COLORADO AUTO THEFT ANNUAL REPORT | 2024

Department of Public Safety | Colorado State Patrol

AUTO THEFT INTELLIGENCE COORDINATION CENTER

CATPA
Colorado Auto Theft
Prevention Authority
Department of Public Safety

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About the ATICC

The Auto Theft Intelligence Coordination Center (ATICC) was formed in 2011 and is a vital initiative funded by the Colorado Auto Theft Prevention Authority (CATPA). The ATICC is a crime and intelligence analytical unit of the Colorado State Patrol (CSP), staffed with full-time auto theft analysts. The principal purpose of the ATICC is to provide timely data and analytical support about Colorado auto theft, with the primary intention of supporting the Colorado auto theft law enforcement community. As a hub for information and intelligence, the ATICC delivers analytical insights into auto theft occurrences and associated crimes.

Purpose

The ATICC offers this report as a study of reported stolen vehicles occurring in Colorado, evaluates the statistical data, either statewide or within designated regional areas, and highlights significant initiatives funded by CATPA. This report encompasses a 5-year comparative analysis of statewide motor vehicle theft.

Stolen Vehicle Database Repository (SVDR)

The ATICC SVDR is a one-of-a-kind data collection repository with its technology replicated into a cloud native form for other states to capitalize on. The ATICC utilizes a unique, reliable, and timely database containing all reported stolen and recovered vehicles entered into the Colorado Crime Information Center (CCIC) by law enforcement.

Disclaimer

The information provided herein may offer insights or assumptions regarding actual experiences of statewide motor vehicle theft. The primary statistical data utilized in this report is sourced from the SVDR and is inherently dynamic and subject to continuous changes. Modifications to stolen vehicle records can occur due to various factors such as the timing of vehicle theft reports by owners or drivers, law enforcement reporting procedures, updates entered by contributing agencies, or delays in vehicle recovery processes. The analytical modeling data, retrieved on February 08, 2025, served as the basis for compiling aggregate theft and recovery data for this report. Percentage calculations are rounded to the nearest whole number for simplicity. Yearly comparisons will utilize published findings from the previous years for consistency. It is crucial to acknowledge that the theft and recovery data presented in this report may indicate fluctuations in totals compared to previous reports, reflecting the dynamic nature of the SVDR data.

Data Sources Noted

SVDR (Stolen Vehicle Database Repository): The ATICC utilizes a unique, reliable, and timely database containing all reported stolen and recovered vehicles entered into the Colorado Crime Information Center (CCIC) by law enforcement. The data from CCIC is then cleaned with built-in logic, identifying, and removing duplicate vehicle thefts with the same theft date and re-entry of purged vehicles entered with a current date and not the original date of theft. This database, known as the SVDR, provides an ability for the ATICC to compile information on reported stolen vehicles in Colorado. Using the SVDR, the ATICC delivers analytical insights into auto theft occurrences and associated crimes.

NCIC (National Crime Information Center): Data sourced from the NCIC is disseminated through The International Justice and Public Safety Network (Nlets), formerly known as the National Law Enforcement Telecommunications System. Reports derived from NCIC data by entities like the National Insurance Crime Bureau (NICB) may lack sanitization or normalization methods, potentially leading to inflated auto theft totals.

UCR/NIBRS (Uniform Crime Reporting/National Incident-Based Reporting System): Managed by the Federal Bureau of Investigation (FBI), the UCR and NIBRS programs serve as national standards for law enforcement crime data reporting in the United States. As of 2021, NIBRS has become the FBI's primary system for collecting crime data, replacing the Summary Reporting System (SRS). Unlike SRS, NIBRS collects more detailed information about each crime incident and is not limited to reporting only the most serious crimes. Agencies submit their data voluntarily either through a state UCR program or directly to the FBI.

Colorado Courts Offender Case Data: Offender case data is requested from Colorado Courts and is limited to case information minus any personal identifying information (PII).

NICB (National Insurance Crime Bureau):
It should be noted that NICB utilizes the National Crime Information Center's (NCIC) data. This is different from the CCIC data the ATICC SVDR uses for reporting, where internal logic built into the ATICC SVDR cleans duplicate vehicle thefts and re-entries from purged records resulting in variances in aggregate theft totals.

Data Source Differences with Analytical Notes

Differences in data sources play a crucial role in understanding variations in reported auto theft statistics. This report aims to provide transparency by referencing various publication sources and findings, shedding light on the disparities in data collection and normalization methodologies utilized by each source.

SVDR and UCR/NIBRS

The alignment between the National Incident-Based Reporting System (NIBRS) and the SVDR regarding reported stolen vehicle data is comparable, despite differences in data collection standards and methods. While both reporting systems originate from law enforcement, NIBRS collects information on law enforcement cases involving motor vehicle theft, whereas the SVDR collects information on reported stolen vehicles. Although both systems have distinct approaches, the alignment of reported law enforcement motor vehicle theft cases in NIBRS and the number of reported stolen vehicles in SVDR are statistically similar, particularly when excluding attempted motor vehicle thefts from the NIBRS dataset. Although there may be variations in totals and theft rates between SVDR and NIBRS, these differences are generally not substantial. The effort to synchronize and compare data from these two sources enhances the overall understanding of motor vehicle theft trends, providing a more comprehensive perspective despite the variances in their respective methodologies.

Colorado Courts and UCR/NIBRS

Colorado Courts obtains their data through criminal case filings within the court system minus Denver City and County. The information obtained is based on all charges filed within a case. UCR/NIBRS is incident based and provides detailed information of the incident with less detailed information on the specific offender(s) and has a 4-6 week reporting delay. UCR/NIBRS also does not provide PII. Both collection systems are utilized by the ATICC for specific purposes.

FBI's 'Average Total Loss' value for a stolen vehicle has not been published since 2019 and remains at $8,886. This may be due to a shift in evolving priorities and reporting system changes since going to UCR/NIBRS from the Summary Reporting System (SRS), which focuses more on the incident details rather than the economic impact.

ATICC 'Average Total Loss' (ATL) value of a stolen vehicle stems from an assessment conducted of the most stolen vehicle styles, encompassing passenger cars, pickup trucks, and SUVs, and reveals that they collectively constituted 82% of all vehicle thefts in 2023. Utilizing the fair market value, the ATICC calculated the average value of the top four most stolen vehicle makes and models for each category resulting in a per-vehicle value of $13,067.

ATICC assesses the ATL for 2024 to be at **$14,374** by adding 10% to the 2023 baseline assessment. The full assessment will be conducted every three (3) years. While this provides an approximate value based on the vehicle identification number (VIN), this method of valuing the loss of a stolen vehicle should not be considered as an economic loss, as it does not consider the loss to the insurance industry or economic impact to a victim's lost wages, towing or impound fees, etc.

Rate of Reduction of Reported Stolen Vehicles: The significant drop suggests that a combination of legislative support, focused strategies, public education and outreach, task force operations, intelligence and information-sharing efforts, and various anecdotal factors, such as legislative reforms and the absence of pandemic restrictions, are likely collectively contributing to a positive impact statewide according to data from the ATICC's SVDR.

Findings

Colorado witnessed a substantial improvement in statewide reported stolen vehicles, registering a notable **25% decrease in reported stolen vehicles by volume in 2024**, amounting to **8,401 fewer thefts**, compared to reported vehicle thefts in 2023. This positive trend continues with the **21% decrease observed in 2023.** Colorado experienced **24,575 reported stolen vehicles in 2024,** averaging a **per capita rate of 415 stolen vehicles per 100,000 residents**, compared to 32,976 reported stolen vehicles in 2023, averaging a **per capita rate of 560 stolen vehicles per 100,000 residents.** (SVDR, 2019-2024)

The recovery rate for **2024 stands at 82%, marking the lowest point in the 5-year comparison**. (ATICC, SVDR, 2019-2024)

An estimated $353,241,050 ATL is related to the 24,575 reported stolen vehicles in 2024 versus the ATL for 2023 at $430,897,392 (32,976 thefts), **reducing the ATL by $77,656,342.** (ATICC, ATL Calculation, 2023)

In a **5-year comparison from 2019 through 2023,** Colorado experienced a **notable 56% increase** in reported stolen vehicles. However, the landscape shifted in **2024 with a significant 25% decrease** in reported stolen vehicles, altering the overall five-year comparison for **2020-2024 to reflect a 15% decrease in reported stolen vehicles.** This reduction in **2024 played a crucial role** in decelerating Colorado's motor vehicle theft pace when compared to the earlier years of **2018-2022 experiencing a 98% increase.** (ATICC, SVDR, 2019-2024) (ATICC, 2022 Auto Theft Annual Report, 2022)

The National Insurance Crime Bureau (NICB) published the "2024 Vehicle Theft Trend Report" on March 18, 2025, shedding light on Colorado's motor vehicle theft rank per capita. **In 2024, NICB ranked Colorado with the #4 spot for thefts per capita for all U.S. states at 430 versus 583 in 2023, ranking Colorado at #2 for thefts per capita.**[i] [ii] (NICB, 2023 Vehicle Theft Trends, 2023) (NICB, 2024 Vehicle Theft Trends, 2024)

Aligning with previous reporting years, 2024 motor vehicle theft data demonstrates that an average of **63% of reported stolen vehicles are recovered outside the municipality** where the motor vehicle theft occurred, indicating the crime of motor vehicle theft is a multijurisdictional criminal event. This is a **12% increase compared to the 2023** findings. (ATICC, SVDR, 2019-2024)

In 2024, the **Chevrolet Silverado (1071 thefts)** and **Hyundai Elantra (969 thefts)** emerged as the highest volume of reported stolen vehicles. (ATICC, SVDR, 2019-2024)

Hyundai and Kia manufactured vehicles collectively accounted **for 19% of all reported stolen vehicles in the state,** totaling 4,560 out of the 24,575 vehicles stolen in 2024 versus **23% of all stolen vehicles in 2023 and 25% of all stolen vehicles in 2022**. Hyundai and Kia manufacturers offered a free anti-theft software update for certain models in **February 2023 that appears to support the downward trajectory** of Hyundai and Kia thefts statewide. (ATICC, SVDR, 2019-2024)

Insights from **Colorado Courts data for 2024** reveal that out of **4,291 cases** filed, **77% (3,316 cases) involved additional criminal charges** related to the motor vehicle theft incident. The **sole charge of motor vehicle theft** occurred in **975 (23%) cases filed in 2024.** (Colorado Courts, 2020-2024)

The 2024 Colorado Courts data indicate **548 (13%) of cases out of 4,291 cases filed carried charges associated with violent crimes** associated to motor vehicle theft, aligning with the definition of "Crime of Violence" as per the Colorado Revised Statute. (Colorado Courts, 2020-2024)

Figure 1.

Colorado Courts Cases Involving Motor Vehicle Theft	2020	% CHG 2020 vs. 2021	2021	% CHG 2021 vs. 2022	2022	% CHG 2022 vs. 2023	2023	% CHG 2023 vs. 2024	2024
Total Cases/Dockets Filed	4,809	16%	5,601	0%	5,610	-15%	4,763	-10%	4,291
Cases w/Sole Charge of Motor Vehicle	770	22%	937	47%	1,379	-17%	1,148	-15%	975
Cases Filed w/Additional Charges	4,039	15%	4,664	-9%	4,231	-15%	3,615	-8%	3,316
Cases Filed w/Violent Crime	499	20%	597	-19%	483	17%	563	-3%	548
Count of Violent Crime Charges	1,013	17%	1,184	-22%	924	18%	1,094	-3%	1,065
AVG Violent Crimes Per Case	2.0		2.0		1.9		2.0		1.9
Cases Filed w/Weapons Charges	455	24%	565	-34%	371	1%	373	-14%	321
Count of Weapons Charges	780	23%	958	-34%	635	13%	719	-32%	491
AVG Weapons Charges Per Case	1.7		1.7		1.7		1.9		1.5
Felony (F1-F6) Cases Filed	4,625	17%	5,416	-2%	5,333	-15%	4,555	-9%	4,147
Count of Felony Charges	10,670	13%	12,017	-18%	9,854	-12%	8,690	-11%	7,766
AVG Felony Charges per Felony Case	2.3		2.2		1.8		1.9		1.0

The charge of "1st Degree Motor Vehicle Theft" (C.R.S. 18-4-409 (2)) occurred in 557 (12%) cases filed in 2024. Conditions that need to be met for this charge are: *(2) A person commits motor vehicle theft in the first degree if the person knowingly obtains, exercises control over, receives, or retains the motor vehicle of another person; and the person knows or reasonably should have known that the act was without authorization or was by threat or deception;* **and the person has two prior convictions or adjudications of charges separately brought and tried for an offense involving motor vehicle theft or unauthorized use of a motor vehicle in this state**, *a municipality, another state, the United States, or any territory subject to the jurisdiction of the United States.*

Colorado Courts data contains **4,291 cases filed, encompassing 13,911 charges**. Among these charges, 4,581 were related to motor vehicle theft, and/or attempted theft, and/or unauthorized use of a motor vehicle, while **9,330 charges were associated with other offenses stemming from motor vehicle theft incidents.** These entail a range of threats to public safety, including but not limited to narcotics, weapons, vehicular eluding, DUI, reckless driving, assault, attempted homicide, robbery, burglary, resisting arrest, and assault in the 1st degree – threatening a peace officer with a weapon. (Colorado Courts, 2020-2024)

Analytical Comment: Due to a lack of personal identifying information (PII), the ATICC cannot ascertain the number of multiple cases tied to the same defendant from Colorado Courts data.

In 2024, a total of 24,575 vehicles were reported stolen, but, despite the capabilities of the SVDR, the ATICC faces challenges in precisely determining which of these 24,575 thefts are directly connected to specific criminal charges of motor vehicle theft within the Colorado Courts system.

Recognizing the importance of closing this intelligence and information gap, leaders from the CATPA and the CSP are utilizing funds from SB-257 in 2024 and continued funding through HB-1430, actively engaging on a significant solution. The aim is to provide every law

enforcement agency in the state with a comprehensive platform (Accurint Virtual Crime Center) to share data and access crime information from all agencies. This initiative is designed to bridge the existing gap, enhancing coordination and information sharing among law enforcement entities, and ultimately contributing to more effective responses and investigations related to motor vehicle theft. These efforts began in 2024 with the goal of standing up all law enforcement agencies in the foreseeable future.
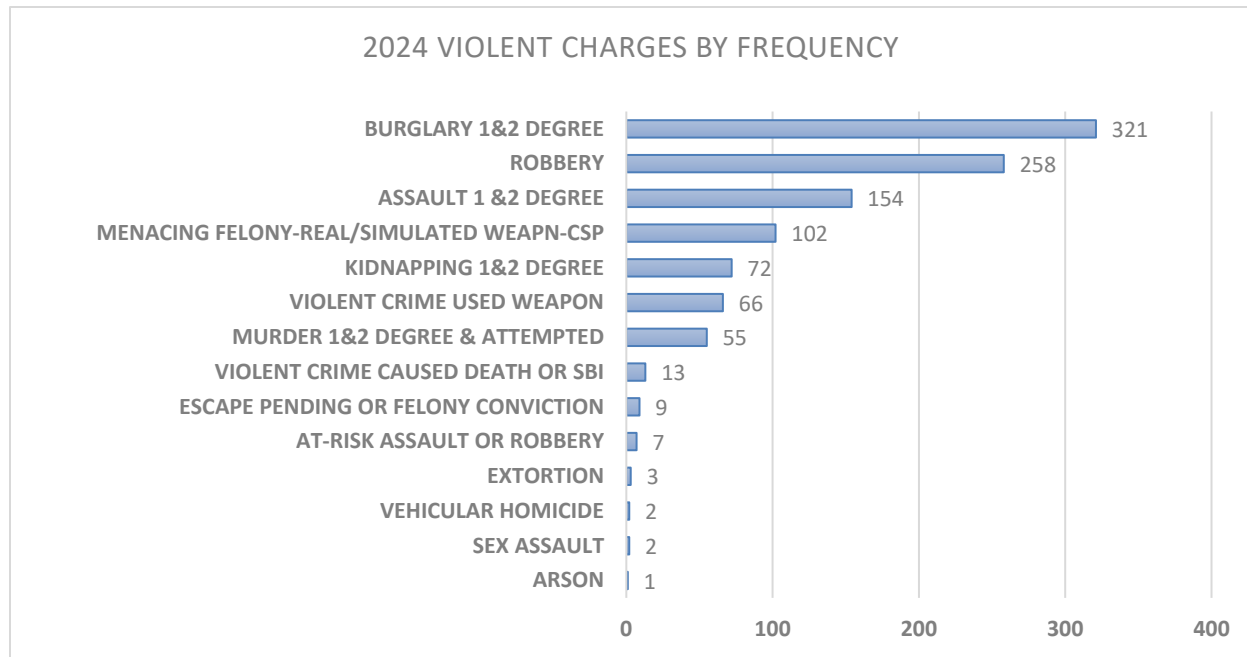
Motor Vehicle Theft and Criminal Violence

The apprehension of auto theft suspects poses a high-risk, dynamic challenge for law enforcement, particularly when dealing with prolific offenders who are known to evade officers, engage in dangerous driving actions, and often possess or have access to weapons, especially firearms.

In 2024, the Beat Auto Theft Through Law Enforcement (BATTLE) task force and the CATPA Metropolitan Auto Theft Task Force (CMATT) played a crucial role in recovering 115 firearms during motor vehicle theft-related case investigations, with the weapon being located on the person, in the vehicle, or discarded outside of the vehicle, highlighting the inherent dangers law enforcement faces in tackling motor vehicle theft-related crimes. (Law Enforcement Reporting, 2024)

According to the 2024 data from Colorado Courts, there **were 491 weapons charges and 321 cases filed specifically related to weapons offenses associated with motor vehicle theft.** This emphasizes the prevalence of weapons in the context of motor vehicle theft and the associated criminal activities. (Colorado Courts, 2020-2024)

Examining the broader spectrum of violent crimes related to motor vehicle theft, Colorado Courts 2024 data reveal that out of the 4,291 total cases, **548 cases (13%) contained 1,065 qualifying violent crime charges.** It is essential to note that "carjacking" is categorized separately from motor vehicle theft charges and is treated as a "robbery." According to the "Denver Crimes Armed Carjacking" crime report, there were 164 incidents of carjacking in Denver in 2024 versus 184 incidents of carjacking in Denver in 2023, **reflecting an 11% reduction.** [iii](Colorado Courts, 2020-2024) (18-1.3-406 (8.5) (a) (I) (II) (III);C.R.S.) (Denver Crimes, Armed Carjacking 2024 Crime Report)

Figure 2.

2024 VIOLENT CHARGES BY FREQUENCY

Charge	Count
BURGLARY 1&2 DEGREE	321
ROBBERY	258
ASSAULT 1 &2 DEGREE	154
MENACING FELONY-REAL/SIMULATED WEAPN-CSP	102
KIDNAPPING 1&2 DEGREE	72
VIOLENT CRIME USED WEAPON	66
MURDER 1&2 DEGREE & ATTEMPTED	55
VIOLENT CRIME CAUSED DEATH OR SBI	13
ESCAPE PENDING OR FELONY CONVICTION	9
AT-RISK ASSAULT OR ROBBERY	7
EXTORTION	3
VEHICULAR HOMICIDE	2
SEX ASSAULT	2
ARSON	1

Auto Theft Criminal Enterprise Organizations

In recent years, large-scale auto theft rings have become more prevalent in Colorado, operating across different regions of the state, which significantly contributed to the overall auto theft totals in the state.

In November 2024, the case dubbed "CHAUFFER" brought forth the indictment of 17 offenders, 12 for the Colorado Organized Crime Control Act (COCCA) and 5 for Conspiracy. This case included 190 stolen vehicles, mostly high-end with an approximate loss value of $19,472,465. [iv] (Denver DA, 2024)

There are numerous other large-scale auto theft rings being investigated with approximate loss value in the tens of millions of dollars. The auto theft task forces are committed to dismantling these criminal organizations. (Law Enforcement Reporting, 2024)

Governor's Wildly Important Goals (WIG) and Outcomes

In 2019, the Colorado Governor's Office created the Colorado Department of Public Safety's Crime Working Group and incorporated auto theft to address the increased incidences of the crime of motor vehicle theft with a solutions-based approach.

The below illustration of pre-pandemic motor vehicle theft data shows 20,300 motor vehicle thefts in 2019; however, beginning in February 2020 auto theft began showing consistent increases.

Figure 3.
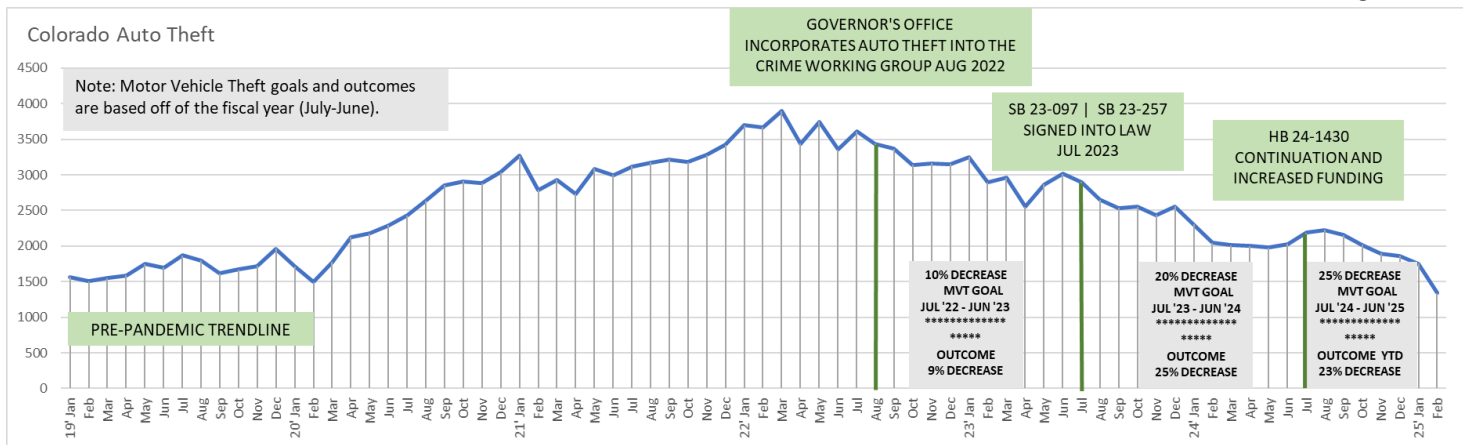
The goal for the crime of motor vehicle theft was set at a 10% reduction from July 2022 through June 2023. The outcome of this goal was just short of the 10% goal, ending at a 9% decrease.

In July 2023, Senate Bill (SB) 23-257 went into law for a one-time funding of 5 million dollars distributed by CATPA to further combat auto theft. This included support to auto theft victims, auto theft outreach and education, a dedicated auto theft prosecution program, the enhancement and upgrade of the auto theft tracking and reporting system, and other direct or indirect costs associated with the implementation of these programs.

In July 2023, SB 23-097 was signed into law, changing the classifications for motor vehicle theft by decoupling the value of the vehicle or vehicles stolen from the associated charges. The act makes motor vehicle theft in the first degree a class 3 felony, motor vehicle theft in the second degree a class 4 felony, and motor vehicle theft in the third degree a class 5 felony. The act creates the offense "unauthorized use of a motor vehicle" and makes it a class 1 misdemeanor or a class 5 felony for a second or subsequent offense.

In July 2023, the goal for a reduction in the crime of motor vehicle theft was set at 20% from July 2023 through June 2024. The outcome of this goal surpassed expectations and ended at a 25% decrease.
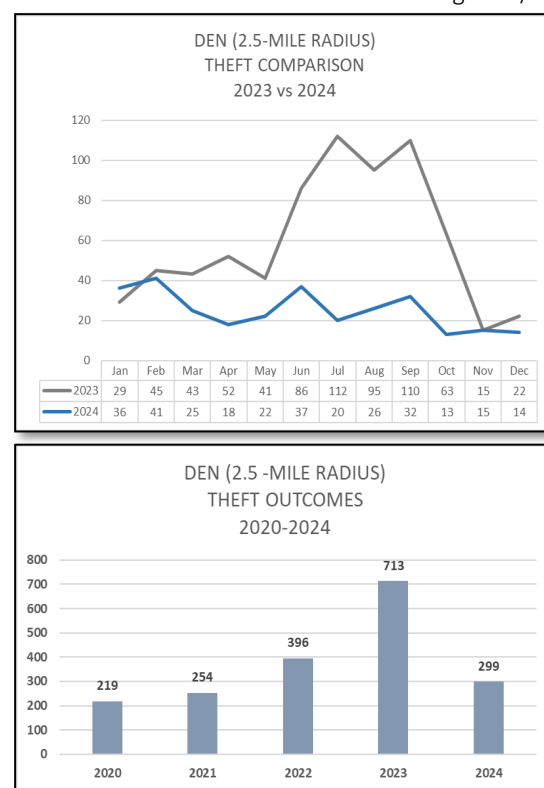
CDPS R-01 was submitted as a legislative request to increase and continue funding from SB 23-257. In July 2024, House Bill (HB) 24-1430, from the 2024-2025 Long Bill Appropriations was passed to provide payment of expenses for continued efforts associated to the crime of motor vehicle theft.

In July 2024, the goal of a 25% statewide reduction for the crime of motor vehicle theft was set for July 2024 through June 2025. The preliminary outcome from July 2024 through Feb 2025 shows Colorado at a **23% decrease**. (FY23/24 GOV WIG) (FY24/25 GOV WIG)

## Denver International Airport

Figure 4/5.

According to the Fly Denver press release, during 2024, Denver International Airport (DEN) served a record-breaking 82,358,744 passengers, reflecting a 6% increase compared to the previous year's record of 77,837,917 passengers. This marks two consecutive years that DEN surpassed 70 million annual passengers. The surge of auto thefts in 2023 versus 2022 (80% increase) prompted DEN, the Denver Police Department (DPD), CATPA, CMATT, and the Denver Auto Theft Task Force (DATT) to respond swiftly, with various measures that decreased auto theft at DEN by 58% in 2024. In 2023, DEN CEO Phil Washington stated, "DEN's multifaceted strategy is a testament to our dedication to providing a safe environment within our parking lots. Through collaboration with law enforcement agencies and innovative security measures, we are taking proactive steps to minimize auto thefts and damages." [v] (Denver 7, DIA Security Measures, 2023)

DEN (2.5-MILE RADIUS) THEFT COMPARISON 2023 vs 2024

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2023	29	45	43	52	41	86	112	95	110	63	15	22
2024	36	41	25	18	22	37	20	26	32	13	15	14

DEN (2.5 -MILE RADIUS) THEFT OUTCOMES 2020-2024

2020: 219, 2021: 254, 2022: 396, 2023: 713, 2024: 299

Analytical Modeling

Stolen and recovered vehicle figures in the SVDR are directly sourced from the CCIC system. It is worth mentioning that these numbers may slightly differ from those in individual agency databases. Notably, the ATICC dataset excludes attempted vehicle thefts and vehicles that were recovered before being officially reported as stolen, thus not entered in CCIC as stolen incidents.
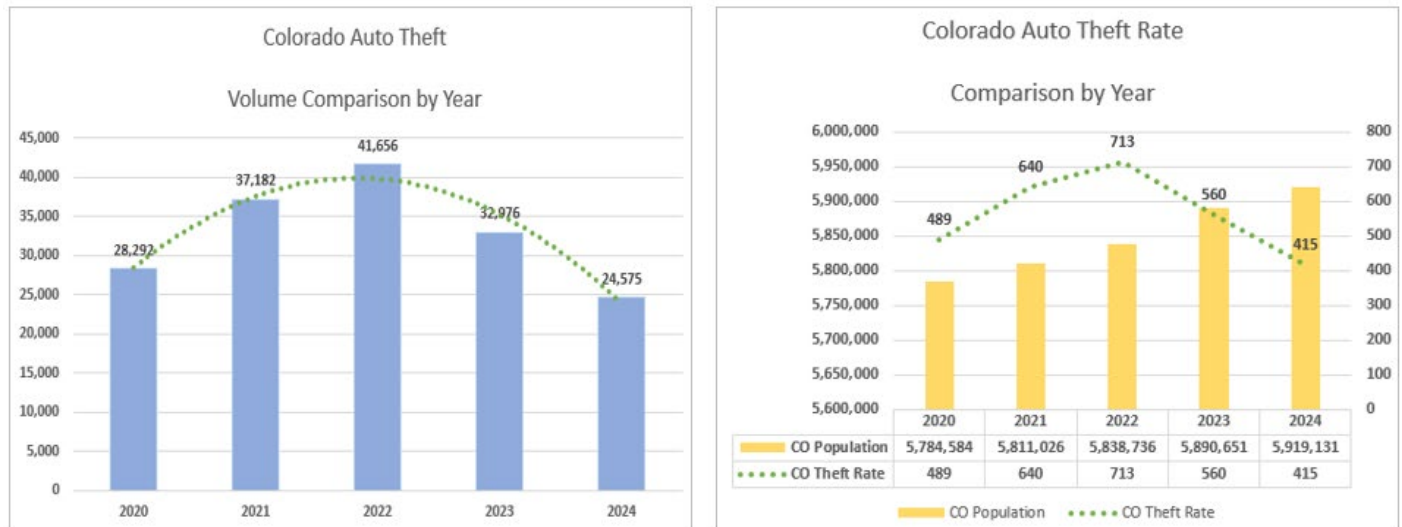
Figure 6.
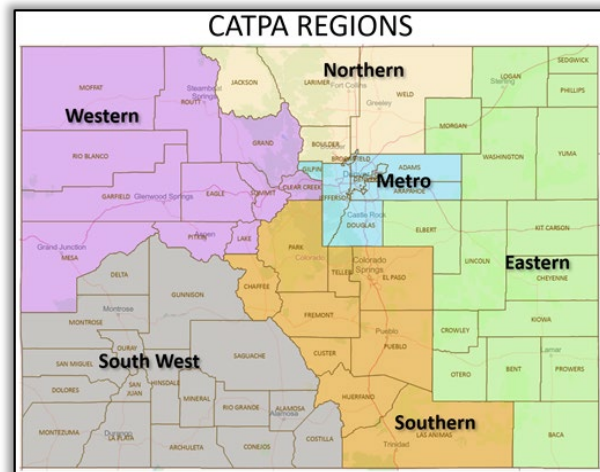
Furthermore, the CATPA regions in Colorado are delineated into six (6) areas, each served by a designated auto theft task force. This regional breakdown ensures a focused and targeted approach to addressing auto theft challenges within specific areas of the state. Overall, these clarifications underscore the nuances in data collection and reporting methods, emphasizing the need for precision when interpreting and comparing auto theft statistics. (ATICC, SVDR, 2019-2024)

Motor Vehicle Theft by Volume, Year, and Rate

Figure 7 below depicts the 5-year analysis of statewide motor vehicle theft by volume indicating a 13% overall decrease from 28,292 incidents in 2020 to 24,575 in 2024. This downward trend in motor vehicle theft in 2023 and 2024 was likely due to the natural stabilization of the effects from the various factors related to the pandemic beginning in 2020 and statewide potential improvements in auto theft prevention measures and/or law enforcement efforts. (ATICC, SVDR, 2019-2024)

Examining the per capita theft rate depicted in figure 8, SVDR data indicates a noteworthy **25% decrease in Colorado's motor vehicle theft rate from 560 vehicles stolen per 100,000 residents in 2023 to 415 vehicles stolen per 100,000 residents in 2024.** (ATICC, SVDR, 2019-2024)

Figure 7/8.

Motor Vehicle Recovery Rate by Year

Figure 9.

Colorado's performance in recovering stolen vehicles consistently surpasses the national average. Over the 5 years from 2020 to 2024, the state has maintained a strong track record in recovering stolen vehicles. However, it is worth noting that the **recovery rate for 2024 stands at 82%, marking the lowest point in the 5-year comparison.** It is anticipated that this recovery rate will likely increase as more time elapses and additional data becomes available. (ATICC, SVDR, 2019-2024)
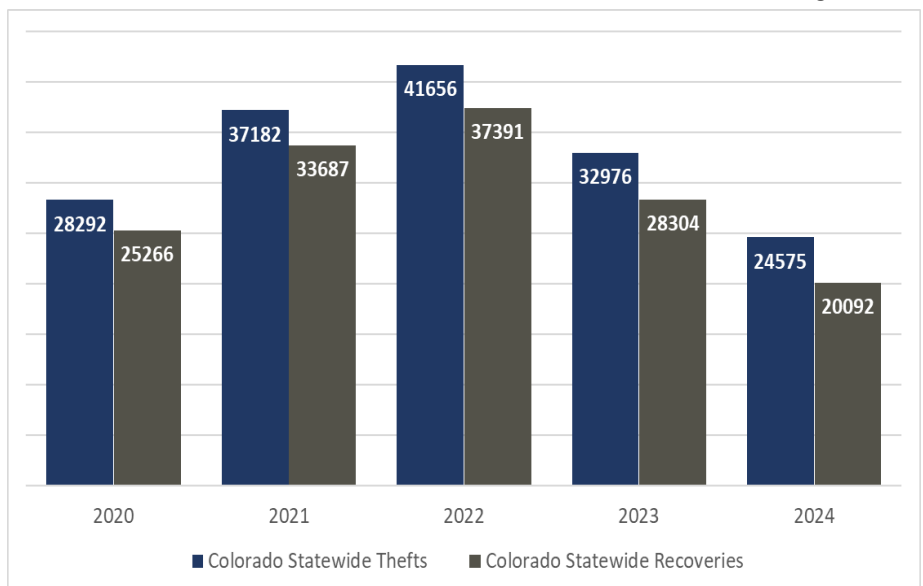
Vehicle Theft by Per Capita SVDR vs. NIBRS

The data from the SVDR highlights a 15% decrease in the vehicle theft rate per capita (per 100,000 residents) over the 5-year comparison from 2020 to 2024 which is a vast improvement from the 5-year comparison from 2019-2023 with a 56% increase in the vehicle theft rate. This metric, measured per 100,000 residents, reflects the downward trend in the

occurrence of vehicle theft incidents in Colorado. This decrease is likely due to many various factors, such as natural stabilization, increased funding for enforcement, advances in technology-driven tactics, public outreach and education, the focus of high-density theft areas, the support of the Governor and legislature, devoid of a pandemic, changing the penalties for motor vehicle theft that are no longer based on the value of the vehicle or vehicles stolen, and the goal alignment between Colorado law enforcement agencies.

The NIBRS data of the vehicle theft rate per capita (per 100,000 residents) indicates a 13% decrease in the 5-year comparison from 2020 to 2024 versus a 50% increase in the 5-year comparison from 2019 to 2023. The vehicle theft counts between the SVDR and NIBRS vary, however, the differences are minimal. It is necessary to demonstrate transparency due to Colorado utilizing both sources. (ATICC, SVDR, 2019-2024) (Statistics & CBI, 2020-2024)

Figure 10.

	SVDR MVT	NIBRS MVT	THEFT COUNT DIFFERENCE	Colorado Population	SVDR MVT Rate	NIBRS MVT Rate	MVT RATE DIFFERENCE
2020	28,292	28,365	73	5,784,584	489	490	1
2021	37,182	37,217	41	5,811,026	640	640	0
2022	41,656	41,213	443	5,838,736	713	706	7
2023	32,976	32,308	550	5,890,651	560	548	12
2024	24,575	25,200	625	5,919,131	415	426	11

Statewide Vehicle Style of Thefts

ATICC uses the stolen vehicle records, as entered into CCIC, for administrative, strategic, operational, and tactical analytical products. Stolen vehicle records entered into CCIC are also categorized by style and may vary from those that may not be otherwise registered with the Colorado Department of Motor Vehicles. Such vehicles may include construction and farming equipment. The following vehicle styles will be the focus of this analysis: motorcycle, passenger car, pickup truck, SUV, trailer, and van. (ATICC, SVDR, 2019-2024)

Figure 11.

STYLE	2020 THEFTS	2021 THEFTS	2022 THEFTS	2023 THEFTS	2024 THEFTS
Motorcycle	2,051	2,017	2,131	1,780	1,855
Active	835	860	1,004	944	1,003
Inactive	1,216	1,157	1,127	836	852
Recovery Rate	59%	57%	53%	47%	46%
Passenger Car	9,087	12,243	13,046	10,434	7,243
Active	240	279	359	598	585
Inactive	8,847	11,964	12,687	9,836	6,658
Recovery Rate	97%	98%	97%	94%	92%
Pickup Truck	6,172	8,047	8,389	6,720	4,908
Active	396	603	789	1,024	888
Inactive	5,776	7,444	7,600	5,696	4,020
Recovery Rate	94%	93%	91%	85%	82%
SUV	7,278	10,503	13,063	9,875	7,227
Active	199	259	353	550	676
Inactive	7,079	10,244	12,710	9,325	6,551
Recovery Rate	97%	98%	97%	94%	91%
Trailer	1,586	1,852	2,020	1,588	1,257
Active	794	902	994	863	725
Inactive	792	950	1,026	725	532
Recovery Rate	50%	51%	51%	46%	42%

In 2024, passenger cars emerged as the most targeted vehicle style in the state, witnessing 7,243 thefts, followed by SUVs with 7,227 thefts, pickup trucks with 4,908 thefts, motorcycles with 1,855 thefts, trailers with 1,257 thefts, and vans with 894 thefts. (ATICC, SVDR, 2019-2024)

Notably, all major vehicle styles, including passenger cars, pickup trucks, SUVs, and vans, experienced a decrease in theft incidents in 2024.

Motorcycle thefts increased by 75 in 2024, compared to the previous year of 2023. (ATICC, SVDR, 2019-2024)

Motorcycles and trailers continue to exhibit the lowest recovery rates among vehicles used on roadways. This challenge is attributed to the absence of a Vehicle Identification Number (VIN), Product Identification Number (PIN), or Owner Applied Number (OAN) on these types of vehicles, contributing to their low recovery rates. Beyond motorcycles, other low-speed vehicles such as mopeds, trailers, farm equipment, construction equipment, and off-road vehicles may lack a tracking number or proper registration with the Original Equipment Manufacturer (OEM) or the state. Additionally, the vehicle placard or tag displaying a unique identifier can be easily removed by thieves. (Force, R.; CATPA, 2022)

The recovery rate for farm and construction equipment is notably lower than that of any other vehicle style used on roadways (SVDR). Again, this is likely due to many of these vehicles not having PIN, VIN, or OAN identifiers, coupled with the theft of these vehicles likely not being readily identified or under the purview of normal enforcement activities, such as law enforcement traffic stops, etc.

Complicating matters further, many owners may not have unique identifying numbers at the time of theft, making it challenging for law enforcement to conduct investigations and facilitate recoveries. Law enforcement often encounters these types of vehicles during chop shop raids, junk yard inspections, or during transport, but verifying the stolen status becomes difficult due to the removal or absence of unique identifying numbers (Force, R.; CATPA, 2022). This bolsters the need for comprehensive measures to address the specific challenges associated with the theft and recovery of various vehicle styles.
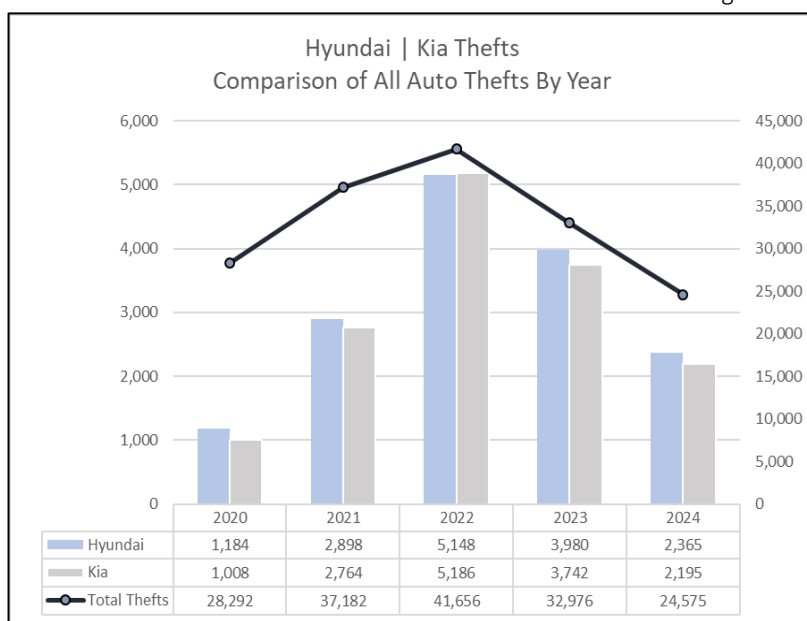
The Top 10 Most Stolen Vehicle(s) in 2024

In 2024, the **Chevrolet Silverado** was the most stolen vehicle of all make and models, with a total of 1,071 reported thefts. Among these, the 2006 model emerged as the most-at-risk vehicle, contributing significantly with 129 reported thefts, representing 12% of the total Silverado thefts. (ATICC, SVDR, 2019-2024)

Figure 12.

MAKE/MODEL	TOP THEFT YEAR	TOTAL THEFTS
CHEVROLET SILVERADO	2006 (129)	1071
HYUNDAI ELANTRA	2013 (197)	969
HYUNDAI SONATA	2004 (72)	620
CHEVROLET SIERRA	2005 (70)	575
FORD F-250	2004 (72)	563
FORD F-150	2018 (57)	539
KIA OPTIMA	2015 (94)	500
KIA SOUL	2016 (106)	479
HONDA CIVIC	2000 (58)	470
KIA SPORTAGE	2017 (90)	443

The **combined thefts of Kia (2,195) and Hyundai (2,365) constitute approximately 19% of the total statewide thefts.** Kia and Hyundai collectively account for five (5) of the top ten (10) most stolen vehicles by make, with Kia having three (3) models featured in the "Top 10 Most Stolen Vehicles". (ATICC, SVDR, 2019-2024)

Figure 13.

Hyundai | Kia Thefts
Comparison of All Auto Thefts By Year

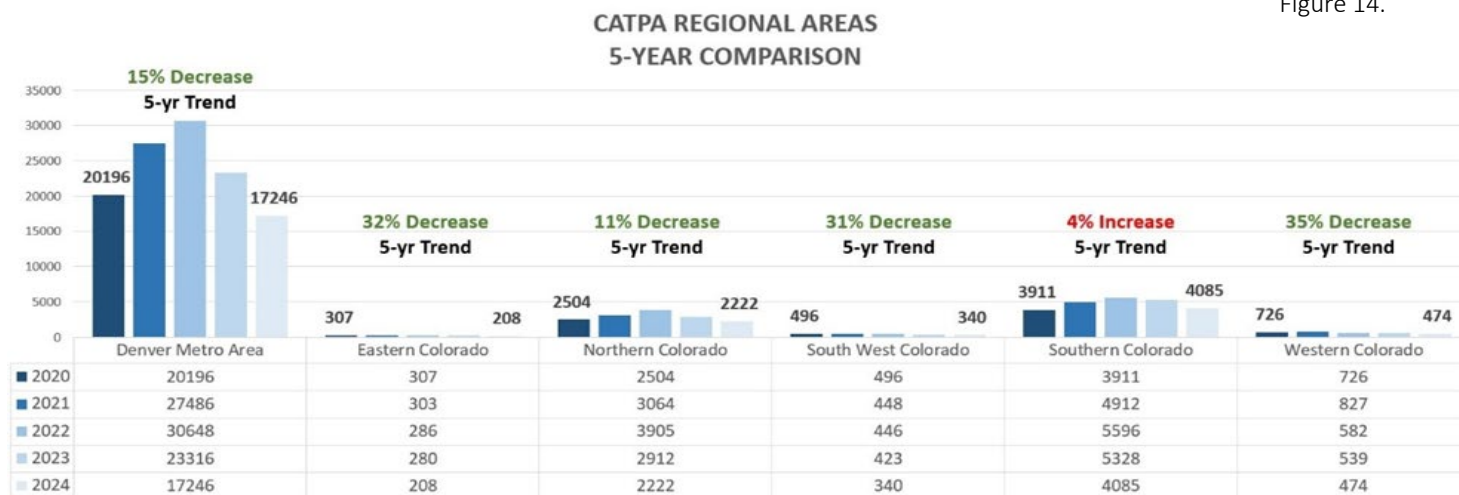|	2020	2021	2022	2023	2024
Hyundai	1,184	2,898	5,148	3,980	2,365
Kia	1,008	2,764	5,186	3,742	2,195
Total Thefts	28,292	37,182	41,656	32,976	24,575

The Kia and Hyundai OEMs are continuing to mitigate this trend with system security updates for certain Kia and Hyundai vehicles. CATPA has emphasized the importance of targeted preventive measures and heightened security measures for these popular models. (ATICC, SVDR, 2019-2024)

Motor Vehicle Thefts by CATPA Regional Areas

The following bar graph demonstrates the 5-year comparison of statewide motor vehicle theft with the percentage increase/decrease from 2020 to 2024 distributed by the CATPA regional area.

When considering the number of statewide motor vehicle thefts, as illustrated below, the Denver Metro area routinely makes up the majority of motor vehicle thefts in Colorado. In 2024, reported stolen vehicle thefts from the Denver Metro area accounted for approximately 70% of the total thefts in Colorado, a 1% decrease from 2023. **The Denver Metro regional area decreased by 26% from 2023 to 2024.** (ATICC, SVDR, 2019-2024)

Figure 14.

**CATPA REGIONAL AREAS
5-YEAR COMPARISON**

	Denver Metro Area	Eastern Colorado	Northern Colorado	South West Colorado	Southern Colorado	Western Colorado
2020	20196	307	2504	496	3911	726
2021	27486	303	3064	448	4912	827
2022	30648	286	3905	446	5596	582
2023	23316	280	2912	423	5328	539
2024	17246	208	2222	340	4085	474

The 5-year trend shows a consistent **decrease in five of the six CATPA areas**, with only the Southern Colorado region showing a slight increase of 4%. (ATICC, SVDR, 2019-2024)

CATPA Regional Areas and Out-of-State Recoveries

There were 22,106 recoveries, regardless of theft date, reported in 2024. (ATICC, SVDR, 2019-2024)

The recoveries reported for the following reporting focus solely on the recoveries of the thefts that occurred between January 1, 2024 through December 31, 2024. (ATICC, SVDR, 2019-2024)

The **Denver Metro and Southern Areas** tied for the highest incidence for the recovery of thefts with an **83% recovery rate**, followed by the Northern Area (78%), Eastern Area (73%), Western Area (69%), and South West Area with a 67% recovery rate. (ATICC, SVDR, 2019-2024)

Note: The total number of theft and recoveries for the state will not equal the total number of theft and recoveries from the theft and recovery areas in theft areas due to missing address information of some records when pulling from the dataset 'theft area' and 'recovery area'.

Colorado Stolen Vehicles Recovered Out of State and Country

In **2024, a total of 665 stolen vehicles** reported in Colorado were successfully recovered out of state, **impacting 43 out of the 50 states** in the United States. Recovery patterns observed in Texas, New Mexico, and Mexico, indicate a consistent preference for specific makes, models, and styles of vehicles, mirroring the trends seen in Colorado thefts. Additionally, the criminal methods employed in many thefts in Colorado seem to be replicated in these regions. There were **23 Colorado thefts recovered in the four Mexican states** of Chihuahua, Baja California, Sinaloa, and Quintana Roo. This number would likely be higher with the demand of pickup trucks by international interests, but they are being recovered on the United States side of the U.S. and Mexico border. (Law Enforcement Reporting, 2024) The states bordering or near Colorado played a significant role in the recovery efforts, with **Texas leading the way with 113 Colorado-stolen vehicles recovered, followed by New Mexico (67),** California (46), Wyoming (41), Arizona (37), Kansas (33), Utah (31), Nebraska (27), and Oklahoma (17). It should be noted that Florida recovered 22 Colorado thefts. (ATICC, SVDR, 2019-2024)

Figure 15.
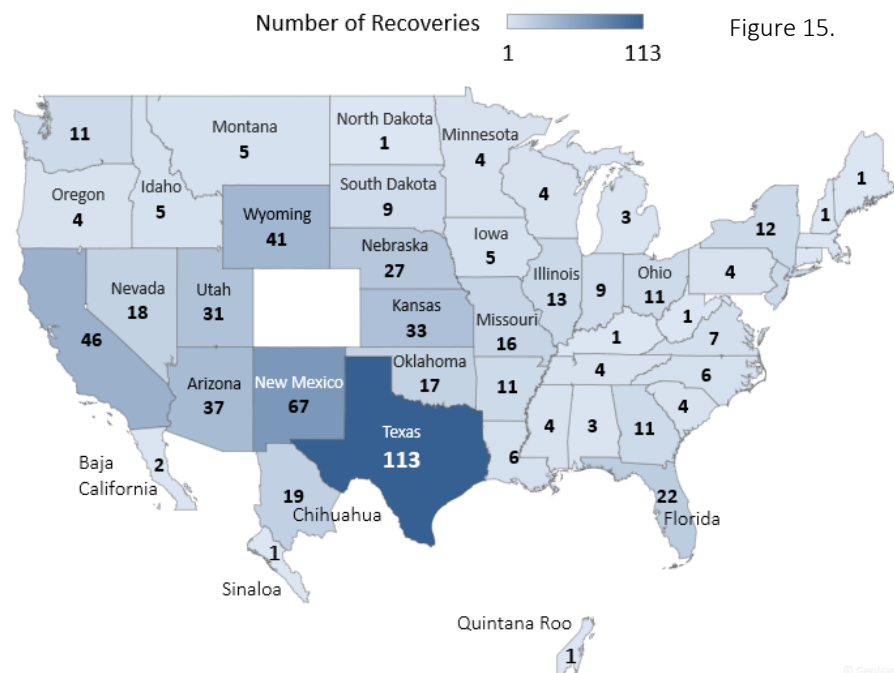
The majority of states with the highest recovery incidence are surrounding states, due to the geographical proximity. Conversely, states situated farther North and East of Colorado were less affected by Colorado motor vehicle thefts. This information highlights the interstate and international nature of motor vehicle theft, with the importance of collaborative efforts among states and countries to combat and recover stolen vehicles effectively.

CATPA Regional Area Theft and Recovery Breakdown

DENVER METRO AREA – 2024 | CMATT

Population: 2,985,382

The Denver Metro CATPA regional area encompasses 7 Counties: Adams, Arapahoe, Broomfield, Denver, Douglas, Gilpin, and Jefferson. As an area of higher population density and accessibility to commercial businesses and transportation facilities, the Denver Metro area consistently leads the state for motor vehicle theft.

TOP 5 STOLEN VEHICLE STYLES

1. SUV | 4,989
2. SEDAN | 3,981
3. PICKUP TRUCK | 3,264
4. MOTORCYCLE | 817
5. TRAILER | 795

TOP 5 STOLEN VEHICLE MAKES

1. FORD | 2,969
2. CHEVROLET | 2,709
3. HYUNDAI | 2,376
4. KIA | 2,205
5. HONDA | 1,820

TOP 10 STOLEN VEHICLES

1. CHEVROLET SILVERADO | 854
2. HYUNDAI ELANTRA | 654
3. HYUNDAI SONATA | 456
4. GMC SIERRA | 440
5. FORD F-250 | 421
6. FORD F-150 | 398
7. KIA SPORTAGE | 369
8. KIA OPTIMA | 356
9. KIA SOUL | 335
10. HONDA CIVIC | 333

The 2013 Hyundai Elantra is the most at-risk vehicle by theft volume of 131 thefts.

Thefts and Recoveries with Recovery Rate 2020-2024
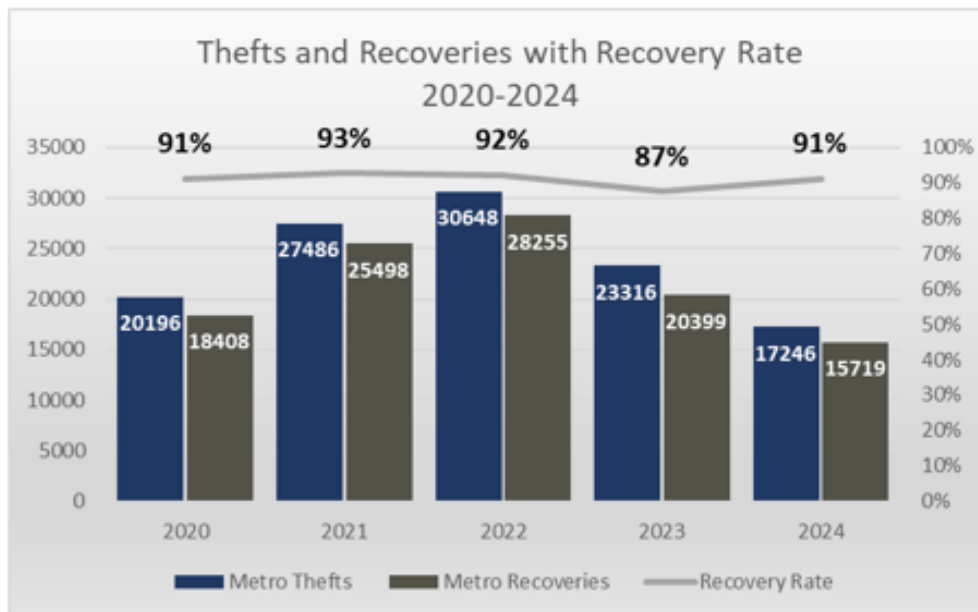
The Denver Metro Area accounts for 70% of auto thefts in Colorado

CATPA
Colorado Auto Theft Prevention Authority
Department of Public Safety

EASTERN COLORADO – 2024 | BATTLE EAST

Population: 161,570

The Eastern Colorado CATPA Region encompasses 16 counties: Baca, Bent, Cheyenne, Crowley, Elbert, Kiowa, Kit Carson, Lincoln, Logan, Morgan, Otero, Phillips, Prowers, Sedgwick, Washington, and Yuma. Typically, rural and sparsely populated, this is the largest CATPA region by area. However, it consistently has the lowest rates of motor vehicle theft in Colorado.

TOP 5 STOLEN VEHICLE STYLES

1. PICKUP TRUCK | 41
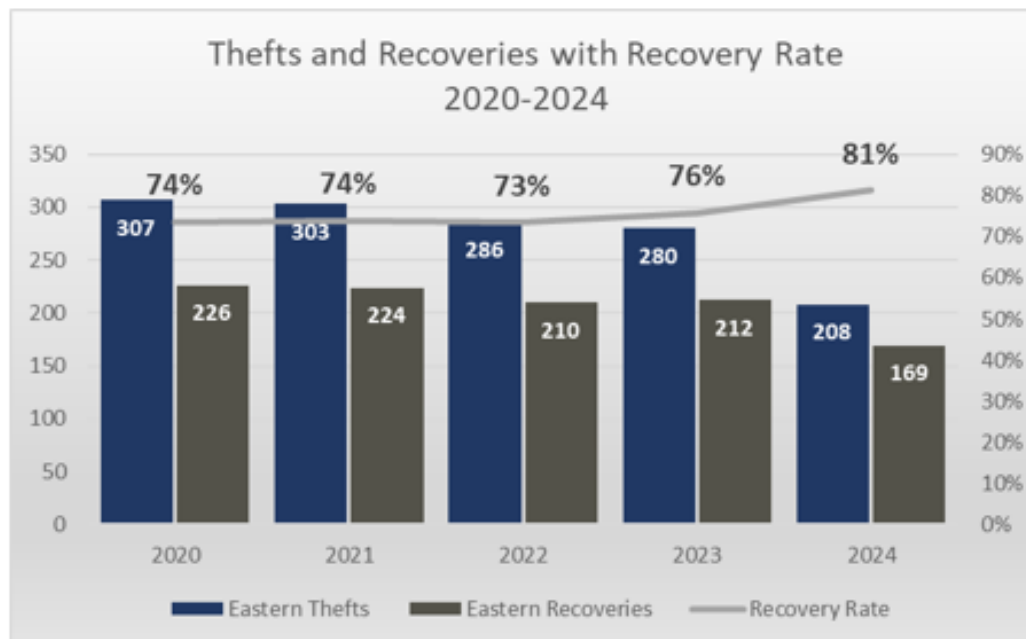2. SEDAN | 36
3. SUV | 32
4. TRAILER | 25
5. MOTORCYCLE | 9

TOP 5 STOLEN VEHICLE MAKES

1. CHEVROLET | 26
2. FORD | 25
3. GMC | 13
4. HONDA | 8
5. DODGE | 8

TOP 10 STOLEN VEHICLES

1. GMC SIERRA | 12
2. CHEVROLET SILVERADO| 12
3. HONDA CIVIC | 8
4. CHEVROLET GMT-400 | 8
5. DODGE RAM 2500 | 7
6. DODGE DAKOTA | 6
7. FORD F-150 | 6
8. FORD F-250 | 6
9. FORD RANGER | 6
10. FORD F-350 | 5
11. PJ TRAILER | 5

The Style pickup trucks are the most stolen style due to the rural farming areas.

Thefts and Recoveries with Recovery Rate 2020-2024

Year	Eastern Thefts	Eastern Recoveries	Recovery Rate
2020	307	226	74%
2021	303	224	74%
2022	286	210	73%
2023	280	212	76%
2024	208	169	81%

Eastern Colorado accounts for 1% of auto thefts in Colorado

CATPA
Colorado Auto Theft
Prevention Authority
Department of Public Safety

NORTHERN COLORADO – 2024 | BATTLE NORTH

Population: 1,070,830

The Northern Colorado CATPA Region encompasses 4 counties: Boulder, Jackson, Weld, and Larimer. Like the Denver Metro Area, this region is home to large cities but has a mix of large rural areas as well. This region, along with the Denver Metro Area and Southern Colorado fall along the I-25 corridor.

TOP 5 STOLEN VEHICLE STYLES

1. PICKUP TRUCK | 472
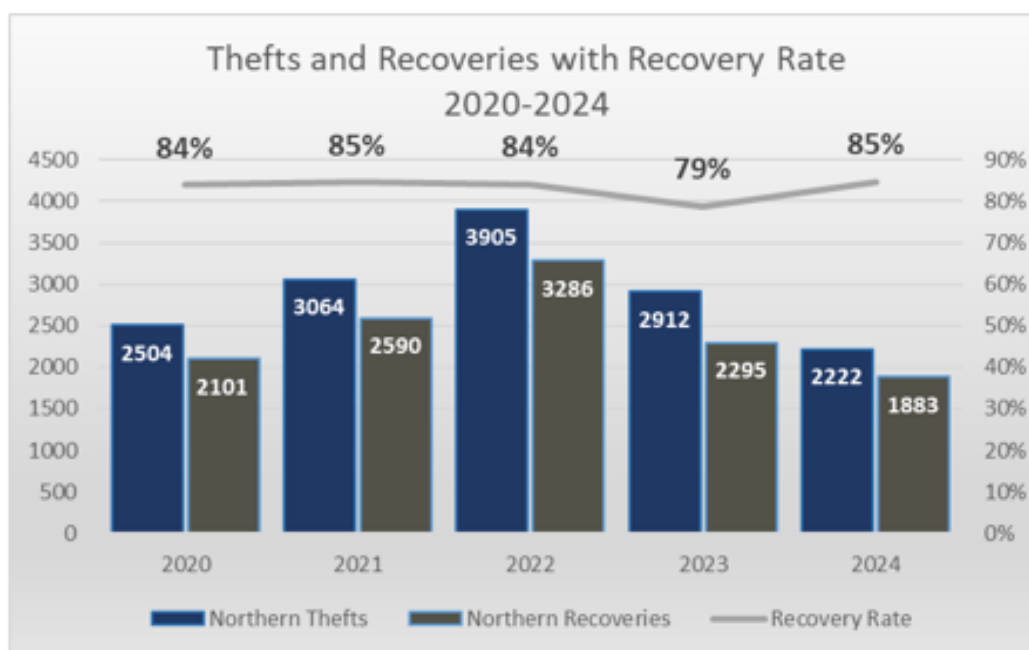2. SUV | 464
3. SEDAN | 430
4. TRAILER | 195
5. MOTORCYCLE | 169

TOP 5 STOLEN VEHICLE MAKES

1. FORD | 296
2. CHEVROLET | 215
3. HONDA | 181
4. TOYOTA | 130
5. GMC | 120

TOP 10 STOLEN VEHICLES

1. CHEVROLET SILVERADO | 86
2. GMC SIERRA | 71
3. FORD F-250 | 70
4. FORD F-350 | 53
5. HYUNDAI ELANTRA | 47
6. FORD F-150 | 37
7. HONDA CIVIC | 30
8. KIA OPTIMA | 28
9. HONDA CR-V | 27
10. HONDA ACCORD | 25

The 2004 (12) Chevy Silverado and 2016 Hyundai Elantra (12) tied for the most at-risk vehicles by volume of year of theft.

Thefts and Recoveries with Recovery Rate 2020-2024

Year	Northern Thefts	Northern Recoveries	Recovery Rate
2020	2504	2101	84%
2021	3064	2590	85%
2022	3905	3286	84%
2023	2912	2295	79%
2024	2222	1883	85%

Northern Colorado accounts for 9% of auto thefts in Colorado

CATPA
Colorado Auto Theft Prevention Authority
Department of Public Safety

SOUTH WEST COLORADO – 2024 | BATTLE WEST

Population: 256,854

The South West Colorado CATPA Region encompasses 17 Counties: Alamosa, Archuleta, Conejos, Costilla, Delta, Dolores, Gunnison, Hinsdale, La Plata, Mineral, Montezuma, Montrose, Ouray, Rio Grande, Saguache, San Juan, and San Miguel. This region has a wide range of topographical features and population density areas. This is the only region I-25 and I-70, two of Colorado's main highway corridors, do not go through.
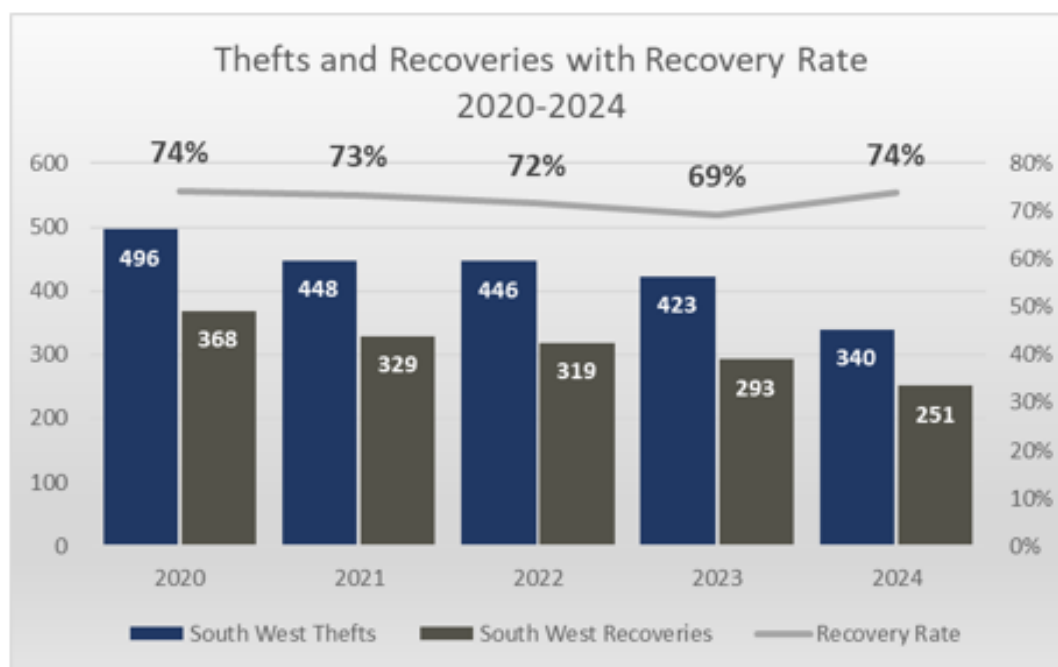
TOP 5 STOLEN VEHICLE STYLES

1. SUV | 76
2. PICKUP TRUCK | 63
3. SEDAN | 45
4. TRAILER | 32
5. OFF-ROAD | 22

TOP 5 STOLEN VEHICLE MAKES

1. FORD | 48
2. CHEVROLET | 36
3. TOYOTA | 31
4. HONDA | 25
5. DODGE | 20

TOP 10 STOLEN VEHICLES

1. CHEVROLET SILVERADO | 17
2. FORD F-150 | 13
3. JEEP WRANGLER | 12
4. FORD F-250 | 11
5. CHEVROLET GMT-400 | 8
6. DODGE RAM 1500 | 8
7. FORD RANGER | 7
8. GMC SIERRA | 7
9. FORD EXPLORER | 6
10. JEEP GRAND CHEROKEE | 5

Thefts and Recoveries with Recovery Rate 2020-2024

Year	South West Thefts	South West Recoveries	Recovery Rate
2020	496	368	74%
2021	448	329	73%
2022	446	319	72%
2023	423	293	69%
2024	340	251	74%

South West Colorado accounts for 1% of auto thefts in Colorado

CATPA
Colorado Auto Theft
Prevention Authority
Department of Public Safety

SOUTHERN COLORADO – 2024 | BATTLE SOUTH

Population: 1,070,659

The Southern Colorado CATPA Region encompasses 9 Counties: Chaffee, Custer, El Paso, Fremont, Huerfano, Las Animas, Park, Pueblo, and Teller. With two large cities, Pueblo and Colorado Springs, this region ranks second for the highest rate of motor vehicle theft in Colorado following the Denver Metro Area.

TOP 5 STOLEN VEHICLE STYLES

1. SEDAN | 1,210
2. SUV | 953
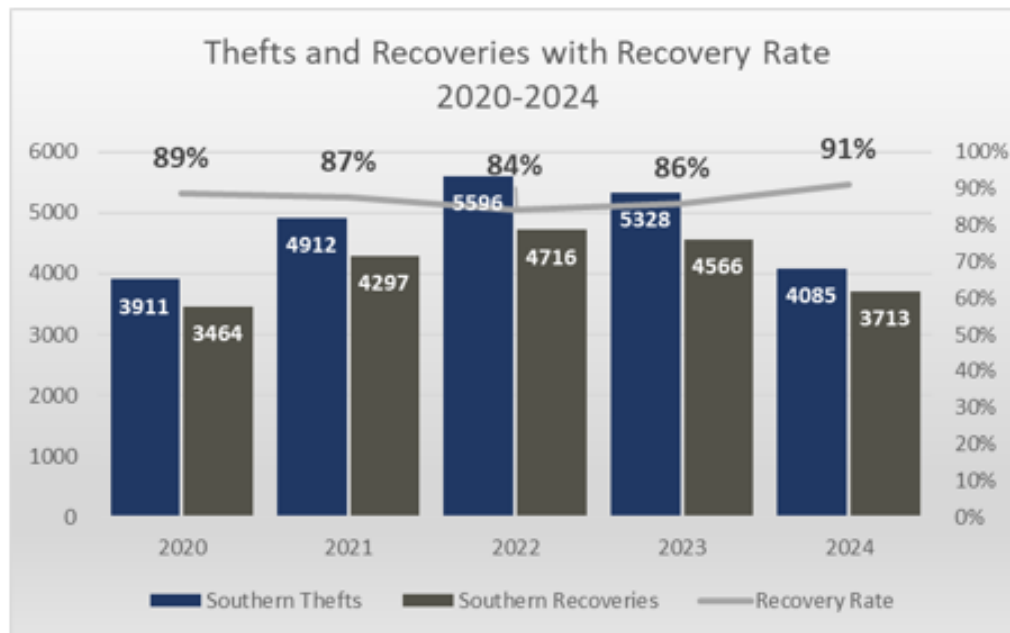3. PICKUP TRUCK | 586
4. MOTORCYCLE | 236
5. TRAILER | 192

TOP 5 STOLEN VEHICLE MAKES

1. HYUNDAI | 491
2. KIA | 455
3. FORD | 423
4. CHEVROLET | 365
5. HONDA | 359

TOP 10 STOLEN VEHICLES

1. HYUNDAI ELANTRA | 262
2. HYUNDAI SONATA | 137
3. KIA SOUL | 129
4. KIA OPTIMA | 114
5. CHEVROLET SILVERADO | 98
6. HONDA CIVIC | 96
7. FORD F-150 | 76
8. HONDA CR-V| 74
9. HONDA ACCORD | 64
10. KIA RIO | 61

The 2013 Hyundai Elantra is the most at-risk vehicle by theft volume of 54 thefts.

Thefts and Recoveries with Recovery Rate 2020-2024

Year	Southern Thefts	Southern Recoveries	Recovery Rate
2020	3911	3464	89%
2021	4912	4297	87%
2022	5596	4716	84%
2023	5328	4566	86%
2024	4085	3713	91%

Southern Colorado accounts for 17% of auto thefts in Colorado

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Colorado Auto Theft
Prevention Authority
Department of Public Safety

WESTERN COLORADO – 2024 | BATTLE WEST

Population: 406,944

The Western Colorado CATPA Region encompasses 11 Counties: Clear Creek, Eagle, Garfield, Grand, Lake, Mesa, Moffat, Pitkin, Rio Blanco, Routt, and Summit. This region falls along the I-70 corridor and has a diverse landscape from very mountainous areas to mesa plateaus.
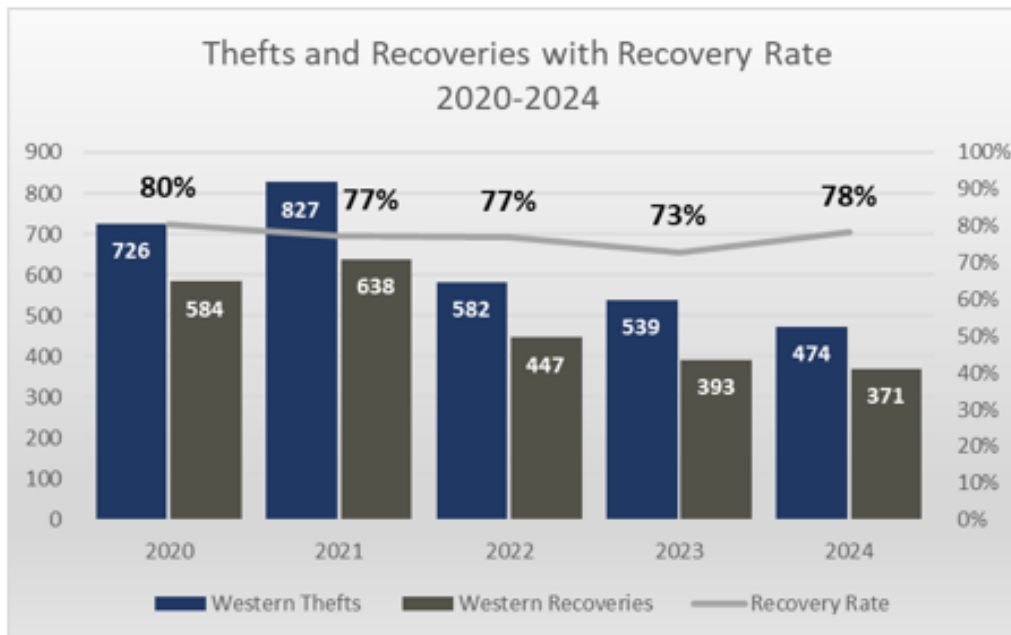
TOP 5 STOLEN VEHICLE STYLES

1. PICKUP TRUCK | 87
2. SUV | 81
3. SEDAN | 62
4. OFF-ROAD | 52
5. TRAILER | 43

TOP 10 STOLEN VEHICLES

1. FORD F-150 | 18
2. GMC SIERRA | 15
3. CHEVROLET SILVERADO | 14
4. POLARIS RZR | 9
5. HONDA CIVIC | 7
6. RAM 1500 | 7
7. HONDA ACCORD | 6
8. FORD F-250 | 6
9. POLARIS SPORTSMAN | 6
10. CHEVROLET TAHOE | 5

TOP 5 STOLEN VEHICLE MAKES

1. FORD | 59
2. CHEVROLET | 36
3. HONDA | 35
4. GMC | 23
5. POLARIS | 23

Thefts and Recoveries with Recovery Rate 2020-2024

Year	Western Thefts	Western Recoveries	Recovery Rate
2020	726	584	80%
2021	827	638	77%
2022	582	447	77%
2023	539	393	73%
2024	474	371	78%

Western Colorado accounts for 2% of auto thefts in Colorado

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Colorado Auto Theft Prevention Authority
Department of Public Safety

Outlook

In March 2025, the positive trend of decreasing statewide auto thefts in Colorado persists. The collaborative efforts of the Governor's Office, Legislature, Colorado Department of Public Safety, Colorado State Patrol, the Colorado Auto Theft Prevention Authority, prosecutors from state and local jurisdictions, and law enforcement partners remain focused on achieving the state's Wildly Important Goals. The pace of the reduction of auto theft has slightly slowed and is trending to stabilize, making the 2025 goal more difficult to achieve; however, it still reflects the dedication of various stakeholders to enhance public safety and security through proactive measures against the crime of motor vehicle theft.

Recommendations

The following recommendations are offered to countermeasure the incidence of vehicle theft and related crimes, address emerging technology challenges influencing vehicle theft and associated crimes, and innovate concepts to reduce motor vehicle crimes.

Owners of all motor vehicles should be encouraged to lock their vehicles, remove all keys, weapons, and personal property, park in physically secured areas, and not leave their vehicles running unattended to prevent their vehicles from being stolen.

As education is one of the best methods to prevent crime victimization, vehicle owners should be encouraged to visit www.lockdownyourcar.org for awareness and tips on how to avoid being a victim of auto theft.

Owners of Hyundai and Kia vehicles should be encouraged to contact local authorized dealerships to acquire an upgrade to the vehicle security systems to elevate theft prevention. Kia vehicle owners can query their vehicle for eligible upgrades using https://update.kia.com/US/EN/updateGuide/03. Hyundai vehicle owners can query their vehicle for eligible upgrades using https://update.hyundai.com/US/EN/updateGuide.

Owners of Hyundai and Kia vehicles, especially vehicles not eligible for immediate factory upgrades, should consider using aftermarket theft prevention devices, such as steering wheel locks, engine immobilizers meeting or exceeding ULC S338 standards, and locking their vehicle in physically secured parking areas (e.g. locked parking garages, residential garages, etc.)

Owners of older model vehicles, greater than 10 years old not possessing electronic engine immobilization (e.g. FOB technology), should be encouraged to consider elevating their vehicle security with aftermarket engine immobilization, steering wheel locks, and/or GPS tracking systems.

Owners of all motor vehicles, as well as law enforcement, should use extreme caution when encountering a vehicle theft offender when attempting to steal a vehicle or otherwise using a stolen vehicle. Many auto thieves are known to be involved in crimes of violence, are armed, and have posed extreme risks to law enforcement personnel, victims, and persons using our roadways.

In support of the Wildly Important Goal (WIG) established by the Governor's Office and CDPS to reduce the statewide incidence of motor vehicle theft by 25%, CATPA should consider funding initiatives to support this WIG with strategic planning for Fiscal Years 2025 and 2026.

Glossary of Terms

Motor Vehicle Theft and Auto Theft – both of these terms are synonymous when being referred to in the 2024 Colorado Auto Theft Annual Report.

Active – (Actively Stolen) Stolen vehicles included in this report include vehicles entered into the CCIC as a "stolen vehicle" message. The actual number of auto thefts in Colorado is likely higher than reported, as some incidences of auto theft may not be reported to law enforcement and/or law enforcement agencies may not have entered other stolen vehicles into CCIC due to a stolen vehicle recovery occurring before completing the jurisdiction's reporting and processing procedures. (SVDR)

Inactive – (Recovery of a vehicle) Removals from the CCIC database occur from three messages conducted by CCIC authorized users from the Originating Agency who performed the initial entry. These three CCIC message keys are "clear", "locate" and "cancel" of the record. The "clear" (CV) and "locate" (LV) message is performed when a vehicle has been located and is subsequently removed from the CCIC database. Accordingly, a "clear" is supposed to be performed by the agency that entered the vehicle and then subsequently recovered it. The "locate" is supposed to be performed when an agency, other than the one who originally entered the vehicle into CCIC, has located the vehicle. The "cancel" (XV) record is supposed to be performed when an agency discovers the vehicle was not stolen, yet was originally recorded into CCIC as stolen, and thus needs to be canceled. Current data processes/practices within the CCIC system treat the CV, LV, and XV messages the same, regardless of the technical definitions. At present time, ATICC does not have the technological advantage to ensure the appropriate message keys to validate the purpose of the inactivation (e.g., cancellation, locate, or clear.) (SVDR)

Case in Colorado Courts – Filed charges of an incident against a person in Colorado Courts.

Reported Stolen Vehicles – vehicles reported stolen into the Colorado Crimes Information Center that the SVDR captures in Colorado.

End Notes

[i] NICB 2023 Vehicle Theft Trends, https://www.nicb.org/news/news-releases/vehicle-thefts-surge-nationwide-2023

[ii] NICB 2024 Vehicle Theft Trends, https://www.nicb.org/news/news-releases/vehicle-thefts-united-states-fell-17-2024

[iii] Denver Crimes, Armed Carjacking 2024 Crime Report, https://denvercrimes.com/crime/robbery/robbery-car-jacking/by-date/2024/

[iv] Denver DA; Denver Grand Jury Indicts 17 Defendants Connected to Major Stolen Car Ring, https://www.denverda.org/news-release/denver-grand-jury-indicts-17-defendants-connected-to-major-stolen-car-ring/

[v] DIA announces new security measures to tackle the staggering car theft problem, https://www.denver7.com/news/local-news/dia-announces-new-security-measures-to-tackle-car-theft-problem