

City of San Marcos Taskforce Grant Application for Fiscal Year 2025

**The Application was submitted by Stan Standridge at 7/31/2024 10:58:09 AM and is now locked.
The confirmation Number is 2024073100312.**

Primary Agency / Grantee Legal Name: *City of San Marcos*
Organization Type: *Law Enforcement*
Organization ORI (if applicable): *TX1050100: SAN MARCOS PD*

Program Title Please enter a short description of the proposed program that can be used as the title.
San Marcos Police Department Auto Crimes Unit

Application Category (See **Request for Applications [RFA]** for category details and descriptions RFA Priority Funding Section):
New Grant - 2025 is the first year of the MVCPA Taskforce Grants. All 2025 grant applicants use the new grant category.

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

Taskforce Grant Participation and Coverage Area

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

The purpose of the grant would be to stand up an Auto Crimes Unit at the San Marcos Police Department with the coverage area being our city boundaries. SMPD enjoys a good working relationship with the agencies within our CAPCOG region as well as those south of us and anticipate working with other agencies as the unit learns and grows.

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

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

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

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

Participating Agencies	Coverage Agencies
TX1050100 SAN MARCOS PD	

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

Grant Budget Form

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

Budget Entry Option:

Enter Total and let system calculate MVCPA Funds and Cash Match, Match Percentage: 20%

Budget Category	MVCPA Expenditures	Cash Match Expenditures	Total Expenditures	In-Kind Match
Personnel	\$57,254	\$11,451	\$68,705	
Fringe	\$26,853	\$5,371	\$32,224	
Overtime	\$4,167	\$833	\$5,000	
Professional and Contract Services				
Travel	\$4,167	\$834	\$5,001	
Equipment	\$59,960	\$11,993	\$71,953	
Supplies and Direct Operating Expenses (DOE)	\$25,000	\$5,000	\$30,000	
Total	\$177,401	\$35,482	\$212,883	
Cash Match Percentage		20.00%		

Description	Subcategory	Pct Time	MVCPA Funds	Cash Match	Total	In-Kind Match
Personnel						
Officer/detective	Investigator/LEO	100	\$57,254	\$11,451	\$68,705	
Total Personnel		100	\$57,254	\$11,451	\$68,705	
Fringe						
Officer/detective	Investigator/LEO		\$26,853	\$5,371	\$32,224	
Total Fringe			\$26,853	\$5,371	\$32,224	
Overtime						
Officer/detective	Investigator/LEO		\$4,167	\$833	\$5,000	
Total Overtime			\$4,167	\$833	\$5,000	
Professional and Contract Services						
Total Professional and Contract Services						
Travel						
Training	Training In-State		\$2,263	\$453	\$2,716	
Training	Training Out-of-State		\$1,033	\$207	\$1,240	
Training	Training In-State		\$871	\$174	\$1,045	
Total Travel			\$4,167	\$834	\$5,001	
Equipment						
Laptop Computer			\$2,000	\$400	\$2,400	
Monitors			\$833	\$167	\$1,000	
(4) LPR cameras - fixed / 3 lane coverage			\$16,667	\$3,333	\$20,000	
(5) LPR cameras - fixed / 2 lane coverage			\$12,500	\$2,500	\$15,000	
Glass etching kit			\$833	\$167	\$1,000	
VPN			\$110	\$22	\$132	
Virtual Access			\$101	\$20	\$121	

Description	Subcategory	Pct Time	MVCPA Funds	Cash Match	Total	In-Kind Match
Cellular and Data Service			\$833	\$167	\$1,000	
Software and peripherals			\$500	\$100	\$600	
LPR installation/implementation costs			\$15,000	\$3,000	\$18,000	
Officer equipment			\$10,583	\$2,117	\$12,700	
Total Equipment			\$59,960	\$11,993	\$71,953	
Supplies and Direct Operating Expenses (DOE)						
Leased vehicle - investigator (1)			\$15,000	\$3,000	\$18,000	
Police vehicle equipment and install (1)			\$3,333	\$667	\$4,000	
Office supplies			\$1,667	\$333	\$2,000	
Registration Fees - Training			\$833	\$167	\$1,000	
Motor Vehicle Fuel			\$4,167	\$833	\$5,000	
Total Supplies and Direct Operating Expenses (DOE)			\$25,000	\$5,000	\$30,000	

Budget Narrative

A. Personnel

Narrative: PROPOSED AMOUNT: \$68,704.92 for an officer/detective. The establishing of an Auto Crimes Unit within the Criminal Investigations Division will consist of one officer/detective with the responsibility of investigating all crime related to automobile theft and burglary. The Auto Crimes Unit will devote a minimum of 40 hours per week to the investigation and prevention of motor vehicle related crimes. This will be accomplished through investigation, apprehension, public education, and inspections. The Auto Crimes Unit will also conduct proactive investigations such as bait operations. The Auto Crimes Unit devotes 100% of its resources to the goals of the MVCPA and all funding received from the MVCPA will be used to enhance and improve our ability to combat motor vehicle crimes as stated in the goals of this program. The grant will fund 80% of the officer/detectives salary. Personnel cost include salary, certification pay, and longevity pay. Officer/Detective: Salary - \$68,704.92, Certification - \$1,200, and Longevity pay \$192, Total of \$55,467 at 100% MVCPA funds.

B. Fringe

PROPOSED AMOUNT: \$32,222.58 The cost for the additional benefits given to city employees is currently; Health - \$11,631, Dental/Vision/Life Insurance - \$609, TMRS - \$13,232.57, FICA - \$996.22, Medicare - \$4,259.71, Workers Comp - \$1,494.08

C. Overtime

PROPOSED AMOUNT: \$5,000 The money will fund overtime programs aimed at reducing motor vehicle related crimes. This may include surveillance, pro-active investigations, public education, public demonstration, or assistance to neighboring jurisdictions. Funds are set aside to allow detectives to maximize investigations. The detectives are managing cases, following up on tips and leads, and are often times called out after hours or at a moment's notice. The overtime allows for extended working day to maximize productivity to successfully achieve the MVCPA goals.

E. Travel

PROPOSAL: \$5,000 for training; In order for the Auto Crimes Unit to successfully fulfill the agreements listed within the grant application, the following anticipated costs are associated with law enforcement training and administrative in-state travel and out of state travel. Several classes are listed below and the remaining amount will be spent on other training/travel to be determined. This will consist of other motor vehicle crime related courses as they are scheduled throughout the year as well as any other unanticipated items that are learned through networking with established units. Training specific to motor vehicle theft will provide the latest auto theft identification techniques and skill necessary to perform complex auto theft investigations. We will be attending training sessions, such as: 1: NICB Training: Location, and dates TBA. In-State Travel for one detective: 4 days/3 nights Lodging: \$150/night (DO, includes hotel tax) x 3 nights = \$450 // Per Diem: \$70 per day x 4 days = \$280 // Transportation: Will be using assigned vehicle Subtotal: \$730 2: TAVTI Annual Conference: (5 days/4 nights) Dates: October 8th to October 11th, 2024 Location: Lubbock, Texas In-State Travel for one detective: Lodging: \$150/Night (DO, includes hotel tax) x 4 nights = \$600 // Per Diem: \$70 x 5 days = \$350 // Transportation: Will use assigned vehicle Subtotal: \$950 3: MVCPA Training Conference (5 days/4 nights): Location, and dates TBA. In-State Travel for one detective: 5 days/4 nights Lodging: \$150/night (includes hotel tax) x 4 nights = \$600 // Per Diem: \$70 x 5 days = \$350 // Parking: \$17 (includes tax) x 5 days = \$85, //Transportation: Will use assigned vehicle. Subtotal: \$1,035 4: Out of State Vehicle NOTFEA Training (4 days/3 nights): TBA Out of State Travel for one detective; Lodging: \$150/night (includes hotel tax x 3 nights = \$450 // Per Diem: \$70 x 4 days = \$280 // Air flight roundtrip: \$400 // Land transportation: \$110 - Subtotal: \$1,240

F. Equipment

PROPOSED AMOUNT: The proposed amount is for the creation of the Auto Crimes Unit as well as technology to successfully meet the goals of the MVCPA grant. Computer: \$5,000 - (1) laptop along with data service to allow the detective to utilize the asset in the office and also in the field. To do so requires a dock for the office along with (2) monitors that allow for efficient and effective work. Total amount is for the hardware and software required. Technology: \$43,000 - Cost to add a total of (9) additional LPR cameras to our existing network to allow for additional coverage of main points of ingress/egress to the city as well as along IH 35. Officer Equipment : \$12,700 - costs associated with hiring an officer and the required equipment required to safely and effectively do their job. Miscellaneous: Purchase of a glass etching kit to etch the VIN number in motor vehicle windows to reduce motor vehicle theft as part of the community outreach.

Budget Narrative

G. Supplies and Direct Operating Expenses (DOE)

PROPOSAL VEHICLE: The Auto Crimes Unit would like to purchase a vehicle for the position. This vehicle will be an unmarked leased vehicle and assigned to the Auto Crimes Unit detective for the purpose of preventing and investigating auto theft crimes by operating as an everyday vehicle. The lease contract includes routine maintenance costs such as oil changes. REGISTRATION FEES - TRAINING: Estimated total as some of the classes haven't been scheduled and with the creation of the unit there will be trainings that we learn as we liaison with established task forces that will need to be attended. OFFICE SUPPLIES: With this being the first year we do not have an accurate cost on expenses as it relates to advertising/marketing costs associated with public education booths as well as advertising and marketing related to auto crime prevention and education. The total amount requested is an estimation for this Fiscal Year that also includes miscellaneous supplies such as; general office supplies, necessary items to conduct auto theft operations and tools needed to investigate motor vehicle crimes

Revenue

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

Source of Cash Match

City of San Marcos	Grantee	\$35,482
Total Cash Match		\$35,482

Statistics to Support Grant Problem Statement

Reported Cases	2022			2023		
	Motor Vehicle Theft (MVT)	Burglary from Motor Vehicle (BMV)	Fraud-Related Motor Vehicle Crime (FRMVC)	Motor Vehicle Theft (MVT)	Burglary from Motor Vehicle (BMV)	Fraud-Related Motor Vehicle Crime (FRMVC)
City of San Marcos	222	490	8	225	375	9

Application Narrative

Grant Introduction (Executive Summary) and General Information

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

The City of San Marcos is home to Texas State University and is located on the IH-35 corridor just 30 miles south of Austin and 40 miles north of San Antonio, two of the fastest growing MSAs in the United States and the fastest growing region in Texas. The city covers approximately 36 square miles with a population of 71,387 (2023) and a daytime population that far exceeds that with the home of the 7th largest university in the state. The San Marcos Police Department has an authorized sworn strength of 123 and 52 non-sworn employees that include several specialized divisions including uniformed patrol, criminal investigations, emergency communications, community services, K9 operations, traffic enforcement, narcotics investigations, and school resource services.

This rapid growth in population brings with it an increase in motor vehicle crimes. Through the first 4 months of the 2024 we have experienced an increasing report of motor vehicle thefts. In total, 87 motor vehicle thefts have been reported, averaging 4 stolen vehicles per week. Compared to 2023, San Marcos has reported a 60% increase in motor vehicle thefts year-to-date. When compared to a 5-year weighted average (2019-2023), San Marcos has reported a 42% increase in 2024, emphasizing that not only are motor vehicle thefts in 2024 increasing compared solely to 2023, but also since 2019 .

With grant assistance through MVCPA the department would dedicated a detective and purchase equipment for the creation of an Auto Crimes Unit. A dedicated detective as well as added additional technology will aid in the identification and location of stolen vehicles as well as vehicles associated with auto crimes. By standing up an Auto Crimes Unit with an investigator that can be proactive in the investigation of these crime as well educating the community related to motor vehicle crimes, we aim to reduce the number of offenses that occur. Although the unit would focus on motor vehicle crime the knowledge and networking that is involved would not only assist in the goals of the grant but with a large number of crimes involving the use of a vehicle, the unit could have a far-reaching impact beyond just addressing motor vehicle-related offenses. By virtue of its focus on vehicles, it could also uncover connections to other crimes, such as theft, burglary, smuggling, and even more serious offenses like organized crime or terrorism.

Moreover, the knowledge and networking that members of this unit would acquire could prove invaluable in identifying patterns, apprehending suspects, and preventing future crimes not only related to vehicles but also in broader contexts. This interdisciplinary approach could significantly enhance the effectiveness of law enforcement efforts throughout the city.

By concentrating resources and expertise in this area, the unit would likely be able to develop specialized tactics and strategies tailored to combatting motor vehicle crime, ultimately leading to a more proactive and comprehensive approach to public safety.

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

The Auto Crimes Unit will be a single agency unit that will fall under the supervision of the Criminal Investigations Division. At its inception the detective that will be assigned to the Auto Crimes Unit will be supervised by the Property Crimes Sergeant. The Property Crimes Sergeant is assigned to the Criminal Investigations Division that reports to the Commander of the division. The CID Commander reports to the Assistant Chief of Operations who reports to the Chief of Police. The Chief of Police falls under the Assistant City Manager for Public Safety who in turn reports to the City Manager.

The Auto Crimes Unit will utilize the assistance of other divisions/units within the agency to aid in investigations and education to achieve the goals set forth in the grant as the department looks to grow the unit. Although primarily assigned cases within our jurisdiction the detective will train with established task forces in the region to learn best practices and to allow for information sharing/networking and assisting other agencies with motor vehicle crimes that involve our city. With our city situated along the IH 35 corridor in a region that has seen explosive growth our offenses and offenders stretch well past our geographic boundaries which requires good partnerships with agencies throughout the state and the nation to aid in a successful investigation.

Grant Problem Statement

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

From January 2022 to April 2024, the San Marcos Police Department reported 217 Larceny of Motor Vehicle Part or Accessory offenses with half of the reported cases including theft of catalytic converters. Additional parts or accessories stolen included license plates (approximately 40%) and various vehicle parts, including lights, tail gates, radios, and tires. While catalytic converter thefts have dropped off in 2024, license plate thefts have steadily increased. Specifically, when including the months of January-April, from 2023 to 2024, SMPD has reported an increase of license plate thefts by 15%. From 2022, these thefts increased exponentially, making license plate thefts an increasing trend in San Marcos

During the same time period (January 2022 to April 2024), the San Marcos Police department also reported 730 Burglary of Vehicle offenses. Top items stolen included (1) miscellaneous items (clothes, shoes, sunglasses, shopping/grocery items, etc), (2) technology, (3) purses/wallets/backpacks, (4) cards (debit/credit cards), and (5) guns or weapons. Stolen firearms especially have become an increasing issue in San Marcos since 2022, warranting special attention from command staff and communication initiatives. Additional items typically stolen in the course of a burglary of vehicle include money, tools, paperwork, jewelry, keys, pills/medicines/drugs, and ammunition. An interesting new trend in burglary of vehicle offenses in San Marcos; however, has been burglaries in which nothing is stolen but the steering column of the vehicle is damaged, pointing to an attempted motor vehicle theft. These types of burglaries seem to be on the rise in San Marcos. This increasing attempted offense paired with exponentially increasing motor vehicle thefts (see 2.2) notate a serious problem for San Marcos.

Using an average loss per offense we estimate the total loss to be in excess of \$225,000.

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

As of May 2, 2024, the San Marcos Police Department has experienced an increasing report of motor vehicle thefts year-to-date in 2024. In total, 87 motor vehicle thefts have been reported since January 1, 2024, averaging 4 stolen vehicles per week. Compared to 2023, San Marcos has reported a 60% increase in motor vehicle thefts year-to date. When compared to a 5-year weighted average (2019-2023), San Marcos has reported a 42% increase in 2024, emphasizing that not only are motor vehicle thefts in 2024 increasing compared solely to 2023, but also since 2019. These statistics highlight the alarming rate at which motor vehicle thefts are occurring in 2024. Additionally, responding officers and detectives have described that many vehicle burglaries have been attempted motor vehicle thefts as the offenders opt to take valuables in lieu of being able to physically steal the vehicle. This is evidenced by damaged steering columns in the course of a vehicle burglary- as discussed in 2.1.

With an average value of approximately \$20,000 per vehicle stolen last year, the approximate loss to the victims was in excess of 4.5 million dollars. If the current trend for this year continues we estimate an additional 1.9 million in loss over last years total.

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

There are very few fraud related motor vehicle crimes reported each year and 2023 there were 9 total.

The cases that were reviewed varied in origination- sites such as Craigslist, Facebook to offline sources such as auctions and acquaintances. In these instances, the transactions have been on both the seller and buyer side. On the seller side, transactions were supposed to fulfill outstanding liens on the vehicle only to find a couple of days later, the transaction was found to be invalid (Fraud Transfer of motor vehicle >=30K<\$150K). On the buyer side, the individual paid for a vehicle only to find that the title was fraudulent.

This included an investigation that uncovered a sophisticated scheme involving the use of fraudulent vehicle titles and social media platforms to deceive buyers. The suspects exploited platforms like Craigslist to advertise stolen vehicles, using fake IDs and titles to complete sales. The complexity and cross-jurisdictional nature of these crimes highlight the need for additional resources and inter-agency cooperation to effectively combat motor vehicle theft and fraud.

In total for 2023 there were only (9) fraud related motor vehicle crimes reported with an estimated loss of over \$250,000.

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

Since 2022 San Marcos PD has had a notable increase in MV thefts. These offenses were typically broken down into 3 main categories: (1) large trucks that were typically recovered and/or believed to be used for human smuggling operations on the border (2) Opportunistic incidents where victims leave their fobs in their vehicles/vehicles running or (3) motorcycle thefts that have been an issue in the area as far back as 2017. This has expanded to a fourth genre of Hyundai/Kia motor vehicle thefts in 2023 and has continued into 2024. The first category prompted conversations with border counties (McMullen, Frio, and Three Rivers). Typically, if a large truck/SUV was stolen the San Marcos Police Department would send a notification to a representative in the southern counties.

Given the current workload of other violent offenses and initiatives, these motor vehicle thefts were placed into technologies like Flock; however, typically not assigned. Those that were assigned were done so after the vehicle/trailer were recovered from other south Texas policing agencies.

Grant Goals and Activities

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

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

Part 1

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

With the creation of a specialized unit focused on auto crimes we look to take a proactive approach to reducing auto crimes, to include auto theft, burglary of a motor vehicle and fraud related motor vehicle crimes, which are a significant concern in our community. By dedicating a detective to focus solely on auto-related offenses, we can streamline investigations and increase the likelihood of successful outcomes. This will require a multifaceted approach that will require support from existing units within the department to include Patrol, the Traffic Unit, Crime Analysis Unit, Community Services Division and the Communications Department.

The support of our existing crime analyst unit and patrol division is crucial in this endeavor. By leveraging intelligence-led policing strategies, we can identify trends and patterns in auto-related crimes, allowing us to deploy resources more effectively and target areas of concern. This data-driven approach not only enhances our investigative capabilities but also enables us to take proactive measures to prevent future offenses.

In addition to the strategies mentioned, expanding our technological assets such as License Plate Recognition (LPR) systems can significantly enhance our ability to locate and identify offenders involved in auto-related crimes. By integrating LPR technology into our taskforce efforts, we can:

- 1. Automate License Plate Checks: LPR systems can automatically scan license plates of passing vehicles, cross-referencing them with databases of stolen vehicles, wanted individuals, or vehicles associated with motor vehicle crimes. This enables law enforcement to quickly identify suspicious vehicles and take appropriate action.*
- 2. Track Stolen Vehicles: LPR technology can help track the movements of stolen vehicles by alerting law enforcement when a stolen vehicle's license plate is detected by LPR cameras. This allows for rapid response and recovery of stolen vehicles, potentially preventing further criminal activity.*
- 3. Identify Repeat Offenders: LPR data can be used to identify vehicles that are frequently observed in areas associated with motor vehicle crimes. This information can help law enforcement identify repeat offenders and target enforcement efforts more effectively.*
- 4. Support Investigations: LPR data can serve as valuable evidence in investigations related to auto theft, burglary, and other vehicle-related crimes. The data captured by LPR systems can provide crucial leads and corroborating evidence to support criminal cases.*
- 5. Deterrence: The presence of LPR systems can act as a deterrent to would-be offenders, knowing that their movements may be tracked and recorded. This may discourage criminal activity and contribute to overall crime reduction in the community.*

The City of San Marcos currently utilizes Flock LPR cameras (14) in major thoroughfares of the city with the goal to install more cameras. We are also in the process of upgrading to Axon Fleet 3 in-car cameras for all of our marked patrol units that have an integrated LPR system.

Education will also play a vital role in our efforts to combat auto crimes. It will be two prong approach that will include training of the detective assigned to the unit as well as raising awareness among the public. To accomplish this the assigned investigator will attend training by the Texas Association of Vehicle Theft Investigators as well as liaison with and shadow existing auto crimes taskforces in the area to learn best practices. We will also work with our Community Service Division and Communications Department to conduct training and host events, to include VIN etching.

By raising awareness among the public about theft prevention techniques and safety measures, we empower vehicle owners to protect themselves and their property. Collaborating with dealerships and manufacturers to enhance theft prevention measures further strengthens our prevention efforts.

Collaboration with neighboring jurisdictions and law enforcement agencies is essential in tackling auto-related crimes effectively. By sharing information, resources, and best practices, we can maximize our impact and ensure a coordinated response to these offenses. Working with regional task forces allows us to tap into collective expertise and leverage additional resources to address this issue comprehensively.

Overall, the creation of this specialized unit, combined with intelligence-led policing strategies, community education efforts, and collaboration with internal and external partners, positions us to make significant progress in reducing auto-related crimes in our jurisdiction in the first year of the program. This proactive approach demonstrates our commitment to enhancing public safety and protecting our community from harm.

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

With the creation of a specialized unit focused on auto crimes we look to take a proactive approach to reducing auto crimes, to include auto theft, burglary of a motor vehicle and fraud related motor vehicle crimes, which are a significant concern in our community. By dedicating a detective to focus solely on auto-related offenses, we can streamline investigations and increase the likelihood of successful outcomes. This will require a multifaceted approach that will require support from existing units within the department to include Patrol, the Traffic Unit, Crime Analysis Unit, Community Services Division and the Communications Department.

The support of our existing crime analyst unit and patrol division is crucial in this endeavor. By leveraging intelligence-led policing strategies, we can identify trends and patterns in auto-related crimes, allowing us to deploy resources more effectively and target areas of concern. This data-driven approach not only enhances our investigative capabilities but also enables us to take proactive measures to prevent future offenses.

In addition to the strategies mentioned, expanding our technological assets such as License Plate Recognition (LPR) systems can significantly enhance our ability to locate and identify offenders involved in auto-related crimes. By integrating LPR technology into our taskforce efforts, we can:

- 1. Automate License Plate Checks: LPR systems can automatically scan license plates of passing vehicles, cross-referencing them with databases of stolen vehicles, wanted individuals, or vehicles associated with motor vehicle crimes. This enables law enforcement to quickly identify suspicious vehicles and take appropriate action.*
- 2. Track Stolen Vehicles: LPR technology can help track the movements of stolen vehicles by alerting law enforcement when a stolen vehicle's license plate is detected by LPR cameras. This allows for rapid response and recovery of stolen vehicles, potentially preventing further criminal activity.*
- 3. Identify Repeat Offenders: LPR data can be used to identify vehicles that are frequently observed in areas associated with motor vehicle crimes. This information can help law enforcement identify repeat offenders and target enforcement efforts more effectively.*
- 4. Support Investigations: LPR data can serve as valuable evidence in investigations related to auto theft, burglary, and other vehicle-related crimes. The data captured by LPR systems can provide crucial leads and corroborating evidence to support criminal cases.*
- 5. Deterrence: The presence of LPR systems can act as a deterrent to would-be offenders, knowing that their movements may be tracked and recorded. This may discourage criminal activity and contribute to overall crime reduction in the community.*

The City of San Marcos currently utilizes Flock LPR cameras (14) in major thoroughfares of the city with the goal to install more cameras. We are also in the process of upgrading to Axon Fleet 3 in-car cameras for all of our marked patrol units that have an integrated LPR system.

Education will also play a vital role in our efforts to combat auto crimes. It will be two prong approach that will include training of the detective assigned to the unit as well as raising awareness among the public. To accomplish this the assigned investigator will attend training by the Texas Association of Vehicle Theft Investigators as well as liaison with and shadow existing auto crimes taskforces in the area to learn best practices. We will also work with our Community Service Division and Communications Department to conduct training and host events, to include VIN etching.

By raising awareness among the public about theft prevention techniques and safety measures, we empower vehicle owners to protect themselves and their property. Collaborating with dealerships and manufacturers to enhance theft prevention measures further strengthens our prevention efforts.

Collaboration with neighboring jurisdictions and law enforcement agencies is essential in tackling auto-related crimes effectively. By sharing information, resources, and best practices, we can maximize our impact and ensure a coordinated response to these offenses. Working with regional task forces allows us to tap into collective expertise and leverage additional resources to address this issue comprehensively.

Overall, the creation of this specialized unit, combined with intelligence-led policing strategies, community education efforts, and collaboration with internal and external partners,

positions us to make significant progress in reducing auto-related crimes in our jurisdiction in the first year of the program. This proactive approach demonstrates our commitment to enhancing public safety and protecting our community from harm.

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

Although we currently don't have a large number of fraud related motor vehicle crimes we anticipate that as the unit learns and grows we may find through our networking with stakeholders such as the Hays County Sheriffs Office, which is part of the Travis County SCATTF, that there are fraud related crimes that we may be able to assist with.

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

We realize that education and proactive prevention strategies are a key element in the success of the program to help prevent motor vehicle crimes. The creation of an Auto Crimes Unit would allow us to be more intentional and proactive as it relates to motor vehicle crime. Having a detective assigned to the unit would allow us to create additional opportunities for our agency to educate and interact with our community through public service messages, participating in community events, providing 68A inspections, hosting events such as etching the VIN in vehicle glass as well as learning from established taskforces of new and innovative ways to reduce motor vehicle crime. It would also require that the unit stay up to date on current trends by attending training, networking with other agencies and stakeholders to include insurance companies and corporations.

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

With San Marcos situated in the Central Texas area it is located along the IH 35 corridor, which is a one of the nations major interstates running from Duluth, MN near the Canadian border all the way to Laredo at the Mexican border. As such it serves as a vital transportation artery for interstate and international travel/commerce. Through the use of our existing LPR program we would utilize grant funds to expand that system to cover multiple locations along IH 35 as well as other major points of ingress/egress to the city. This expansion of our system along with networking and intelligence sharing could allow the unit to assist in combating motor vehicle crime along with the disruption of human trafficking and organized crime.

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

The Auto Crimes Unit will coordinate with other law enforcement agencies throughout the state of Texas and the country in order to reduce motor vehicle crimes and to recover property for the involved victims/stakeholders. With the goal of the requested grant funding to establish an Auto Crimes Unit, building effective relationships with surrounding agencies and established task forces statewide and nationwide is crucial for our success. The funding requested would provide the agency the ability to work in a proactive capacity. Here's how our agency would facilitate collaboration:

1. Establishing Communication Channels: Set up regular communication channels such as meetings, email updates, and secure online platforms for sharing information among all involved parties to discuss strategies, share intelligence, and address any challenges.

2. Information Sharing Protocols: Develop protocols for sharing sensitive information securely between agencies, ensuring compliance with relevant privacy and data protection laws. This could involve establishing secure databases or encrypted communication channels.

3. Training: The creation of the unit will require specialized training through various providers to include the Texas Association of Vehicle Theft Investigators which will also allow for networking with established units. We will also liaison with other agencies that are currently active with MVCPA/TAVTI to shadow their units to learn best practices. This could also lend itself to joint operations and training exercises to enhance interoperability and ensure all personnel are familiar with each other's procedures and protocols. This fosters trust and improves effectiveness during actual operations.

4. Flexibility and Adaptability: Remain flexible and adaptable to changing circumstances and emerging trends. Regularly reassess the program's goals and strategies to ensure they remain relevant and effective in addressing evolving challenges.

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

Nothing requested

Part II

Goals, Strategies, and Activities

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

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

ID	Activity	Measure	Target
Statutory Motor Vehicle Theft Measures Required for all Grantees.			
1.1.15	Increase the recovery rate of stolen motor vehicles	Report the number of vehicles recovered by taskforce	
1.1.16	Increase the clearance rate of MVTs	Report the number of MVT cases cleared	
1.1.17	Increase the number of persons arrested for motor vehicle theft	Report the number of persons arrested for motor vehicle theft by taskforce	
Statutory Burglary of a Motor Vehicle Measures Required for all Grantees			
2.1.12	Increase the clearance rate of motor vehicle burglaries	Report the number of BMV including parts cases cleared	
2.1.13	Increase the number of persons arrested for motor vehicle burglary	Report the number of persons arrested for burglary by taskforce	
Statutory Fraud-Related Motor Vehicle Crime Measures Required for all Grantees			
8.1.1	Increase the clearance rate of fraud-related motor vehicle crime cases.	Report the number of fraud-related motor vehicle cases cleared	
8.1.2	Increase the number of persons arrested for fraud-related motor vehicle crimes.	Report the number of persons arrested for fraud-related motor vehicle crimes	
Measures for Grantees. Add Target values for those that you will measure.			
1	Goal 1: Reduce the Incidence of Motor Vehicle Theft through Enforcement Strategies		
1.1	Strategy 1: Conduct Activities that Result in the Arrest, Clearance, and Recoveries of Motor Vehicle Theft		
1.1.1	Identify groups of auto theft offenders through intelligence gathering, crime analysis and the use of informants	Number of MVT groups identified. Include gangs, cartels or other criminal enterprise with two or more members	1
1.1.2	Identify and document/record prolific MVT offenders [Prolific is defined as "linked to MVT offenses three or more times"]	Number identified/documented offenders	4
1.1.5	Conduct inspections of local businesses related to vehicle enterprise (transportation code or occupation code authorized companies such as salvage yard, repair shop, parts recycling center, used car dealership, salvage rebuilder, title service company, other). (see 1.3.3 to report the number of vehicles inspected in these businesses)	Number of businesses inspected	10
1.1.6	Conduct bait vehicle operations that target MVT offenders	Number of bait vehicle deployments. Include BMV bait operations here.	2
1.1.8	Deploy license plate readers (LPR)	Number of times LPR deployed. Deploy: If stationary unit then total number of days or partial days unit was operable and on. Mobile unit number of days the unit was on and operable.	365
1.1.9	Respond to taskforce license plate reader (LPR) alert notifications	Number of times investigators responded to taskforce LPR alert notifications regardless of whether vehicle was located	10
1.1.12	Conduct covert operations targeting MVT offenders	Number of covert operations	
1.1.13	Conduct warrant "round-up" operations targeting motor vehicle crime offenders, including people wanted for MVTs, motor vehicle burglaries, theft of vehicle parts and motor vehicle fraud related crime.	Number of warrant round-up operations performed for MVT, BMV and FRMVC.	
1.1.20	Number of Altered Vehicles Recovered	Report the total number of vehicles recovered with altered Vehicle Identification Number. Note: Please remember that a vehicle recovered must be reported in 1.1.15	
1.2	Strategy 2: Conduct Collaborative Efforts that Result In Reduction of Incidents of Motor Vehicle Theft		
1.2.1	Provide Agency Assists for MVT and motor vehicle related fraud	Number of agency assists related to MVT. Assist means responding or answering questions via phone, e-mail, or in person. Providing recommendation, guidance, strategy, support or information that other	10

ID	Activity	Measure	Target
		LEOs will use to resolve their cases. The assist generally does not have the direct responsibility for an investigation nor uses LEO authority. The assist helps another LEO or agency investigate cases. Analysts and civilian employees will record their assists to outside LEOs and agencies met here along with officers.	
1.2.2	Collaborate with other units or divisions (i.e. homicide, vice, narcotics, etc.) within the taskforce department(s) where a motor vehicle was used in the commission of the crime (includes identification of vehicles). Include all participating jurisdiction departments here.	Number of times collaborated within departments or SOs participating in taskforce related to MVT. Collaboration means physically using law enforcement resources, tactics and authority to perform activity on cases that draw upon or aid in the investigation intended to further the resolution of any case, identify parties to crime, identify vehicles, interview witnesses/suspects and apprehend suspects. Collaboration will include any help, recommendation, contribution or support requested from or provided to another unit or offered by the taskforce that aids in the furtherance of motor vehicle theft investigations.	6
1.2.3	Collaborate with all other outside LE agencies and other organizations that assist in the reduction of MVTs. Include all coverage jurisdictions here.	Number of times collaborated with coverage area agencies or other law enforcement agencies and organizations that assist in the reduction of MVT. Collaboration means physically using law enforcement resources, tactics and authority to perform activity on cases that draw upon or aid in the investigation intended to further the resolution of any case, identify parties to crime, identify vehicles, interview witnesses/suspects and apprehend suspects. Collaboration will include any help, recommendation, contribution or support requested from or provided to another unit or offered by the taskforce that aids in the furtherance of MVT theft investigations.	
1.2.5	Conduct intelligence information-sharing (Personal attendance)	Number of intelligence meetings attended (include attending as presenter, participant or attendee)	4
1.2.6	Conduct intelligence information-sharing (Written information)	Crime analysis bulletins disseminated (include information distributed to law enforcement agencies via text, e-mail, or intra-net communications)	4
1.2.7	Collaborate with other MVCPA taskforces	Number of times collaborated with other MVCPA taskforces that assist in the reduction in MVT, BMV and FRMVC.	4
1.3	Strategy 3: Prevent and Reduce the Incidence of Fraud-Related Motor Vehicle Activities		
1.3.1	Collaborate with agencies relating to investigation and enforcement of vehicle insurance fraud and FRMVC	Number of collaborations	
1.3.2	Conduct confidential 68(A) inspections (for TxDMV assignment or reassignment of VIN required by Tx Trans. Code §501.032)	Number of vehicles inspected to complete a TxDMV 68A inspection form per TxDMV (VIN assignment, reassignment, bonded title)	
1.3.3	Conduct VIN verification inspections. (All other reasons except bridge or port)	Number of vehicles inspected by taskforce to identify the vehicles not reported in confidential (68A) or bridge and port sections.	
1.3.4	Coordinate with TxDMV/Tax Offices relating to investigation and enforcement of fraudulent titles and registration of stolen vehicles	Number of collaborations with TxDMV HQ, TxDMV Regional Service Centers or County Tax Assessor Collector offices.	
2	Goal 2: Reduce the Incidence of Theft from Motor Vehicles through Enforcement Strategies		
2.1	Strategy 1: Conduct Activities that Result in the Arrest, Clearance, and Recoveries of Burglary of Motor Vehicles and Theft of Vehicle Parts and Accessories		
2.1.1	Conduct bait vehicle operations that target vehicle burglary offenders	Number of bait vehicle burglary deployments	2
2.1.2	Identify "prolific BMV offenders" through informants and intelligence [Prolific is defined as "linked to BMV and theft of vehicle parts and accessories offenses three or more times"]	Number of offenders identified	
2.2	Strategy 2: Conduct Collaborative Efforts that Result in the Reduction of Incidents of Theft From a Motor Vehicle		
2.2.1	Provide Agency Assists BMV.	Number of agency assists related to BMV or stolen parts. Assist means responding or answering questions via phone, e-mail, or in person. Providing recommendation, guidance, strategy, support or information that other LEOs will use to resolve their cases. The assist generally does not have the direct responsibility for an investigation nor uses LEO authority. The assist helps another LEO or agency investigate cases. Analysts and civilian employees will record their assists to outside LEOs and agencies met here along with officers.	4
2.2.2	Collaborate with other units or divisions within the taskforce department(s) (i.e.	Number of times collaborated within departments or SOs participating in taskforce related to BMV or stolen parts. Collaboration means physically	

ID	Activity	Measure	Target
	homicide, vice, narcotics, etc.) where theft of parts occurred in the commission of the crime (includes identification of vehicle). Include all participating jurisdiction departments here.	using law enforcement resources, tactics and authority to perform activity on cases that draw upon or aid in the investigation intended to further the resolution of any case, identify parties to crime, identify vehicles, interview witnesses/suspects and apprehend suspects. Collaboration will include any help, recommendation, contribution or support requested from or provided to another unit or offered by the taskforce that aids in the furtherance of BMV theft investigations.	
2.2.3	Collaborate with all other outside LE agencies and other organizations where theft of parts occurred in the commission of the crime (includes identification of vehicle). Include all coverage jurisdictions here.	Number of times collaborated with coverage area agencies or other law enforcement agencies and organizations that assist in the reduction of BMV or stolen parts. Collaboration means physically using law enforcement resources, tactics and authority to perform activity on cases that draw upon or aid in the investigation intended to further the resolution of any case, identify parties to crime, identify vehicles, interview witnesses/suspects and apprehend suspects. Collaboration will include any help, recommendation, contribution or support requested from or provided to another unit or offered by the taskforce that aids in the furtherance of motor vehicle theft investigations.	
3 Goal 3: Educate/Train Citizens and Qualified Personnel in Detection and Prevention of Motor Vehicle Theft, Burglary of Motor Vehicles and Theft of Vehicle Parts and Accessories			
3.1 Strategy 1: Conduct Public Awareness Related Activities Used to Educate Citizens			
3.1.1 Conduct educational outreach events (include trade show, exhibits, booths at community events, vehicle displays, brochures, etc.)		Number of outreaches	4
3.1.2 Conduct educational presentations to the public		Number of presentations. Presentation means in person, on-line, original written document, article, or webpage.	2
3.1.4 Conduct vehicle identification initiative/event		Number of etching events. Include windows, component parts, VIN stamps and catalytic converters.	1
3.1.4.1 Conduct vehicle identification initiative/event		Number of Participants/Attendees (Vehicles Marked)	50
3.1.5 Purchase advertisements in local outlets		Number of advertisements purchased or provided complimentary for taskforce. Include all types of media purchased or provided free (social, tv, utility inserts, billboards, transportation, etc.). Describe in 6.1.1.	2
3.1.6 Conduct vehicle report card initiatives.		Number report cards issued	
3.1.7 Utilize social media outlets (Facebook, Twitter, Instagram, etc.)		Number of postings in social media outlets	4
3.1.8 Deploy outdoor public notification signage		Number of deployments per month (if sign remains several months, count as 1 deployment per month)	
3.1.10 Conduct media outreach, including, public service announcements, press releases, and interviews		Number of outreaches	4
3.2 Strategy 2: Conduct Law Enforcement Training Activities to Educate Officers on Recognition and Apprehension of Stolen Vehicles and Property			
3.2.1 Conduct law enforcement training (TCOLE)		Number of classes provided for TCOLE credit	
3.2.3 Conduct vehicle crimes presentations to law enforcement agencies (non TCOLE)		Number of classes or presentations. Presentations may include electronic roll call documents, shift BOLOs and other written or presented materials based on local practices.	4

Grant Evaluation

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

If approved for the grant it would allow us to create an Auto Crimes Unit so there will be a significant amount of time training and learning while also working to achieve the goals set forth. Part of the education process will be learning from established units that are members of MVCPA on best practices as it relates to data collection.

The Crime Analyst Unit will be used to help gather accurate and timely data from our RMS and NIBRS based crime statistics that can be placed in spreadsheets to aid in the assessment of program and its goals. The Crime Analyst Unit will also assess patterns and newly identified problems to help guide the Auto Crimes Unit in its strategies. The data that is collected will be compared on a quarterly as well as yearly basis to determine the success of the program and eventual growth of the program.

The Auto Crimes Unit will also follow up with the Hays County District Attorneys Office to verify the number of successful prosecutions of cases that are assigned to the unit.

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

None

TxGMS Standard Assurances by Local Governments

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

Certifications

The certifying official is the authorized official, Stan Standridge, Chief of Police.

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

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

TxDMV - MVCPA, ppri.tamu.edu © 2017