affidavit program and stopped taking stolen vehicle reports by phone. The reasons, similar to Detroit, were to cut down on the number of fraudulent auto theft reports as well as to improve the quality of reports taken. They require the auto theft affidavit to be completed by the victim at the time the report is taken. Since the program was started, auto thefts have dropped approximately 6.5 percent in unincorporated Miami-Dade County. This idea has been so successful that many other agencies in the Miami area as well as other areas in the state of Florida have adopted this concept. In fact, some agencies are requiring an affidavit be made on other property crimes such as burglaries in an effort to combat insurance fraud.

The auto theft affidavit has had another positive result in the Miami area. It has helped prosecution. The attorneys prosecuting auto thefts are far more willing to charge a suspect when an affidavit has been completed and filed. In addition, it saves the victim one less trip to the courts.

RELATED PROBLEMS

Carjackings

Recently, carjackings have increased. A carjacking is defined as a completed or attempted theft in which a motor vehicle is taken by force or threat of force. Although these can be classified as either an armed or strong armed robbery, they do not include the offense of auto theft. Information on carjackings is not very accurate as UCR will only track the more serious crime, which in this case is robbery. In the future, the National Incident Based Reporting System (NIBRS) will not only track the main crime such as robbery but also the associated crimes such as an auto theft, assault etc.

Although there are no specific statistics on carjackings, the U.S. Department of Justice Bureau of Justice Statistics (BJS) completed a report titled, "Carjackings in the United States, 1992-96", published in March 1999. The data presented was the result of a National Crime Victimization Survey. This report indicated "an average of 49,000 completed or attempted non-fatal carjackings took place each year in the United States between 1992 and 1996." The Insurance Information Institute (III), in a release dated July 2003, supports the fact that carjackings occur most frequently in urban areas. Statistically, according to the III, carjackings "account for only 3.5 percent of all motor vehicle thefts (1996 data)."

Although specific data on fatal carjackings is not available, the BJS report reported that data from the FBI indicated "each year 27 homicides by strangers involved automobile theft". They concluded that these fatal incidents may have been the result of carjackings. For calendar year 2003, the Phoenix Police Department's Robbery Detail received 445 carjacking reports. This is a decrease from 2002 when they received 537 carjacking reports. The Tucson Police Department reported 80 carjackings in 2002 and 98 in 2003. (In Phoenix, Arizona, *The Arizona Republic* newspaper reported on May 12, 2003, a bystander was shot to death at a convenience store during what may have been a carjacking.)

Because of increased concerns about carjackings, the New York State Department of Correctional Services (NYDOC) conducted a study of individuals committed to DOC for carjacking. This covered the period of 1985–1999, and only the five counties comprising New York City and Erie County (Buffalo, NY) were included. Like most states, New York does not have the specific crime of carjacking but used the charges of Robbery 1st and Attempted Robbery 1st. From these offenses, 881 individuals were identified and used as the basis of the study. Many of the results validate the BJS victimization study on "Carjacking in the United States, 1992-96."

The NYDOC study stated that 67 percent of the offenders indicated they had used a firearm during a carjacking. This differs from the BJS study in which 47 percent of the offenders used a firearm. The BJS study revealed that 58 percent of the offenders were perceived as Black, 19 percent as White and 16 percent as other. The NYDOC study

indicated 53 percent of the offenders were Black, 11 percent White and 34 percent Hispanic.

The NYDOC study showed that 99 percent of the offenders were not acquainted with their victims while the BJS study indicated 78 percent were not. Both studies indicate that property other than the motor vehicle was also taken from victims. Accomplices were used in 55 percent of the BJS study while 50 percent in the NYDOC study. Both studies indicate the issue of carjackings is an urban problem.

Auto Theft Insurance Fraud

Auto theft insurance fraud is a problem of unknown proportions. An investigator for the Arizona Department of Insurance estimates that between 10 and 20 percent of all reported auto thefts are, in some form, cases of insurance fraud. The NICB estimates the number to be at least 10 percent but believes this is a very conservative number. Most of the cases are what are termed “owner give up”; the owner no longer wishes to make car payments and, often with the help of a co-conspirator, sells the vehicle out of state or across the border or even sells it to a chop shop. In some cases, the vehicle is driven to rural areas where it is stripped and burned to look like a case of a car stripping. Again, the vehicle was previously reported stolen. If the insurance company or the police can’t show differently, the “victim” receives an insurance settlement. In the cases where the vehicle is sold, the “victim” is actually paid twice.

Leased vehicles can also be “owner give ups” when the vehicle is upside down in value. This generally occurs when the lessee has run up far more miles on the vehicle than what was agreed to in the lease agreement and would incur a considerable payment when the vehicle is turned in at the conclusion of the lease.

Because some large police departments in Arizona are understaffed but retain high demands for calls for service, many reports are taken directly over the phone by callback personnel. An example of such a department is the Phoenix Police Department who uses retired officers or light duty personnel to take callback reports. This type of function allows officers to be available for higher priority calls but also allows for and perhaps encourages fraudulent reports of crimes such as auto thefts, burglaries, thefts, etc.

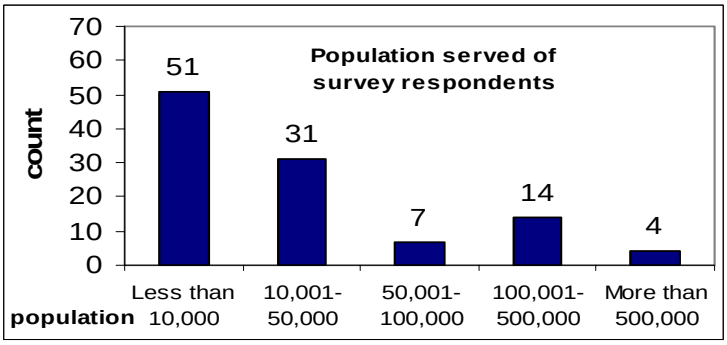
Auto Theft Related Deaths

Many times auto theft results in unnecessary deaths as well as injuries. There have been a number of incidents over the years when a stolen vehicle is spotted by a law enforcement officer and a pursuit begins. Some of these pursuits have resulted in the death of drivers while others result in the death of the occupants of the stolen vehicle. On December 11, 2003, three teenagers in a stolen pickup truck taken in Tempe, Arizona, were involved in a high speed collision with a semi-truck killing two of the passengers. Tempe Police indicated they were not in pursuit of the pickup truck at the time of the collision. On December 29, 2003, seven teenagers were killed while driving

a stolen car at a high rate of speed near Charlotte, North Carolina. At this time, it is unclear if an officer was in pursuit of the vehicle. As previously noted in this report, five passengers believed to be illegal immigrants were seriously injured in a collision in Tucson following a pursuit by law enforcement officers.

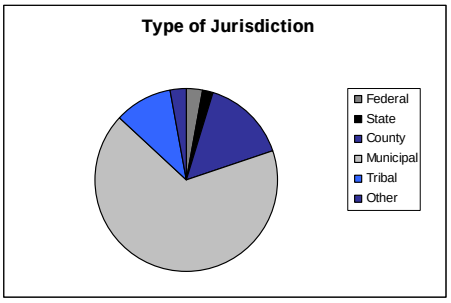
LAW ENFORCEMENT SURVEY RESULTS

Figure 1:



Law enforcement agencies across Arizona were asked 35 questions designed to summarize insights and perspectives of law enforcement agencies regarding motor vehicle theft. This survey was developed by the Statistical Analysis Center of the Arizona Criminal Justice Commission, in cooperation with experts in the field to be an instrument to analyze the views of the agencies that are working to apprehend motor vehicle thieves. Of the 114 agencies surveyed, 103 (90.4 percent) responded. Included in the responding agencies were all police departments serving populations over 50,000, all 15 Sheriffs' departments, and all three university police departments. The above chart shows the breakdown of surveys returned by size of agency. To the left is a chart showing relative proportion of surveys returned by jurisdiction.

Figure 2:



The "Watch Your Car" Program, sponsored by the Arizona Automobile Theft Authority (AATA), was listed most frequently at 28.9 percent as the most frequently used program or method to prevent motor vehicle theft. The Arizona Vehicle Theft Task Force, bait vehicles and VIN etching, three other programs sponsored by the AATA, were also frequently cited as programs used by law enforcement to reduce motor vehicle theft. Educating the public and enlisting the public through neighborhood watch programs were other methods cited for the prevention of motor vehicle theft.

Table 42: Most Frequently Used Programs and Methods to Prevent Motor Vehicle Theft	
"Watch Your Car" Program	28.9%
Arizona Auto Theft Task Force	15.8%
Bait Vehicle Program	13.2%
Auto Theft Prevention Materials	11.8%
VIN Etching	10.5%
Education of Public on Theft Prevention	13.2%
Neighborhood Watch	6.6%

Agencies overwhelmingly responded that using increased police presence and bait car operations in known hot spots, and increasing public awareness through media and ad campaigns were strategies currently being utilized to reduce motor vehicle theft in Arizona. Other methods cited by multiple agencies were identifying repeat offenders, continued use of VIN etching programs, increased communication between law enforcement and prosecution, as well as across jurisdictions at the federal, state and county levels, and increased use of crime and statistical analysis in identifying strategic locations for deployment of resources.

Recommendations given by respondents covered the need to increase public awareness of motor vehicle theft (29.6 percent), increasing the use of anti-theft devices (17.1 percent), harsher penalties (14.2 percent) and aggressive prosecution of motor vehicle theft (9.6 percent), showing that the responding law enforcement agencies see room for improvement system-wide. Recommendations also included increasing the use of bait cars, targeting chop shops, requiring signed affidavits for reporting stolen vehicles, having reports taken in person, increasing training for law enforcement officers regarding motor vehicle theft, and including auto theft devices on all new cars.

Table 43: Recommendations to Decrease Auto Theft	
Increase Public Awareness	29.6%
Increase Use and Improve Anti-Theft Devices	17.1%
Harsher Penalties for Convicted Auto Thieves	14.2%
Aggressive Auto Theft Prosecution Programs/ Prosecution Aimed at Repeat Offenders	9.6%
More Security/ Better Lighting at Parking Lots	9.2%
Increased Efforts at Mexican Border	7.5%
Increased Statewide Information Sharing	7.5%
Increased Participation in the Auto Theft Task Force	5.4%

Respondents have seen some successes in the effort to reduce motor vehicle theft. Some agencies reported an increase in public awareness of the problem, as evidenced by more individuals taking steps to prevent motor vehicle theft such as locking their vehicles, utilizing anti-theft devices, participating in the very successful Arizona “Watch Your Car” Program, and reporting suspicious activities. The bait car program has been an effective addition to several agencies’ motor vehicle theft efforts. Agencies are taking various approaches to combat motor vehicle theft with a measured degree of success. These reported approaches include sending out a forensic unit to recovered vehicles to examine evidence, identifying cases of fraudulent motor vehicle theft reports, and targeting prime theft areas and stakeouts. Agencies are working more closely together statewide through the Arizona Auto Theft Authority and the Arizona Vehicle Theft Task Force, and are working to develop a good relationship with their counterparts in Mexico to increase the number of vehicles recovered. These successful endeavors are a part of a statewide increase in motor vehicle theft prevention and recovery efforts.

Law enforcement agencies responding to the survey reported several difficulties that face the agencies as they try to eradicate motor vehicle theft. The most frequently referenced issues were manpower and resource limitations, the close proximity to the Mexican border, lack of prosecution of motor vehicle theft offenders and the need for greater public awareness. Many vehicles are stolen as a result of vehicle owners leaving keys in vehicles, leaving cars unlocked or failing to use anti-theft devices. Reporting of stolen vehicles is often hindered by victims delaying to report the crime, not having proper documentation of the owner of the car, or reporting vehicles as stolen that are actually being fraudulently reported to facilitate insurance fraud or are unauthorized use by family members. When the vehicle is a true stolen vehicle case, it is often stolen for drug smuggling or for sale in Mexico. When jurisdictions are unable to work together to bring motor vehicle thieves to justice, these thieves are not always prosecuted. These problems, and others, contribute to the overall challenge of motor vehicle theft facing Arizona.

Most perpetrators (59.7 percent) that were caught by agencies that responded to the survey acted alone in the commission of motor vehicle theft and were between the ages of 14 and 21 (51 percent).

Table 44: Arrested Perpetrators

Age	
Under 14	2.0%
14-18	26.0%
19-21	25.0%
22-29	26.0%
30 or Older	21.0%
Accomplices	
Acted Alone	59.7%
Worked With Others	40.3%

Pick-up trucks manufactured by Chevrolet and Ford, as well as Honda vehicles were cited as the most frequently stolen vehicles. Responses for the law enforcement survey were further validated by the similarity between the responses given and data from other sources.

Table 45: Most Commonly Stolen Vehicles

	Among Responding Agencies	Statewide
1	Chevy Pick-up	Chevrolet Full Size C/K Pickup
2	Honda	Honda Accord
3	Chevy Silverado	Dodge Ram Pickup
4	Ford F150, F250, F350, Pick-up 2002	Ford 150 Pickup
5	Ford	Chevrolet Full Size Extended Cab Pickup

The most common places for a vehicle to be stolen were residences and apartment complexes, regardless of the time of day. During the day, shopping centers and malls were common places for vehicles to be stolen.

Table 46: Locations of Vehicles Stolen

	Day	Night
Shopping Centers/Malls	19.1%	6.2%
Movie Theatres	1.1%	3.0%
Residences (Not including Apartments)	40.1%	53.9%
Apartment Complexes	15.6%	17.9%
Employee Parking Lots	3.9%	3.3%
Schools/Universities	4.1%	2.4%
Other	16.1%	13.4%

Table 47: Reasons for Motor Vehicle Theft

Joyriding	50.7%
Commission of a Crime	16.8%
Sell	4.6%
Parts	5.1%
Insurance Fraud	3.0%
Trade for Drugs	4.0%
Exportation to Other Countries	8.5%
Smuggling	7.4%

The most common reason observed by the reporting jurisdictions for motor vehicle theft was joyriding, at 50.7 percent. The second most common reason for stealing vehicles was for the commission of a crime.

The most common method used to steal vehicles in the respondents' jurisdictions is cracking the steering column, followed closely by using keys that are found in or on the vehicle. Securing keys would potentially prevent 35.3 percent of all motor vehicle thefts observed by the respondents.

Table 48: Methods Used to Steal Vehicles

Cracked Steering Column	29.8%
Key in/on Vehicle	28.0%
Hot-Wired	8.8%
Keys Stolen	7.3%
Manipulation Key	5.0%
Towed/Carried Away	1.0%
Other/ Unknown	20.0%

Table 49: Support Signed Affidavit at Time of Report

Yes	82.3%
No	17.7%

The majority of respondents, 82.3 percent, are in favor or support requiring those reporting to sign affidavits at the time a vehicle is reported stolen. This would increase the ability to prosecute and reduce the number of fraudulent claims effectively freeing resources currently being spent looking for vehicles that were not actually stolen.

Survey respondents were queried on several strategies currently used or under consideration by agencies in Arizona to eliminate motor vehicle theft. Respondents believe that law enforcement and prosecutors are effective in reducing motor vehicle

theft, but that both could be improved with more training regarding the problem. In addition, multi-jurisdictional task forces, inspection of businesses for stolen vehicles, aggressive training regarding insurance fraud, and aggressive prosecution of insurance fraud were reported as effective methods for reducing motor vehicle theft.

Table 50: Positions Regarding Motor Vehicle Theft Strategies*

	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
Multi-jurisdictional task forces are effective in reducing MVT.	39.0%	47.0%	9.0%	5.0%	0.0%
Law enforcement personnel are effective in reducing MVT.	40.0%	44.0%	12.0%	4.0%	0.0%
Prosecutors are effective in reducing MVT.	35.0%	37.0%	19.0%	9.0%	0.0%
Public awareness campaigns are effective in reducing MVT.	37.4%	52.5%	9.1%	1.0%	0.0%
Inspection of businesses for stolen vehicles/parts in effective in reducing MVT.	26.0%	49.0%	21.0%	4.0%	0.0%
Training law enforcement personnel is effective in reducing MVT.	41.4%	50.5%	7.1%	1.0%	0.0%
Training prosecutors is effective in reducing MVT.	35.0%	42.0%	20.0%	3.0%	0.0%
Lack of uniformity between agencies in AZ is a serious problem.	30.0%	32.0%	24.0%	14.0%	0.0%
Law enforcement agencies need more training in how to identify insurance fraud.	37.0%	52.0%	9.0%	2.0%	0.0%
The best way to reduce insurance fraud is to aggressively pursue and publicize convictions.	41.0%	49.0%	10.0%	0.0%	0.0%

* Questions for this chart were adapted from a survey conducted for the State of Michigan Auto Theft Authority in 2001.

Survey Footnotes

Space was given in the law enforcement survey to allow for comments relating to motor vehicle theft outside of the areas that were already asked in order to give agencies an opportunity to mention issues that were either missed in the survey, or were particular to their jurisdiction.

In their survey, the Douglas Police Department noted they recover far more vehicles than are reported stolen in their city. They indicated that their officers are cross-trained and certified to work with the Federal agencies that monitor the POE in Douglas. On certain days they man the POE with Customs and Border Patrol. It is on those days that they notice a sharp increase in stolen vehicles abandoned on their side streets. They attribute this to increased security at the border as well as a more intensive examination of vehicles leaving the U.S. into Mexico. In addition, through the use of lookouts, the people driving the stolen vehicles are alerted and park the vehicles on side streets until it is safe to cross the border. During the interim, these vehicles may be

recovered by the local police prior to the lookout indicating an opportunity of safe passage across the border.

The Tucson Airport Police Authority noted on their survey a major problem of vehicle thefts from rental car agencies which are located entirely within the boundaries of the airport. Most of the vehicles are obtained through fraudulent credit cards, stolen credit cards or cases of identity theft. Because of that, it is some time before the companies realize the car is stolen. Airport Police have indicated that most if not all of the vehicles obtained in this manner are driven straight to the border and into Mexico. One reason is because of Tucson's close proximity to the border. Insurance investigators have located many of the cars in Mexico, but have a very difficult time in returning them to Arizona.

LARGE URBAN AREA FOLLOW-UP STUDY

As noted previously in the report, 93.0 percent of all motor vehicle thefts in Arizona during 2002 occurred in Maricopa and Pima counties. Maricopa County experienced the largest percentage of motor vehicle thefts in Arizona with 77.7 percent followed by Pima County with 15.3 percent. Given the high percentage of theft that occurs in these two counties, a follow-up study was conducted with their largest police departments. These interviews were conducted with the heads of the motor vehicle theft units at the Chandler Police Department, Glendale Police Department, Mesa Police Department, Phoenix Police Department, Scottsdale Police Department, Tempe Police Department and the Tucson Police Department. While the cities served by these seven agencies represent 56.6 percent of the population in Arizona, their jurisdictions have 82.0 percent of all motor vehicle thefts reported in Arizona.

Table 51: Motor Vehicle Theft Percent of Statewide Theft

County	Thefts	Percent
Maricopa	44,180	77.7%
Pima	8,704	15.3%
Total	**52,884**	**93.0%**
State	**56,876**	

From *2002 Crime in Arizona* report

Table 52: Motor Vehicle Theft in Arizona's Seven Largest Cities*

City	Population		Motor Vehicle Theft	
	Number of Residents	Percent of State	Number Reported	Percent of State
Chandler	194,390	3.6%	1,345	2.4%
Glendale	227,495	4.2%	3,795	6.7%
Mesa	427,550	7.8%	5,086	8.9%
Phoenix	1,365,675	25.0%	25,624	45.1%
Scottsdale	214,090	3.9%	1,378	2.4%
Tempe	159,425	2.9%	3,215	5.7%
Tucson	507,085	9.3%	6,206	10.9%
Total	**3,095,710**	**56.6%**	**46,649**	**82.0%**
State Total	5,472,750		56,876	

*From *2002 Crime in Arizona* report

The majority of these agencies reported taking a large percentage of motor vehicle theft reports over the phone, rather than face to face. The two exceptions to this were the Tempe and Tucson Police Departments who use face to face reports because they believe that it increases customer satisfaction, allows for more evidence to be collected, and can reduce fraudulent reports. While the majority of these agencies reported that they took reports over the phone, they expressed a large amount of support for moving towards face to face reports, in part to reduce the problem of fraudulent reports. These fraudulent reports were reported to be a significant drain on law enforcement resources, with agencies estimating that between five and 15 percent of motor vehicle theft reports were fraudulent. Agency officials showed support for having all reports include a signed affidavit swearing that the report was truthful.

These agency representatives overwhelmingly supported tougher penalties on motor vehicle theft and motor vehicle theft related crimes. It was noted that cases for motor vehicle theft are not always prosecuted, and that those convicted of motor vehicle theft

often receive mild penalties; especially first time offenders. It was recommended that penalties for repeat offenders be increased, that heavy fines be added, and that jail time be mandatory for motor vehicle theft offenders.

One motor vehicle theft related problem that was specifically mentioned was that these thieves are taking advantage of the fact that most law enforcement agencies have a policy of not pursuing stolen vehicles that flee. Most agencies forbid pursuits of stolen vehicles unless another violent felony has also been committed. Fleeing suspects put the community at risk due to the high speeds and reckless driving. While these policies lessen the dangers associated with police pursuits, the unintended increase in fleeing suspects puts other drivers in danger and increases the possibility that these suspects will not be apprehended. Tougher penalties were especially mentioned as needed for offenders who flee in a stolen vehicle.

The connection between gangs and motor vehicle theft was mentioned as a specific threat because of the related safety issues associated with gangs, especially the safety of the communities in which these thefts are occurring. While this threat was understood by these agencies to be significant, specific statistics regarding the link between gangs and motor vehicle theft were not available due to the limitations associated with data collection. These gangs often steal vehicles for use in the commission of other crimes and transporting drugs, making the assessment of the connection between gangs and motor vehicle theft an important, but currently unavailable, resource for law enforcement.

The theft of vehicles to use as “load” vehicles to transport illegal substances or aliens from Mexico into the United States was a problem specific to Arizona. In indicating that these stolen vehicles are used as “load” vehicles, it was noted that the types of vehicles stolen in Arizona tend to be SUVs and Pick-Up trucks, a problem unique to border states, as these vehicles are more readily used for illicit smuggling. This has increased the need for cooperation between agencies in Mexico and the United States, as well as agencies within various jurisdictions in Arizona.

When the motor vehicle theft units of these seven agencies were asked which programs were being used effectively to address motor vehicle thefts, several programs were mentioned. The programs most frequently mentioned were:

- The Arizona Vehicle Theft Task Force (AVTTF), also known as RATTLER;
- Bait cars;
- Public awareness campaigns;
- Vehicle Identification Number (VIN) etching;
- “Watch Your Car” Program; and the
- Distributing free steering wheel locks.

These programs were considered to have been proven to be effective in either apprehending offenders or preventing motor vehicle theft.

The Arizona Vehicle Theft Task Force was commended strongly for its expertise and assistance with problem of motor vehicle theft and in recovering stolen vehicles. Recommendations included increasing funding to this task force to recruit more officers. The cross jurisdictional nature of the task force allows for law enforcement to better apprehend these offenders. As vehicles are often stolen in one jurisdiction and recovered in another, or used in a crime in a different jurisdiction, motor vehicle theft is cross jurisdictional in nature. Agencies surveyed indicted that a range of 20 to 50 percent of all vehicles recovered in their jurisdictions had been stolen in other jurisdictions. This creates a situation where law enforcement must work together in order to effectively solve these crimes and apprehend offenders.

Another program strongly emphasized by the surveyed agencies as highly successful was the bait car program. A majority of these agencies indicated that they could attribute a significant number of arrests to the program. However, difficulties in establishing the programs and keeping the vehicles deployed were noted. This program was highlighted in that it has a highly deterrent factor among thieves in that there has been a large amount of media attention when thieves are captured. This media attention also has a preventive effect as it increases awareness of motor vehicle theft among the general public.

Several agencies mentioned programs that were in place to increase awareness of motor vehicle theft and increase theft prevention among residents. The Phoenix Police Department noted a new program that was aimed at increasing awareness among the Hispanic population called the Hispanic Awareness Program. This program utilizes radio and newspaper media to spread information about automobile theft to Hispanics as they are at a higher risk of victimization from automobile theft. Often cited as the most effective method to prevent motor vehicle theft, media attention was strongly emphasized by the agencies surveyed as a highly effective method in the fight against motor vehicle theft.

Also worth noting was the fact that it takes one to two years for a police officer to become proficient in motor vehicle theft work. In agencies where a rotation policy was in force, the frequent transfer of motor vehicle theft detectives created difficulty in maintaining trained officers within their department. Voluntary transfers stemming from promotional opportunities also diminished the overall experience of officers within motor vehicle theft units.

These seven agencies, representing the seven largest cities in Arizona are tasked with solving and working to prevent the bulk of motor vehicle thefts in the state. They saw a great need to increase penalties for motor vehicle theft, a crime that many saw as a gateway to other crimes. Given the cross-jurisdictional nature of these thefts, they saw a need for greater collaboration and improved data collection to better analyze the issue. Several positive trends were noted by the larger urban law enforcement agencies. The bait car program was cited as a strong success contributing not only

toward public awareness through increased media attention but acting as a deterrent toward criminal behavior. While these agencies were able to point to programs that are working effectively, they pointed to several issues that still confront them including a high number of fraudulent reports, inadequate resources and incomplete data.

FINDINGS

- Motor vehicle theft decreased 6.9 percent during the first six months of 2003 compared to the first six months of 2002.

- The Arizona Auto Theft Authority began funding the use of bait cars in 2003, a program that has proven to reduce motor vehicle theft in other cities and states.

- Although License Plate Readers (LPRs) show numbers of stolen vehicles leaving the United States, they are currently located at only one Arizona POE (Douglas) and are placed too close to the border making it difficult to arrest the suspect driver and recover the stolen vehicle.

- According to figures obtained from the National Insurance Crime Bureau (NICB) for 2001, the Phoenix metropolitan area was number one in the country for vehicle thefts while the Tucson metropolitan area was number six. In 2002, the Phoenix metropolitan area retained its number one ranking while the Tucson metropolitan area dropped from number six to number thirteen.

- In 2002, according to the FBI's *Crime in the United States* report, 1,246,096 motor vehicle thefts were reported in the United States, an increase of 1.4 percent over 2001 when 1,228,391 motor vehicles were reported stolen.

- In 2002, of the 56,840 motor vehicles thefts in Arizona, 44,180 occurred in Maricopa County and 8,704 in Pima County. This accounts for 93.0 percent of all the vehicle stolen in Arizona.

- The vehicle of choice for motor vehicle theft in Arizona is pickup trucks. Many pickup trucks and other large sports utility vehicles (SUV) such as the Chevrolet Suburban are known by law enforcement as being used as "load vehicles", which are vehicles used to transport either illegal immigrants or illegal drugs from Mexico into the United States at points other than designated Points of Entry (POE). The relationship between the smuggling of illegal immigrants and drugs into the United States through Arizona by using stolen vehicles was supported by law enforcement responses to survey questions.

- The clearance rate for motor vehicle theft in Arizona has declined from 11.4 percent in 1993 to 10.2 percent in 2002. The clearance rate for Arizona is consistently lower than the national rate which hovers around 14 percent.

- While only approximately 10 percent of the cases are considered "cleared", the majority of vehicles that are stolen in Arizona are recovered. The recovery rate declined from 68.5 percent in 1993 to 65.2 percent in 2002.

- The total number of registered passenger vehicles in Arizona increased 18.9 percent from 1998 to 2003.

- From 1992 to 2002, economic loss caused by motor vehicle theft in Arizona increased 186.2 percent, compared to 10.0 percent in the United States.

- The estimated cost of motor vehicle theft to victims in Arizona in 2002 was $377,268,746.

- In Arizona during 2002, 5,131 persons were arrested for auto theft. Males accounted for 4,237 arrests, or 82.6 percent, and females for 894 arrests or 17.4 percent. Of those arrested, 3,922 were adults and 1,209 were juveniles.

- According to *Arizona Crime Trends: A System Review (2003),* motor vehicle arrests decreased by 44 percent for under 18 year olds while increasing 119 percent for those 18 and older between 1991 and 2001.

- From 2000 to 2003, the number of inmates committed to the Department of Corrections for motor vehicle theft increased each year, increasing a total of 119 percent over the four year period.

- A one day snapshot of the total inmate population on December 31, 2003 revealed that of the 31,258 inmates incarcerated, 2,241 of those inmates were incarcerated for motor vehicle theft (7.2 percent of the total population).

- 92.1 percent of inmates incarcerated for motor vehicle theft are male and 7.9 percent are female.

- Most motor vehicle theft offenders are between the ages of 18 and 29 (59.1 percent) at the time of admission into prison, while only 10.4 percent of those incarcerated at that time for motor vehicle theft were over the age of 40.

- Only 17.6 percent of all inmates incarcerated for motor vehicle theft as of December 31, 2003 were known to have had no substance abuse history. Alcohol had been abused by over half of the inmates (52.4 percent) and 71.6 percent had abused illegal drugs.

- Approximately one-fourth of the inmate population incarcerated for motor vehicle theft is suspected of affiliation with a gang.

- A vast majority (92.1%) of vehicles are stolen between September and May, when juveniles are traditionally in school.

- The Arizona Youth Survey surveys students in the 8th, 10th and 12th grades.
    - 3.0 percent of students surveyed in the Arizona Youth Survey responded that they had stolen a vehicle in the past 12 months.
    - 32.1 percent of students who were stealing vehicles were female. Of the total number of males who participated in the survey, 4.1 percent responded that they had stolen a vehicle in the past 12 months, whereas 1.9 percent of females surveyed responded that they had stolen a vehicle in that time period.
    - One-fourth of those who had stolen a vehicle in the previous 12 months also identified themselves as being involved in a gang.
- Of the law enforcement agencies that were aware of "Watch Your Car" program, 76 percent actively supported the program.
- Law enforcement agencies that responded to the survey for this report listed the "Watch Your Car" program most frequently at 28.9 percent as the program or method they use most to prevent motor vehicle theft.
- Participation in the "Watch Your Car" program increased dramatically during 2003 with 53,831 participants at the end of December 2003.
- The AATA estimates during fiscal year 2003, they etched approximately 3,000 vehicles with the VIN number.
- The AATA reported in calendar year 2003, RATTLER (Regional Auto Theft Team Law Enforcement Response) recovered 2,974 vehicles worth approximately $29,899,835, arrested 320 felony suspects, shut down 41 "chop shop" operations, and conducted 42 insurance fraud investigations while providing assistance and training to other law enforcement agencies within Arizona.
- The Arizona Department of Insurance estimates that between 10 and 20 percent of all reported auto thefts are, in some form, cases of insurance fraud.
- Agencies overwhelmingly responded that using police presence in conjunction with bait cars in known hot spots, and increasing public awareness through media and ad campaigns were strategies currently being utilized to reduce motor vehicle theft in Arizona.
- 82.3 percent of responding law enforcement agencies are in favor or support requiring those reporting to sign affidavits at the time a vehicle is reported stolen.

RECOMMENDATIONS

1. Increase penalties for repeat offenders. Repeat offenders realize that they are not going to get long sentences, particularly if they agree to a plea bargain. This has seemingly generated a paradoxical effect on deterrence for those who have prior contact with the criminal justice system.

2. Increase penalties for fleeing from an officer in a stolen vehicle. Offenders know that most agencies' policies forbid officers from pursuing fleeing suspects involved in motor vehicle theft. This has caused an increased risk to the public as offenders purposely employ dangerous tactics to evade police.

3. The use of bait cars should be increased and publicized. Both law enforcement and offenders have recognized this program as being highly effective in preventing and apprehending thieves. While many thieves have been apprehended using these vehicles, they are most effective from the standpoint that remaining thieves are left with the knowledge that the next vehicle they steal could be a bait car.

4. Enhance the current central repository housed at the Department of Public Safety to develop the ability to pull out detailed data regarding motor vehicle theft. More detailed data would allow for the use of standardized data to map crime trends and locations to assist law enforcement in allocating resources more effectively in fighting motor vehicle theft.

5. Create a regional crime center to store and analyze data from law enforcement agencies in Arizona. This type of regional crime center would allow for analysis of trends across jurisdictions, assist law enforcement in data needs, and provide needed data for research and crime analysis.

6. Work to increase enrollment in the "Watch Your Car" program. This program allows vehicles to be stopped late at night when thefts are most likely to occur. Thieves noted that they were unlikely to steal a vehicle with a "Watch Your Car" sticker for fear of being pulled over by a police officer.

7. The window Vehicle Identification Number (VIN) etching program should continue to be emphasized as an effective deterrent against motor vehicle theft. This provides a visual deterrent and contributes to the multi-layered approach advocated by the National Insurance Crime Bureau (NICB) and the Arizona Automobile Theft Authority.

8. Ensure continued funding of AATA. This agency was noted across the board by law enforcement as providing the tools they needed to combat motor vehicle

theft, as well as for providing prevention programs and the publicity necessary to inform the public on how to prevent motor vehicle theft.

9. Affidavits should be developed and used as part of the reporting process for stolen vehicles. This would require motor vehicle theft victims to affirm that their vehicle was actually stolen and has been shown to reduce the amount of fraudulent reports. It would also give prosecutors additional evidence to use when prosecuting those who give false reports.

10. Increase the use of vertical prosecution. This form of prosecution allows a prosecutor that is familiar with the problems associated with motor vehicle theft and the case at hand to take a case from the beginning stages to the end. This form of prosecution has been shown to increase conviction rates.

11. Agencies are encouraged to utilize officer on-scene auto theft reports rather than call back type reports. This would effectively reduce a number of fraudulent auto theft cases.

12. Design prevention programs for vehicles especially targeted by auto thieves such as pickup trucks, large SUVs (load vehicles), etc. in order to address motor vehicle theft problems that are specific to Arizona.

13. Work with Federal Government to complete installation of License Plate Readers (LPRs) at all Arizona Ports of Entry; both outbound and inbound. These readers are capable of comparing the license plates of vehicles to a database of stolen vehicles and reporting to law enforcement when there is a hit. This would allow for the recovery of many of the vehicles that are currently being transported for resale in Mexico and those being used to smuggle illegal aliens and drugs.

14. Continue the development of mobile License Plate Readers (LPRs). While the LPRs currently being tested have the potential to be extremely effective, more research is necessary to improve the technology and to allow for inexpensive production for use by law enforcement.

15. Car dealerships should implement procedures to secure computers in order to ensure that motor vehicle thieves are not getting unauthorized duplicate keys for vehicles.

16. Increase funding and support for the Arizona Vehicle Theft Task Force (AVTTF) to improve their ability to support local law enforcement agencies in the fight against motor vehicle theft. This task force has been very effective in overcoming the multi-jurisdictional challenges inherent in this type of crime.

17. Improve data collection regarding motor vehicle thefts and recoveries from tribal lands. Currently, many tribal lands have more motor vehicle theft recoveries than thefts, as “load vehicles” are dumped on their lands after they are used or if there is danger of apprehension. Data is not currently available for tracking the motor vehicle thefts and recoveries.

18. A follow-up study focused on motor vehicle theft offenders. Additional research needs to be conducted in order to determine exactly who is committing motor vehicle thefts, their modus operandi, and the underlying motives for committing the offense.

CONCLUSION

Up until 2003, motor vehicle theft in Arizona had been on the increase since 1999, outpacing population growth and the related increase in motor vehicle registration. From 2001 to 2002, motor vehicle theft in Arizona increased 10.5 percent, compared to the national increase of 1.4 percent. In 2002, the rate of motor vehicle theft per 100,000 residents in Arizona was 1,056.9, 144.6 percent higher than the national rate, and 31.4 percent higher than Nevada, which has the second highest rate in the United States. While some of this increase could be attributed to the rising population in Arizona, the rise in motor vehicle theft was significantly higher than the rise in population.

For the first time since 1999, Arizona saw a decrease in vehicle thefts in 2003, which was contrary to an increasing national rate. Thefts during the first six months of 2003 decreased 6.9 percent over the first six months in 2002, as shown in the preliminary data presented in this report. This data also shows that this trend continued throughout the year. Compared to an estimated national increase of 0.9 percent, and a regional increase of 7.2 percent, this decrease shows that efforts to decrease the motor vehicle theft rate in Arizona are starting to have an impact.

The vast majority of vehicles stolen in Arizona are stolen from the Phoenix metropolitan area and from Tucson. In 2002, Phoenix had a motor vehicle theft rate of 1,237.7 per 100,000, 17.1 percent higher than the rest of the state. However, motor vehicle theft is not only an urban problem. Tribal lands also see a large number of vehicles dumped on their land that were stolen from urban areas of Arizona. Some border towns such as Douglas reported having more recovered vehicles than stolen vehicles. Law enforcement officials reported that vehicles are commonly disposed of after use as "load vehicles", or when the transporting of the stolen vehicle is aborted. Targeted vehicles such as SUVs are often stolen in Arizona to transport drugs and illegal aliens across the U.S./Mexico border. Using a stolen vehicle provides the smuggler with transportation that cannot be easily traced back to that person or can be dumped if necessary.

Law enforcement agencies face several challenges in their efforts to eliminate motor vehicle theft. One such circumstance is that vehicles are stolen in one jurisdiction and recovered in another. This translates into a breakdown in transmitting data effectively from one agency to another. Agencies may come across a stolen vehicle without the ability to determine if it was stolen, even after it has been reported as stolen to another agency. The *Crime Mapping in Arizona* report proposed a regional crime center to allow police departments to work together to solve motor vehicle theft reports, potentially increasing the recovery rate for stolen vehicles.

Records linking thefts and recoveries to information on offenders are necessary to determine the stimulus behind the high motor vehicle theft rate in Arizona. Currently,

data regarding motor vehicle theft offenders is limited, making detailed studies of these offenders difficult. A further study focusing on the analysis of offenders would greatly increase the understanding of the motor vehicle theft problem in Arizona. Information concerning the motivations behind motor vehicle theft and choice of location and vehicles will advance the understanding of these offenders. This will subsequently allow for more effective strategies to be put in place to fight motor vehicle theft. This information can be used to drive policy by determining where stolen vehicles are being used for purposes such as the perpetration of further crimes.

In order to better assess the problem of motor vehicle theft in Arizona, it is important that the appropriate data is collected. It is clear that significant improvements on how crime data is both collected and analyzed is needed. At present, Arizona does not have adequate systems for sharing and analyzing any type of crime data across jurisdictional boundaries. The Arizona Department of Public Safety does collect data relative to both the location of a reported motor vehicle offense and the subsequent recovery of the stolen vehicle. However, the fields are not mandatory and some data may be entered in a miscellaneous field. This data is not captured in a standardized manner or stored once the case is no longer active. Free-text fields should be replaced with consistent input formats, so that all records can be translated and queried to understand the broader scope of this crime. The expansion of the ACIC data collection strategies for both motor vehicle theft and recovery locations could provide a cost effective alternative.

Over the past decade, the nature of crime has become increasingly complex. Historical and geographically based information is crucial in conducting crime analysis. Criminals often use a stolen vehicle while participating in other types of more serious crime that cross local, state and international boundaries. The development of a regional crime center in Arizona would contribute significantly to the ability of law enforcement to track criminal behavior and assure for public safety given the multi-jurisdictional nature of crimes. Although the concept of a regional crime center would require additional resources and acceptance by participating agencies, the benefit of such a system would far outweigh the costs.

What data is available is not always useable from a geocoding perspective. Rates of geocoding for reported theft and recovered vehicles differ greatly. This provides challenges in determining the scope of the motor vehicle theft problem. Recovered vehicle data in particular is problematic, as the information is not always entered accurately. Four out of five of the top locations where stolen vehicles are recovered in Phoenix were listed as various junkyards and tow yards. These are often vehicles that were found somewhere else by police and later found to be stolen. When the recovered location is listed as a junkyard, or any other location other than the first place the vehicle was found, the ability to track dumping areas is decreased significantly.

Many programs have proven effective during 2002 and 2003. Efforts such as the "Watch Your Car" program, cited by thieves as a deterrent for auto theft, are becoming increasingly popular as is seen in the 122.5 percent increase in participation in FY2003 over FY2002. In 2003, several agencies began using bait cars in an effort to apprehend motor vehicle thieves, and deter would-be thieves. These and other programs have proven their successfulness in the fact that motor vehicle theft decreased in 2003. Law enforcement agencies overwhelmingly supported the new programs and the increased use of programs funded by the AATA.

Motor vehicle theft is a significant problem in Arizona that must be addressed. It is a crime that is often connected with other more serious crimes. The close proximity to the U.S./Mexico border has contributed to the frequency of this crime, leaving many victims without transportation, often affecting their financial stability. While this problem may never be eliminated, there are practices that can be adopted to reduce it. Strengthening security at the border, increasing the use of bait vehicles, facilitating better communication between various police departments, prosecuting motor vehicle thieves more consistently, improved data collection and data sharing methods are all effective strategies. This report is intended to provide information and related recommendations to assist policy makers and criminal justice leaders in directing limited resources toward addressing the problem of motor vehicle theft in Arizona.

ACJC
Arizona Criminal Justice Commission

MOTOR VEHICLE THEFT STUDY

*For each question please either fill in the **approximate percentage** or check the box beside the answer which represents the position of your agency. Unless otherwise noted, please check only one box for each question. Extra space has been provided for additional comments and information at the end of the survey. Your comments are valuable to this survey and contribute to a better understanding of motor vehicle theft in Arizona. If you have any questions regarding this survey, please contact Jennifer Patterson or Steve Ballance.*

Please return the completed survey by September 19, 2003 to:

Arizona Criminal Justice Commission
Statistical Analysis Center
1110 W. Washington- Suite 230
Phoenix, AZ 85007
(602)364-1146
(602)364-1175 (fax)

AGENCY INFORMATION

Agency Name: _____

Person Completing Survey: _____

Phone: _____ E-mail:_____

Jurisdiction:

☐ Federal ☐ State ☐ County
☐ Municipal ☐ Tribal ☐ Other_____
(Specify)

County: (e.g. Apache, Maricopa) _____

What is the population of your jurisdiction?

☐ Less than 10,000 ☐ 10,001–-50,000
☐ 50,001–-100,000 ☐ 100,001–-500,000 ☐ More than 500,000

1. Who is the main contact person in your agency for motor vehicle theft? _____

Phone _____ Fax _____ E-mail_____

2. Please list the programs and contacts in your agency for addressing motor vehicle theft. (Please also attach any information describing the programs.)

_____

_____

_____

3. Briefly describe any strategies for addressing (reducing) motor vehicle thefts in your jurisdiction not mentioned in question 2. (Attach extra pages if necessary.)

_____

_____

_____

4. How many cases regarding carjacking were reported to your agency in 2002? _____

5. What were the outcomes of the cases in Question 4?

____% Vehicle found in good condition
____% Vehicle found disassembled
____% Vehicle found destroyed
____% Vehicle never found
____% Other

6. As a law enforcement agency, what are five recommendations you would make to reduce the problem of motor vehicle theft in Arizona?

1._____

2._____

3._____

4._____

5._____

7. What successes has your agency experienced in combating motor vehicle theft?

_____

_____

_____

_____

8. What problems has your agency experienced in combating motor vehicle theft?

_____

_____

_____

_____

9. What percentage of perpetrators:

____% Act alone in the commission of the crime
____% Work in concert with other perpetrators

10. Among perpetrators that are caught, what percentages are:

____% Under 14
____% 14-18
____% 19-21
____% 22-29
____% Over 30

11. What are the five most stolen vehicles as reported to your agency (make, model, year)?

1. _____, _____, _____
2. _____, _____, _____
3. _____, _____, _____
4. _____, _____, _____
5. _____, _____, _____

12. When are vehicles stolen?

____% 12:01 AM – 6:00 AM
____% 6:01 AM – 12:00 PM
____% 12:01 PM – 6:00 PM
____% 6:01 PM – 12:00 AM

13. From what locations are vehicles stolen during the day?

____% Shopping Centers/Malls
____% Movie Theatre
____% Residence (not including Apartments)
____% Apartment Complex
____% Employee Parking Lot
____% Schools/Universities
____% Other _____

14. From what locations are vehicles stolen during the night?

____% Shopping Centers/Malls
____% Movie Theatre
____% Residence (not including Apartments)
____% Apartment Complex
____% Employee Parking Lot
____% Schools/Universities
____% Other _____

15. What are the reasons for motor vehicle theft in your jurisdiction?

____% Joyriding
____% Commission of a crime
____% Sell
____% Parts
____% Insurance Fraud
____% Trade for Drugs
____% Exportation to Other Countries
____% Smuggling
    ____% Human
    ____% Narcotics

16. What **<u>outside</u>** resources are available to your agency to assist in the solution and/or reduction of auto thefts?

_____

_____

_____

_____

17. How are vehicles stolen in your jurisdiction?

____% Hot-wired
____% Cracked Steering Column
____% Towed/Carried
____% Other/Unknown
____% Key in/on Vehicle
____% Keys Stolen
____% Manipulation Key

18. Is failure to return rental cars a problem in your jurisdiction? ☐ Yes ☐ No

18a. If yes, what percentage of your auto theft work load does this problem constitute? ____%

19. In recovered stolen vehicles, what types of auto theft prevention devices have been used?

1. _____
2. _____
3. _____
4. _____
5. _____

20. How have these auto theft prevention devices been overcome?

_____

_____

_____

_____

_____

_____

_____

_____

_____

21. In response to reports of auto theft, does your agency?

_____ Take reports in person? What percentage? ____%

_____ Take reports by phone? What percentage? ____%

_____ Other (Internet, Mail, etc.) What percentage? ____%

Explain _____

22. Would your jurisdiction be either in favor of or support a signed affidavit at the time a motor vehicle is reported stolen?

☐ Yes ☐ No

23. Some feed back has been received that an emerging trend in motor vehicle theft has been the use of identity theft. Has identity theft in regards to motor vehicle theft been an issue in your jurisdiction?

☐ Yes ☐ No

23a. If yes, please explain _____

24. Do you have programs designed to use the media and/or public education to impact motor vehicle theft?

☐ Yes ☐ No

24a. If yes, please explain_____

25. List any other emerging tends, recommendations, issues and your discussion points regarding motor vehicle theft.

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

*In the following statements, please indicate whether you agree or disagree by checking the appropriate box.**

		Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
26.	Multi-jurisdictional task forces are an effective method for reducing auto theft.	☐	☐	☐	☐	☐
27.	Law enforcement personnel dedicated to auto theft cases are effective in reducing auto theft.	☐	☐	☐	☐	☐
28.	Prosecutors dedicated to auto theft cases are effective in reducing auto theft.	☐	☐	☐	☐	☐
29.	Public Awareness campaigns are effective in reducing auto theft.	☐	☐	☐	☐	☐
30.	Inspection of businesses for stolen vehicles/parts is effective in reducing auto theft.	☐	☐	☐	☐	☐
31.	Training of law enforcement personnel is effective in reducing auto theft.	☐	☐	☐	☐	☐
32.	Training of prosecutors and judges is effective in reducing auto theft.	☐	☐	☐	☐	☐
33.	Lack of uniformity of data between agencies within Arizona is a serious problem.	☐	☐	☐	☐	☐
34.	Law enforcement agencies need more training in how to identify insurance fraud.	☐	☐	☐	☐	☐
35.	The best way to reduce insurance fraud is to aggressively pursue and publicize convictions.	☐	☐	☐	☐	☐

**Questions 26-35 were adapted from a survey conducted for the State of Michigan Auto Theft Authority, 2001.*

Thank you for completing the Arizona Criminal Justice Commission 2003 Motor Vehicle Theft Survey.

Please return the completed survey to:
Arizona Criminal Justice Commission
Statistical Analysis Center
1110 W. Washington- Suite 230
Phoenix, AZ 85007
(602)364-1146
(602)364-1175 (fax)

APPENDIX B

Motor Vehicle Theft Rank Registered Vehicles 2002				
Rank	**State**	**Thefts**	**Total Vehicles**	**Per 100,000**
1	Arizona	57,668	4,158,686	1,386.69
2	Nevada	17,486	1,288,777	1,356.79
3	Hawaii	9,910	913,137	1,085.27
4	Colorado	23,183	2,151,757	1,077.40
5	Maryland	34,020	3,940,748	863.29
6	Washington	40,493	5,470,538	740.20
7	California	222,364	30,154,029	737.43
8	Texas	102,680	14,899,250	689.16
9	Missouri	27,878	4,299,210	648.44
10	Florida	88,516	14,309,086	618.60
11	Rhode Island	4,876	798,734	610.47
12	Michigan	49,723	8,738,440	569.01
13	Tennessee	26,541	4,860,854	546.02
14	Louisiana	20,186	3,714,259	543.47
15	Oregon	16,524	3,143,763	525.61
16	New Jersey	35,739	6,821,952	523.88
17	South Carolina	16,867	3,264,828	516.63
18	Georgia	38,036	7,756,547	490.37
19	Mississippi	9,523	1,981,813	480.52
20	Massachusetts	26,588	5,536,509	480.23
21	New Mexico	7,437	1,572,751	472.87
22	Illinois	44,857	9,809,409	457.29
23	New York	47,366	10,598,487	446.91
24	Delaware	3,057	687,963	444.36
25	Utah	7,722	1,888,594	408.88
26	Oklahoma	12,772	3,137,792	407.04
27	North Carolina	24,866	6,240,537	398.46
28	Ohio	42,767	10,740,831	398.17
29	Connecticut	11,572	2,976,892	388.73
30	Alaska	2,471	638,588	386.95
31	Nebraska	6,409	1,680,952	381.27
32	Arkansas	6,813	1,906,851	357.29
33	Indiana	20,287	5,800,278	349.76
34	Pennsylvania	32,817	9,774,913	335.73
35	Alabama	13,890	4,490,009	309.35
36	Kansas	7,212	2,390,388	301.71
37	Minnesota	13,842	4,678,830	295.84
38	Virginia	18,478	6,342,975	291.31
39	Wisconsin	13,458	4,761,932	282.62
40	West Virginia	3,898	1,493,851	260.94
41	Kentucky	8,750	3,649,260	239.77
42	Idaho	2,627	1,428,523	183.90
43	Iowa	5,823	3,450,952	168.74
44	Montana	1,783	1,085,891	164.20
45	New Hampshire	1,944	1,200,620	161.92
46	Maine	1,429	998,604	143.10
47	North Dakota	1,018	716,289	142.12
48	Vermont	769	563,673	136.43
49	Wyoming	743	627,726	118.36
50	South Dakota	819	847,843	96.60
	Washington DC		239,014	
	Nation	**1,246,096**	**234,385,121**	**531.64**

*Information based on report from the U.S. Department of Transportation, http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm, and the U.S. Department of Justice Federal Bureau of Investigation "Crime in the United States" reports.

APPENDIX C

Motor Vehicle Theft Rank Population 2002					
Rank	**State**	**Total 2000**	**Total 2001**	**Total 2002**	***Rate/100,000**
1	Arizona	43,204	52,203	57,668	1,056.9
2	Nevada	13,172	14,702	17,486	804.5
3	Hawaii	6,114	6,743	9,910	796.0
4	Washington	35,018	39,077	40,493	667.2
5	California	182,035	204,033	222,364	633.2
6	Maryland	28,573	32,025	34,020	623.3
7	Florida	89,181	89,917	88,516	529.6
8	Colorado	16,961	20,994	23,183	514.4
9	Michigan	55,724	53,607	49,723	494.7
10	Missouri	24,695	28,014	27,878	491.5
11	Texas	93,161	102,667	102,680	471.4
12	Oregon	13,932	14,842	16,524	469.2
13	Tennessee	27,530	28,272	26,541	457.8
14	Rhode Island	4,665	5,043	4,876	455.8
15	Louisiana	21,270	21,687	20,186	450.3
16	Georgia	38,702	37,589	38,036	444.3
17	New Jersey	34,151	37,708	35,739	416.0
18	Massachusetts	25,876	27,828	26,588	413.6
19	South Carolina	15,586	14,760	16,867	410.7
20	New Mexico	7,341	7,137	7,437	400.9
21	Alaska	2,350	2,618	2,471	383.8
22	Delaware	3,151	2,779	3,057	378.6
23	Ohio	39,026	42,229	42,767	374.5
24	Nebraska	5,320	6,490	6,409	370.6
25	Oklahoma	12,348	12,569	12,772	365.6
26	Illinois	50,267	48,784	44,857	356.0
27	Connecticut	13,099	12,387	11,572	334.4
28	Utah	6,461	6,513	7,722	333.4
29	Mississippi	6,968	9,473	9,523	331.6
30	Indiana	21,090	21,499	20,287	329.4
31	Alabama	12,809	12,619	13,890	309.6
32	North Carolina	25,266	24,647	24,866	298.9
33	Minnesota	13,432	15,031	13,842	275.8
34	Pennsylvania	36,325	35,713	32,817	266.0
35	Kansas	6,496	7,985	7,212	265.5
36	Virginia	17,813	18,842	18,478	253.3
37	Arkansas	6,932	7,320	6,813	251.4
38	Wisconsin	14,636	14,722	13,458	247.3
39	New York	54,231	48,287	47,366	247.2
40	West Virginia	3,315	3,216	3,898	216.3
41	Kentucky	9,274	9,344	8,750	213.8
42	Iowa	5,374	5,505	5,823	198.3
43	Montana	1,896	1,821	1,783	196.1
44	Idaho	2,086	2,389	2,627	195.9
45	North Dakota	986	1,086	1,018	160.5
46	New Hampshire	2,148	2,140	1,944	152.5
47	Wyoming	573	696	743	149.0
48	Vermont	809	758	769	124.7
49	Maine	1,322	1,671	1,429	110.4
50	South Dakota	798	815	819	107.6
*	Washington DC	6,600	7,670	9,599	1,681.4

Information obtained from the U.S. Department of Justice Federal Bureau of Investigation "Crime in the United States" 2000-2002 Annual Uniform Crime Report *Motor Vehicle Theft Rate Per 100,000 Inhabitants

APPENDIX D

Arizona Revised Statutes Pertaining to Motor Vehicle Theft

Note: Text in bold directly relates to auto theft.

13-1501. Definitions

In this chapter, unless the context otherwise requires:

1. "Critical public service facility" means:

(a) A structure or fenced yard that is posted with signage indicating it is a felony to trespass or signage indicating high voltage or high pressure and is used by a rail, bus, air or other mass transit provider, a public or private utility, any municipal corporation, city, town or other political subdivision that is organized under state law and that generates, transmits, distributes or otherwise provides natural gas, liquefied petroleum gas, electricity or a combustible substance for a delivery system that is not a retail-only facility, a telecommunications carrier or telephone company, a municipal provider as defined in section 45-561, a law enforcement agency, a public or private fire department or an emergency medical service provider.

(b) A structure or fenced yard or any equipment or apparatus that is posted with signage indicating it is a felony to trespass or signage indicating high voltage or high pressure and is used to manufacture, extract, transport, distribute or store gas, including natural gas or liquefied petroleum gas, oil, electricity, water or hazardous materials, unless it is a retail-only facility.

2. "Enter or remain unlawfully" means an act of a person who enters or remains on premises when the person's intent for so entering or remaining is not licensed, authorized or otherwise privileged except when the entry is to commit theft of merchandise displayed for sale during normal business hours, when the premises are open to the public and when the person does not enter any unauthorized areas of the premises.

3. "Entry" means the intrusion of any part of any instrument or any part of a person's body inside the external boundaries of a structure or unit of real property.

4. "Fenced commercial yard" means a unit of real property that is surrounded completely by fences, walls, buildings or similar barriers, or any combination of fences, walls, buildings or similar barriers, and that is used primarily for business operations or where livestock, produce or other commercial items are located.

5. "Fenced residential yard" means a unit of real property that immediately surrounds or is adjacent to a residential structure and that is enclosed by a fence, wall, building or similar barrier or any combination of fences, walls, buildings or similar barriers.

6. "Fenced yard" means a unit of real property that is surrounded by fences, walls, buildings or similar barriers or any combination of fences, walls, buildings or similar barriers.

7. "In the course of committing" means any acts that are performed by an intruder from the moment of entry to and including flight from the scene of a crime.

8. "Manipulation key" means a key, device or instrument, other than a key that is designed to operate a specific lock, that can be variably positioned and manipulated in a vehicle keyway to operate a lock or cylinder, including a wiggle key, jiggle key or rocker key.

9. "Master key" means a key that operates all the keyed locks or cylinders in a similar type or group of locks.

10. "Nonresidential structure" means any structure other than a residential structure.

11. "Residential structure" means any structure, movable or immovable, permanent or temporary, that is adapted for both human residence and lodging whether occupied or not.

12. "Structure" means any vending machine or any building, object, vehicle, railroad car or place with sides and a floor that is separately securable from any other structure attached to it and that is used for lodging, business, transportation, recreation or storage.

13. "Vending machine" means a machine that dispenses merchandise or service through the means of currency, coin, token, credit card or other nonpersonal means of accepting payment for merchandise or service received.

13-1505. Possession of burglary tools; master key; manipulation key; classification

A. A person commits possession of burglary tools by:

1. Possessing any explosive, tool, instrument or other article adapted or commonly used for committing any form of burglary as defined in sections 13-1506, 13-1507 and 13-1508 and intending to use or permit the use of such an item in the commission of a burglary.

2. Buying, selling, transferring, possessing or using a motor vehicle manipulation key or master key.

B. Subsection A, paragraph 2 of this section does not apply to a person who either:

1. Uses a master key in the course of the person's lawful business or occupation, including licensed vehicle dealers and manufacturers, key manufacturers who are

engaged in the business of designing, making, altering, duplicating or repairing locks or keys, locksmiths, loan institutions that finance vehicles and law enforcement.

2. Transfers, possesses or uses no more than one manipulation key, unless the manipulation key is transferred, possessed or used with the intent to commit any theft or felony.

C. Possession of burglary tools is a class 6 felony.

13-1506. Burglary in the third degree; classification

A. A person commits burglary in the third degree by:

1. Entering or remaining unlawfully in or on a nonresidential structure or in a fenced commercial or residential yard with the intent to commit any theft or any felony therein.

2. Making entry into any part of a motor vehicle by means of a manipulation key or master key, with the intent to commit any theft or felony in the motor vehicle.

B. Burglary in the third degree is a class 4 felony.

13-1801. Definitions

A. In this chapter, unless the context otherwise requires:

1. "Check" means any check, draft or other negotiable or nonnegotiable instrument of any kind.

2. "Control" or "exercise control" means to act so as to exclude others from using their property except on the defendant's own terms.

3. "Credit" means an express agreement with the drawee for the payment of a check.

4. "Deprive" means to withhold the property interest of another either permanently or for so long a time period that a substantial portion of its economic value or usefulness or enjoyment is lost, to withhold with the intent to restore it only upon payment of any reward or other compensation or to transfer or dispose of it so that it is unlikely to be recovered.

5. "Draw" means making, drawing, uttering, preparing, writing or delivering a check.

6. "Funds" means money or credit.

7. "Issue" means to deliver or cause to be delivered a check to a person who thereby acquires a right against the drawer with respect to the check. A person who draws a check with the intent that it be so delivered is deemed to have issued it if the delivery occurs.

8. "Material misrepresentation" means a pretense, promise, representation or statement of present, past or future fact that is fraudulent and that, when used or communicated, is instrumental in causing the wrongful control or transfer of property or services. The pretense may be verbal or it may be a physical act.

9. "Means of transportation" means any vehicle.

10. "Obtain" means to bring about or to receive the transfer of any interest in property, whether to a defendant or to another, or to secure the performance of a service or the possession of a trade secret.

11. "Pass" means, for a payee, holder or bearer of a check that previously has been or purports to have been drawn and issued by another, to deliver a check, for a purpose other than collection, to a third person who by delivery acquires a right with respect to the check.

12. "Property" means any thing of value, tangible or intangible, including trade secrets.

13. "Property of another" means property in which any person other than the defendant has an interest on which the defendant is not privileged to infringe, including property in which the defendant also has an interest, notwithstanding the fact that the other person might be precluded from civil recovery because the property was used in an unlawful transaction or was subject to forfeiture as contraband. Property in possession of the defendant is not deemed property of another person who has only a security interest in the property, even if legal title is in the creditor pursuant to a security agreement.

14. "Services" includes labor, professional services, transportation, cable television, computer or communication services, gas or electricity services, accommodation in hotels, restaurants or leased premises or elsewhere, admission to exhibitions and use of vehicles or other movable property.

15. "Value" means the fair market value of the property or services at the time of the theft. Written instruments that do not have a readily ascertained market value have as their value either the face amount of indebtedness less the portion satisfied or the amount of economic loss involved in deprivation of the instrument, whichever is greater. When property has an undeterminable value the

trier of fact shall determine its value and, in reaching its decision, may consider all relevant evidence, including evidence of the property's value to its owner.

B. In determining the classification of the offense, the state may aggregate in the indictment or information amounts taken in thefts committed pursuant to one scheme or course of conduct, whether the amounts were taken from one or several persons.

13-1802. Theft; classification

A. A person commits theft if, without lawful authority, the person knowingly:

1. Controls property of another with the intent to deprive the other person of such property; or

2. Converts for an unauthorized term or use services or property of another entrusted to the defendant or placed in the defendant's possession for a limited, authorized term or use; or

3. Obtains services or property of another by means of any material misrepresentation with intent to deprive the other person of such property or services; or

4. Comes into control of lost, mislaid or misdelivered property of another under circumstances providing means of inquiry as to the true owner and appropriates such property to the person's own or another's use without reasonable efforts to notify the true owner; or

5. Controls property of another knowing or having reason to know that the property was stolen; or

6. Obtains services known to the defendant to be available only for compensation without paying or an agreement to pay the compensation or diverts another's services to the person's own or another's benefit without authority to do so.

B. A person commits theft if the person knowingly takes control, title, use or management of an incapacitated or vulnerable adult's assets or property through intimidation or deception, as defined in section 46-456, while acting in a position of trust and confidence and with the intent to deprive the incapacitated or vulnerable adult of the asset or property.

C. The inferences set forth in section 13-2305 apply to any prosecution under subsection A, paragraph 5 of this section.

D. At the conclusion of any grand jury proceeding, hearing or trial, the court shall preserve any trade secret that is admitted in evidence or any portion of a transcript that contains information relating to the trade secret pursuant to section 44-405.

E. Theft of property or services with a value of twenty-five thousand dollars or more is a class 2 felony. Theft of property or services with a value of three thousand dollars or more but less than twenty-five thousand dollars is a class 3 felony. Theft of property or services with a value of two thousand dollars or more but less than three thousand dollars is a class 4 felony. Theft of property or services with a value of one thousand dollars or more but less than two thousand dollars is a class 5 felony. Theft of property or services with a value of two hundred fifty dollars or more but less than one thousand dollars is a class 6 felony. Theft of any property or services valued at less than two hundred fifty dollars is a class 1 misdemeanor, unless such property is taken from the person of another or is a firearm, in which case the theft is a class 6 felony.

F. A person who is convicted of a violation of subsection A, paragraph 1 or 3 of this section that involved property with a value of one hundred thousand dollars or more is not eligible for suspension of sentence, probation, pardon or release from confinement on any basis except pursuant to section 31-233, subsection A or B until the sentence imposed by the court has been served, the person is eligible for release pursuant to section 41-1604.07 or the sentence is commuted.

13-1803. Unlawful use of means of transportation; classification

A. A person commits unlawful use of means of transportation if, without intent permanently to deprive, the person either:

1. Knowingly takes unauthorized control over another person's means of transportation.

2. Knowingly is transported or physically located in a vehicle that the person knows or has reason to know is in the unlawful possession of another person pursuant to paragraph 1 or section 13-1814.

B. A violation of subsection A, paragraph 1 of this section is a class 5 felony.

C. A violation of subsection A, paragraph 2 of this section is a class 6 felony.

13-1813. Unlawful failure to return a motor vehicle subject to a security interest; notice; classification

A. A person commits unlawful failure to return a motor vehicle subject to a security interest if all of the following apply:

1. The person fails to make a payment on the lien for more than ninety days.

2. The secured creditor notifies the owner in writing, by certified mail return receipt requested, that the owner is ninety days late in making a payment and is in default. The notice shall include the following:

(a) A statement stating:
"You are now in default on loan agreement #_____. If you fail to return the _____ (year of vehicle, make, model) within thirty days you will be subject to criminal prosecution."

(b) The business address and hours of operation for return of the vehicle.

(c) The maximum penalties for unlawful failure to return a motor vehicle subject to a security interest.

3. The owner fails to cure the default within thirty days.

4. With the intent to hinder or prevent the enforcement of the secured creditor's security interest, the owner knowingly fails to do either of the following:

(a) Return the motor vehicle to the secured creditor.

(b) Allow the secured creditor to take possession of the motor vehicle.

B. The original contract creating the security interest in the motor vehicle shall contain the following information:

1. A statement that it is unlawful to fail to return a motor vehicle subject to a security interest within thirty days after receiving notice of default.

2. A statement that notice of default will be mailed to the address on the loan agreement and that it is the responsibility of the owner to keep the listed address current.

3. The maximum penalty for unlawful failure to return a motor vehicle subject to a security interest.

C. It is a defense to prosecution under this section that:

1. The owner was physically incapacitated and unable to request or obtain permission of the secured creditor to retain the motor vehicle.

2. The motor vehicle itself was in a condition, through no intentional fault of the defendant, that it could not be returned to the secured creditor within the specified time.

3. The owner has a security interest pursuant to section 47-2711, subsection C.

D. If a law enforcement agency seizes the vehicle, the secured creditor shall be responsible for all towing, storage and related fees or charges.

E. A vehicle that is not returned pursuant to this section is a stolen vehicle for purposes of section 28-4845.

F. Unlawful failure to return a motor vehicle subject to a property interest is a class 6 felony.

13-1814. Theft of means of transportation; classification

A. A person commits theft of means of transportation if, without lawful authority, the person knowingly does one of the following:

1. Controls another person's means of transportation with the intent to permanently deprive the person of the means of transportation.

2. Converts for an unauthorized term or use another person's means of transportation that is entrusted to or placed in the defendant's possession for a limited, authorized term or use.

3. Obtains another person's means of transportation by means of any material misrepresentation with intent to permanently deprive the person of the means of transportation.

4. Comes into control of another person's means of transportation that is lost or misdelivered under circumstances providing means of inquiry as to the true owner and appropriated the means of transportation to the person's own or another's use without reasonable efforts to notify the true owner.

5. Controls another person's means of transportation knowing or having reason to know that the property is stolen.

B. The inferences set forth in section 13-2305 apply to any prosecution under the provisions of subsection A, paragraph 5 of this section.

C. Theft of means of transportation is a class 3 felony.

13-1901. Definitions

In this chapter, unless the context otherwise requires:

1. "Force" means any physical act directed against a person as a means of gaining control of property.

2. "In the course of committing" includes any of the defendant's acts beginning with the initiation and extending through the flight from a robbery.

3. "Property of another" means property of another as defined in section 13-1801.

4. "Threat" means a verbal or physical menace of imminent physical injury to a person.

13-1902. Robbery; classification

A. A person commits robbery if in the course of taking any property of another from his person or immediate presence and against his will, such person threatens or uses force against any person with intent either to coerce surrender of property or to prevent resistance to such person taking or retaining property.

B. Robbery is a class 4 felony.

13-1903. Aggravated robbery; classification

A. A person commits aggravated robbery if in the course of committing robbery as defined in section 13-1902, such person is aided by one or more accomplices actually present.

B. Aggravated robbery is a class 3 felony.

13-1904. Armed robbery; classification

A. A person commits armed robbery if, in the course of committing robbery as defined in section 13-1902, such person or an accomplice:

1. Is armed with a deadly weapon or a simulated deadly weapon; or

2. Uses or threatens to use a deadly weapon or dangerous instrument or a simulated deadly weapon.

B. Armed robbery is a class 2 felony.

13-4701. Definitions

In this chapter, unless the context otherwise requires:

1. "Chop shop" means any building, lot or other premises in which one or more persons alters, destroys, disassembles, dismantles, reassembles or stores at least one motor vehicle or watercraft or two or more motor vehicle or watercraft parts from at least one vehicle or watercraft that the person or persons knows were obtained by theft, fraud or conspiracy to defraud with the intent to:

(a) Alter, counterfeit, deface, destroy, disguise, falsify, forge, obliterate or remove the identity of the motor vehicles or motor vehicle parts, including the vehicle identification number for the purpose of misrepresenting or preventing the identification of the motor vehicles or motor vehicle parts.

(b) Sell or dispose of the motor vehicles or motor vehicle parts.

2. "Motor vehicle" means any self-propelled vehicle.

3. "Unidentifiable" means that specially trained investigative personnel who are experienced in motor vehicle theft investigative procedures and motor vehicle identification examination techniques cannot establish the uniqueness of a motor vehicle or motor vehicle part.

4. "Vehicle identification number" means the number that the manufacturer or the United States or a state department of transportation assigns to a motor vehicle for the purpose of identifying the motor vehicle or a major component part of the motor vehicle. Vehicle identification number includes any combination of numbers or letters.

5. "Watercraft" has the same meaning as prescribed in section 5-301.

13-4702. Conducting a chop shop; exception; violation; classification

A. A person shall not knowingly:

1. Own or operate a chop shop.

2. Transport a motor vehicle or motor vehicle part to or from a chop shop.

3. Sell or transfer to or purchase or receive from a chop shop a motor vehicle or motor vehicle part.

4. Remove, destroy, deface or otherwise alter a vehicle identification number with the intent to misrepresent or prevent the identification of the motor vehicle or motor vehicle part.

5. Buy, sell, transfer or possess a motor vehicle knowing that the motor vehicle identification number has been removed, destroyed, defaced or otherwise altered.

B. This section does not apply to law enforcement authorities and lawful owners acting in good faith, towing companies or scrap processors, licensed automotive recyclers and other businesses acting in good faith and in the normal course of business and in conformance with all applicable laws.

C. A person who violates subsection A, paragraph 1 of this section is guilty of a class 2 felony. A person who violates subsection A, paragraph 2, 3, 4 or 5 of this section is guilty of a class 4 felony.

13-4703. Forfeiture and disposition of motor vehicle, motor vehicle part, property and evidence

A. The following items used or intended for use in violation of section 13-4702 are subject to seizure and forfeiture pursuant to chapter 39 of this title:

1. A motor vehicle or motor vehicle part.

2. Any tool, instrument or other implement.

3. Real property.

B. The following property is subject to seizure and forfeiture pursuant to chapter 39 of this title:

1. All proceeds traceable to an offense that is included in section 13-4702 and is committed for financial gain.

2. All proceeds seized in this state and traceable to an offense that is chargeable or indictable under the laws of the state in which the offense occurred and if the offense occurred in a state other than this state would be chargeable or indictable under section 13-4702 if the offense occurred in this state and is committed for financial gain.

APPENDIX E

ACJC
Arizona Criminal Justice Commission

MOTOR VEHICLE THEFT PROSECUTION STUDY

For each question please either fill in the requested information or check the box beside the answer which represents the position of your agency. Unless otherwise noted, please check only one box for each question. Extra space has been provided for additional comments and information at the end of the survey. Your comments are valuable to this survey and contribute to a better understanding of motor vehicle theft in Arizona. If you have any questions regarding this survey, please contact Jennifer Patterson or Steve Ballance.

Please return the completed survey by September 8, 2003 to:
Arizona Criminal Justice Commission
Statistical Analysis Center
1110 W. Washington- Suite 230
Phoenix, AZ 85007
(602)364-1146
(602)364-1175 (fax)

AGENCY INFORMATION

Agency Name: _____

Person Completing Survey: _____

Phone: _____ E-mail: _____

Jurisdiction:
☐ Federal ☐ State ☐ County
☐ Municipal ☐ Tribal ☐ Other_____ (Specify)

County: (e.g. Apache, Maricopa) _____

What is the population of your jurisdiction?
☐ Less than 10,000 ☐ 10,001–-50,000
☐ 50,001–-100,000 ☐ 100,001–-500,000 ☐ More than 500,000

1. Who is the main contact person in your agency for the prosecution of motor vehicle theft?

_____

Phone _____ Fax _____ E-mail_____

2. Does your agency handle vertical prosecutions? ☐ Yes ☐ No

2a. If yes, what type of crimes? _____

3. If your agency handles auto theft vertical prosecutions, how many attorneys are assigned? _____

3a. Are these positions full-time? ☐ Yes ☐ No How many? _____

3b. Are these positions part-time? ☐ Yes ☐ No How many? _____

4. Are these position(s) funded by grant(s)? ☐ Yes ☐ No

4a. If yes, what is the source of the grant funding, how much and what percentage?

_____ $_____ _____%

5. Or, are these positions funded by your agency's annual budget? ☐ Yes ☐ No

5a. If yes, what percent of your budget is set aside for these cases? _____%

6. What is your agency's total current annual budget? _____

7. How many total attorneys are currently assigned to your agency? _____

8. How many auto theft cases are prosecuted by your agency through vertical prosecution (filings)?

2000 _____ 2001 _____ 2002 _____

9. How many auto theft cases were not prosecuted through vertical prosecution?

2000 _____ 2001 _____ 2002 _____

10. Do you believe the vertical prosecution program enhances the prosecution of auto theft suspects?

☐ Yes ☐ No

Please explain your answer: _____

_____

_____

11. What is the total number of all cases your agency receives?

2000 _____ 2001 _____ 2002 _____

12. What is the total number of all cases approved for prosecution?

2000 _____ 2001 _____ 2002 _____

13. What is the total number of all cases declined for prosecution?

2000 _____ 2001 _____ 2002 _____

14. What is the total number of auto theft cases approved for prosecution?

2000 _____ 2001 _____ 2002 _____

15. What is the total number of auto theft cases declined for prosecution?

2000 _____ 2001 _____ 2002 _____

16. Would your agency prosecute auto theft suspects when the victim leaves their keys in the vehicle?

☐ Yes ☐ No

If not, why not? _____

_____

_____

17. Would your agency support the use of signed affidavits taken by law enforcement officers at the time victims report their vehicles stolen? ☐ Yes ☐ No

If not, why not? _____

18. Do you believe defendants who pled guilty or are found guilty receive longer sentences as a result of this program? ☐ Yes ☐ No

Please explain your answer_____

_____

_____

If yes, do you have data to support this? _____

19. Do you believe vertical prosecution has had an impact on auto theft in your county?

☐ Yes ☐ No

Please explain your answer: _____

20. List any emerging trends, recommendations, issues and your discussion points regarding the prosecution of motor vehicle theft cases.

*In the following statements, please indicate whether you agree or disagree by checking the appropriate box.**

		Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
21.	Multi-jurisdictional task forces are an effective method for reducing auto theft.	☐	☐	☐	☐	☐
22.	Law enforcement personnel dedicated to auto theft cases are effective in reducing auto theft.	☐	☐	☐	☐	☐
23.	Prosecutors dedicated to auto theft cases are effective in reducing auto theft.	☐	☐	☐	☐	☐
24.	Public Awareness campaigns are effective in reducing auto theft.	☐	☐	☐	☐	☐
25.	Inspection of businesses for stolen vehicles/parts is effective in reducing auto theft.	☐	☐	☐	☐	☐
26.	Training of law enforcement personnel is effective in reducing auto theft.	☐	☐	☐	☐	☐
27.	Training of prosecutors and judges is effective in reducing auto theft.	☐	☐	☐	☐	☐
28.	Lack of uniformity of data between agencies within Arizona is a serious problem.	☐	☐	☐	☐	☐
29.	Law enforcement agencies need more training in how to identify insurance fraud.	☐	☐	☐	☐	☐
30.	The best way to reduce insurance fraud is to aggressively pursue and publicize convictions.	☐	☐	☐	☐	☐

**Questions 21-30 were adapted from a survey conducted for the State of Michigan Auto Theft Authority, 2001.*

Thank you for completing the Arizona Criminal Justice Commission 2003 Motor Vehicle Theft Prosecution Survey.

Please return the completed survey to:
Arizona Criminal Justice Commission
Statistical Analysis Center
1110 W. Washington- Suite 230
Phoenix, AZ 85007
(602)364-1146
(602)364-1175 (fax)