



Statewide Motor Vehicle Theft Prevention Strategy 2012 – 2015



TABLE OF CONTENTS

PART 1 : BACKGROUND OF THE COUNCIL AND STRATEGY	1
EXECUTIVE SUMMARY	1
THE COUNCIL.....	2
DUTIES AND RESPONSIBILITIES	2
TRUST FUND	2
PURPOSE OF FUNDS	2
THE STATEWIDE STRATEGY	3
OBJECTIVES OF THE STATEWIDE STRATEGY	3
PARTICIPATION IN THE DEVELOPMENT OF THE STATEWIDE STRATEGY	3
PUBLIC INPUT	4
2012 - 2015 STRATEGY DEVELOPMENT	4
PUBLIC REVIEW.....	4
PART 2 : THE NATURE AND EXTENT OF THE MOTOR VEHICLE THEFT PROBLEM IN ILLINOIS	5
MOTOR VEHICLE THEFT DATA SOURCES	5
TYPES OF MOTOR VEHICLE THEFT	6
NATIONWIDE COMPARISONS.....	8
REGIONAL COMPARISONS	11
MOTOR VEHICLE THEFT IN ILLINOIS	12
MOTOR VEHICLE THEFT IN ILLINOIS COUNTIES	16
MOTOR VEHICLE THEFT IN ILLINOIS CITIES	19
PART 3 : INPUT ON THE COUNCIL'S STRATEGY	20
SUMMARY OF INPUT AND RECOMMENDATIONS	20
CONCLUSION.....	23
PART 4 : RESPONSE TO MOTOR VEHICLE THEFT IN ILLINOIS	25
PART 5 : THE COUNCIL'S FUNDING STRATEGY	27
PRIORITY PROBLEM AREAS	27
WHAT PROGRAMS HAVE BEEN FUNDED BY THE COUNCIL THAT ADDRESS THE VEHICLE THEFT PROBLEM?	34
WHAT TYPES OF COSTS ARE COVERED BY TRUST FUNDS?.....	34
ARE LOCAL MATCHING FUNDS REQUIRED?	35
AREAS OF GREATEST NEED.....	36
TRUST FUND ALLOCATIONS IN 2009-2010	37
CONCLUSIONS	37
APPENDICES	
A. THE ILLINOIS MOTOR VEHICLE THEFT PREVENTION ACT	
B. REQUESTS FOR PUBLIC INPUT	
C. FUNDED PROGRAMS	
D. 2010 TRUST FUND CONTRIBUTORS	

PART 1: Background of the Council and strategy

Executive summary

The 11-member Illinois Motor Vehicle Theft Prevention Council was created by statute in 1991 to combat motor vehicle theft in Illinois. Each year, the Council collects and administers special trust funds derived from a \$1 assessment on all private passenger insurance policies written by insurers in Illinois. The Council makes grants to those who implement programs to combat or prevent vehicle theft.

A statewide motor vehicle theft prevention strategy is adopted by the Council every four years, derived from public comment, expert opinion, data analyses and the effectiveness of funded programs. The strategy describes the nature and extent of vehicle theft in Illinois, regions where the problem is greatest, particular problems that the Council should focus on, and the types of programs that should be supported.

Since the Council's inception in 1991, vehicle theft offenses have dropped statewide, by 64 percent. Motor vehicle theft remains concentrated in the metropolitan areas of Illinois.

The Council's funded programs have achieved impressive results as witnessed in the increases in the number of arrests, prosecutions, and convictions for vehicle theft and related offenses and reductions in the vehicle theft-related offenses in Illinois. Multi-jurisdictional task forces coupled with appropriate prosecutorial resources continue to be an effective law enforcement approach to vehicle theft.

In the 2012-2015 strategy, the Council continues to support law enforcement infrastructure programs, a key to long-range planning. Auto theft investigation training programs that enable officers across the state to identify and recover stolen vehicles and parts also are regarded as a key ingredient to continued success. In addition, uniform data collection and dissemination is of critical value to programs fighting vehicle theft and will remain in place in 2012-2015.

The Council funded 2008-2011 programs based on a look toward the financial future. The \$1 assessment collected each year on private passenger vehicle insurance policies is fixed, while the cost to maintain the current programs is estimated to exceed the collection in coming years. Program administrators were advised to cut costs. If grantees could not fill job vacancies within a set time frame, the position costs were eliminated from funding eligibility. Every effort was made to pare down already lean programs. The financial situation is even more difficult entering into the 2012-2015 strategy period. While program costs continue to rise, and collections remain relatively stable, mandated transfers from the trust fund to general revenue fund between fiscal years 2003 and 2006 have significantly reduced available funding. The Council is faced with combating motor vehicle theft while reducing the amount of funds that are granted on an annual basis.

The statewide motor vehicle theft prevention strategy was drafted utilizing available data and input from practitioners and experts. Due to careful planning and strategizing in 1991 and the ongoing efforts of the Council to keep abreast of the state's auto theft problem, the strategy focuses the direction of the Council's efforts for 2012-2015.

The Council

The Illinois Motor Vehicle Theft Prevention Act that took effect on Jan. 1, 1991, created the Illinois Motor Vehicle Theft Prevention Council. The Council has the statutory responsibility to “prevent, combat and reduce motor vehicle theft in Illinois; to improve and support motor vehicle theft law enforcement, prosecution and administration of motor vehicle theft laws by establishing statewide planning capabilities for and coordination of financial resources.”

Duties and responsibilities

The primary duties and responsibilities of the Council are:

- < To establish priorities for, allocate, disburse, contract for, and spend funds that are made available to the Council from any source to effectuate the purposes of the Act.
- < To make grants and to provide financial support for eligible recipients to effectuate the purposes of the Act.
- < To assess the scope of the problem of motor vehicle theft, including particular areas of the State where the problem is greatest and to conduct impact analyses of State and local criminal justice policies, programs, plans and methods for combating the problem.
- < To develop and sponsor the implementation of statewide plans and strategies to combat motor vehicle theft and to improve the administration of motor vehicle theft laws and provide an effective forum for identification of critical problems associated with motor vehicle theft.
- < To coordinate the development, adoption and implementation of plans and strategies relating to interagency or intergovernmental cooperation with respect to motor vehicle theft law enforcement.

Trust fund

The Act established the Motor Vehicle Theft Prevention Trust Fund, a special trust fund in the State Treasury, from which the Council makes grants to eligible applicants for programs that address the problem of motor vehicle theft in Illinois.

The Act requires all insurance companies licensed to write private passenger vehicle physical damage coverage included in Class 2 and Class 3 of Section 4 of the Illinois Insurance Code to pay annually into the special trust fund an amount equal to \$1 for each earned car year of exposure for physical damage insurance coverage during the previous calendar year.

About \$6.4 million is deposited into this fund annually. Trust funds may be awarded to federal and state agencies, units of local government, corporations, and neighborhood, community and business organizations.

Purpose of funds

The Act provides that the Council may award these funds:

- < To law enforcement and correctional agencies, prosecutors, and the judiciary for programs designed to reduce motor vehicle theft and to improve the administration of motor vehicle theft laws.
- < For federal and state agencies, units of local government, corporations and neighborhood, community or business organizations for programs designed to reduce motor vehicle theft and to improve the administration of motor vehicle theft laws.
- < To conduct programs designed to inform owners of motor vehicles about the financial and social costs of motor vehicle theft and to suggest to those owners' methods for preventing motor vehicle theft.

Statewide strategy

Every four years the Council develops the Statewide Motor Vehicle Theft Prevention Strategy. The strategy includes an overview of the motor vehicle theft problem in Illinois including discussions of the nature and extent of the problem, current efforts to address the problem, resource needs, and areas of greatest need within the state. The strategy is the foundation upon which the state's efforts to combat motor vehicle theft will be built through the use of trust funds granted by the Council.

The Council solicits and negotiates program proposals. Priority is given to eligible programs in areas with the greatest need. To that end, and based upon the statewide strategy, the following criteria are used to identify eligible recipients as evidenced by an analysis of demographic, insurance, and criminal justice data, comments from the general public, and federal, state, and local officials, and current research findings.

The Council designates programs, implementing entities, and funding amounts which address one or more of the purposes consistent with the Act and the statewide strategy. Decisions are based upon:

1. The recommendations and advice of its Grant Review Committee.
2. The recommendations of the ICJIA executive director.
3. Comments from the general public, and federal, state and local officials.
4. The proven effectiveness of a program or similar program, or a prudent assessment of a problem to be addressed by the proposed program.
5. The likelihood that a proposed program will achieve the desired objectives. The Council makes prudent assessments of the concepts and implementation plans included in a proposed program and takes into account the results of any evaluations, previous tests, and demonstrations.
6. The availability of funds.
7. The overall cost of the proposed program.
8. The implementing entity's ability to effectively and efficiently carry out the program.
9. The relation of the proposed program to and impact on other proposals or funded programs.

Objectives of the statewide strategy

The goals of the 2012-2015 Statewide Motor Vehicle Theft Prevention Strategy are to prevent, combat, and reduce motor vehicle theft and fraud related motor vehicle theft in Illinois; and to improve and support motor vehicle theft law enforcement, prosecution, and administration of motor vehicle theft laws by establishing statewide planning capabilities for and coordination of financial resources.

The objectives of the strategy are:

1. To reduce the number of motor vehicles stolen in the state.
2. To reduce the number of fraud related motor vehicle thefts.
3. To increase the number of stolen motor vehicles recovered.
4. To increase the percentage of offenses for violations of motor vehicle theft laws that result in arrests.
5. To increase the percentage of offenses for violations of motor vehicle theft laws that result in criminal prosecutions.
6. To increase the percentage of offenses for violations of motor vehicle theft laws that result in convictions and jail or prison sentences.
7. To reduce the recidivism of motor vehicle theft offenders.

Participation in the development of the statewide strategy

The Council is committed to ensuring that the statewide strategy reflects not only the interests and concerns of those federal, state, and local officials whose duty it is to enforce the criminal laws and to direct the administration of justice in Illinois, but also the views of the insurance industry, citizens, neighborhood and community groups, professional organizations. To that end, the Council undertakes a number of measures to provide ample opportunity for comment on the statewide strategy to combat motor vehicle theft.

Public input

As an aid in the development of the strategy, the Council regularly invites public input to:

- < Ensure that all appropriate agencies, units of government, private organizations and combinations thereof are considered in the development of this strategy.
- < Aid in the definition of the nature and scope of the motor vehicle theft problem in Illinois.
- < Help identify areas of greatest need within the state.
- < Assist in targeting potentially effective programs so that the impact of the Act is maximized.

Witnesses are asked to present oral or written testimony which:

- < Identify the most pressing motor vehicle theft-related problem(s) facing their agency, taking into account the purposes of the Act.
- < Present statistical data or other information that document the scope and nature of the problem(s).
- < Identify the resources presently available to address the problem.
- < Discuss why a particular approach shows more promise than other approaches.
- < Discuss the relevance of recent developments in law enforcement - such as community policing, technological advances, multi-jurisdictional initiatives, to their agency's or area's motor vehicle theft problem(s).

2012-2015 strategy development

As part of the 2012-2015 strategy development, in February 2011, the Council solicited written input on its strategy to date and the programs it supports. The solicitation was posted on the web sites of the Illinois Criminal Justice Information Authority, Chiefs of Police Association, Sheriff's Association and the State's Attorney's Association. The solicitation was also mailed to 325 insurance agencies that wrote motor vehicle insurance policies in the state of Illinois (A copy of the notice is contained in Appendix B). Time was set aside at the May 18, 2011, Council meeting for all interested parties to provide verbal or written input on the strategy and programs currently funded by the Council.

Public review

The strategy itself was discussed at an open meeting of the Council for approval. Interested officials and citizens that were unable to attend that meeting were notified of their opportunity to read and comment on the strategy via the Council's web-site, newspaper articles and posting in a state newspaper, *Breeze-Courier*. A summary of the strategy is also prepared and distributed to the insurance industry, police chiefs, sheriffs, state's attorneys, and others after approval by the Council.

Part 2: The nature and extent of motor vehicle theft

Introduction

This section provides an overview of national, statewide, and local motor vehicle theft issues, and data sources used by the Council.

Motor vehicle theft data sources

The following points discuss the most current data available that are pertinent to this section.

National statistics showing the extent of motor vehicle thefts:

- National Crime Victimization Survey (NCVS): Self-report that collects victimization data and information concerning the circumstances of crime.
- Uniform Crime Reports (UCR): The FBI's reporting system that collects data on crimes reported to approximately 17,000 city, county, and state law enforcement agencies in the United States. These reports are compiled and analyzed in a yearly publication entitled Crime in the United States.
- The National Insurance Crime Bureau (NICB) partners with insurers and law enforcement agencies to facilitate the identification, detection and prosecution of insurance criminals.
- The Insurance Institute for Highway Safety's Highway Loss Data Institute (HLDI) studies how to decrease the number of motor vehicle accidents and how to reduce injuries when vehicle accidents do occur.
- The State University of New York at Albany publishes the Sourcebook of Criminal Justice Statistics, bringing together data from various sources about the criminal justice system in the United States.
- CCC Information Services provides the insurance industry with technological support and information services.
- State Farm Insurance is one of the largest insurance-providers in the United States.
- U.S. Census Bureau provided population data, including data on age, sex, race and Hispanic origin.

Local statistics reporting motor vehicle theft in Illinois:

- Law Enforcement Agencies Data System (LEADS): The Illinois State Police LEADS system is a computerized telecommunications system that provides current and valuable crime-related information to the law enforcement agencies and criminal justice community in Illinois. The Motor Vehicle Theft Intelligence Clearinghouse is a Council-funded program that provides analytical support for motor vehicle theft task forces and the Illinois law enforcement community using LEADS and other data sources on all motor vehicles thefts in the state, not simply those occurring in Council-funded task force areas.
- The Illinois Department of Corrections (IDOC) reports on imprisonment and sentence length.
- The Illinois State Police publishes a yearly report based on UCR data, Crime in Illinois, patterned after the FBI's Crime in the United States.
- The Illinois Secretary of State tracks vehicle registrations for the State of Illinois.

Data Limitations

- Some data are available only at a national or state level, which makes them impossible to compare.
- Illinois does not require data to be reported on juveniles, which prevents an analysis of their involvement in vehicle theft.
- UCR tallies attempted and completed motor vehicle thefts together, whereas LEADS only considers completed motor vehicle thefts in its final figures.

Types of motor vehicle theft

Although motor vehicle thefts are committed for a variety of reasons, there are four basic motives for this crime:

Joy riding	Theft of a vehicle for the purpose of riding around. These vehicles are usually recovered quickly, close to the location they were stolen from.
Transportation	Theft of the vehicle for personal use. The stolen vehicle is usually abandoned at the destination.
Commission of other crimes	Theft of the vehicle for transportation to and from a crime scene. The vehicle is abandoned after the crime has been committed.
Profit/commercial thefts	Thefts perpetrated for financial gain.

Commercial theft is classified into several categories, the most common of which include:

1. *Counterfeit title*- Through the use of counterfeit titles, stolen vehicles can be sold cheaply and quickly. Frequently the offender will use out-of-state vehicle titles.
2. *Out-of-state/Non-Title State* – Vehicle title laws vary in the United States. In some states evidence of ownership may be accomplished by registration certificate, and transfer of cars other than those sold as new is by bill-of-sale. Frequently in these states, stolen cars are registered through applications mailed in. No evidence of ownership is required on older model vehicles in some states, and in these scams an application is completed which reflects the purchase of the vehicle from a fictitious person in another state. A registration certificate and license plates are obtained and the thief then sells the vehicle with this documentation of "ownership."
3. *Vehicle Identification Number (VIN) Switching* - The intentional alteration of the VIN and the use of the fictitious VIN on counterfeit ownership or registration documents allows the vehicle to be sold to an unsuspecting buyer.
4. *Counterfeit manufacturers certificate of origin* - The manufacturer of a new vehicle includes a document with it called a "Manufacturers Certificate of Origin" or MCO. It is frequently referred to as the vehicle's birth certificate, and in many states the MCO is the foundation for all subsequent registration and title documents. Counterfeit MCOs are used to misrepresent stolen vehicles as new.
5. *Salvage switches* - This involves the purchase of salvage (wrecked) vehicles from insurance companies or auto wreckers. The salvaged vehicle is usually dismantled but its VIN plate, license plates, title, or bill-of-sale is retained. A vehicle of similar make and model is then stolen, the identity of the salvage vehicle is transferred to it, and the stolen vehicle is then sold under this identity.
6. *Key cuts* – An offender targets a vehicle to steal, obtains the vehicle's public VIN, then goes to a dealership and requests keys be made, claiming, for example, the keys were lost.
7. *Importation operations* - Organized car theft rings take advantage of inconsistent and sometimes ineffective foreign titling and registration laws by importing high-priced stolen European cars into the U.S.
8. *Chop shops* – Chop shops are places where stolen cars are dismantled for parts and accessories that can be sold for profit. Sometimes parts are purchased by body shops or repair garages for repairs to damaged vehicles.
9. *Identity theft* – Identity theft occurs when someone uses personal information such as your name, social security number, or bank account number without your knowledge to commit fraud or theft. Identity thieves can purchase vehicles using the personal information of an unsuspecting victim. The victim may not receive any indication of the problem until three months after the car has been purchased, usually in the form of a late payment inquiry from a finance company.
10. *Vehicle cloning* – In this scam, a thief will copy a VIN from a legally owned vehicle, steal a vehicle similar to it, and replace the stolen vehicle's legitimate VIN tag with the counterfeit one.

11. *Insurance frauds* – These are simple or complex schemes intending to defraud insurance companies by making false vehicle theft reports.

a. Simple insurance frauds

In contrast to highly sophisticated schemes, simple frauds are generally considered to be afterthoughts. For example, a simple fraud may be invented to cover up some other criminal offense. Sometimes allegations are made that a vehicle was stolen in order to provide an alibi in a hit-and-run, drunken driving, or other offense – for example, when a traffic accident investigation could prove risky because a driver's condition or because the contents of a vehicle would not stand close inspection. Sometimes a fraud is committed when a vehicle owner recovers the vehicle, but neglects to advise the insurance company, which has already compensated the owner. Other frauds, referred to as "owner give-ups," are arranged by the vehicle owner who leave the vehicle and keys at a certain location. The vehicle will then be:

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

Fraud is also committed by owners who abandon their vehicles in locations where they hope that the vehicle will be stripped or stolen. Shortly after abandoning the vehicle the owner reports the theft to police and the insurance company.

b. Complex Insurance Frauds

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

1. *Duplicate title frauds* - In this kind of fraud, after an insured vehicle is sold, the former owner, obtains a duplicate title to the vehicle, reports it stolen, and then surrenders the duplicate title to the insurance company. Proceeds stem both from the sale of the vehicle and the vehicle theft settlement from the insurance company.
2. *Counterfeit title frauds* – This scam usually involves a heavily financed vehicle reported stolen. The insured perpetrator presents his insurance company with a counterfeit title listing himself as the sole owner, omitting the bank or finance company as a lien.
3. *Paper vehicle frauds* – This involves the sale of a fictitious vehicle, especially an older one, made possible due to the lack of adequate vehicle title laws in some states and provinces in the United States and Canada. Evidence of ownership is by registration certificate, transfer is by bill-of-sale, there is generally no inspection of the older vehicle to determine the validity of its VIN and other registration information. In instances where registrations are issued on the basis of mailed-in applications, once the registration is received, application is then made to a state that usually does not require a vehicle inspection to issue a title. The fictitious titled vehicle is then insured, and the final step in the fraud is reporting it as stolen to the police and insurance company.
4. *Salvage Vehicle Frauds* - These frauds are similar to paper vehicle frauds except they involve actual vehicles sold as salvage. These vehicles are registered and titled as "operational," insured, and then are reported stolen.

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

Carjacking

Carjacking, also referred to as vehicular hijacking, is theft of an attended or occupied vehicle by force or the threat of force. Media attention has been focused on this type of vehicle theft since it presents the most harm to the victim, but statistics regarding occurrence of this crime are problematic. Some law enforcement agencies record carjacking as robbery, or strong-arm robbery. As a type of motor vehicle theft, this crime would typically fall into the "joyriding" or "for transportation" category, because most often vehicles are recovered intact.

Nationwide comparisons

According to the FBI, in 2009, about 794,616 vehicles were stolen in the United States, amounting to one almost every 40 seconds. This represents a 17 percent decrease in motor vehicle thefts from 2008 to 2009. The Illinois rate decreased approximately 19 percent during the same period, from 256.4 to 208.5 offenses per 100,000 persons in the population as reported in Crime in Illinois, 2009. Also that year about, 313 automobiles were stolen for every 100,000 persons in the population, and according to the Sourcebook for Criminal Justice Statistics, one vehicle was stolen for every 320 vehicles registered in the United States.

As Table 1 indicates, reported motor vehicle thefts decreased across the country each year from 2005 to 2009.

**Table 1:
National motor vehicle theft trends, 2005 – 2009**

YEAR	TOTAL MOTOR VEHICLE THEFTS	RATE PER 100,000 PERSONS	CHANGE IN RATE FROM PREVIOUS YEAR
2005	1,235,859	416.7	-1.1
2006	1,198,440	401.1	-3.7
2007	1,098,498	364.6	-9.1
2008	958,629	315.0	-13.6
2009	794,616	258.8	-17.8

Source: Crime in the United States, Federal Bureau of Investigation

From 2000 through 2009, the FBI reported a 38 percent overall decrease in the vehicle theft rate in the U.S. Also during this time, the motor vehicle theft rate in Illinois decreased approximately 49 percent, from 407.4 to 208.5 offenses per 100,000 persons in the population as reported in Crime in Illinois.

Washington, D.C. had the highest motor vehicle theft rate in the country in 2009, while Illinois ranked 30th. Five of the 10 states with the highest theft rates were located in the western region of the country.

**Table 2:
Ten states with the highest motor vehicle
theft rates and Illinois state's ranking, 2009**

RANK	STATE	RATE PER 100,000 PERSONS
1	Washington, DC	922.05
2	Nevada	468.4
3	California	443.8
4	Arizona	394
5	Hawaii	372.1
6	Washington	355.3
7	Maryland	344.2
8	Georgia	337.2
9	New Mexico	322.2
10	Texas	308.9
Illinois		
30	<i>Illinois</i>	206.6

Source: Crime in the United States, Federal Bureau of Investigation

Table 3 depicts the 10 metropolitan statistical areas (MSAs) with the highest motor vehicle theft rates per 100,000 persons in 2010. MSAs are major metropolitan areas established by the United States Census Bureau, representing cities and adjacent metropolitan regions, and border areas. The city of Chicago MSA ranked 45th in motor vehicle theft rates that year.

**Table 3:
Ten MSAs with the highest motor
vehicle theft rates and the city
of Chicago's ranking, 2010**

RANK	CITY
1	Fresno, California
2	Modesto, California
3	Bakersfield/Delano, California
4	Spokane, Washington
5	Vallejo/Fairfield, California
6	Sacrament/Arden/Arcade/Roseville, California
7	Stockton, California
8	Visalia/Porterville, California
9	San Francisco/Oakland/Fremont, California
10	Yakima, Washington
Chicago	
45	<i>Chicago/Joliet/Naperville, Illinois</i>

Source: National Insurance Crime Bureau

Motor vehicle theft is the most costly property crime in the United States. In 2009, 8.5 percent of property crimes in the United States were motor vehicle thefts costing consumers more than 5.2 billion annually.

According to the Criminal Victimization in the United States, 2008, Statistical Tables, among property crimes, motor vehicle theft was the most prevalent type reported to police. The number of motor vehicle thefts in the country in 2008 was 6.6 for every 1,000 households. In 2008, there were five motor vehicle thefts for every 1,000 white households, 13 motor vehicle

thefts for every 1,000 black households, six vehicle thefts for every 1,000 non-Hispanic households of all races, and 12 auto thefts for Hispanic households of all races¹.

¹Hispanic and non-Hispanic are ethnic, whereas white and black are racial distinctions. These numbers are therefore not broken down into the distinct categories understood by the population at large, white, black or Hispanic. Citizens are understood to be racially white or black and ethnically Hispanic or non-Hispanic by the U.S. government.

Table 4 lists the 10 most stolen vehicles in the United States in 2009, which in general are also the most popular vehicles on the road.

**Table 4:
Ten most stolen vehicles
in the United States, 2009**

RANK	YEAR	MAKE	MODEL
1	1994	Honda	Accord
2	1995	Honda	Civic
3	1991	Toyota	Camry
4	1997	Ford	F-150 Pickup
5	2004	Dodge	Ram Pickup
6	2000	Dodge	Caravan
7	1994	Chevrolet	Pickup (full size)
8	1994	Acura	Integra
9	2002	Ford	Explorer
10	2009	Toyota	Corolla

Source: National Insurance Crime Bureau

The FBI estimated the average value of one stolen vehicle in 2009 at \$6,505, and estimated the total value of stolen cars that year at \$5.2 billion dollars. Approximately 62 percent of those vehicles were recovered.

According to the FBI's Crime in the United States, 2009, police officers arrested 81,797 offenders for motor vehicle theft.

In 2009, 24 percent of those arrested for motor vehicle theft in the United States were under the age of 18, proportionately the same percentage (24.3 percent) of that age group in the population at large.

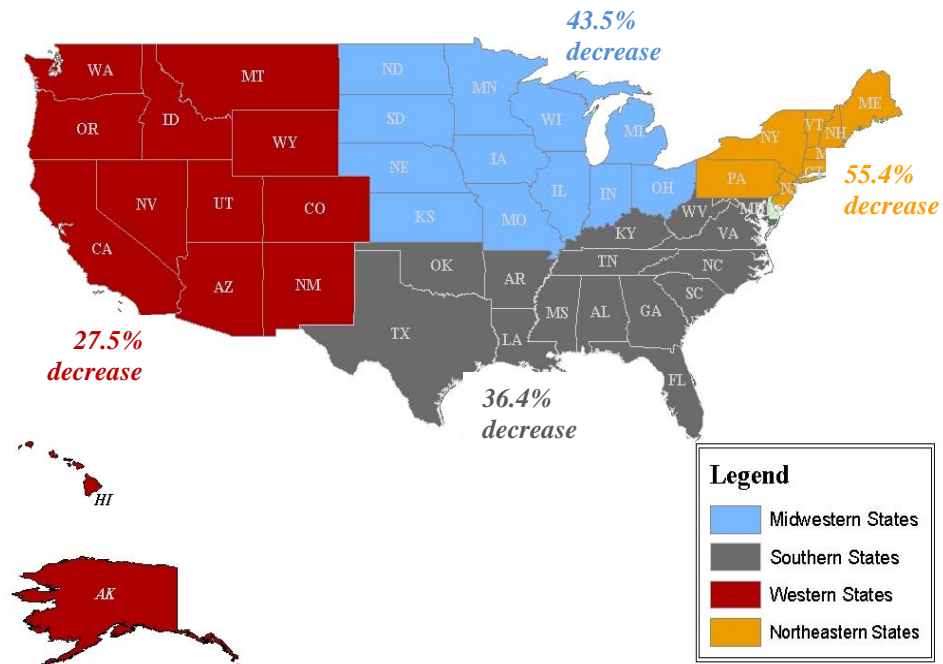
Males comprised 49.3 percent of the 2009 population of the United States and 82 percent of motor vehicle theft arrestees. In 2009, 61 percent of motor vehicle theft arrestees were white and 36 percent were black, while 72.4 percent of the population was white and 12.6 percent was black.

Regional comparisons

From 2008 to 2009, all four regions in the United States reported a decrease in the vehicle theft rate. Approximately 38 percent of vehicle thefts occurred in the Southern Region and 34 percent occurred in the Western Region. The Midwest Region accounts for approximately 18 percent of the vehicle thefts and 10 percent occur in the Northeast Region. The Midwestern States experienced the greatest decrease in the vehicle theft rate with a 18.4 percent decrease, while the Northeast Region decreased 17.1 percent. The Southern Region decreased 16.9 percent and the Western Region's vehicle theft rate decreased 16.7 percent during the time period.

Figure 1

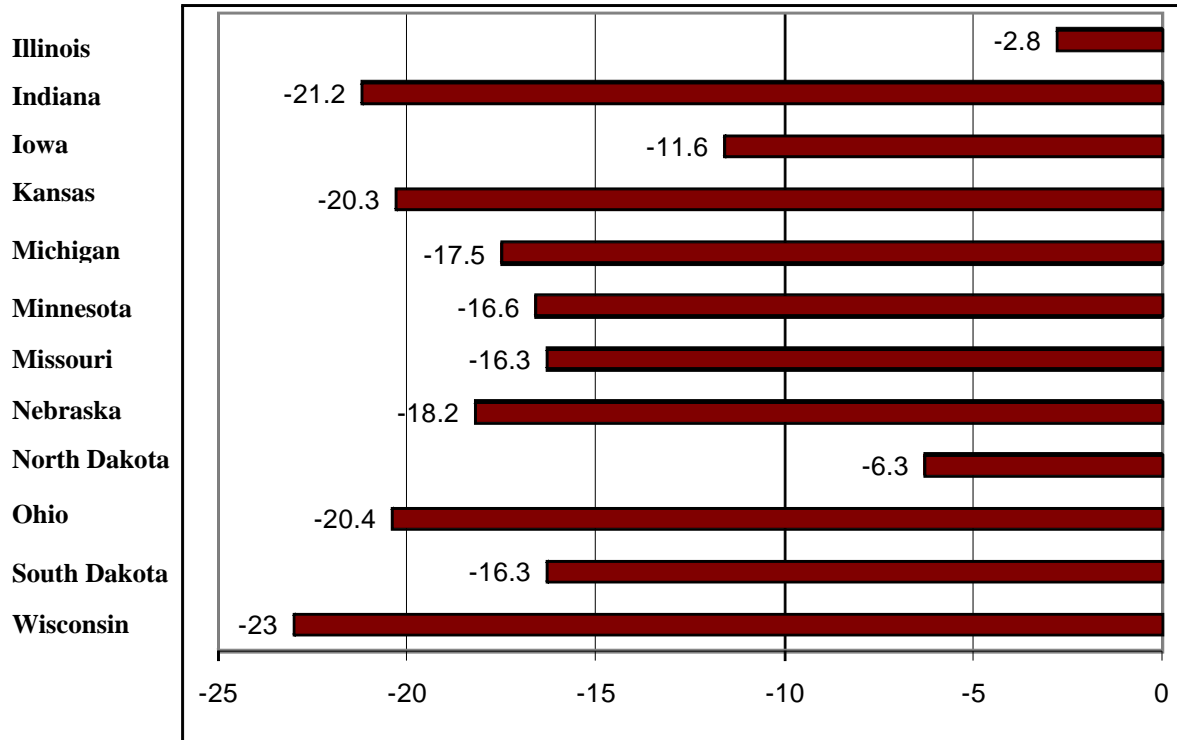
Percent change in vehicle theft rate, 2000 - 2009



The Midwest is comprised of the following twelve states: Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, and Wisconsin. Since 1991, Illinois, Michigan, and Minnesota each implemented an ATPA in their state. Figure 1 shows the percent change in the vehicle theft rates in the Midwest States, from 2000 to 2009. All twelve states in the Midwest experienced a decrease in the vehicle theft rate during this time. Illinois experienced a 54 percent decrease, which was the largest decrease among the Midwest States.

The vehicle rate decreased in all twelve Midwest States from 2008 to 2009. Illinois' vehicle theft rate decreased 18.5 percent. The Midwest states with the greatest decreases in their motor vehicle theft rate were Wisconsin (23 percent), Indiana (20.7 percent), Ohio (20.3 percent) and Kansas (19.7 percent).

Figure 2
Percent change in vehicle theft rate, 2008-2009



Motor vehicle theft in Illinois

At 57,918 square miles, Illinois is the 24th largest state in the nation in area. With a population of 12,910,409 in 2009, Illinois is the fifth most populous state in the country. Extending approximately 385 miles from north to south and 218 miles across at its widest point, the state has a complex mixture of large urban population centers and vast rural areas. Eighty-six percent of Illinois residents live in urban areas.

Illinois' major population center is home to more than 65 percent of the state's 12.9 million residents. This population center includes the city of Chicago, Cook County, and the collar counties (DuPage, Kane, Lake, McHenry, and Will).

In the year 2009, the city of Chicago had 2,851,268 residents, 22 percent of the statewide population. Chicago is in Cook County which in 2009 boasted a population of 5,287,037. The five collar counties accounted for 3,163,212 additional residents. The remainder of the state had 4,460,160 residents, or 35 percent of its total population, dispersed among 96 counties ranging in population density from approximately 4,000 to 299,702 residents.

According to the U.S. Census Bureau, in the year 2009, 79 percent of the state population was white, 15 percent was black, and the remainder was comprised of other racial groups. Fifteen percent of all Illinois' racial groups were ethnically Hispanic. Twenty-five percent of Illinois residents were under the age of 18, and 49 percent were male.

Although the breakdown was not available for Illinois, in the United States in 2009, 25 percent of those arrested for auto theft were below the age of 18, 82 percent were male and 61 percent were white. Whites and males are the most represented among those arrested for auto theft in the United States, although vehicle theft arrestees are increasingly older and more of them are female. Those arrested in Illinois for auto theft probably fit the pattern found among vehicle theft arrestees in the United States, especially because the proportion of racial groups, males and females, and those under 18 are similar in Illinois and the United States.

The city of Chicago accounts for 22 percent of Illinois' population, 12 percent of vehicle registrations, and 57 percent of the state's motor vehicle thefts. Suburban Cook County and Cook County as a whole had slightly larger percentages of vehicle registrations for trucks than Chicago. Vehicle registrations in all counties in the state excluding Cook and the collar counties accounted for 56 percent of all registrations.

Eighty-two percent of state vehicle registrations are for automobiles, 15 percent are for trucks and 3 percent are for motorcycles. Automobiles are the most frequently stolen type of motor vehicle in the state and in the United States.

**Table 5:
Motor vehicle registrations in Illinois, 2010**

AREA	PASSENGER CARS	TRUCKS	MOTORCYCLES	TOTAL
City of Chicago	1,107,903	49,803	24,632	1,182,338
Suburban Cook	506,383	75,987	20,640	603,010
Cook County	1,614,286	125,790	45,272	1,785,348
DuPage	648,294	56,740	21,731	726,765
Kane	299,420	43,878	12,697	355,995
Lake	474,521	51,550	19,144	545,215
McHenry	204,214	33,887	13,530	531,631
Will	406,555	60,460	19,148	486,163
Collar Counties	2,033,004	246,515	86,250	2,365,769
State minus Cook and Collar				
State minus Cook and Collar	3,680,689	942,361	212,402	4,835,452
State minus Cook				
State minus Cook	5,713,693	1,188,876	298,652	7,201,221
State				
State	7,327,979	1,314,666	343,924	8,986,569

Source: Illinois Secretary of State

**Table 6:
Percent of motor vehicle registrations in Illinois by vehicle type, 2010**

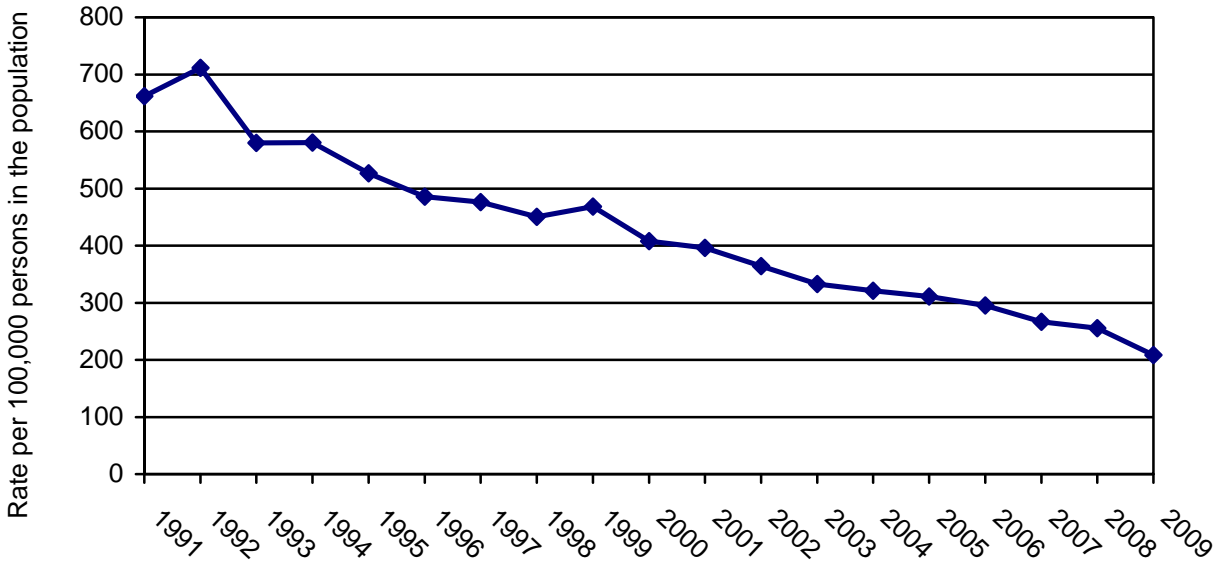
AREA	PASSENGER CARS	TRUCKS	MOTORCYCLES
City of Chicago	94%	4%	2%
Suburban Cook	84%	13%	3%
Cook County	90%	7%	3%
Collar Counties	86%	10%	4%
State minus Cook and Collar			
State minus Cook and Collar	76%	20%	4%
State minus Cook			
State minus Cook	79%	17%	4%
State			
State	82%	15%	3%

Source: Illinois Secretary of State

When compared to the other states, Illinois ranked 29th for vehicle theft rates per 100,000 persons in 2009. In 2007 Illinois ranked 29th and in 2008 the state ranked 27th, as reported by the FBI. According to Crime in Illinois, the rate of motor

vehicle thefts in Illinois has steadily declined since 2000. Over the last ten years, from 2000 to 2009, the motor vehicle theft rate in Illinois declined 49 percent.

Figure 3
Motor vehicle theft rates in Illinois, 1993 - 2009



Source: Illinois State Police, [Crime in Illinois](#)

In 2010, eight of the top ten vehicles stolen were passenger cars; the remaining two were vans. Seven of the top ten vehicles stolen were American manufactures, and there were no sport utility vehicles (SUVs) listed in the top ten vehicle thefts.

Table 7:
Ten most stolen vehicles
in Illinois, 2010

2010	Number of vehicles
Honda Civic	1,162
Honda Accord	1,044
Chevrolet Van	592
Toyota Camry	580
Oldsmobile Cutlass	552
Plymouth Voyager	512
Ford Taurus	491
Buick Centry	485
Pontiac Grand Prix	474
Dodge Intrepid	439

Source: Motor Vehicle Theft Intelligence Clearinghouse

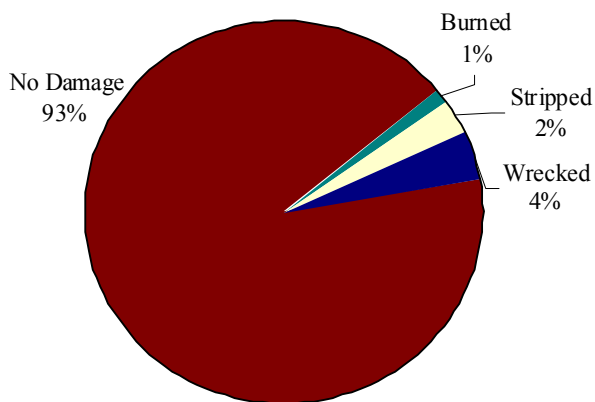
Approximately \$175 million dollars in vehicles were stolen in Illinois during 2009. From 1991 to 2010, the Council funded about 30 vehicle theft programs in Illinois, spending approximately \$114 million. It is important to note that during this time period, Council-funded programs saved \$543 million in recovered stolen vehicles and reduced theft rates. From 2001 to 2010, Council-funded task forces recovered 13,174 stolen vehicles.

According to the Motor Vehicle Theft Intelligence Clearinghouse, in 2009, 72 percent of stolen vehicles were recovered; this dropped to 60 percent in 2010. The number of recoveries of stolen motor vehicles decreases each year. However, this is

perhaps due to the greater length of time available for recoveries for motor vehicle thefts from past years, and not to a real decline in the recovery rate.

In 2010, the average span of time between theft and recovery of a stolen motor vehicle was 17 days. The overwhelming majority of recovered stolen motor vehicles were not damaged.

**Figure 4:
Conditions of recovered stolen motor vehicles in Illinois, 2010**



Source: Motor Vehicle Theft Intelligence Clearinghouse

The conditions of recovered stolen motor vehicles may indicate the purpose for which the vehicle was stolen. For instance a stripped vehicle was likely stolen for parts and a burned vehicle may suggest the owner is attempting insurance fraud.

Of the 81,797 arrests reported to the FBI for vehicle theft in the United States in 2009, five percent were reported in Illinois (3,832 arrests). Arrests in Illinois for motor vehicle theft reported to the Illinois State Police decreased 62 percent from 2000 (13,070) to 2009 (4,950), decreasing each year. Between 2000 and 2009, motor vehicle theft decreased 47 percent. During this time period arrests for motor vehicle theft in the United States decreased 31 percent.

In 2009, the average sentence length of offenders committed to the Illinois Department of Corrections for motor vehicle theft-related crimes was 4.1 years. The average sentence length increased from 4.3 to 4.1 years from 2008 to 2009.

As described in *Crime in Illinois, 2009*, motor vehicle thefts comprised 10 percent of all property crimes in Illinois that year.

Motor vehicle theft in Illinois counties

The following 10 Illinois counties had the highest motor vehicle theft rates in the state in 2009: Cook, St. Clair, Peoria, Winnebago, Sangamon, Rock Island, Macon, Vermilion, Marion and Williamson. All except Sangamon County experienced a decrease in the motor vehicle theft rate from 2008 to 2009. Council-funded motor vehicle theft task forces do not cover Sangamon, Rock Island, Macon, Vermilion, Marion and Williamson counties.

Of the counties in Illinois covered by the motor vehicle theft task forces, Boone and Peoria counties experienced an increase in motor vehicle theft rates from 2008 to 2009. Boone County's auto theft rate rose by 47 percent and Peoria County's rate rose by 2 percent during this time.

**Table 8:
Percent change in the motor vehicle theft rate of council-funded motor vehicle theft prevention task forces, 2008 to 2009**

COUNTY	2008	2009	% CHANGE
Boone	61.6	90.5	47%
Cook	462	375.8	-19%
DuPage	67.6	59.4	-12%
Grundy	84.8	64.8	-24%
Kane	99.6	72.9	-27%
Kankakee	100.3	86.2	-14%
Madison	164.2	132.1	-20%
Peoria	230.1	248.8	8%
St. Clair	431.7	337.8	-22%
Will	79.9	78.5	-2%
Winnebago	338.4	221.1	-35%

Source: Motor Vehicle Theft Intelligence Clearinghouse

According to Illinois State Police, Cook County accounted for 74 percent of all motor vehicle thefts in Illinois in 2009, and the City of Chicago accounted for 78 percent of thefts in Cook County.

**Table 9:
Percentage of statewide motor vehicle thefts by county type, 2009**

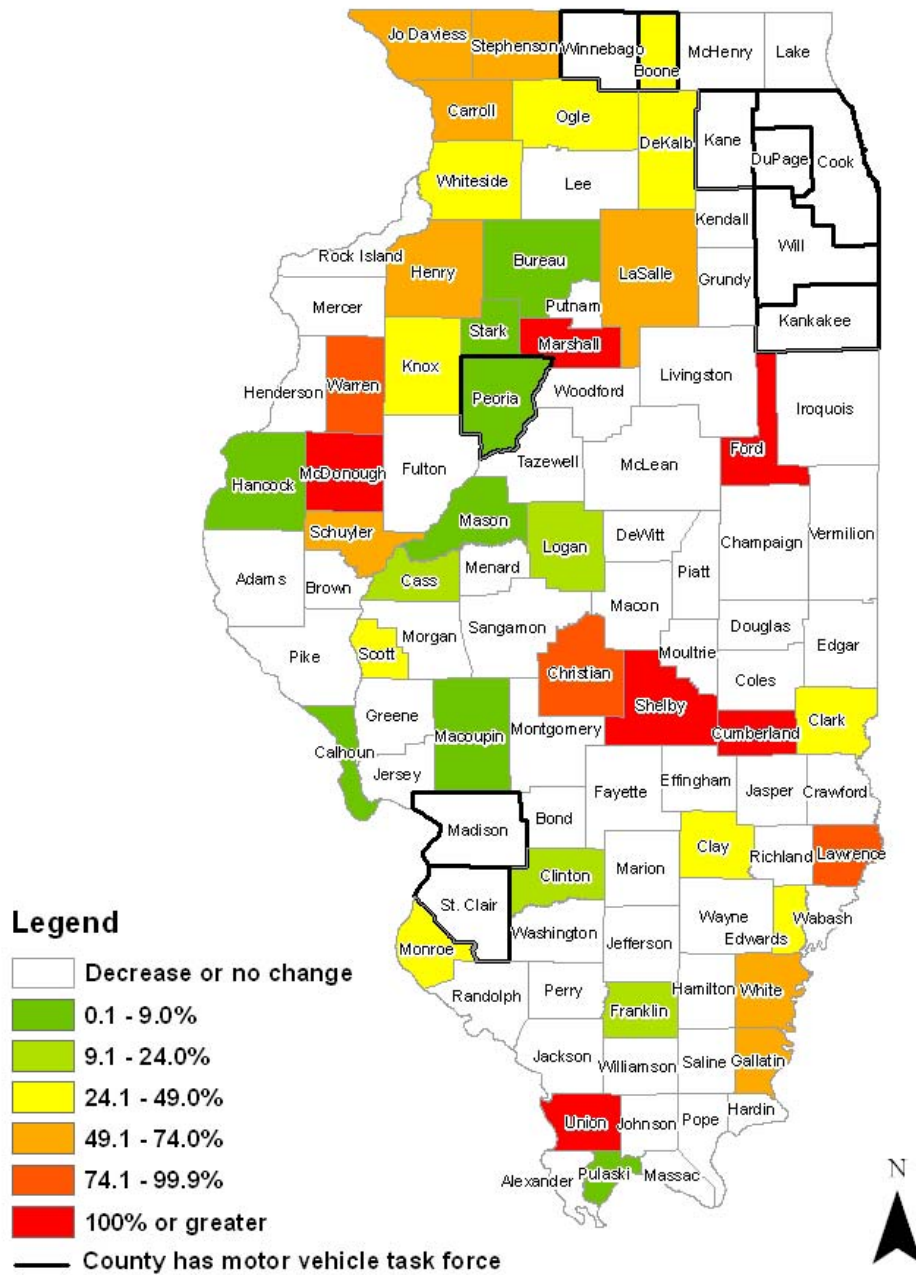
AREA	2009
City of Chicago	57%
Suburban Cook	16%
Cook County total	74%
Collar counties	7%
Urban counties	16%
Rural counties	3%

Source: Illinois State Police, Crime in Illinois, 2009

Between 2008 and 2009, 49 of Illinois counties not covered by motor vehicle theft prevention task forces experienced a decrease in auto theft, 36 counties experienced an increase, and 6 counties had no change. Twenty-one Illinois counties not served by task forces experienced a 50 percent or greater increase in motor vehicle theft from 2008 to 2009 (Figure 5).

According to the Motor Vehicle Theft Intelligence Clearinghouse, in 2010 Illinois recovered stolen vehicles in an average of 60 percent of cases.

Figure 5
Increases in motor vehicle theft rates, 2008 – 2009



Motor vehicle theft in Illinois cities

The City of Chicago has the highest number of motor vehicle thefts in the state. In 2010, motor vehicle thefts in Chicago comprised 63 percent of statewide vehicle thefts. Table 10 depicts the 10 cities in Illinois with the highest motor vehicle theft rates in 2005 and the percentage that thefts in these cities comprise of the statewide total.

**Table 10:
Ten Illinois cities with the
highest motor vehicle thefts, and
their percentage of the state total, 2010**

CITY	PERCENT
Chicago	65%
Rockford	2%
East St. Louis	1%
Harvey	1%
Springfield	1%
Cicero	1%
Calumet City	1%
Peoria	1%
Joliet	1%
Dolton	1%

Source: Motor Vehicle Theft Intelligence Clearinghouse

Typically, cities with the highest motor vehicle theft rates also have the highest recovery rates. Table 11 lists the Illinois cities with the highest stolen motor vehicle recovery rates.

**Table 11:
Ten Illinois cities with the highest
stolen motor vehicle thefts recoveries, 2010**

CITY	NUMBER RECOVERED
Chicago	59,143
Rockford	1,938
Harvey	1,777
East St. Louis	1,146
Springfield	1,113
Peoria	1,041
Joliet	761
Cicero	743
Aurora	582
Chicago Heights	568

Source: Motor Vehicle Theft Intelligence Clearinghouse

All of the cities except Springfield in Tables 10 and 11 are in areas covered by Council-funded task forces.

PART 3: Input on the Council's strategy

The following is a summary of input still considered relevant today received during the development of the current and previous strategies.

Summary of input and recommendations

Vehicle theft in Illinois

The data indicates motor vehicle theft in Chicago is a serious problem that drives the theft rate in the rest of the state. Generally, motor vehicle theft is higher in counties covered by task forces than counties not served by task forces. This indicates the need for task force units in those counties.

The Council should work with the Secretary of State's office to address problem areas in titling and registering heavy construction equipment. Such vehicles should be registered with the state.

The Council should investigate statutory language changes that would allow the use of statewide grand juries to investigate auto theft rings that cross county lines.

- The Council should investigate clarification of language in existing statutes regarding immunity, mandatory reporting of suspected insurance fraud, and information sharing.

Multi-jurisdictional task forces with dedicated prosecutors have an impact on motor vehicle theft. The Council's focus on areas of greatest need is still relevant and appropriate for future consideration.

The task forces should increase communications and work more closely with the Special Investigative Units of insurance companies.

Diffuse geographical areas experience different types of vehicle theft problems; there is no single solution that can be applied unilaterally across the state.

Automobile theft rates are declining across the state but there are pockets where it is rising. The Council should work to identify layers of assistance to be provided to areas not covered by task forces. This could include: educational activities, public awareness, VIN etching and short-term projects with local law enforcement.

Recovery conditions

Task forces are increasingly investigating farm equipment and construction equipment thefts. While the actual number of recoveries of the equipment is low, each piece of equipment generally has a high value. The Illinois State Police Motor Vehicle Theft Intelligence Clearinghouse has and should continue to issue "Alerts" to the task forces as to how to identify construction equipment and to raise their awareness of these thefts.

In 2010, 93 percent of recovered vehicles were recovered with no damage. Two percent were recovered stripped and one percent was recovered burned.

In 2010, the average number of days for a vehicle to be recovered after it was stolen was 17 days.

Air bags have become a prime accessory for illicit vehicle parts. A new air bag, which retails for approximately \$1,000 from a dealer costs between \$50 to \$200 on the illicit market.

Approximately 40 percent of the 31,536 vehicles stolen in Illinois in 2010 were not recovered. Organized criminal elements involved in auto theft are suspected of exporting many of these vehicles.

Data quality issues affecting auto theft

Uniformity in motor vehicle data collection at a statewide level is of paramount importance. Efforts to utilize forms have improved.

Computerized mapping and intelligence sharing through the Clearinghouse should continue to focus on auto theft trends, such as the discovery that the majority of cars stolen from DuPage County are recovered in Chicago, and many are found in gang territory on the city's west side.

Through geographical mapping, the locations of certain junkyards, streetlights, bushes, auto repair stores and other places are related to where vehicles have been stolen and recovered.

The top eleven counties of motor vehicle theft include the areas where the Council has task forces, which supports their continued use in these locales.

Although the accuracy of auto theft information being reported has increased, the Council should work to further improve the accuracy of the information.

Insurance fraud

The insurance industry reports 10 percent of auto thefts are due to owner fraud. This figure represents individual owners who are experiencing financial difficulty or mechanical trouble with the vehicle and wish to report the car stolen, but are not the organized type of “give up,” which drives the rate to perhaps 25 percent. Organized “give-ups” occur when the owner of the vehicle voluntarily exchanges the vehicle for illegal drugs with a drug dealer. The drug dealer then operates the vehicle for a period of time and the owner later reports the car as stolen.

The percentage of prosecutions of auto theft related fraud is low, approximately five percent of fraudulent claims, due to the difficulty in proving the fraud.

Since a contributing cause to insurance fraud vehicle thefts is the ease of reporting a vehicle stolen to law enforcement, the Council should support in-person reporting if feasible. Vehicle owners who are claiming theft should have to sign a police document or report acknowledging the commission of a criminal act if found to have given false information.

The task forces, Clearinghouse, Council, and National Insurance Crime Bureau, (NICB) and the insurance and allied industries will continue to address the impact of insurance fraud. The NICB is a non-profit organization supported by about 1,000 insurance and self-insured companies dedicated to fighting insurance-related crime. A continued partnership between these allies will enable the statewide initiative to identify insurance fraud and apprehend offenders.

The insurance industry should pass information of suspected owner “give ups,” where the vehicle owner disposes of the vehicle and files a claim for theft, along to the Council’s task forces. The industry should also give this information to the NICB. In turn, the task forces should give each suspected fraud serious attention.

Auto theft task force directors have been successful in instilling in their officers the importance of looking at each auto theft case as a possible insurance fraud.

Law enforcement would be greatly helped by information on multiple fraud claims made by single individuals. Linkage of insurance information systems to task force data would greatly assist law enforcement.

The Council, task forces, Clearinghouse, and the NICB continue to work together with the insurance industry to raise insurer investigator awareness about Illinois reporting statutes. These statutes require insurance companies to report suspected motor vehicle fraud to a law enforcement agency. A legislative work group should be formed to discuss how to clarify which law enforcement agency is appropriate to report suspected fraud.

There needs to be more emphasis on marking vehicle parts to trace their movements to assist law enforcement.

The Council should seek to determine what percentage of vehicles reported as stolen is being submitted for insurance claims.

Carjacking/ vehicular hijacking

Carjacking accounts for less than two percent of Illinois auto theft.

The Federal Anti-Car Theft Act of 1992 (FACTA) makes carjacking a federal offense, punishable by up to life imprisonment. The 1994 Crime Bill increases the punishment for carjackers, calling for the death penalty when an innocent victim is killed.

- A carjacker is a different offender than the more typical auto thief. The auto thief is generally more sophisticated, has specialized knowledge, intelligence, and usually non-violent. The carjacker is violent, dangerous and must continue to be vigorously prosecuted by prosecution task forces.

According to the Cook County State’s Attorney’s Office, carjackers seek money quickly, are not opposed to using violence, roam around looking for someone to victimize, and often need money to pay for drugs. Judges are inclined to give the maximum penalty and disinclined to plea bargain these cases.

Self-service gas stations and convenience stores are prime targets for carjackers. The public needs to be made aware of this trend and to take measures, such as getting gas during the day and in well-lighted areas.

As auto thieves have been forced to come up with new ways to steal cars due to better security devices like smart keys, vehicular hijacking continues to be an extremely dangerous problem in Cook County.

Juveniles

Youth who commit auto theft offenses are frequently connected with gangs and are in the criminal “breeding area” for long-term offenders.

Youth steal cars for immediate gratification, profit obtained by selling the car to a drug dealer or a chop-shop, excitement of being at risk of being caught, status and prestige the juvenile experienced with peers and in the neighborhood, and gang initiation. It was recommended that these factors be taken into account in refining Council-funded prevention and law enforcement initiatives.

It was recommended that juveniles who commit three or more motor vehicle offenses be sentenced to Illinois Department of Juvenile Justice.

Public relations efforts should be employed to help youthful offenders understand how auto theft victimizes real people.

Prosecution

The firm partnership established between motor vehicle theft task forces and prosecution personnel should be continued. The best way to prosecute insurance fraud is obtaining an admission from an offender. Consensual overhears recorded of such admissions usually result in pleas of guilty, and therefore court-ordered consensual overhears should be used more frequently in auto theft cases.

It is sometimes difficult for prosecutors to deconstruct complex auto theft cases for a judge and/or jury due to the complex scams used by some offenders. Technology could be very helpful in clarifying issues, so the use of audio/visual aids, courtroom computers and large screens should be supported by the Council if funds become available.

Tactical support by staff from the Motor Vehicle Theft Intelligence Clearinghouse results in the completion of analytical products, which assists with case organization, reveals conspiracies and leads to ultimately successful convictions.

Recycling and salvage industries recommendations

- Used essential parts should be tracked to prevent unscrupulous recyclers, rebuilders, and repairers from selling and or using stolen/illegal parts.
- The following types of vehicles should be tracked: those sold at auctions, to dealers both in state, out of state, and those exported; salvage titled vehicles, especially those determined to be “unprofitable” to repair; flood vehicles; high theft vehicles; and total burn vehicles.
- Practices of licensed vehicle related businesses should be monitored and reviewed to assure compliance with state mandated rules and regulations. Coupled with special police programs, this should help combat public perception that these businesses are run by unscrupulous dealers who trade in stolen/illegal vehicles and parts.
- The number of vehicles that have had vehicle identification numbers removed and/or destroyed by damage, fire, or individual error, needs to be reduced to provide less opportunity for vehicle re-tagging.
- An advisory committee consisting of representatives of the insurance industry, recycling/salvage industry, and the Secretary of State should be established to set up a uniform identification process between salvage and junk titled vehicles.
- Licensed dealers who that have met state guidelines for business operations should receive public recognition/information.
- A legislative committee of the “industry” and the Secretary of State should review and recommend changes to the rules and regulations governing the industry.
- Previously salvaged and flood vehicles need to be identified through title finds and this information needs to be communicated to consumers.
- Multi-jurisdictional inspections to identify potential stolen cars and parts need to be conducted.

Reverse role operations, successfully employed in other states, can be initiated to identify illegal activities. At the same time, public officials can commend legitimate business owners who refuse to accept stolen goods.

Public awareness

The National Insurance Crime Bureau (NICB) has developed a “layered approach” encouraging motorists to “layer” their vehicle with an appropriate degree of anti-theft protection based on factors such as the popularity of the vehicle for theft, value of the vehicle, and the vehicle’s location. The Council should reinforce this message in its own public awareness activities and publications and support the NICB’s efforts wherever possible.

The Council should encourage public awareness campaigns that highlight theft prevention techniques, such as VIN etching, the use of audible alarm and steering wheel incapacitation systems, and others.

Networking with insurance companies and state agencies to distribute public information messages should be implemented.

Motor vehicle theft investigation training

- Sending local law enforcement officers to the 8-hour and 36-hour training courses is recommended, as assigning them to temporary 90-day duty with task forces. Industry investigators and task force directors identified the need for advanced auto theft investigators, and prosecutors indicated trained officers prepare better cases for prosecution.

Chiefs and sheriffs favor continued statewide officer training in motor vehicle theft investigation because officers attending vehicle theft training show more ability in conducting investigations. A survey indicated trained officers asked more and better questions, saw patterns in theft they previously had not, increased their skills and techniques for discovering false theft

claims and insurance fraud, and displayed better understanding of transportation theft, parts theft, and VIN switching and retagging.

Roll call training should be used to advise all police officers of insurance fraud indicators.

The Council should continue to support the training courses currently offered statewide by the Illinois State Police, such as the regional in-service training seminars for patrol officers and for experienced auto theft investigators. Emphasis on interview and interrogation techniques construction equipment and specialty vehicle theft investigation was recommended. Because auto theft and other criminal activity are interrelated, auto theft investigator training curriculum should include cross-training, as well as in depth training on the types of offenders, including career criminals, juveniles, gang members, and the drug user/dealer.

Theft by fraud

- Auto thieves use technology because automobile manufacturers have made it more difficult to steal cars. Fraudulent key cuts and counterfeit cashier's checks are two examples of issues discussed by panelists.
- Organized crime elements continue to be involved in auto theft. Emphasis should be placed on their involvement in the export, re-tagging and cloning stolen vehicles.
- Car thieves who use identity theft techniques are a growing problem, and new efforts need to focus on increased enforcement, prosecution and training concerning this evolution of criminal activity.
- Criminals involved with identify theft usually obtain drivers' licenses and other documents with the names of victims who have a good credit history. They then target dealerships that promote "no money down," "low financing," and other sales incentives.
- False information provided to dealerships hampers law enforcement from effectively investigating theft of a vehicle.
- The Council needs to decide what role task forces should play in combating identity theft. While an individual's credit rating is always adversely affected by this crime, another victim in any identity theft is the product's seller, (usually an automobile dealer), and the financial entity that secured the purchase. The Council needs to decide whether these other victims are included in its mission statement. Auto theft due to stolen identity is only a part of the theft scheme, but is readily discernible because of the extensive VIN record keeping used by automobile manufacturers. The Council needs to consider whether automobile identity theft prosecution is more appropriate in a specialized task force that includes financial institutions, automobile dealers, and merchandise retailers, or if it should be pursued separately by the task forces alone.

Conclusion

Motor vehicle theft is a complex problem. This chapter has provided an overview of motor vehicle theft in the United States and also by regions in the country. Additionally, it has described the types and characteristics of vehicle theft specifically in Illinois and in individual Illinois counties and cities. Following are highlights from each of the sections in this chapter.

The United States:

- Between 2000 and 2009, the motor vehicle theft rate in the U.S. decreased 38 percent; during the same time period the vehicle theft rate in Illinois decreased 49 percent.
- Motor vehicle theft is the most costly and most commonly reported property crime in the U.S.
- Motor vehicle thefts comprised 8.5 percent of all property crimes in the U.S in 2009.
- Five of every 1,000 white households, 13 of every 1,000 black households and 12 of every 1,000 Hispanic households were victims of motor vehicle theft in 2009.
- The U.S. had a 62 percent stolen motor vehicle recovery rate in 2010.
- Blacks and males are over-represented among those arrested for motor vehicle theft compared to the proportion of the population at large.

Regions of the United States:

- States and cities in the western portion of the U.S. are currently experiencing high levels of motor vehicle theft.
- All states in the Midwest experienced a decrease in their motor vehicle theft rate between 2009 and 2009.

The state of Illinois and counties and cities in Illinois:

- Illinois ranked 30th in motor vehicle theft rates among states in the nation.
- Eight of the 10 most stolen vehicles in Illinois were passenger cars.
- \$175 million in vehicles were stolen in Illinois in 2009.
- From 1991 to 2010, the Council spent \$109 million combating motor vehicle theft in Illinois, and saved \$546 million in recovered vehicles and other auto theft-related costs during the same time period.
- In Illinois in 2010, 60 percent of stolen vehicles were recovered, and 93 percent were undamaged.
- Boone and Peoria counties were the only ones covered by auto theft task forces to experience an increase in motor vehicle theft from 2008 to 2009.
- Twenty-one counties in Illinois had a 50 percent or greater increase in motor vehicle theft rates from 2008 to 2009.
- Cook County accounts for 74 percent of auto thefts in Illinois, and Chicago accounts for 78 percent of vehicle thefts in Cook County.
- Chicago accounted for 57 percent of motor vehicle thefts in the state in 2009.
- In 2010, Illinois counties with a motor vehicle theft prevention task force had an average stolen motor vehicle recovery rate of 54 percent. The state had a 94 percent recovery rate and Cook County had a 57 percent recovery rate.
- Cities with the highest theft rates also experience the highest rates of recovery. In the year 2010, the ten cities with the highest recovery rates in Illinois were all covered by a Council-funded task force except for the city of Springfield.

PART 4: Response to motor vehicle theft in Illinois

Through the Council, motor vehicle theft in Illinois has been combated through enforcement, prosecution, training, research and analysis and auditing. The following is a description of Council-funded programs in Illinois and a list of each program's accomplishments in 2010.

DuPage County Auto Theft Task Force

The DuPage County Auto Theft Task Force, also known as BATTLE (Beat Auto Theft Through Law Enforcement), operates in DuPage County. In a coordinated effort to identify and arrest offenders, officers work with local, county, and federal police agencies, insurance companies, and local vehicle rental companies. In 2010, BATTLE conducted 165 investigations resulting in 56 arrests. The task force referred 57 cases for prosecution that led to seven convictions. BATTLE also recovered 97 stolen vehicles worth an estimated \$1.37million.*

Kane-Cook Auto Theft Task Force

The Kane-Cook Auto Theft Task Force (KCAT) is headquartered in Elgin and covers Kane County and the northwestern Chicago metropolitan area. The unit's central activities include intelligence gathering and dissemination; investigation of auto theft and insurance rings; assistance to federal, state, and local law enforcement agencies with auto theft and insurance fraud investigations; and providing training to local law enforcement. In 2010, KCAT initiated 130 investigations that resulted in 41 arrests, 57 prosecutions and 31 convictions. KCAT also recovered 182 vehicles worth \$3.39 million.*

Metro-East Auto Theft Task Force

The Metro East Auto Theft Task Force (MEATTF) operates in Madison and St. Clair counties. The task force combats vehicle theft by working closely with the many police departments in the two counties, as well as Missouri's St. Louis Police Department and St. Louis County Police Department. In 2010, MEATTF conducted 551 investigations resulting in 168 arrests. The task force referred 309 cases for prosecution that led to 72 convictions. The unit recovered 418 vehicles worth an estimated \$3.21 million.*

Northeast Metro Task Force

The Northeast Metro Auto Theft Task Force (NEMAT) conducts enforcement operations to combat auto theft and insurance fraud in Cook County and Chicago. They also assist federal, state, and local law enforcement agencies; perform undercover operations; provide training; and initiate investigations. In 2010, NEMAT conducted 99 investigations resulting in 27 arrests. The task force referred 26 cases for prosecution that led to six convictions. The unit recovered 175 stolen vehicles worth an estimated \$1.45 million.*

Northern Illinois Auto Theft Task Force

The Northern Illinois Auto Theft Task Force continues to assist all local police departments and Illinois State Police District 16 in recovering and processing stolen vehicles. NIATTF covers Winnebago and Boone counties. In 2010, NIATTF launched 196 investigations resulting in 65 arrests. The task force referred 72 cases for prosecution that led to 12 convictions. The unit recovered 187 vehicles worth an estimated \$1.53 million.*

State and Local Auto Theft Enforcement Task Force

The State and Local Auto Theft Enforcement Task Force (SLATE) serves Peoria County. During 2010, SLATE conducted 162 investigations resulting in 57 arrests. SLATE referred 69 of these cases for prosecution which led to 12 convictions. In addition, the task force recovered 158 vehicles worth an estimated \$1.45 million.*

Tri-County Auto Theft Task Force

The Tri-County Auto Theft Task Force (TCAT) serves Will, Kankakee, and Grundy counties. The task force links the efforts of the Illinois State Police, the sheriff's offices of Will, Grundy, and Kankakee counties, and the police departments of Joliet, Bolingbrook, Romeoville, and Kankakee. In 2010, the task force conducted 153 investigations resulting in 71 arrests. The task force referred 92 cases for prosecution. The unit recovered 180 vehicles worth an estimated \$2.31 million.*

* Estimates are based upon actual value of recovered vehicle

Cook County Motor Vehicle Theft Prosecution Unit

The Cook County Motor Vehicle Theft Prosecution unit is comprised of one supervising and three specially trained prosecutors, two state's attorney's investigators, an administrative assistant, and two part-time law clerks. The four senior attorneys prosecute career auto thieves as well as individuals involved in chop shop operations, insurance fraud, organized street gang operations, carjacking, and illegal rebuilding and scrap dealing. The prosecution team vertically prosecutes targeted vehicle theft cases and related crimes in Cook County. In vertical prosecution, an attorney is assigned a case from submission through trial, a method considered critical for prosecuting vehicle theft cases. Two Cook County State's Attorney's investigators augment police work by tracking documents, locating witnesses, and conducting detailed background investigations.

The Cook County Motor Vehicle Theft Prosecution Unit accepted 104 of the 110 cases referred for prosecution, resulting in 96 convictions. The unit also obtained \$16,156 in restitution for victims in 2009.

Secretary of State Special Audit Teams Program

The Secretary of State Special Audit Teams Program focuses on policing the marketplace for stolen vehicles and parts using special audit teams. There were four teams in operation during 2010 located in Chicago, Rockford, Peoria, and East St. Louis. The teams travel throughout Illinois monitoring salvage yards, rebuilders, repairers, insurance pools, and scrap processors for compliance with regulations governing record-keeping of vehicle and vehicle part transactions. They also perform reverse role sting operations to help identify dealers who may be engaged in illegal activities. The teams are comprised of 12 auditors, two auditor supervisors, one clerk, and one administrator.

In 2010, the teams performed 2,893 audits involving 33,478 vehicles and 4,226 essential vehicle parts. The team recovered 83 stolen vehicles for a total estimated value of \$422,189.* There were 410 violation letters issued which resulted in 791 charges. Their enforcement actions resulted in seven arrests and 72 contraband vehicles identified worth an estimated value of \$756,368. A contraband vehicle is a vehicle which does not have a public vin plate.

Additionally, the Special Audit Teams identified and tracked 10,146 vehicles at insurance salvage pools and entered the vehicles into a title alert system. The vehicles identified were classified as flood damaged, high theft, burned, and beyond economic repair.

* Estimates are based upon actual value of recovered vehicle

Insurance Vehicle Expense Fund Program

Insurance companies loan vehicles for use by Council-funded programs. In 2010, insurance companies loaned 54 vehicles. Most of these vehicles were recovered stolen vehicles obtained from insurance salvage pools in the Chicago metropolitan area. Program funds are used to repair these vehicles and obtain required Illinois titles and license plates. The Council, through the National Insurance Crime Bureau, has designated trust funds for repairing or purchasing parts for these vehicles to make them safe for operation. Task force officers are assigned these vehicles for surveillance and undercover activities.

Motor Vehicle Theft Intelligence Clearinghouse

The Motor Vehicle Theft Intelligence Clearinghouse provides focused statewide analytical support for motor vehicle theft task forces and the Illinois law enforcement community. The unit consists of three criminal intelligence analysts and one clerical personnel and is directed by a captain assigned by the Illinois State Police. The clearinghouse annually publishes the *Illinois Motor Vehicle Theft Statewide Assessment*, which includes theft and recovery trends, theft rates by county, and a

geographic analysis of the motor vehicle theft problem during the previous year. The report is distributed to the Council-funded task forces, the Council, and the Illinois State Police Training Academy. The Clearinghouse prepares the *Motor Vehicle Theft Task Force Quarterly Activity Summary*, which provides to the Council performance reports of Council-funded task forces.

The Clearinghouse processed 489 requests for case assistance in 2010. Intelligence alerts, geographic maps, intelligence summaries, statistical estimates, analytical charts, and presentations were developed in response to requests received. Analytical link and communication charts and a Groove communication workspace were prepared in response to various complex tactical investigations conducted by the motor vehicle theft task forces and the Illinois Secretary of State Police Special Audit Team. To improve the Law Enforcement Agencies Data System (LEADS) motor vehicle theft data quality, reports of invalid theft/recovery city entries were provided to the Illinois State Police Bureau of Field Services (BFS). The reports are used by BFS during agency audits to address correct city name. A daily briefing was also prepared emphasizing the importance of proper theft and recovery data entry. The Clearinghouse also provided instruction during four motor vehicle theft Advanced Investigator's training courses. Clearinghouse staff attended the International Association of Law Enforcement Intelligence Analysts training conference, i2 analytical charting software training, one mapping seminar, financial fraud training, and the Midwest Odometer and Title Fraud Enforcement Association training.

Motor Vehicle Theft Investigation Training Program

The Motor Vehicle Theft Investigation Training Program is administered by the Illinois State Police. The goal of the program is to increase awareness and understanding of motor vehicle theft in the law enforcement community and the insurance industry in Illinois. The program offers classes for investigators, patrol officers, and insurance industry officials. The training classes cover important characteristics of vehicle theft cases and investigation techniques specific to vehicle theft-related cases.

In 2010, 19 training sessions were conducted totaling 256 hours of instruction presented to 609 local, county, state, and motor vehicle theft prevention task force and insurance investigators at 12 locations.

The Council's 1991 to 2010 achievements:

- 32,656 criminal investigations initiated.
- 56,901 audits of vehicle-related businesses.
- 35,784 stolen vehicles recovered worth more than \$260 million.
- 12,978 violation letters issued to audited businesses.
- 15,620 persons arrested.
- 6,164 convictions obtained.

PART 5: The Council's funding strategy

Priority problem areas

Based upon public input, successful activities from previous strategies, and analyses of available data, the Council identified the following priority problem areas that should be addressed by its 2012-2015 Statewide Motor Vehicle Theft Prevention Strategy. Important in the development of these priority problem areas is the transfer of funds from the Motor Vehicle Theft Prevention Trust Fund to the state General Fund. The transfer of these funds significantly limits the ability of the Council to expand program areas and projects, and most likely require a reduction in some of the programs.

Limited law enforcement resources

The criminal justice system should respond to vehicle theft and related crimes in a coordinated fashion. Multi-jurisdictional task forces are needed to be the backbone of the Council's strategy in this regard combining investigative and prosecutorial resources.

Since motor vehicle theft operations typically encompass a number of law enforcement jurisdictions, the law enforcement response should likewise be multi-jurisdictional in nature. Multi-jurisdictional approaches are recommended as a way to maximize limited law enforcement resources, such as a lack of specialized equipment. If fiscal resources means are lacking, lengthy or involved investigations cannot be supported.

Most law enforcement agencies do not have personnel to devote to motor vehicle theft cases and, unless someone is apprehended in a stolen vehicle, most departments spend little time investigating motor vehicle thefts.

The drain on resources caused by drug and gang problems facing many communities adversely affects anti-vehicle theft efforts. Individual law enforcement agencies are not adequately equipped or staffed to implement sustained, organized enforcement efforts. Multi-agency cooperation and investigative teams work to lower the rate of thefts and improve the recovery rates of stolen vehicles.

Limited local resources translate into a need for a task force approach to the problem. Task forces reduce jurisdictional constraints which can occur when the site of theft differs from site of recovery; task forces can follow offenders across many small jurisdictions; they are more knowledgeable about violations than local departments, and can coordinate investigations across jurisdictions.

Although auto theft may be going down in some areas of the state other areas have seen a dramatic increase. Motor vehicle theft task forces need to identify layers of assistance they can offer to areas that are not covered by a task force. This assistance could include but is not limited to VIN etching, public information/education displays, and working with local law enforcement on short-term projects.

Organized criminal elements continue to be involved in auto theft. Motor vehicle theft prevention operations should emphasize activities that focus on the exporting of locally stolen vehicles, re-tagging and cloning operations.

A majority of task force operations should focus on the theft of passenger vehicles. The Council recognizes that the investigation of the theft of construction equipment, ATV's, and so forth, will be requested. As long as a minimum of 60 percent of investigative time is spent on the investigation of the theft of passenger vehicles, the investigation of other types of theft is acceptable.

The rising cost of programs compared to the fixed assessment of funds and required state subsidies

Vehicle theft is a social and economic problem affecting motorists, law enforcement, insurers, motor vehicle administrators, and vehicle manufacturers, and because it evades customs fees and taxes, it also works against all citizens. The broad-based, comprehensive and conservative funding approach taken by the Council is appropriate and should be continued.

Faced with grant funds that are tied to the \$1 assessment, and in light of the past transfers of well over \$6.8 million from the Motor Vehicle Theft Prevention Trust Fund to the state General Revenue Fund, a most conservative approach to program funding must be adhered to during the next four years of Council activities. It will be incumbent on program directors of units seeking Council funding for operations to be innovative, resourceful and fiscally conservative.

Insurance company payments into the Trust Fund are based on the definition of the term "motor vehicle" rule that only includes private passenger vehicles and some pick-up trucks. Although task force directors have been given some latitude in investigating other vehicle related thefts, the main focus of activities remains that of "motor vehicle" theft.

For 2008-2011, the amount of funds expected to be available for programs will be about \$6.2 million per year. Without a conservative approach to the funding of projects, at current funding levels, deficits in the millions of dollars can be expected. The Council can not operate with a deficit; and therefore it simply must plan to spend less. Attempts by Council staff and unit directors to identify alternate sources of funding must be emphasized as part of the statewide strategy during the next four years.

Criminal prosecutions and enhanced penalties for motor vehicle theft

Public input indicated that motor vehicle theft cases could be extremely complex involving sophisticated schemes and vehicle identification issues. Criminal prosecution is difficult. Vertical prosecution is an effective method of handling auto theft and insurance fraud cases, particularly those of a complex nature. Task force efforts are benefited greatly by the inclusion of state's attorneys in their investigative work. The stronger the link to the prosecutor's office, the more effective the task forces have been.

It has also been indicated the current penalties for motor vehicle theft do not address the problem and that there is a need for additional and enhanced penalties. Therefore, the Council should encourage, support and pursue legislative efforts to add and enhance penalties for motor vehicle theft.

Motor vehicle theft enterprises in some areas of the state involve some dealers of vehicles, parts, and scrap

Some dealers of vehicles, parts, and scrap are involved in the motor vehicle theft problem. Even some reputable dealers may sometimes purchase and use essential parts removed from stolen vehicles. Retagging operations and thefts of whole vehicles are generally very organized and sophisticated enterprises. Used vehicle dealers can be outlets for profitable retagging operations.

Council-supported programs should strive to target both receivers of stolen vehicles and parts and the marketplace for contraband. Coordinated efforts between motor vehicle theft task forces and special investigations units should be undertaken to employ innovative means such as reverse roll “stings,” in identifying and arresting perpetrators of these crimes. Attempts should also be made to provide some type of recognition for businesses that refuse to purchase stolen parts during reverse role operations.

Historically, many vehicle thefts occurred to obtain/ remove major external parts and sell them to salvage yards or repair shops. When good quality recycled parts are available, the demand for stolen parts decreases. Increasingly, vehicles are stolen and stripped only for valuable accessories such as seats, expensive radios, wheels, air bags, and electronic components.

The Federal Anti-Car Theft Act of 1992 (FACTA) expanded vehicle part markings to include all vehicle make and models by the end of 1997. The Act also requires repair shops, insurers, recyclers and dismantlers handling a used part to check the part’s VIN against a national vehicle database.

If possible, legislative efforts at increasing the severity for violations of existing statutes regarding salvage parts and scrap dealers should be pursued by the Council.

Insurance fraud and theft by fraud

There is a difference between insurance fraud and theft by fraud. Although fraud may be utilized in various aspects of insurance claims, a trend that is becoming quite prevalent in the state is the theft of items by fraud, including identity theft.

The insurance industry estimates that ten percent of reported stolen vehicles are fraudulent claims. But when utilizing “fraud indicators,” the Council was informed that in some parts of the country insurance fraud approaches 25 percent. This figure is derived from a combination of “fraud indicators” in an insurance claim, including recovered vehicles that display conditions other than a normal theft (e.g. keys in ignition, no damage to critical areas of the vehicle, etc.), or arrests for and admissions to committing fraud.

Vehicle owners continue to be involved in vehicle thefts, conspiring to defraud insurance companies. Owner involvement in fraudulent activities has become increasingly widespread as owners stage the disappearance or destruction of their vehicle: to receive an insurance settlement, to end car payments, to end repair bills, to avoid selling a vehicle, to break a restrictive car lease or as part of a “give up” related to a drug sale.

The insurance industry recognizes that the tremendous cost of insurance fraud has had a profound effect on the affordability of automobile insurance. Illinois insurers have taken several initiatives including: formation of and increased staffing of special investigative units; continuous education and training of all insurance company personnel in the recognition and resistance of fraudulent claims; increased public awareness activities designed to educate the public on the direct effect that insurance fraud has on insurance premiums; and offering of premium discounts to policyholders who install anti-theft devices in their vehicles.

Information sharing between law enforcement and the insurance industry has improved, yet more can be done. Illinois has insurance fraud reporting and immunity laws but many company employees are not aware of these laws and are reluctant to release claim file information unless ordered to do so by subpoena. Insurance companies can improve the release of claim file materials to law enforcement by educating their own employees on these statutes.

Support and outreach between task forces and the insurance industry has improved, resulting in a better understanding of unfamiliar issues, assistance with the extra workload, and clarification of public perception issues connected with financial crimes. The Council should continue to support joint association memberships for task force officers and insurance

investigators, as well as cross-training and networking aimed at improving the lines of communication between law enforcement and the insurance industry.

Identity theft

Identity theft and identity fraud refer to all types of crime where someone wrongfully obtains and fraudulently or deceptively uses someone's personal data, typically for economic gain. Many people have reported unauthorized bank or financial account withdrawals, and in the worst cases, have had their identities stolen altogether. Using a victim's name, a thief can both incur debts and commit crimes in the victim's name-leaving the victim with financial losses, costs associated with restoring a reputation and correcting false information..

With enough identifying information about an individual, a criminal can assume that individual's identity to conduct a wide range of crimes including falsifying applications to obtain loans and credit cards, fraudulent withdrawals from bank accounts, fraudulent use of telephone calling cards, or obtaining other goods or privileges which the criminal might be denied if he were to use his real name. If the criminal takes steps to ensure that bills for the falsely obtained credit cards, or bank statements showing the unauthorized withdrawals, are sent to an address other than the victim's, the victim may not become aware of what is happening until the criminal has already inflicted substantial damage to the victim's assets, credit, and reputation.

The U.S. Department of Justice prosecutes cases of identity theft and fraud under a variety of federal statutes. In the fall of 1998, Congress passed the Identity Theft and Assumption Deterrence Act. This legislation created a new offense of identity theft, which prohibits

knowingly transfer[ring] or us[ing], without lawful authority, a means of identification of another person with the intent to commit, or to aid or abet, any unlawful activity that constitutes a violation of Federal law, or that constitutes a felony under any applicable State or local law.

18 U.S.C. § 1028(a)(7). This offense, in most circumstances, carries a maximum term of 15 years' imprisonment, a fine, and criminal forfeiture of any personal property used or intended to be used to commit the offense.

Schemes to commit identity theft or fraud may also involve violations of other statutes such as identification fraud (18 U.S.C. § 1028), credit card fraud (18 U.S.C. § 1029), computer fraud (18 U.S.C. § 1030), mail fraud (18 U.S.C. § 1341), wire fraud (18 U.S.C. § 1343), or financial institution fraud (18 U.S.C. § 1344). Each of these federal offenses is a felony that carries substantial penalties, in some cases, as much as 30 years' imprisonment, fines, and criminal forfeiture.

Under existing Illinois law, 720 ILCS 5/16G-15, a person commits the offense of Financial Identity Theft when he or she knowingly uses any personal identifying information or personal identification document of another person to fraudulently obtain credit, money, goods, services, or other property.

Recent legislation will allow identity theft victims the ability to file and receive a report as well as initiate an investigation with their local law enforcement agency, regardless of where the actual theft of their information may have occurred. This is important because frequently identity theft victims have no knowledge of how their information was obtained. Victims will be able to obtain a certified court order declaring their innocence of the unlawful conduct committed by a criminal using their identifying information. This will allow victims to avoid arrest and detention for crimes committed by someone else in their name, as well as provide them with the means to clarify their criminal record with various entities such as potential employers who might screen applicants on this basis.

The collection, analysis, accuracy, completeness and sharing of vehicle theft statistical data and criminal intelligence data

Accurate statistical data concerning motor vehicle theft continues to be of critical importance for the Council's program for two reasons. First, these data are required to assess the need for and impact of motor vehicle theft reduction programs. Second, this information is required to evaluate the effectiveness of the Council's statewide strategy.

One of the continuing concerns with current UCR and LEADS data is that, for evaluation purposes it is dependent on the consistency of reporting practices that vary from one law enforcement agency to the next. For example one agency may count an entire vehicle as "recovered" if one major part of the vehicle is recovered, another may consider a recovered if most of it is retrieved, while a third agency may record a recovery based on whether major parts were recovered.

The Illinois Motor Vehicle Theft Intelligence Clearinghouse is an important resource for motor vehicle theft data collection and dissemination in the state and should continue to be supported by the Council.

Training of law enforcement, prosecutorial agencies, and others combating vehicle theft

The area of training continues to be cited as a recommended focus for Council programs. Patrol officers and investigators continue to need statewide training on stolen vehicle recognition; training in advanced vehicle theft investigations for experienced vehicle theft investigators should be implemented and training of insurance industry representatives in the area of theft detection, investigation, and prevention is also a need that should be addressed.

Training topics that should be covered are:

- 1) Laws governing vehicle theft, types of thefts and the trends governing them.
- 2) How to recognize stolen vehicles.
- 3) Investigation of occupied vehicles.
- 4) Modus operandi of the vehicle thief.
- 5) Vehicle identification numbers, sources of information.
- 6) Preliminary investigation subsequent to the recovery of the vehicle.
- 7) Qualifications for testifying.
- 8) Insurance fraud schemes (including identity theft).
- 9) Title washing schemes, among others.

Public awareness/education efforts

Through past experience, the Council has identified the following themes for public awareness/education activities:

- Efforts to discourage motor vehicle theft by leaving running vehicles unattended, leaving keys in the ignition of vehicles, leaving cars unattended, leaving registration or title documentation in the vehicle, and other inappropriate actions.
- Support a layered approach to vehicle theft protection promoted by the National Insurance Crime Bureau. This plan promotes the concept that the more layers of protection on the vehicle, the more difficult it becomes to steal. Layers of protection include switches that disable the engine, steering column locks, alarms, and so forth.

Eligible program areas

In an attempt to address the problem areas previously discussed, the Council's 2012-2015 Statewide Motor Vehicle Theft Prevention Strategy encourages programs in five broad program areas.

In light of successful efforts to transfer funds from the Motor Vehicle Theft Prevention Trust Fund to that of the State of Illinois General Revenue Fund, a most conservative approach to the funding of programs must be undertaken. Although the Council may solicit new proposals for programs, all considerations for any new programs and for the continuation of existing programs must be done with a conservative focus. Program proposals received will be evaluated for consistency with the statewide strategy, the adequacy of the response proposed to the statewide strategy, and compared competitively against other proposals aimed at the same or similar problem areas. Innovation and conservative operational approaches in program implementation is essential.

1. LAW ENFORCEMENT

The Council's position is that to effectively deal at the state level with motor vehicle theft and fraud-related motor vehicle theft focused law enforcement and investigative efforts that address problem areas of greatest need should be given priority.

A. *Multi-Jurisdictional Task Forces*

Multi-jurisdictional task forces funded by the Council have been successfully identifying individual defrauders as well as major rings and chop shops. The Council should continue to support and fund multi-jurisdictional task forces and ensure that the law enforcement agencies and prosecutors are equipped to deal with fraud as well as theft.

The Council believes multi-jurisdictional efforts are generally more productive than efforts of jurisdictions acting independently, and that independent uncoordinated enforcement activities may even jeopardize the work of other agencies and safety of officers. Multi-jurisdictional activities and street-level enforcement will both be encouraged, the latter as part of a larger coordinated and systemic effort.

B. Special investigative activities

In areas where multi-jurisdictional task forces are not operating or are not feasible, the Council could support special undercover investigations. “Sting” operations have been successful in recovering vehicles and leading to arrests and convictions.

Also included in this category of activities are routine inspections of motor vehicle-related businesses, including salvage yards and repair shops, for the detection of illegal business activities. Such inspections could prove to be beneficial in detecting and discouraging the market for stolen vehicles and parts. The Council-funded SOS Police Special Audit Teams Program described elsewhere in this document should continue to be supported. The Secretary of State, Department of Police’s special audit teams and the multi-jurisdictional task forces must also continue to coordinate their efforts, share investigative leads, and provide feedback on investigative referrals. There should be concerted efforts by task force directors and audit team personnel to coordinate “reverse role” operations and arrest offenders purchasing stolen or fraudulent parts, or distribution of letters of commendation for those not purchasing contraband items.

Task forces should focus attention on auto thefts, insurance fraud related to motor vehicles, and the growing problem of vehicles stolen from Illinois being shipped out of the country.

The Council should continue to support multi-jurisdictional task force and/or special investigative, and prosecutorial programs which target:

1. Career auto thieves.
2. Auto theft “rings.”
3. Chop shops.
4. Illegal activities of salvage yards, vehicle repair shops, rebuilders and recyclers of vehicles, and related businesses.
5. Street gangs involved in auto theft.
6. Insurance defrauders.
7. Carjackers.
8. Export operations.
9. Insurance fraud.
10. Thefts of construction equipment and ATV’s.

C. Specialized Prosecution Units

In areas where law enforcement efforts aimed at motor vehicle theft are to be intensified, the Council feels specialized units within State’s Attorneys’ Offices are advisable. Data suggests units that exclusively prosecute cases involving motor vehicle theft and related crimes have been extremely successful.

The Council acknowledges an effective battle against motor vehicle theft must take a systemic view of the problem and potential solutions. In addition to increasing resources devoted to the apprehension of motor vehicle theft offenders, resources must also be used to address the prosecution systems these offenders will deal with. Similarly, the Council recognizes that increased enforcement and prosecution efforts will eventually impact the state’s court systems, probation, and correctional agencies.

The Illinois State Police Motor Vehicle Theft Intelligence Clearinghouse should continue to provide investigative support to task forces and investigative units. Tactical support from the Clearinghouse to task

forces through the state, regional profiling, assistance on active cases, and computerized mapping is encouraged.

2. THE INFRASTRUCTURE SUPPORTING LAW ENFORCEMENT

A. *The collection, analysis, and sharing of criminal intelligence information regarding motor vehicle theft and fraud related motor vehicle theft*

The Council has funded a Motor Vehicle Theft Intelligence Clearinghouse within the Illinois State Police's Division of Operations. Clearinghouse activities should continue to be supported.

B. *Training*

The Council continues to support development and implementation of training programs for law enforcement officers. The continuing implementation of an updated statewide training program of motor vehicle theft for patrol officers and investigators is a crucial component to the infrastructure of the statewide strategy. The continuation of a specialized 36-hour training program for motor vehicle theft task force officers and investigators, as well as one-day patrol officer training will be conducted. In addition, an advanced training seminar related to motor vehicle theft designed for experienced auto theft investigators should be developed and implemented. The statewide *Handbook for Auto Theft Officers* will be updated and revisions or updates distributed. Other publications and the continuation of LEADS advisories will be publicized and offered.

The Council believes training for state's attorneys should be part of the strategy. A training program will be developed and implemented to instruct prosecutors statewide in auto theft terminology, insurance terminology, insurance fraud and related crimes.

C. *Fortifying additional alliances*

Council-funded task forces and specialized prosecution activities are improving inter-agency coordination through joint investigative activities that need to be continually encouraged and supported. Task force directors should network with insurance company investigators in developing lines of communication that should lead to better and more comprehensive vehicle theft and fraud investigations.

The task force directors have formed an association that should also be encouraged and supported.

The Council is a member of the National Association of Auto Theft Prevention Authorities, an organization that provides governmental entities, criminal justice officials, insurance organizations, vehicle-related business, and other interested parties with information on the status of theft prevention initiatives.

The Council should work with vehicle manufacturers and encourage them to take measures to assist theft prevention efforts, such as innovative theft deterrent devices, accelerating the marking of essential vehicle parts with the vehicle's identification number, and other measures.

Vehicle related businesses should partner with the Council as well as each other to formulate strategies to combat vehicle theft. The automobile recycling and repair industries should continue to work together to identify and respond to problem areas of auto theft as they relate to vehicle titles, transfer, and definitions of "salvage" and "junk" vehicles.

The Council continues to support the work of the Vehicle Theft Committee of the International Association of Chiefs of Police. This committee fosters networking opportunities for states with, or those interested in starting, auto theft prevention initiatives in their areas.

The Council should support the National Insurance Crime Bureau, the International Association of Auto Theft Investigators, and the International Association of Special Investigation Units in efforts to improve anti-fraud activities between insurers and law enforcement.

3. PUBLIC AWARENESS

Through both negligence and intentional participation, the general public is significantly involved in the motor vehicle theft problem. The Council believes that although the funding of future motor vehicle theft related projects must be extremely conservative during the next four years, some form of public awareness should be undertaken.

The Council supports programs that:

1. Inform owners about the financial and social consequences of motor vehicle theft;
2. Suggest methods for preventing motor vehicle theft;
3. Encourage the general public to report motor vehicle theft and related crimes and participate with law enforcement efforts.
4. Highlight the work of multi-jurisdictional task forces, special investigative activities, and other law enforcement efforts to deter vehicle owner participation in insurance fraud and illegal activities in vehicle repair shops, salvage yards, and related businesses.

To help motorists make smarter decisions in protecting their vehicles from theft, the Council, without endorsing individual products, should promote the concept of a “layered approach to protection,” which reasons that the more layers of protection on the vehicle the more difficult it will be to steal.

4. EVALUATION AND RESEARCH

One of the Council’s duties under the Motor Vehicle Theft Prevention Act is “to conduct impact analyses of state and local criminal justice policies, programs, plans, and methods for combating” motor vehicle theft.

If available funds permit, the Council should support research aimed at identifying the various motivations for vehicle theft and the relative portion each represents of the total problem.

In addition, the internal evaluation and assessment of Council funded programs by Council staff should be continued and where appropriate, expanded upon.

5. INNOVATIVE PROGRAMS

The Council understands that this strategy outlines types of programs deemed eligible for funding, but acknowledges that other programs not specifically mentioned may be eligible for funding. The Council also encourages the development and implementation of creative and innovative approaches to dealing with the motor vehicle theft problem in the state. Such proposed programs would be examined by the Council to determine their merit, and, if available funds permit, considered for funding if they meet the criteria set forth in the Motor Vehicle Theft Prevention Act and the rules and guidelines adopted by the Council.

What programs have been funded by the Council that address the vehicle theft problem

Since its inception, the Council has awarded approximately \$109 million for vehicle theft programs in Illinois. About 90 percent of all the funds awarded have gone to the law enforcement to increase investigation and prosecution of vehicle theft, insurance fraud, and related crimes.

What types of costs are covered by trust funds?

The first grants made by the Council in 1992 included significant one-time “start-up” costs associated with equipment and other items initially needed to implement programs. The programs funded for 2010 consist almost exclusively of personnel costs.

The following breakdown of costs for 1992-2010 programs show the overwhelming percentage used for staffing costs:

- **Personnel**- salaries, fringe benefits, and overtime - 78%
- **Contractual** - ongoing costs such as utilities, leases, telecommunications, vehicle operating expenses, “official advance funds”, etc. - 12%

- **Commodities/other costs** - consumable office supplies, evidence kits, etc. - 2%
- **Equipment** - items such as personal computers, radios, etc. - 7%
- **Travel** - costs of training, conferences, seminars, witness/suspect transportation, etc. - 1%

**Figure 6:
Program Expenditure
Category Percentages, 1992-2010**

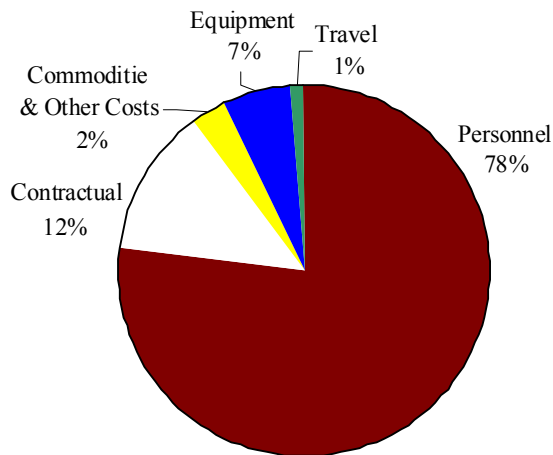


Figure 6 illustrates how the vast majority of the Council’s funds are used to support the people who make the programs work.

The Council’s grant programs currently support a total of 104 persons. This number includes:

- 72 investigators and auditors that perform sworn and civilian investigative functions.
- 15 assistant state’s attorneys prosecuting motor vehicle theft and insurance fraud cases.
- 13 support personnel including data input operators, clerical support, and others.
- 4 technical and professional positions including intelligence analysts and fiscal clerks.

Are local matching funds required?

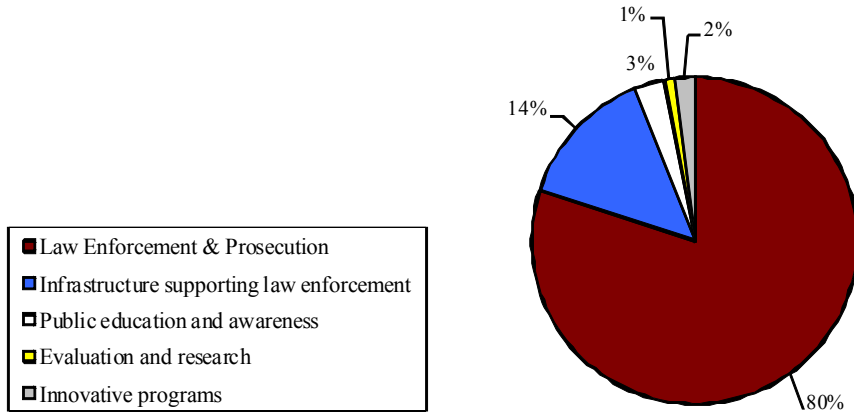
Most all funded programs also involve considerable “matching” from participating agencies. For example, in terms of the task forces, local agencies are reimbursed for officers assigned at an “*entry level*” salary as opposed to their actual salary.

The Illinois State Police and the Secretary of State Department of Police assigned seven task force directors and 20 other personnel to their programs without requesting funding. Similarly, the National Insurance Crime Bureau is not compensated for their personnel assigned to the programs.

Many agencies have also contributed office space and furnishings, surveillance equipment and vehicles, radios, and consumable supplies, even if they did not contribute personnel to the program. Programs funded by the Council are therefore truly cooperative ventures.

The majority of awarded funds have gone into the law enforcement programs that increase investigations and prosecutions of vehicle theft-related crimes. The Council’s funding strategy since 1992 is depicted in *Figure 7*.

**Figure 7:
Funding awarded in targeted program areas
1992-2010**



Areas of greatest need

Motor vehicle theft data continues to indicate that the top seven metropolitan areas of volume of motor vehicle theft, are:

1. Greater Chicago Metropolitan Area including Cook, DuPage, Kane, McHenry, and Lake counties.
2. Greater Joliet Metropolitan Area including Will, Grundy, and Kankakee counties.
3. Greater East St. Louis Metropolitan Area including St. Clair and Madison counties.
4. Greater Rockford Metropolitan Area including Winnebago and Boone counties.
5. Greater Peoria Metropolitan Area including Peoria, Tazewell, and Woodford counties.
6. Greater DuPage and Kane County Areas.
7. Greater Sangamon County Areas.

The Council has determined that an effective statewide strategy must include involve efforts in the areas of the state where the problem is most prevalent. Public hearing testimony and data analysis support the notion that motor vehicle theft is largely concentrated in the urban areas of the State.

The Council determines these seven areas to be the areas in greatest need of motor vehicle theft prevention program activities for 2012-2015. Motor vehicle thefts in the counties of Cook, DuPage, Lake, Will, Kankakee, and Peoria dropped in 2009 from 2000, and the Peoria and Rockford metropolitan motor vehicle thefts also dropped during that period. To the extent feasible, all programs the Council funds should have a direct impact on the theft problem in these areas.

Table 12 shows the amount of funds allocated for 2009 and 2010 and the percent change of those funds.

**Table 12:
Percent change and funds allocated for 2009 and 2010**

Program	2009	2010	% Change
Secretary of State Special Audit Teams Program	\$1,303,598	\$1,282,036	-2%
Motor Vehicle Theft Prosecution Unit	\$810,162	\$802,644	-1%
Tri-County Auto Theft Task Force	\$823,537	\$801,305	-3%
Metro East Auto Theft Task Force	\$699,228	\$874,112	25%
Kane County Auto Theft Task Force	\$390,485	\$458,048	17%
Northeast Metro Auto Theft Task Force	\$351,131	\$351,590	0%
Insurance Vehicle Expense Fund Program	\$63,590	\$63,590	0%
Motor Vehicle Theft Intelligence Clearinghouse	\$381,796	\$432,541	13%
DuPage County Auto Theft Task Force	\$433,199	\$433,199	0%
Northern Illinois Auto Theft Task Force	\$617,132	\$624,188	1%
Motor Vehicle Theft Investigation Training	\$110,641	\$110,641	0%
State and Local Auto Theft Enforcement	\$394,508	\$424,624	8%
TOTAL	\$6,379,007	\$6,658,518	4%

Conclusions

The goals of the 2012-2015 Statewide Motor Vehicle Theft Prevention Strategy are to prevent, combat, and reduce motor vehicle theft in Illinois; and to improve and support motor vehicle theft law enforcement, prosecution, and administration of motor vehicle theft laws by establishing statewide planning capabilities for, and coordination of, financial resources. The Council's staff is charged with implementing this statewide strategy through encouraging, soliciting, and assisting program development efforts which address the priorities specified herein.

Limited Motor Vehicle Theft Prevention Trust Funds do not permit every identified problem to be addressed. Therefore it is necessary to propose a strategy that can be implemented to encourage affordable programs that will show results within the life of the Trust Funds; and that will maximize the return on dollars already invested to address the problem and dollars that will be invested in the future.

Appendix A

THE ILLINOIS MOTOR VEHICLE THEFT PREVENTION ACT

(20 Illinois Compiled Statutes 4005)

4005/1 Title. This Act shall be known as the Illinois Motor Vehicle Theft Prevention Act.

4005/2 Purpose. The purpose of this Act is to prevent, combat and reduce motor vehicle theft in Illinois; to improve and support motor vehicle theft law enforcement, prosecution and administration of motor vehicle theft laws by establishing statewide planning capabilities for and coordination of financial resources.

4005/3 Definitions. As used in this Act:

- (a) "Authority" means the Illinois Criminal Justice Information Authority.
- (b) "Council" means the Illinois Motor Vehicle Theft Prevention Council, established within the Authority by this Act.
- (c) "Trust Fund" means the Motor Vehicle Theft Prevention Trust Fund.

4005/4 Motor Vehicle Theft Prevention Council - Members - Chairman - Terms - Meetings. There is hereby created within the Authority an Illinois Motor Vehicle Theft Prevention Council, which shall exercise its powers, duties and responsibilities independently of the Authority. There shall be 11 members of the Council consisting of the Secretary of State or his designee, the Director of the Department of State Police, the State's Attorney of Cook County, the Superintendent of the Chicago Police Department, and the following 7 additional members, each of whom shall be appointed by the Governor: a state's attorney of a county other than Cook, a chief executive law enforcement official from a jurisdiction other than the City of Chicago, 5 representatives of insurers authorized to write motor vehicle insurance in this State, all of whom shall be domiciled in this State.

The Governor from time to time shall designate the Chairman of the Council from the membership. All members of the Council appointed by the Governor shall serve at the discretion of the Governor for a term not to exceed 4 years. The initial appointed members of the Council shall serve from January 1, 1991 until the third Monday in January, 1995 or until their successors are appointed. The Council shall meet at least quarterly.

4005/5 Compensation of Members. Members of the Council shall serve without compensation. All members shall be reimbursed for reasonable expenses incurred in connection with their duties.

4005/6 Personnel. The Executive Director of the Authority shall employ, in accordance with the provisions of the Illinois Personnel Code, such administrative, professional, clerical, and other personnel as may be required and may organize such staff as may be appropriate to effectuate the purposes of this Act.

4005/7 Powers and Duties of Council. The Council shall have the following powers, duties and responsibilities:

- (a) To apply for, solicit, receive, establish priorities for, allocate, disburse, contract for, and spend funds that are made available to the Council from any source to effectuate the purposes of the Act;
- (b) To make grants and to provide financial support for federal and state agencies, units of local government, corporations, and neighborhood, community and business organizations to effectuate the purposes of this Act;
- (c) To assess the scope of the problem of motor vehicle theft, including particular areas of the state where the problem is greatest and to conduct impact analyses of state and local criminal justice policies, programs, plans and methods for combating the problem;
- (d) To develop and sponsor the implementation of statewide plans and strategies to combat motor vehicle theft and to improve the administration of the motor vehicle theft laws and provide an effective forum for identification of critical problems associated with motor vehicle theft;
- (e) To coordinate the development, adoption, and implementation of plans and strategies relating to interagency or intergovernmental cooperation with respect to motor vehicle theft law enforcement;
- (f) To promulgate rules and regulations necessary to ensure that appropriate agencies, units of government, private organizations and combinations thereof are included in the development and implementation of strategies or plans adopted pursuant to the Act, and to promulgate rules or regulations as may otherwise be necessary to effectuate the purposes of the Act;
- (g) To report annually, on or before April 1, 1992 to the Governor, General Assembly, and, upon request, to members of the general public on the Council's activities in the preceding year; and
- (h) To exercise any other powers that are reasonable, necessary, or convenient to fulfill its responsibilities, to carry out and to effectuate the objectives and purposes of the Council and the provisions of this Act, and to comply with the requirements of applicable federal or State laws or regulations; provided, however, that such powers shall not include the power to subpoena or arrest.

4005/8 Motor Vehicle Theft Prevention Trust Fund. (a)A special fund is created in the State Treasury known as the Motor Vehicle Theft Prevention Trust Fund, which shall be administered by the Executive Director of the Authority at the direction of the Council. All interest earned from the investment or deposit of monies accumulated in the Trust Fund shall, pursuant to Section 4.1 of the State Finance Act, be deposited in the Trust Fund.

(b)Money deposited in the Trust Fund shall not be considered general revenue of the State of Illinois.

(c)Money deposited in the Trust Fund shall be used only to enhance efforts to effectuate the purposes of this Act as determined by the Council and shall not be appropriated, loaned or in any manner transferred to the General Revenue of the State of Illinois.

(d)Prior to April 1, 1991, and prior to April 1 of each year thereafter, each insurer engaged in writing private passenger motor vehicle insurance coverages which are included in Class 2 and Class 3 of Section of the Illinois Insurance Code, as a condition of its authority to transact business in this State, may collect and shall pay into the Trust Fund an amount equal to \$1.00, or a lesser amount determined by the Council, multiplied by the insurer's total earned car years of private passenger motor vehicle insurance policies providing physical damage coverage written in this State during the preceding calendar year.

(e)Money in the Trust Fund shall be expended as follows:

(1)To pay the Authority's costs to administer the Council and the Trust Fund, but for this purpose in an amount not to exceed ten percent in any one fiscal year of the amount collected pursuant to paragraph (d) of this Section in that same fiscal year.

(2)To achieve the purposes and objectives of this Act, which may include, but not be limited to, the following:

(A)To provide financial support to law enforcement and correctional agencies, prosecutors, and the judiciary for programs designed to reduce motor vehicle theft and to improve the administration of motor vehicle theft laws.

(B)To provide financial support for federal and state agencies, units of local government, corporations and neighborhood, community or business organizations for programs designed to reduce motor vehicle theft and to improve the administration of motor vehicle theft laws.

(C)To provide financial support to conduct programs designed to inform owners of motor vehicles about the financial and social costs of motor vehicle theft and to suggest to those owners methods for preventing motor vehicle theft.

(D)To provide financial support for plans, programs, and projects designed to achieve the purposes of this Act.

(f)Insurers contributing to the Trust Fund shall have a property interest in the unexpended money in the Trust Fund, which property interest shall not be retroactively changed or extinguished by the General Assembly.

(g)In the event the Trust Fund were to be discontinued or the Council were to be dissolved by act of the General Assembly or by operation of law, then, notwithstanding the provisions of Section 5 of the State Finance Act, any balance remaining therein shall be returned to the insurers writing private passenger motor vehicle insurance in proportion to their financial contributions to the Trust Fund and any assets of the Council shall be liquidated and returned in the same manner after deduction of administrative costs.

4005/8.5 State Police Motor Vehicle Theft Prevention Trust Fund. The State Police Motor Vehicle Theft Prevention Trust Fund is created as a trust fund in the State treasury. The State Treasurer shall be the custodian of the Trust Fund. The Trust Fund is established to receive funds from the Illinois Motor Vehicle Theft Prevention Council. All interest earned from the investment or deposit of moneys accumulated in the Trust Fund shall be deposited into the Trust Fund. Moneys in the Trust Fund shall be used by the Department of State Police for motor vehicle theft prevention purposes.

(Source: P.A. 97- 116, eff. 1- 1- 12.)

4005/12 Repeal. Sections 1 through 9 and Section 11 are repealed January 1, 2016.

(Source: P.A. 97-0141, eff. 7-14-11)

Appendix B



Written Input Sought for the Illinois Motor Vehicle Theft Prevention Council's Statewide Funding Strategy

Due date: May 2, 2011

Written comment is being sought on the Illinois Motor Vehicle Theft Prevention Council's statewide motor vehicle theft prevention strategy and the programs it supports. As in past years, this input will be used to help identify and clarify issues or problem areas, effective approaches, needed legislative or regulatory remedies or any other information relevant to the vehicle theft problem in this State. The written input will culminate in the development of a revised statewide strategy for 2012 - 2015. You are invited to submit written comments.

Background

In 1990, the Illinois General Assembly took action against steadily rising auto theft rates by passing the Motor Vehicle Theft Prevention Act - legislation crafted by an association of law enforcement and insurance industry officials called the Illinois Anti-Car Theft Committee.

The Act, which took effect on January 1, 1991, established the eleven-member Council and gave it the responsibility for managing a unique cooperative venture between business and government to curb motor vehicle theft in Illinois.

The Act requires all insurance companies licensed to write private passenger motor vehicle physical damage coverages in Illinois to pay annually into a special trust fund an amount equal to \$1.00 for each earned car year of exposure for physical damage insurance coverage (comprehensive coverage) during the previous calendar year. About \$6.4 million is collected each year.

Once every four years the Council adopts a statewide motor vehicle theft prevention strategy that is derived from public input and data analyses. The strategy describes the nature and extent of the motor vehicle theft problem in Illinois, areas of greatest need, problems to be addressed, and eligible programs the Council should support. The Council grants awards to programs that are consistent with the statewide strategy.

Legislation has been introduced that would extend the Act an additional four years - through December 31, 2015.

Written Comments

A critical component of developing the strategy revolves around the fact that as program costs continue to increase, the amount of funding available for programs costs remains constant.

With this in mind, written comment is being sought on the strategy and the programs it supports. This input will be used to identify issues and/or problem areas and will be the subject of Council discussions later this year during the development of the 2012 – 2015 Motor Vehicle Theft Prevention Council's Statewide Funding Strategy.

Note: This is not a request for funding proposals. Please do not submit a grant application.

Please address the following issues in distinct sections of your comments:

Problem statement - The major problem(s) facing you or your agency with respect to motor vehicle theft in Illinois.

Data - Data that documents the nature and extent of the problem(s) identified.

Resources - The resources currently available to address the problem(s); identification of current funding sources and availability of matching funds; and an identification of existing services.

Approach - An explanation of why a particular approach to the problem(s) shows more promise than other approaches. Include a discussion of recent developments in law enforcement or other areas that affect efforts to combat motor vehicle theft.

Relation to Statewide Strategy - A discussion of the relation of the problem(s), resources, and approach identified to the Council's statewide motor vehicle theft prevention strategy.

Current Focus of Statewide Strategy

The current statewide motor vehicle theft prevention strategy is aimed at addressing the following problems:

1. The collection, analysis, accuracy, completeness and sharing of vehicle theft statistical data and criminal intelligence.
2. The traditionally fragmented and uncoordinated response of the criminal justice system to the motor vehicle theft problem.
3. Training of law enforcement, prosecutorial agencies, and others combating vehicle theft.

4. Limited law enforcement resources.
5. Motor vehicle theft enterprises in some areas of the State involve dealers of vehicles, parts, and scrap.
6. Insurance fraud.
7. The complexity of criminal prosecutions.
8. Strategies to address juvenile and habitual offenders.
9. The lack of public awareness of motor vehicle theft and the public's involvement in reduction and prevention efforts.

Geographic areas of greatest need

The Council uses data to assess the geographical areas of greatest need in terms of the nature and extent of the motor vehicle theft problem. These geographical areas are a priority when selecting programs the Council funds. The most recent data indicates that the top ten geographical areas as previously defined are: Cook, DuPage, Kane, Lake, Madison, Peoria, Sangamon, St. Clair, Will and Winnebago counties.

Eligible program areas for funding

Law enforcement - multi-jurisdictional task forces, special investigative programs, and specialized prosecution units.

The infrastructure supporting law enforcement efforts - the collection, analysis, and sharing of criminal intelligence information regarding motor vehicle theft; the development and implementation of training programs for law enforcement officers; training for state's attorneys and the judiciary; the development and implementation of training programs dealing with record keeping and theft prevention procedures aimed at vehicle related businesses and license-holders including salvage yards, rebuilders, recyclers, scrap processors, new and used car dealerships; and, building additional alliances with agencies and organizations involved in fighting vehicle theft and insurance fraud.

Public awareness - public education and prevention efforts which: inform owners about the financial and social consequences of motor vehicle theft; suggest methods for preventing such thefts; encourage the general public to report motor vehicle theft and related crimes; and highlight the work of task forces, special investigative activities and other efforts funded by the Council.

Evaluation and research - assessments of the administration and operation of funded programs as well as their impact on the motor vehicle theft problem; and,

research supporting the identification and implementation of strategies for combating vehicle theft and insurance fraud.

Innovative programs - to encourage the development and implementation of creative and innovative approaches to respond to the motor vehicle theft problem in Illinois.

The focus of current programs

Since March of 1992 (when the first grant awards were made), the Council has awarded funds to programs designed to combat motor vehicle theft in Illinois. The programs include:

- multi-jurisdictional law enforcement task forces around the State that include special prosecutors;
- a statewide auditing program focusing on vehicle and parts-related businesses, and insurance pools throughout Illinois;
- a statewide law enforcement training program;
- a statewide specialized crime analysis and intelligence gathering clearinghouse; and,
- the coordination of law enforcement agencies on the federal, state and local levels by Council funded task force units.

How trust funds are used

Trust funds have mainly been used to fund law enforcement personnel. In 2010, a total of 104 persons were supported by the Council's grant funded programs.

These personnel include:

- 74 **investigators and auditors** who perform sworn and civilian investigative functions;
- 13 **assistant state's attorneys** prosecuting motor vehicle theft and insurance fraud cases;
- 11 **support personnel** including data input operators, clerical support, and others; and,
- 6 **technical and professional positions** including intelligence analysts, social workers, intake specialist and law clerks.

Accomplishments of funded programs

Over the past 18 years Council-funded multi-jurisdictional task forces have conducted over 32,656 investigations. The work of the Council-funded task forces has resulted in approximately 15,620 arrests and 6,164 convictions. The task forces recovered about

35,784 vehicles, resulting in an estimated recovery value of \$260 million.

The Objectives of the Statewide Strategy

The objectives of the statewide strategy are:

1. To reduce the number of motor vehicles stolen in the State;
2. To increase the number of stolen motor vehicles recovered;
3. To increase the percentage of offenses for violations of motor vehicle theft laws, which result in arrests;
4. To increase the percentage of offenses for violations of motor vehicle theft laws which result in criminal prosecutions;
5. To increase the percentage of offenses for violations of motor vehicle theft laws which result in convictions and jail or prison sentences;
6. To reduce the number of fraud related motor vehicle thefts; and
7. To reduce the recidivism of motor vehicle theft offenders.

Invitation to provide verbal input

Interested parties are invited to provide verbal input at the May 18, 2011 Council meeting in Springfield, IL. The meeting will be held at the Hilton Garden Inn, 3100 South Dirksen Parkway, Springfield, IL. The meeting will begin at 9:00 am Central time.

Verbal input will be limited to five minutes per person.

Submit written comments to:

Mr. Greg Stevens, Program Director
Illinois Motor Vehicle Theft Prevention Council
300 West Adams Street, Suite 200
Chicago, Illinois 60606-3997

Or, by email at: cja.imvtpc@Illinois.gov

For further information, contact the Council at (312) 793-8550 (TDD: 312-793-4170).

Due Date: May 2, 2011

Appendix C

COUNCIL-FUNDED PROGRAMS

ILLINOIS MOTOR VEHICLE THEFT PREVENTION COUNCIL	
SUMMARY OF CURRENT PROGRAM	
PROGRAM NAME	SOS Police Special Audit Teams
IMPLEMENTING ENTITY	Illinois Secretary of State, Department of Police
MOST RECENT AWARD AGREEMENT NUMBER	MV #11-001
IMPLEMENTATION DATE	September 1, 1992
END DATE	December 31, 2011
TOTAL FUNDS AWARDED TO DATE	\$23,904,635
GEOGRAPHIC AREA TARGETED	Statewide
STAFF SUPPORTED BY PROGRAM	Twelve (12) Secretary of State, Department of Police inspectors, one (1) clerk, two(2) auditor supervisors and one (1) administrator.
PROGRAM SUMMARY	
<p>The program was focused on the marketplace for stolen vehicles and parts – licensed salvage yards, rebuilders, repairers, and scrap processors. It involved an intensive audit program for compliance with regulations which govern these licensee’s record keeping concerning vehicle and vehicle part transactions.</p> <p>The audits are aimed at: (a) reducing the number of stolen vehicles disposed through salvage yards, rebuilders, repairers, and scrap processors; (b) reducing the number of stolen and contraband essential vehicle parts sold to and through these businesses; (c) eliminating “chop shop,” “retagging,” and other organized theft operations operating in the State; and, (d) tracking the flow of salvage vehicle titles and force the conversion of these titles to junking certificates when appropriate.</p>	
PROGRESS SUMMARY	
<p>In 2010, the teams performed 2,893 audits involving 33,478 vehicles and 4,226 essential vehicle parts. The team recovered 83 stolen vehicles for a total estimated value of \$422,189. There were 410 violation letters issued which resulted in 791 charges. Their enforcement actions resulted in seven arrests and 72 contraband vehicles identified worth an estimated value of \$756,368.</p>	

ILLINOIS MOTOR VEHICLE THEFT PREVENTION COUNCIL

SUMMARY OF CURRENT PROGRAM

PROGRAM NAME	Motor Vehicle Theft Prosecutions Unit
IMPLEMENTING ENTITY	Office of the State's Attorney of Cook County
MOST RECENT AWARD AGREEMENT NUMBER	MV #11-004
IMPLEMENTATION DATE	August 23, 1992
END DATE	December 31, 2011
TOTAL FUNDS AWARDED TO DATE	\$11,995,844
GEOGRAPHIC AREA TARGETED	Cook County
STAFF SUPPORTED BY PROGRAM	Four (4) Cook County assistant state's attorneys, two (2) state's attorney investigators, and one (1) administrative assistant.

PROGRAM SUMMARY

The Cook County State's Attorney's Motor Vehicle Theft and Insurance Fraud Prosecutions Unit was established in 1993 to conduct long-term and sophisticated investigations involving various auto theft and insurance fraud related schemes. These schemes involve violent and non-violent crimes. Prosecutors assigned to this Unit vertically prosecute individuals who are charged with these offenses. The primary objectives of the program are to: 1) aggressively pursue criminals involved in motor vehicle theft crimes and vehicle-related crimes; 2) increase the percentage of motor vehicle theft offenses that ultimately result in criminal prosecutions; 3) obtain restitution for victims, including insurers, when possible, and 4) maintain a high level of convictions.

PROGRESS SUMMARY

The Cook County Motor Vehicle Theft Prosecution Unit accepted 104 of the 110 cases referred for prosecution, resulting in 96 convictions. The unit also obtained \$16,156 in restitution for victims in 2009.

ILLINOIS MOTOR VEHICLE THEFT PREVENTION COUNCIL

SUMMARY OF CURRENT PROGRAM

PROGRAM NAME	Northern Illinois Auto Theft Task Force
IMPLEMENTING ENTITY	County of Winnebago on behalf of the Sheriff's Department
MOST RECENT AWARD AGREEMENT NUMBER	MV #11-025
IMPLEMENTATION DATE	November 1, 1993
END DATE	December 31, 2011
TOTAL FUNDS AWARDED TO DATE	\$8,350,821
GEOGRAPHIC AREA TARGETED	Winnebago and Boone Counties
STAFF SUPPORTED BY PROGRAM	One (1) Illinois state police master sergeant, one (1) Cherry Valley police officer, one (1) Belvidere police officer, one (1) Rockford police officer, one (1) Winnebago County sheriff's department officer, one (1) Boone County sheriff's department officer, two (2) Winnebago state's attorney investigators, one (1) Winnebago assistant state's attorney, one (1) Boone County assistant state's attorney, and one (1) secretary.

PROGRAM SUMMARY

This multi-jurisdictional auto theft task force conducts investigations, gathers intelligence, processes recovered stolen vehicles, apprehends offenders and shares information with all pertinent law enforcement agencies.

The taskforce activities result in a reduction of auto thefts and related crimes in Northern Illinois area thereby benefiting all law enforcement agencies in the geographical area regardless of their participation.

PROGRESS SUMMARY

The Northern Illinois Auto Theft Task Force continues to assist all local police departments and Illinois State Police District 16 in recovering and processing stolen vehicles. NIATTF covers Winnebago and Boone counties. In 2010, NIATTF launched 196 investigations resulting in 65 arrests. The task force referred 72 cases for prosecution that led to 12 convictions. The unit recovered 187 vehicles worth an estimated \$1.53 million.

ILLINOIS MOTOR VEHICLE THEFT PREVENTION COUNCIL

SUMMARY OF CURRENT PROGRAM

PROGRAM NAME	DuPage County Auto Theft Task Force
IMPLEMENTING ENTITY	County of DuPage, Sheriff's Police Department
MOST RECENT AWARD AGREEMENT NUMBER	MV #11-021
IMPLEMENTATION DATE	August 2, 1992
END DATE	December 31, 2011
TOTAL FUNDS AWARDED TO DATE	\$7,512,865
GEOGRAPHIC AREA TARGETED	DuPage County
STAFF SUPPORTED BY PROGRAM	One (1) Illinois state police sergeant, one (1) DuPage sheriff's officer, one (1) DuPage state's attorney investigator, one (1) Carol Stream police officer, one (1) Warrenville police officer, one (1) DuPage assistant state's attorney, and one (1) DuPage sheriff's office secretary.
PROGRAM SUMMARY	
DuPage BATTLE is a multi-jurisdictional law enforcement task force, which has the goal of identifying and combating vehicle theft and fraud activities in DuPage County, along with increasing the overall awareness of vehicle theft and the vehicle theft prevention program	
PROGRESS SUMMARY	
In 2010, BATTLE conducted 165 investigations resulting in 56 arrests. The task force referred 57 cases for prosecution that led to seven convictions. BATTLE also recovered 97 stolen vehicles worth an estimated \$1.37million.	

ILLINOIS MOTOR VEHICLE THEFT PREVENTION COUNCIL

SUMMARY OF CURRENT PROGRAM

PROGRAM NAME	Northeast Metro Auto Theft Task Force (NEMAT)
IMPLEMENTING ENTITY	Illinois State Police
MOST RECENT AWARD AGREEMENT NUMBER	MV #11-012
IMPLEMENTATION DATE	November 1, 1992
END DATE	December 31, 2011
TOTAL FUNDS AWARDED TO DATE	\$10,616,691
GEOGRAPHIC AREA TARGETED	South suburban Cook County
STAFF SUPPORTED BY PROGRAM	One (1) Illinois state police master sergeant, one (1) Illinois state police sergeant, two (2) Chicago police detectives, one (1) Cook state's attorney investigator, one (1) Cook County sheriff's officer, one (1) Cicero police officer, one (1) National Insurance Crime Bureau investigator, and two (2) clerks.

PROGRAM SUMMARY

NEMAT is the only law enforcement entity in western and southern Cook County and the City of Chicago that is dedicated to combating auto theft and insurance fraud. As a result, local and federal agencies rely on the unit's expertise to provide assistance and to conduct investigations in their respective jurisdictions. In order to effectively combat auto theft and insurance fraud with the limited staffing resources available, the task force utilizes a variety of traditional law enforcement strategies and tactics. The NEMAT unit employs confidential informants to initiate proactive investigations, provides investigative assistance to local and state and federal agencies and provides hands on and investigative training to local law enforcement agencies.

PROGRESS SUMMARY

In 2010, NEMAT conducted 99 investigations resulting in 27 arrests. The task force referred 26 cases for prosecution that led to six convictions. The unit recovered 175 stolen vehicles worth an estimated \$1.45 million

ILLINOIS MOTOR VEHICLE THEFT PREVENTION COUNCIL

SUMMARY OF CURRENT PROGRAM

PROGRAM NAME	Kane County Auto Theft Task Force
IMPLEMENTING ENTITY	City of Elgin
MOST RECENT AWARD AGREEMENT NUMBER	MV #11-011
IMPLEMENTATION DATE	August 24, 1992
END DATE	December 31, 2011
TOTAL FUNDS AWARDED TO DATE	\$6,989,820
GEOGRAPHIC AREA TARGETED	Kane County
STAFF SUPPORTED BY PROGRAM	One (1) Maywood police investigator, two (2) Hoffman Estates police investigators, one (1) Round Lake Park police officer, one (1) Illinois state police master sergeant, one (1) Kane County assistant state's attorney, and one (1) investigative support personnel.

PROGRAM SUMMARY

The Kane-Cook Auto Theft Task Force (KCAT) purpose is to combat auto theft by bringing together the expertise and unique resources of each of the participating agencies, thereby maximizing the investigative and prosecutorial efforts that can be directed at the auto theft and auto insurance fraud problem within the KCAT service area. KCAT's mission is to provide service throughout the northern and far western portions of the Chicago Metropolitan area. This service area extends through the counties of Kane, Lake, McHenry and the northwestern corner of Cook. The unit's central activities include intelligence gathering, surveillance, and monitoring areas prone to vehicle thefts

PROGRESS SUMMARY

In 2010, KCAT initiated 130 investigations that resulted in 41 arrests, 57 prosecutions and 31 convictions. KCAT also recovered 182 vehicles worth \$3.39 million

ILLINOIS MOTOR VEHICLE THEFT PREVENTION COUNCIL

SUMMARY OF CURRENT PROGRAM

PROGRAM NAME	Metro East Auto Theft Task Force
IMPLEMENTING ENTITY	City of Belleville on behalf of the Police Department
MOST RECENT AWARD AGREEMENT NUMBER	MV #0711-010
IMPLEMENTATION DATE	September 1, 1992
END DATE	December 31, 2011
TOTAL FUNDS AWARDED TO DATE	\$12,172,762
GEOGRAPHIC AREA TARGETED	Madison and St. Clair Counties
STAFF SUPPORTED BY PROGRAM	One (1) Belleville police officer, one (1) Cahokia police officer, one (1) East St. Louis police officer, one (1) Collinsville police officer, one (1) Glen Carbon police officer, one (1) Illinois state police officer, one (1) Madison County sheriff's officer, one (1) Illinois Secretary of State police investigator, one (1) St. Clair County sheriff's officer, one (1) S.I.U. Edwards police officer, one (1) Madison County assistant state's attorney, one (1) St. Clair County assistant state's attorney, one (1) administrative assistant, and (1) fiscal officer (part-time).

PROGRAM SUMMARY

Since the inception of the Metro East Auto Theft Task Force, August 1992, the continued objectives of this program are to provide law enforcement agencies within Madison and St. Clair Counties with the capability of identifying suspects, conducting surveillance of and apprehending persons who are involved in automobile thefts and related crimes, also to provide a means of training officers of law enforcement agencies in the techniques of automobile theft investigations.

PROGRESS SUMMARY

In 2010, MEATTF conducted 551 investigations resulting in 168 arrests. The task force referred 309 cases for prosecution that led to 72 convictions. The unit recovered 418 vehicles worth an estimated \$3.21 million

ILLINOIS MOTOR VEHICLE THEFT PREVENTION COUNCIL

SUMMARY OF CURRENT PROGRAM

PROGRAM NAME	Tri-County Auto Theft Task Force
IMPLEMENTING ENTITY	City of Joliet on behalf of the Police Department
MOST RECENT AWARD AGREEMENT NUMBER	MV #11-008
IMPLEMENTATION DATE	September 1, 1992
END DATE	December 31, 2011
TOTAL FUNDS AWARDED TO DATE	\$13,631,476
GEOGRAPHIC AREA TARGETED	Will, Kankakee, and Grundy Counties
STAFF SUPPORTED BY PROGRAM	One (1) Illinois state police master sergeant, two (2) Joliet police officers, one (1) Grundy County deputy, one (1) Will County deputy, one (1) Lemont police officer, one (1) Romeoville police officer, one (1) Bolingbrook police officer, two (2) Kankakee County deputies, one (1) Kankakee police officer, one (1) secretary, one (1) Will County assistant state's attorney, one (1) Kankakee County assistant state's attorney and one (1) National Insurance Crime Bureau agent.

PROGRAM SUMMARY

Task force officers focus their investigative efforts on career vehicle thieves, street gang members involved in vehicle theft, insurance fraud, chop shops, and illegal activities of salvage yards and vehicle repair shops. Objectives of the task force are to reduce the incidence of motor vehicle thefts in the Tri-County area, identify and recover stolen vehicles, investigate incidents of insurance fraud and to arrest and aggressively pursue prosecution of those involved in committing violations of the Illinois Motor Vehicle Theft Prevention Act and any other contributing crimes.

PROGRESS SUMMARY

In 2010, the task force conducted 153 investigations resulting in 71 arrests. The task force referred 92 cases for prosecution. The unit recovered 180 vehicles worth an estimated \$2.31 million.

ILLINOIS MOTOR VEHICLE THEFT PREVENTION COUNCIL

SUMMARY OF CURRENT PROGRAM

PROGRAM NAME	State and Local Auto Theft Enforcement Task Force
IMPLEMENTING ENTITY	City of Peoria on behalf of the Peoria Police Department
MOST RECENT AWARD AGREEMENT NUMBER	MV #11-040
IMPLEMENTATION DATE	January 1, 2000
END DATE	December 31, 2011
TOTAL FUNDS AWARDED TO DATE	\$3,490,310
GEOGRAPHIC AREA TARGETED	Peoria County
STAFF SUPPORTED BY PROGRAM	One (1) Illinois state police master sergeant, one (1) Illinois state police special agent, two (2) Peoria County deputies, two (2) Peoria City police officers, one (1) Peoria County assistant state's attorney, and one (1) office assistant..

PROGRAM SUMMARY

The State and Local Auto Theft Enforcement Task Force, or SLATE, operates in Peoria County. Thefts in Peoria County include thefts by juvenile gang members, drug trades, re-tagging operations and for the purpose of insurance fraud.

The task force continues to work established partnerships within the law enforcement community. This coordination and joint effort helps all of the participating agencies target street gangs that are responsible for the majority of auto thefts in the Peoria area.

Officers also provide public education forums to instruct individuals on how to prevent motor vehicle theft. Information about motor vehicle thefts and suspected offenders is compiled and maintained on a computer network that other local agencies can share.

PROGRESS SUMMARY

During 2010, SLATE conducted 162 investigations resulting in 57 arrests. SLATE referred 69 of these cases for prosecution which led to 12 convictions. In addition, the task force recovered 158 vehicles worth an estimated \$1.45 million.

ILLINOIS MOTOR VEHICLE THEFT PREVENTION COUNCIL

SUMMARY OF CURRENT PROGRAM

PROGRAM NAME	Motor Vehicle Theft Intelligence Clearinghouse
IMPLEMENTING ENTITY	Illinois State Police
MOST RECENT AWARD AGREEMENT NUMBER	MV #11-019
IMPLEMENTATION DATE	July 1, 1992
END DATE	December 31, 2011
TOTAL FUNDS AWARDED TO DATE	\$5,470.807
GEOGRAPHIC AREA TARGETED	Statewide
STAFF SUPPORTED BY PROGRAM	Two (2) Illinois state police Criminal Intelligence Analysts II, one (1) Illinois state police analyst specialist, and one (1) Illinois state police office assistant.

PROGRAM AND PROGRESS SUMMARY

The Motor Vehicle Theft Intelligence Clearinghouse (MVTIC) was created in 1992 to provide a statewide intelligence and analytical component in support of the mission of the Motor Vehicle Theft Prevention Council (MVTPC). Utilizing both traditional and technologically advanced intelligence resources and tools, the MVTIC directly supports the efforts of the motor vehicle theft task forces and the entire Illinois law enforcement community.

The MVTIC provides unique services to assist in the reduction of motor vehicle theft, the recovery of stolen vehicles and the apprehension of offenders. The MVTIC provides direct tactical analysis and investigative assistance to the motor vehicle theft task forces and other law enforcement agencies across the state of Illinois. In addition, the MVTIC is able to support strategic planning efforts of the Motor Vehicle Theft Prevention Council and criminal justice agencies through the analysis of statewide motor vehicle theft data that is collectively unavailable from any other source. These services allow the Motor Vehicle Theft Prevention Council to gauge the effectiveness of funded programs and program focus.

PROGRESS SUMMARY

The Clearinghouse processed 489 requests for case assistance in 2010. Intelligence alerts, geographic maps, intelligence summaries, statistical estimates, analytical charts, and presentations were developed in response to requests received.

ILLINOIS MOTOR VEHICLE THEFT PREVENTION COUNCIL

SUMMARY OF CURRENT PROGRAM

PROGRAM NAME	Motor Vehicle Theft Training Program
IMPLEMENTING ENTITY	Illinois State Police, Training Academy
MOST RECENT AWARD AGREEMENT NUMBER	MV #11-036
IMPLEMENTATION DATE	September 1, 1996
END DATE	December 31, 2011
TOTAL FUNDS AWARDED TO DATE	\$1,182,113
GEOGRAPHIC AREA TARGETED	Statewide
STAFF SUPPORTED BY PROGRAM	One (1) Illinois state police commander, one (1) Illinois state police lieutenant, one (1) Illinois state police sergeant, one (1) administrative clerk, and one (1) fiscal clerk.

PROGRAM SUMMARY

The Motor Vehicle Theft Investigation Training Program is administered by the Illinois State Police. The goal of the program is to increase awareness and understanding of motor vehicle theft in the law enforcement community and the insurance industry in Illinois. The program offers classes for investigators, patrol officers, and insurance industry officials. The training classes cover important characteristics of vehicle theft cases and investigation techniques specific to vehicle theft-related cases.

PROGRESS SUMMARY

In 2010, 19 training sessions were conducted totaling 256 hours of instruction presented to 609 local, county, state, and motor vehicle theft prevention task force and insurance investigators at 12 locations.

ILLINOIS MOTOR VEHICLE THEFT PREVENTION COUNCIL

SUMMARY OF CURRENT PROGRAM

PROGRAM NAME	Insurance Vehicle Expense Fund
IMPLEMENTING ENTITY	National Insurance Crime Bureau
MOST RECENT AWARD AGREEMENT NUMBER	MV #11-016
IMPLEMENTATION DATE	November 1, 1992
END DATE	December 31, 2011
TOTAL FUNDS AWARDED TO DATE	\$928,020
GEOGRAPHIC AREA TARGETED	Statewide
STAFF SUPPORTED BY PROGRAM	One (1) ICJIA contractual specialist is assigned and supported by this program.

PROGRAM AND PROGRESS SUMMARY

Insurance companies loan vehicles for use by Council-funded programs. In 2010, insurance companies loaned 54 vehicles. Most of these vehicles were recovered stolen vehicles obtained from insurance salvage pools in the Chicago metropolitan area. Program funds are used to repair these vehicles and obtain required Illinois titles and license plates. The Council, through the National Insurance Crime Bureau, has designated trust funds for repairing or purchasing parts for these vehicles to make them safe for operation. Task force officers are assigned these vehicles for surveillance and undercover activities.

Appendix D

21st Century Insurance
Acuity, A Mutual Insurance Company
Addison Insurance Company
Affirmative Insurance Company
AIG Centennial Insurance Company
AIG National Insurance Company, Inc.
AIG Premier Insurance Company
AIG Preferred Insurance Co.
Allied Property & Casualty Insurance Co.
Allmerica Financial Alliance Insurance Co.
Allmerica Financial Benefit Insurance Co.
Allstate Fire & Casualty Insurance Company
Allstate Indemnity Company
Allstate Insurance Company
Allstate Property & Casualty Insurance Co.
Alpha Property & Casualty Insurance Co.
AMCO Insurance Company
American Access Casualty Company
American Bankers Insurance Co. of Florida
American Family Mutual Insurance Company
American Fire & Casualty Company
American Freedom Insurance Company
American Heartland Insurance Company
American Home Assurance Company
American International Insurance Company
American Modern Home Insurance Company
American National General Insurance Co.
American National Property & Casualty Co.
American Reliable Insurance Company
American Select Insurance Company
American Service Insurance Company, Inc.
American Standard Insurance of Wisconsin
Amica Mutual Insurance Company
Apollo Casualty Company
Armed Forces Insurance Exchange
Associated Indemnity Corporation
Auto Club Family Insurance Company
Automobile Club Inter-Insurance Exchange
Auto-Owners Insurance Company
Badger Mutual Insurance Company
Bankers Standard Insurance Company
Bristol West Insurance Company
California Casualty Gen. Insurance of Oregon
Capitol Indemnity Corporation
Centennial Insurance Company
Central Mutual Insurance Company
Charter Indemnity Company
Charter Oak Fire Insurance Company
Chartis Casualty Company
Chartis Property Casualty Company
Chubb Indemnity Insurance Company
Chubb National Insurance Company
Cincinnati Insurance Company
Citizens Insurance Company of America
Citizens Insurance Company of Illinois
Columbia Mutual Insurance Company
Constitutional Casualty Company
Country Casualty Insurance Company
Country Mutual Insurance Company
Country Preferred Insurance Company
Cumis Insurance Society, Inc.
Dairyland Insurance Company
Deerbrook Insurance Company
Delphi Casualty Company
Depositors Insurance Company
Economy Fire & Casualty Company
Economy Premier Assurance Company
Electric Insurance Company
EMC Property & Casualty Company
Emcasco Insurance Company
Employers Mutual Casualty Company
Encompass Home and Auto Insurance co.
Encompass Insurance Company of America
Encompass Property & Casualty Company
Erie Insurance Company
Erie Insurance Exchange
Essentia Insurance Company
Esurance Insurance Company
Farmers Automobile Insurance Association
Farmers Union Co-Operative Company, Inc.
Federal Insurance Company
Fidelity National Property & Casualty Ins.
Financial Indemnity Company
Fireman's Fund Insurance Company
First Acceptance Insurance Company, Inc.
First Chicago Insurance Company
First Liberty Insurance Company
Florists' Mutual Insurance Company
Foremost Insurance Company
Founders Insurance Company
Garrison Property & Casualty Insurance Co.
Geico Casualty Company
Geico General Insurance Company
Geico Indemnity Company
General Casualty Company of Illinois
General Casualty Company of Wisconsin
GMAC Insurance Company Online, Inc.
Goodville Mutual Casualty Company
Government Employees Insurance Company
Grange Indemnity Insurance Company
Grange Mutual Casualty Company
Great Northern Insurance Company
Grinnell Mutual Reinsurance Company
Grinnell Select Insurance Company
GuideOne America Insurance Company
GuideOne Elite Insurance Company
GuideOne Mutual Insurance Company
Hallmark Insurance Company
Hanover Insurance Company
Harleysville Lake States Insurance Company
Hartford Accident & Indemnity Company
Hartford Casualty Insurance Company
Hartford Fire Insurance Company
Hartford Insurance Company of Illinois
Hartford Insurance Company of the Midwest
Hartford Underwriters Insurance Company
Hastings Mutual Insurance Company
Horace Mann Insurance Company
Horace Mann Property & Casualty Insurance
Houston General Insurance Exchange
IDS Property Casualty Insurance Company
Illinois Emcasco Insurance Company
Illinois Farmers Insurance Company
Illinois National Insurance Company
IMT Insurance Company
Indiana Insurance Company
Infinity Assurance Insurance Company
Infinity Casualty Insurance Company
Infinity Insurance Company
Infinity Standard Insurance Company
Insurance Company of the State of PA
Insurance Property & Casualty Company
Interstate Bankers Casualty Company
Integon National Insurance Company
Iowa Mutual Insurance Company
Kemper Independence Insurance Company
Liberty Insurance Company
Liberty Mutual Fire Insurance Company
Madison Mutual Insurance Company
Massachusetts Bay Insurance Company
Member Select Insurance Company
Mendakota Insurance Company
Merastar Insurance Company
Mercury Insurance Company of Illinois
Meridian Security Insurance Company
Metropolitan Casualty Insurance Company
Metropolitan General Insurance Company
Metropolitan Group Property & Casualty
Metropolitan Property & Casualty
Company
MIC General Insurance Company
Michigan Millers Mutual Insurance
Company
Mid-Century Insurance Company
Middlesex Insurance Company
Midwest Family Mutual Insurance Co.
Millers Classified Insurance Company
Millers Mutual Insurance Association
National General Assurance Company
National General Insurance Company
National Heritage Insurance Company
National Interstate Insurance Company
National Surety Corporation
National Union Fire Insurance of Pittsburgh
National Agribusiness Insurance Company
Nationwide Assurance Company
Nationwide Insurance Company of America
Nationwide Mutual Fire Insurance
Company
Nationwide Mutual Insurance Company
NIPPONKOA Insurance Company, Limited
Northbrook Indemnity Insurance Company
Ohio Casualty Insurance Company
Ohio Security Insurance Company
Omni Indemnity Company
Owners Insurance Company
Pacific Indemnity Company
Pekin Insurance Company
Pennsylvania General Insurance Company
Pharmacists Mutual Insurance Company
Philadelphia Indemnity Insurance Company
Phoenix Insurance Company
Progressive Direct Insurance Company

Progressive Northern Insurance Company
Progressive Universal Insur. Co. of Illinois
Property & Casualty Insurance of Hartford
Regent Insurance Company
Response Insurance Company
Response Worldwide Direct Auto Ins. Co.
Rockford Mutual Insurance Company
Safe Auto Insurance Company
Safeco Insurance Company of Illinois
Safeway Insurance Company
Sagamore Insurance Company
Selective Insurance Co. of South Carolina
Selective Insurance Co. of the Southeast
Sentinel Insurance Company
Sentry Insurance a Mutual Company
Shelter General Insurance Company
Shelter Mutual Insurance Company
Springfield Fire & Casualty Company
Standard Mutual Insurance Company
Star Insurance Company
State Auto National Insurance Company
State Auto Property & Casualty Insurance
State Automobile Mutual Insurance Co.
State Farm Fire and Casualty Company
State Farm Mutual Automobile Insurance Co.
Teachers Insurance Company
Tokio Marine & Fire Insurance Company
TravCo Insurance Company
Travelers Casualty Insurance Co. of America
Travelers Casualty Company of Connecticut
Travelers Commercial Insurance Company
Travelers Home & Marine Insurance Co.
Travelers Indemnity Company
Travelers Indemnity Company of America
Travelers Indemnity Company of CT
Travelers Personal Insurance Company
Travelers Property Casualty Co. of America
Travelers Property Casualty Insurance Co.
Trumbull Insurance Company
Trustgard Insurance Company
Twin City Fire Insurance Company

United Automobile Insurance Company
United Equitable Insurance Company
United Fire & Casualty Company
United Services Automobile Association
Unitrin Auto & Home Insurance Company
Unitrin Direct Insurance Company
Unitrin Direct Property & Casualty Co.
Unitrin Preferred Insurance Company
Universal Casualty Company
USAA Casualty Insurance Company
USAA General Indemnity Company
Victoria Fire and Casualty Company
Victoria Select Insurance Company
Vigilant Insurance Company
Viking Insurance Company of Wisconsin
Virginia Surety Company Inc.
Wadena Insurance Company
Warner Insurance Company
West American Insurance Company
Westco Insurance Company
West Bend Mutual Insurance Company
Westfield Insurance Company
Westfield National Insurance Company
Yosemite Insurance Company
Young America Insurance Company