



COLORADO AUTO THEFT ANNUAL REPORT | 2025



Department of Public Safety | Colorado State Patrol

AUTO THEFT INTELLIGENCE COORDINATION CENTER

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CATPA
Colorado Auto Theft
Prevention Authority
Department of Public Safety

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Executive Summary: 2025 Auto Theft Trends in Colorado

Auto theft trends in 2025 demonstrated a significant and continued decline at both the national and state level in Colorado.

- **Colorado Performance:** Colorado marked its third consecutive year of motor vehicle theft (MVT) reductions, experiencing a substantial 34% decline in auto theft for the calendar year 2025 compared to 2024. This decline represents a 56% reduction in auto theft since 2021.
- **The National Trend** indicated vehicle thefts falling 23% nationally in 2025 compared to 2024.
- **Theft Rate:** Colorado's thefts by volume of 16,291 in 2025, ranked 14th in the nation. The motor vehicle theft rate per capita of 271 per 100,000 residents in 2025, ranked 6th worst, a significant improvement from the number one (1) worst ranking in 2021.
- **Recovery Rate:** Of the 16,291 reported auto thefts in 2025, 80% (13,084) were recovered in 2025. The total recoveries reported in 2025, regardless of theft date, were 14,452.
- **Economic Factor:** There was an approximate \$257 million average total loss (ATL) based on ATICC's value assessment.
- **Colorado Courts related to MVT:** In 2025, Colorado Courts recorded 3,443 cases encompassing 11,482 charges related to or associated with motor vehicle theft.
- **MVT and Violent Crime:** There were 228 cases (7%) which contained 550 charges that qualify as violent crimes. The top three (3) qualifying violent crimes charges were Burglary (1st and 2nd degree), Robbery, and Assault (1st and 2nd degree).
- **Top Stolen Vehicles:** In 2025, the **SUV** topped the list of most stolen vehicles by **style** at 4,853 followed by the passenger car at 4,725. The **Chevrolet Silverado** was the most stolen vehicle by **make and model** and the 2013 Hyundai Elantra was the **most-at-risk stolen vehicle by year, make, and model** in the state. Hyundai and Kia continue to rank amongst the top 10 most stolen vehicles by **make** with a combined 2,445 stolen in 2025, accounting for approximately 15% of total thefts.
- **Denver International Airport (DEN):** In 2025, DEN reported **94 auto thefts** within a two and a half (2.5) mile radius, which indicates an **87% decrease** compared to **713** in 2023. This can be attributed to a multi-faceted approach which includes measures initiated by the Governor's office, the Colorado Department of Public Safety (CDPS), the Colorado Auto Theft Prevention Authority (CATPA), the Beat Auto Theft Through Law Enforcement (BATTLE), the CATPA Metropolitan Auto Theft Task Force (CMATT), Denver Police Department (DPD), and Denver International Airport.

- The Governor's office implemented a Wildly Important Goal (WIG) of 35% statewide reduction for the crime of motor vehicle theft for July 2025 – June 2026. Preliminary statistics from July 2025 through February 2026 indicate a 39% decrease.

Overall, 2025 was a pivotal year in which Colorado's coordinated efforts resulted in significant progress, outpacing the national average for auto theft reduction.

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, analytical, and investigative support, with the primary intention of supporting the Colorado auto theft law enforcement community. As a hub for information and intelligence, ATICC delivers analytical insights into auto theft occurrences and associated crimes.

Purpose

This is an evaluation of reported stolen vehicles occurring in Colorado, evaluating statistical data, 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.

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 Stolen Vehicle Database Repository (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 January 08, 2026, 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 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 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 total 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 NIBRS

Colorado Courts obtain 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. NIBRS is incident based and provides detailed information about the incident with less detailed information on the specific offender(s) and has a 4-6 week reporting delay. NIBRS also does not provide PII. Both collection systems are utilized by the ATICC for specific purposes.

Statistical Summaries

Colorado witnessed a substantial improvement in statewide reported stolen vehicles, registering a notable **34% decrease in reported stolen vehicles by volume in 2025**, amounting to **8,284 fewer thefts**, compared to reported vehicle thefts in 2024. This positive trend continues with the **25% decrease observed in 2024**. Colorado experienced **16,291 reported stolen vehicles in 2025**, with a **per capita rate of 271 stolen vehicles per 100,000 residents**, compared to 24,575 reported stolen vehicles in 2024, with a **per capita rate of 415 stolen vehicles per 100,000 residents**. (SVDR, 2021-2025)

The recovery rate for stolen vehicles in **2025 stands at 80%, marking a consecutive low point in the 5-year comparison.** (ATICC, SVDR, 2021-2025)

The data 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.

An estimated **\$257,577,001 ATL** is related to the 16,291 reported stolen vehicles in 2025 versus the ATL for 2024 at \$353,241,050 (24,575 thefts), **reducing the ATL by \$95,664,049.** (ATICC, ATL Calculation, 2024)

In a **5-year comparison from 2021 through 2025**, Colorado experienced a **notable 56% decrease** in reported vehicles stolen. Between 2021 through 2025, Colorado has experienced continued decreases in auto theft, with 2025 vs 2024 marking the most **notable decrease at 34%.** (ATICC, SVDR, 2021-2025) (ATICC, 2024 Auto Theft Annual Report, 2024)

The National Insurance Crime Bureau (NICB's) 2025 National Vehicle Thefts by State data indicates Colorado is ranked 14th in the nation per volume of thefts and has improved to the number 6th position in motor vehicle theft rate per 100,000 residents nationwide. (NICB, 2025 National Vehicle Thefts by State, 2026)

Aligning with previous reporting years, 2025 motor vehicle theft data demonstrates that an average of **53% of reported stolen vehicles are recovered outside the jurisdiction** where the motor vehicle theft occurred, indicating the crime of motor vehicle theft is a multijurisdictional criminal event. This is a **10% difference from 2024 where 63% of the reported stolen vehicles were recovered in a different jurisdiction.** (ATICC, SVDR, 2021-2025)

In 2025, the **Chevrolet Silverado (659 thefts)** and **Hyundai Elantra (621 thefts)** emerged as the highest volume of reported stolen vehicles. (ATICC, SVDR, 2021-2025)

Hyundai and Kia manufactured vehicles collectively accounted for **15% of all reported stolen vehicles in the state**, totaling 2,445 out of the 16,291 vehicles stolen in 2025 versus **19% of all stolen vehicles in 2024 and 23% of all stolen vehicles in 2023.** Hyundai and Kia manufacturers offered a free anti-theft software update for certain models in **2023 and continued these upgrades through 2024 and 2025.** These efforts appear to support the downward trajectory of Hyundai and Kia thefts statewide. (ATICC, SVDR, 2021-2025)

Motor Vehicle Theft and Related Crimes

Insights from Colorado Courts data for 2025 reveal that out of 3,443 cases filed, 79 % (2,729 cases) involved additional criminal charges related to the motor vehicle theft incident. The sole charge of motor vehicle theft occurred in 714 (21%) cases filed in 2025. (Colorado Courts, 2021-2025)

The 2025 Colorado Courts data indicate 422 (12%) motor vehicle theft cases out of 3,443 cases filed, carried charges associated with violent crimes, aligning with the definition of "Crime of Violence" as per the Colorado Revised Statute. (Colorado Courts, 2021-2025)

Figure 1.

Colorado Courts Cases Involving Motor Vehicle Theft	2021	% CHG	2022	% CHG	2023	% CHG	2024	% CHG	2025
		2021 vs. 2022		2022 vs. 2023		2023 vs. 2024		2023 vs. 2024	
Total Cases/Dockets Filed	5,601	0%	5,610	-15%	4,763	-10%	4,291	-20%	3,443
Cases w/Sole Charge of Motor Vehicle Theft	937	47%	1,379	-17%	1,148	-15%	975	-27%	714
Cases Filed w/Additional Charges	4,664	-9%	4,231	-15%	3,615	-8%	3,316	-18%	2,729
Cases Filed w/Violent Crime	597	-19%	483	17%	563	-3%	548	-23%	422
Count of Violent Crime Charges	1,184	-22%	924	18%	1,094	-3%	1,065	-21%	840
AVG Violent Crimes Per Case	2.0		1.9		2.0		1.9		1.9
Cases Filed w/Weapons Charges	565	-34%	371	1%	373	-14%	321	-28%	231
Count of Weapons Charges	958	-34%	635	13%	719	-32%	491	-19%	398
AVG Weapons Charges Per Case	1.7		1.7		1.9		1.5		1.7
Felony (F1-F6) Cases Filed	5,416	-2%	5,333	-15%	4,555	-9%	4,147	-25%	3,118
Count of Felony Charges	12,017	-18%	9,854	-12%	8,690	-11%	7,766	-20%	6,204
AVG Felony Charges per Felony Case	2.2		1.8		1.9		1.0		1.9

The charge of "1st Degree Motor Vehicle Theft" (C.R.S. 18-4-409 (2)) occurred in 484 (14%) cases filed in 2025. 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 3,443 cases filed, encompassing 11,482 charges. Among these charges, 4,609 were related to motor vehicle theft, and/or attempted theft, and/or unauthorized use of a motor vehicle, while 6,873 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, 2021-2025)

Analytical Comment: Due to a lack of personal identifying information (PII), the ATICC is unable to ascertain the number of multiple cases tied to the same defendant from Colorado Courts data.

In 2025, a total of 16,291 vehicles were reported stolen, but, despite the capabilities of the SVDR, the ATICC faces challenges in precisely determining which of these 16,291 thefts are directly connected to specific criminal charges of motor vehicle theft within the Colorado Courts system.

Since 2004, efforts have been made by leaders from CATPA, CSP, and the Colorado Information Sharing Consortium (CISC), recognizing the importance of closing this intelligence and information gap. The goal 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 2025, 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 **62 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, 2025)

According to the 2025 data from Colorado Courts, there **were 398 weapons charges and 231 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, 2021-2025)

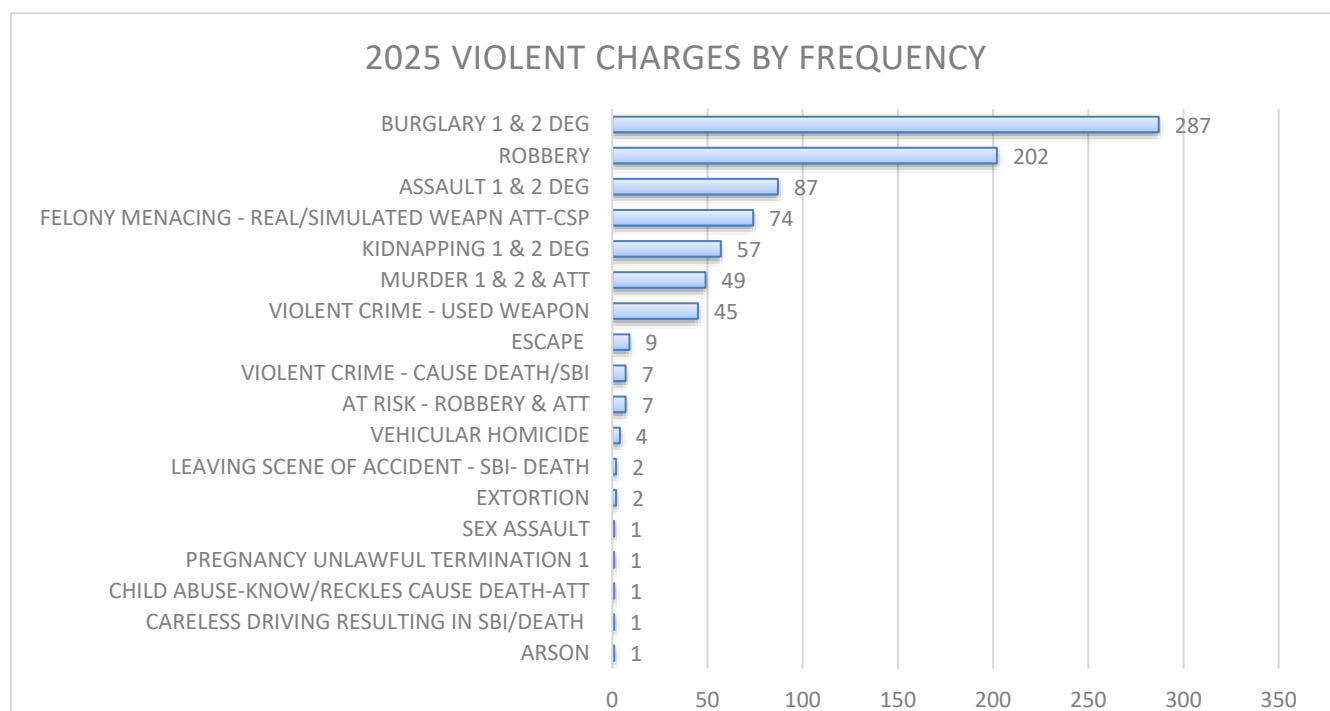
Examining the broader spectrum of violent crimes related to motor vehicle theft, Colorado Courts 2025 data reveal that out of the 3,443 total cases, **422 cases (12%) contained 840**

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 **128 incidents of carjacking in Denver** in 2025 versus 164 incidents of carjacking in Denver in 2024, **reflecting a 22% reduction.** (Colorado Courts, 2021-2025) (18-1.3-406 (8.5) (a) (I) (II) (III);C.R.S.) (Denver Crimes)

Auto Theft Criminal Enterprise Organizations

Figure 2.



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.

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, 2025)

2025 Auto Theft Trends and Patterns in Colorado

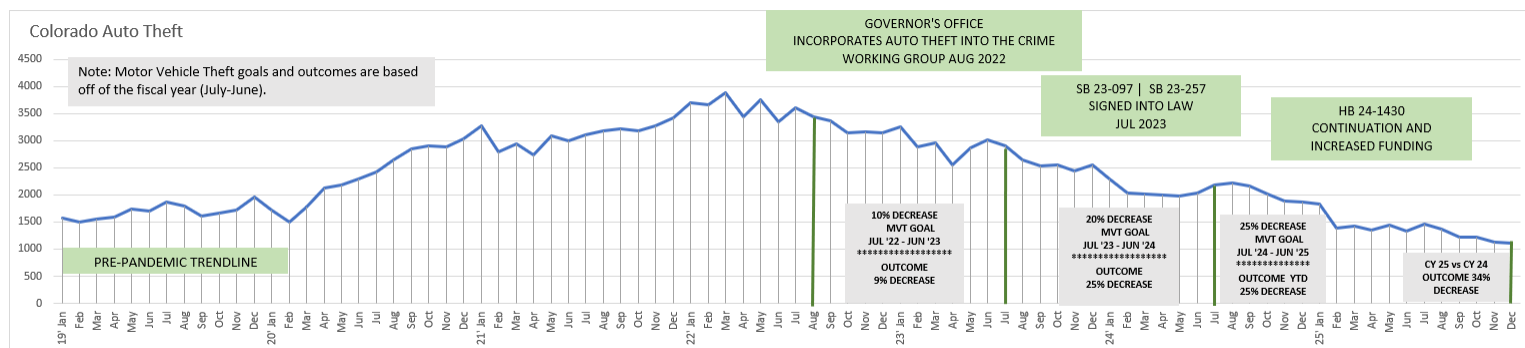
- High-end pickup trucks
 - Chevrolet, Ford and GMC pickup trucks continue to be sought out by major auto theft rings.
 - Analysts note: Prior observations and noted recovery locations, including south of the border, indicate the market for purchase of these vehicles by Transnational Criminal Organizations (TCO) and/or Designated Terrorist Organizations (DTO) are likely continuing.
- Tow truck operators involved in auto theft - noted cases in 2025 involved tow truck operators stealing unoccupied vehicles by towing, targeting older or inoperable vehicles left in public areas or highways and streets.
 - Analysts note: ATICC data cannot confirm this as a pattern, however, these incidents also involve the use of fraudulent and/or forged documents to then sell the vehicles (or parts) to salvage yards or unsuspecting victims.
- Motor vehicle theft tactics at dealerships – Auto thieves are known to utilize fraudulent means to facilitate purchases that include:
 - Fraudulent Identification- auto thieves present forged or false driver’s license or other means of identification.
 - Fraudulent financial documents- forged checks, false bank documents, etc.
 - Fraudulent insurance documents - forged or false insurance documents, etc.
- Juvenile auto thieves- Several jurisdictions along the front range reported upticks in auto thefts being committed by juvenile offenders. Most cases involved the theft of Kia and Hyundai vehicles and have been attributed to the “KIA BOIZ” challenges as seen on social media over previous years.
 - Analysts note: In these incidents, juveniles have been known to operate independently or in groups. Auto theft crimes by juveniles are known to have minimal consequences. The thefts have also been linked to burglaries of vape shops, liquor stores, and gun shops.

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 illustration below 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.

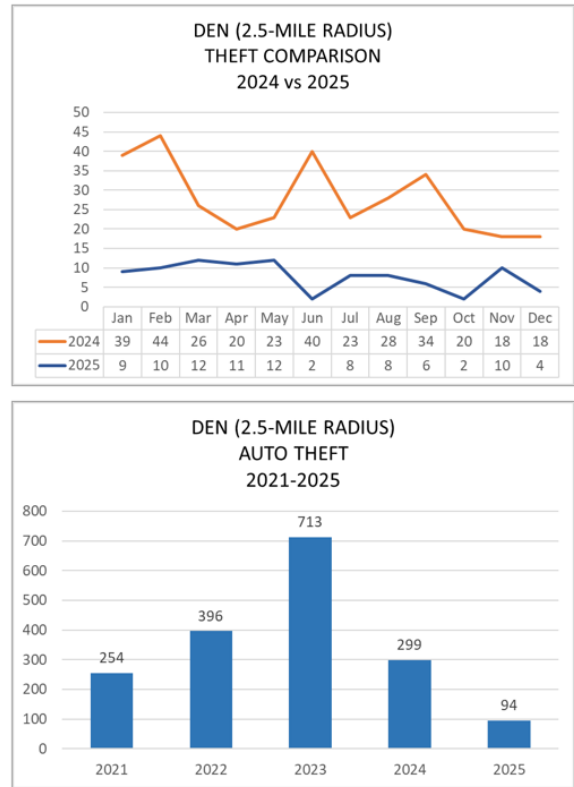
CDPS R-01 was submitted as a legislative request to increase and continue funding from SB 23-257. In July 2024, House Bill (HB) 24-1430, from the 2024-2025 Long Bill Appropriations was passed to provide payment of expenses for continued efforts associated with the crime of motor vehicle theft.

In July 2025, the goal of a 35% statewide reduction for the crime of motor vehicle theft was set for July 2025 through June 2026. The preliminary outcome from July 2025 through February 2026 shows Colorado at a **39% decrease**. (FY25/26 GOV WIG)

Denver International Airport

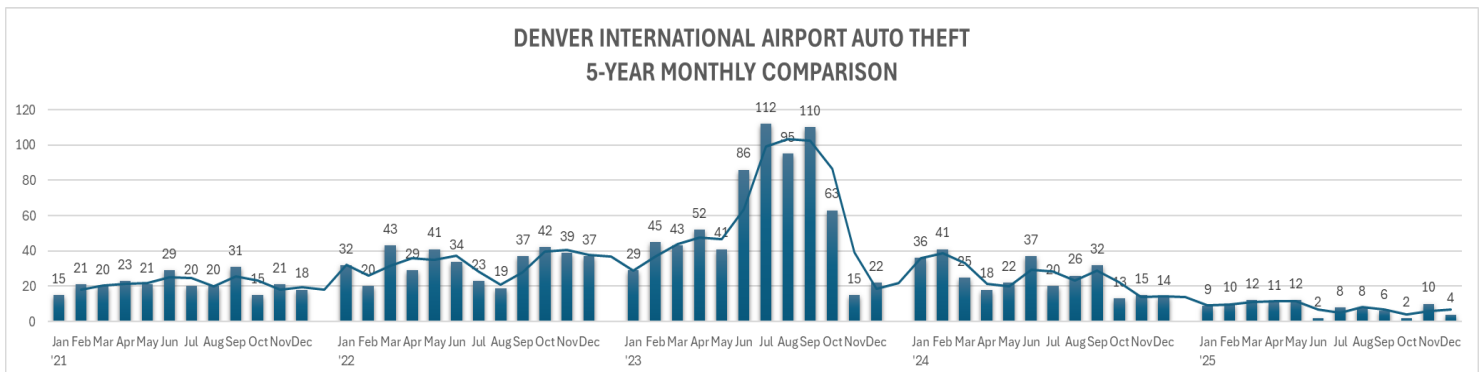
According to the Fly Denver press release, during 2025, Denver International Airport (DEN) served a record-breaking 82,427,962 passengers, reflecting a 0.1% increase compared to the previous year's record of 82,358,744 passengers. This marks three consecutive years that DEN surpassed 70 million annual passengers. The surge of auto thefts in 2023 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 87% in the last two years. The decrease from 2024 to 2025 alone was 69%. DEN's continued multifaceted strategy, including the installation of 40 new high-resolution security cameras in 2025 and on-going collaboration with law enforcement agencies are helping to keep your vehicle safer while parked at the airport. (FlyDenver.com Press Release, July 29, 2025)

Figure 4/5.



The 5-year monthly visual comparison in Figure 6. for DEN auto theft demonstrates that the efforts by the Governor's Office, DEN Proper, Denver PD, CMATT, and the Executive Director's Office, providing additional funding, extra patrols, added cameras, security upgrades, operations to dismantle organized crime organizations, and unified partnerships, likely drove auto theft down to unprecedented levels. The current theft levels are markedly lower than even the pre-pandemic levels of auto theft at the peak at 112 thefts in July 2023 to a low of 2 thefts in October 2025.

Figure 6.



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.

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 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, 2021-2025)

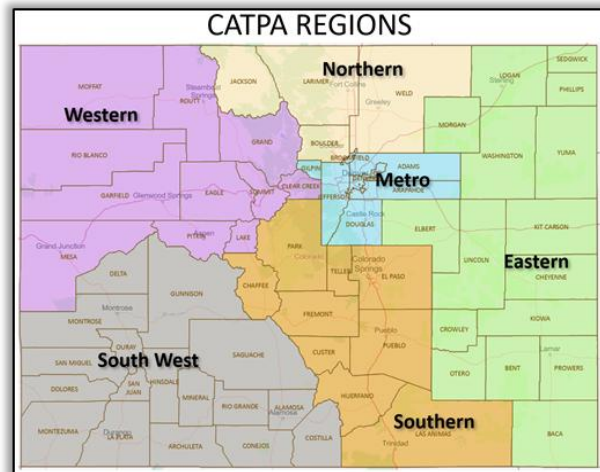
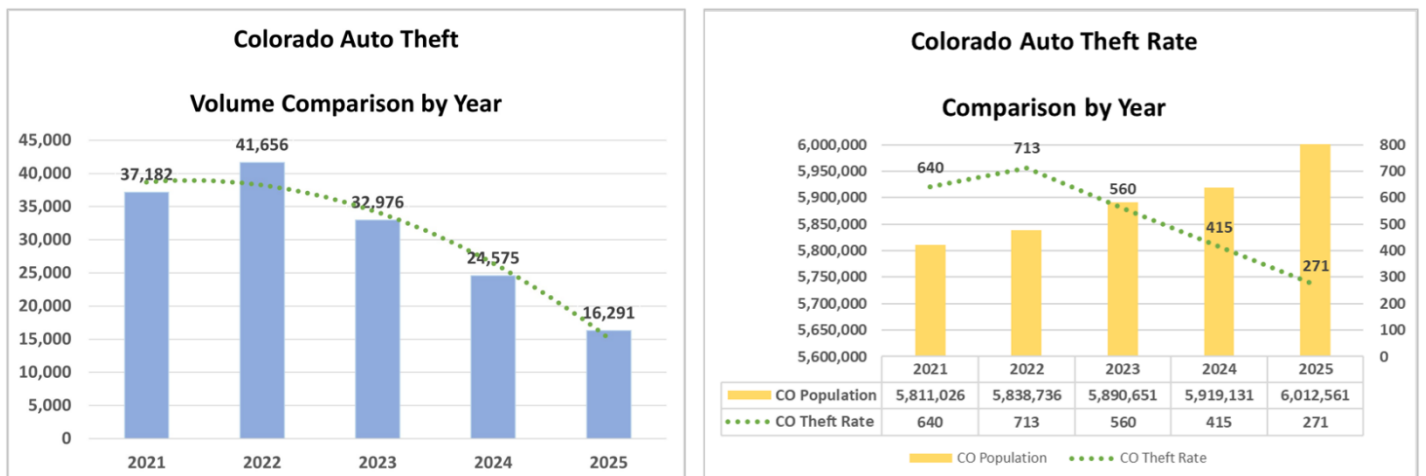


Figure 7.

Motor Vehicle Theft by Volume, Year, and Rate

Figure 8 below depicts the 5-year analysis of statewide motor vehicle theft by volume indicating a **56% overall decrease** from 37,182 incidents in 2021 to 16,291 in 2025. This downward trend in motor vehicle theft in 2024 and 2025 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, 2021-2025)

Figure 8/9.

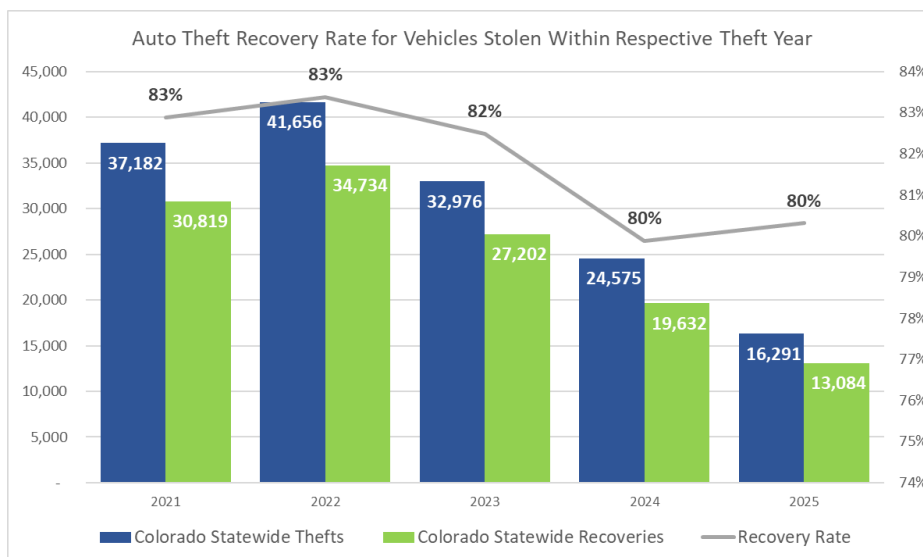
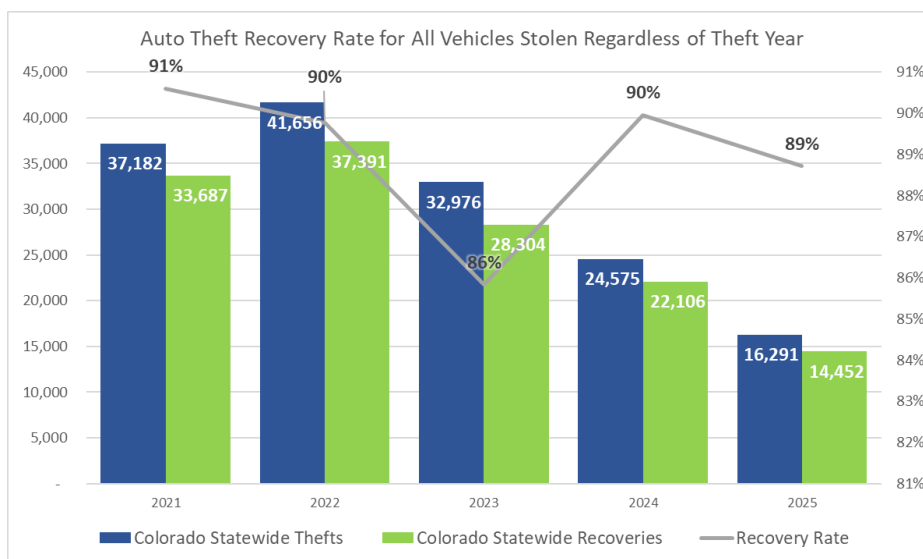


Examining the 5-year comparison of the motor vehicle theft rate per capita depicted in Figure 9, the SVDR data indicates a noteworthy **58% decrease in Colorado's motor vehicle theft rate from 640 vehicles stolen per 100,000 residents in 2021 to 271 vehicles stolen per 100,000 residents in 2025.** (ATICC, SVDR, 2021-2025)

Motor Vehicle Recovery Rate(s) by Year

Figure 10/11.

Colorado's performance in recovering stolen vehicles consistently surpasses the national average. Over the five years from 2021 to 2025, the state has maintained a strong track record in recovering stolen vehicles. However, it is worth noting that for vehicles stolen in 2025, the **recovery rate stands at 80%, marking two consecutive low points 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, 2021-2025)



Vehicle Theft by Per Capita SVDR vs. NIBRS

The data from the SVDR highlights a **58% decrease** in the vehicle theft rate per capita (per 100,000 residents) over the 5-year comparison from 2021 to 2025. This is a significant change from the 5-year comparison from 2020-2024 which was a 15% decrease. 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 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 61% decrease in the 5-year comparison from 2021 to 2025 versus a 13% decrease in the 5-year comparison from 2020 to 2024. The vehicle theft counts between the SVDR and NIBRS vary, however, the differences are minimal. The higher theft count difference in 2025 is primarily due to lag time in which data is captured in NIBRS vs SVDR. It is necessary to demonstrate transparency due to Colorado utilizing both sources. (ATICC, SVDR, 2021-2025) (Statistics & CBI, 2021-2025)

Figure 12.

	SVDR MVT	NIBRS MVT	THEFT COUNT DIFFERENCE	COLORADO POPULATION	SVDR MVT RATE	NIBRS MVT RATE	MVT RATE DIFFERENCE
2021	37,182	37,251	69	5,813,562	640	641	1
2022	41,656	41,390	266	5,850,137	712	708	5
2023	32,976	33,624	648	5,900,389	559	570	11
2024	24,572	25,455	883	5,956,720	413	427	14
2025	16,291	15,117	1,174	6,012,561	271	251	20

Statewide Vehicle Style of Thefts

Figure 13.

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

STYLE	2021 THEFTS	2022 THEFTS	2023 THEFTS	2024 THEFTS	2025 THEFTS
Motorcycle	2,017	2,131	1,780	1,855	1,229
Active	860	1,004	944	1,003	678
Inactive	1,157	1,127	836	852	551
Recovery Rate	57%	53%	47%	46%	45%
Passenger Car	12,243	13,046	10,434	7,243	4,725
Active	279	359	598	585	460
Inactive	11,964	12,687	9,836	6,658	4,265
Recovery Rate	98%	97%	94%	92%	90%
Pickup Truck	8,047	8,389	6,720	4,908	3,037
Active	603	789	1,024	888	557
Inactive	7,444	7,600	5,696	4,020	2,480
Recovery Rate	93%	91%	85%	82%	82%
SUV	10,503	13,063	9,875	7,227	4,853
Active	259	353	550	676	491
Inactive	10,244	12,710	9,325	6,551	4,362
Recovery Rate	98%	97%	94%	91%	90%
Trailer	1,852	2,020	1,588	1,257	542
Active	902	994	863	725	303
Inactive	950	1,026	725	532	239
Recovery Rate	51%	51%	46%	42%	44%

equipment. The following vehicle styles will be the focus of this analysis: motorcycle, passenger car, pickup truck, SUV, and trailer. (ATICC, SVDR, 2021-2025)

In 2025, SUVs emerged as the most targeted vehicle style in the state, witnessing 4,853 thefts, followed by passenger cars with 4,725 thefts, pickup trucks with 3,037 thefts, motorcycles with 1,229 thefts, and trailers with 542 thefts. (ATICC, SVDR, 2021-2025)

Notably, all major vehicle styles, including motorcycles, passenger cars, pickup trucks, and SUVs experienced a decrease in theft incidents in 2025.

The Top 10 Most Stolen Vehicle(s) in 2025

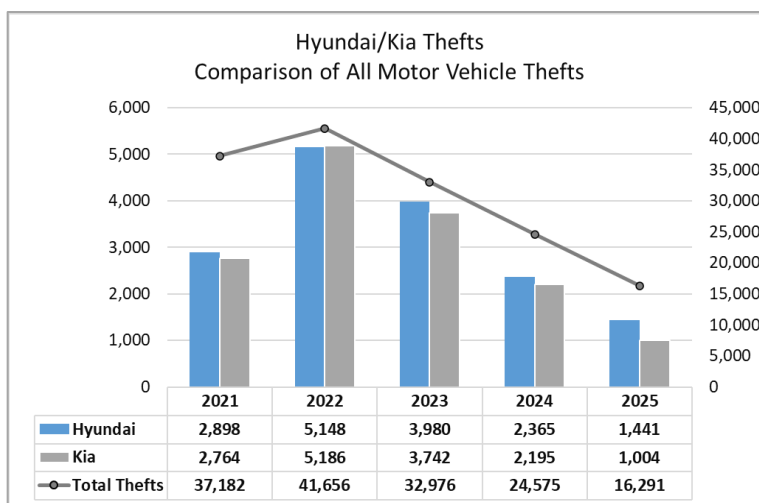
Figure 14.

In 2025, the **Chevrolet Silverado** was the most stolen vehicle of all **makes and models**, with a total of **683** reported thefts and the **2013 Hyundai Elantra** indicates the **most-at-risk** stolen vehicle by make, model, and year with **139** thefts. (ATICC, SVDR, 2021-2025)

MAKE/MODEL	TOP THEFT YEAR	TOTAL THEFTS
CHEVROLET SILVERADO	2004 (79)	683
HYUNDAI ELANTRA	2013 (139)	621
HYUNDAI SONATA	2013 (60)	369
FORD F-150	2018 (29)	358
GMC SIERRA	2005 (34)	326
FORD F-250	2003 (33)	311
JEEP GRAND CHEROKEE	2015 (29)	222
HONDA CIVIC	2000 (16)	221
KIA OPTIMA	2015 (47)	216
HONDA ACCORD	1996 (16)	215

The combined thefts of **Kia (1,004)** and **Hyundai (1,441)** constitute **approximately 15% of the total statewide thefts**. Kia and Hyundai collectively account for **three (3)** of the top ten (10) by make and model, with Hyundai having **two (2)** models featured in the “Top 10 Most Stolen Vehicles”. The most-at-risk stolen vehicle by make, model, and year as stated in the top 10 most stolen vehicles in 2025 is the **2013 Hyundai Elantra** with **139** reported thefts. (ATICC, SVDR, 2021-2025)

Figure 15.



Kia and Hyundai are continuing to mitigate this trend with system security updates for certain Kia and Hyundai vehicles. CATPA continues to emphasize the importance of targeted preventive measures and heightened security measures for these popular models. (ATICC, SVDR, 2021-2025)

The Top 10 Most Stolen Motorcycle(s) in 2025

The most stolen motorcycle, by make, is the Honda with 239 thefts or 19% of all motorcycle thefts. Kawasaki is the second most stolen with 181 thefts (15%), followed by Yamaha with 173 thefts (14%), and Harley-Davidson with 145 thefts (12%).

In 2025, the **Honda Grom MSX125** was the most stolen motorcycle of all makes and models, with a total of 23 reported thefts. This model accounts for 2% of all motorcycle thefts in 2025. (ATICC, SVDR, 2021-2025)

Figure 16.

MOTORCYCLE MAKE	2025 THEFTS
HONDA	239
KAWASAKI	181
YAMAHA	173
HARLEY-DAVIDSON	145
SUZUKI	79
KTM	27
TRIUMPH	22
BMW	18
CFMOTO	15
INDIAN MOTORCYCLE	14

Figure 17.

MOTORCYCLE MODEL	2025 THEFTS
Honda MSX125 (Grom)	23
Honda CBR600	18
Kawaski Ninja 400	17
Honda Navi	16
Kawasaki Ninja ZX-6R	14
Kawasaki KLR650	13
Yamaha YZF-R3	13
Yamaha MTN690 (MT-07)	11
Kawaski Ninja 500	11
Suzuki GSX-R600	10

In 2025, 61% of all motorcycle thefts occurred in the Metro area. The Southern area accounts for 20%, the Northern 12%, the Western and South West both at 3%, and the Eastern area at 1%.

The following table illustrates the Top 10 most stolen motorcycles by CATPA region. Note that the South West and Eastern region tables have cells that are intentionally left blank where no data exists.

Figure 18.

THEFT AREA	MOTORCYCLE MAKE	2025 THEFTS	THEFT AREA	MOTORCYCLE MAKE	2025 THEFTS	THEFT AREA	MOTORCYCLE MAKE	2025 THEFTS
METRO	HONDA	152	NORTHERN	HONDA	35	WESTERN	HONDA	10
	KAWASAKI	117		YAMAHA	21		YAMAHA	6
	YAMAHA	99		KAWASAKI	19		HARLEY-DAVIDSON	5
	HARLEY-DAVIDSON	83		HARLEY-DAVIDSON	13		KAWASAKI	2
	SUZUKI	44		SUZUKI	12		SUZUKI	2
	TRIUMPH	18		KTM	3		BMW	1
	KTM	15		BMW	2		BUELL	1
	BMW	13		HARLEY-DAVIDSON	2		HUSQVARNA	1
	CFMOTO	9		CFMOTO	1		TAOTAO	1
	DUCATI	8		INDIAN MOTORCYCLE	1		TRIUMPH	1
THEFT AREA	MOTORCYCLE MAKE	2025 THEFTS	THEFT AREA	MOTORCYCLE MAKE	2025 THEFTS	THEFT AREA	MOTORCYCLE MAKE	2025 THEFTS
SOUTHERN	YAMAHA	43	SOUTH WEST	HONDA	5	EASTERN	HARLEY-DAVIDSON	4
	HARLEY-DAVIDSON	37		KAWASAKI	4		KAWASAKI	3
	HONDA	37		SUZUKI	4		SUZUKI	2
	KAWASAKI	36		HARLEY-DAVIDSON	3		KTM	1
	SUZUKI	15		KTM	3		YAMAHA	1
	INDIAN MOTORCYCLE	7		YAMAHA	3			
	CFMOTO	5		HUSQVARNA	1			
	KTM	5		INDIAN MOTORCYCLE	1			
	DUCATI	3		VICTORY	1			
	HARLEY-DAVIDSON	3						

The Top 10 Most Stolen Construction and Farm Vehicle in 2025

The total number of stolen vehicles in the construction and farm vehicle categories equals 155. The most stolen type is the Loader with 39 thefts (25%), followed by the Diesel Tractor Truck with 37 thefts (24%), and the Tractor with 24 thefts (15%).

Figure 19.

CONSTRUCTION / FARM EQUIPMENT MAKE	2025 THEFTS
LOADER	39
DIESEL TRACTOR TRUCK	37
TRACTOR	24
EXCAVATOR	19
TRACTOR TRUCK	16
BACKHOE	10
FARM EQUIPMENT	4
TRENCHER	2
BULLDOZER	1
GRAIN TRUCK	1
PAVER	1
ROLLER	1

Analyst's Note: The construction/farm equipment **type** entries can differ due to various methods of input from the end user.

The following table shows a breakdown of the **Construction & Farm Vehicle** category by CATPA region.

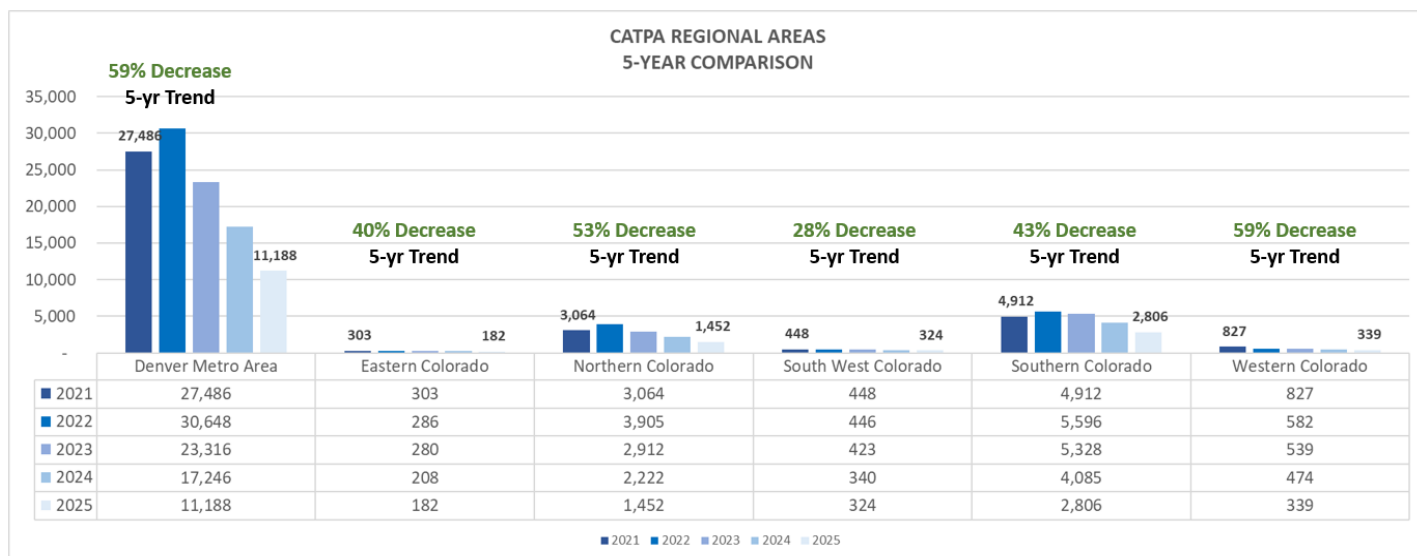
Figure 20.

THEFT AREA	CONSTRUCTION/FARM VEHICLE	2025 THEFTS	THEFT AREA	CONSTRUCTION/FARM VEHICLE	2025 THEFTS	THEFT AREA	CONSTRUCTION/FARM VEHICLE	2025 THEFTS
METRO	DIESEL TRACTOR TRUCK	24	NORTHERN	LOADER	12	WESTERN	DIESEL TRACTOR TRUCK	2
	LOADER	16		BACKHOE	4		LOADER	2
	EXCAVATOR	14		DIESEL TRACTOR TRUCK	4		TRACTOR	1
	TRACTOR	13		EXCAVATOR	3		TRACTOR TRUCK	1
	TRACTOR TRUCK	12		TRACTOR	3			
	BACKHOE	4						
	FARM EQUIPMENT	4						
	BULLDOZER	1						
	GRAIN TRUCK	1						
	PAVER	1						
THEFT AREA	CONSTRUCTION/FARM VEHICLE	2025 THEFTS	THEFT AREA	CONSTRUCTION/FARM VEHICLE	2025 THEFTS	THEFT AREA	CONSTRUCTION/FARM VEHICLE	2025 THEFTS
SOUTHERN	LOADER	4	SOUTH WEST	LOADER	5	EASTERN	DIESEL TRACTOR TRUCK	3
	DIESEL TRACTOR TRUCK	3		TRACTOR	2		TRACTOR	2
	TRACTOR	3		DIESEL TRACTOR TRUCK	1			
	BACKHOE	2		TRACTOR TRUCK	1			
	EXCAVATOR	2						
	TRACTOR TRUCK	2						
	TRENCHER	1						

Motor Vehicle Thefts by CATPA Regional Areas

The following bar graph demonstrates the 5-year comparison of statewide motor vehicle thefts with the percentage increase/decrease from 2021 to 2025, distributed by the CATPA regional area.

Figure 21.



When considering the number of statewide motor vehicle thefts, the Denver Metro area routinely comprises the most motor vehicle thefts in Colorado. In 2025, reported stolen vehicle thefts from the Denver Metro area accounted for approximately 69% of the total thefts in Colorado, a 1% decrease from 2024. (ATICC, SVDR, 2021-2025)

The 5-year trend shows a consistent **decrease in all six CATPA areas**, with both the Metro and Western areas with **59% decreases**. (ATICC, SVDR, 2021-2025)

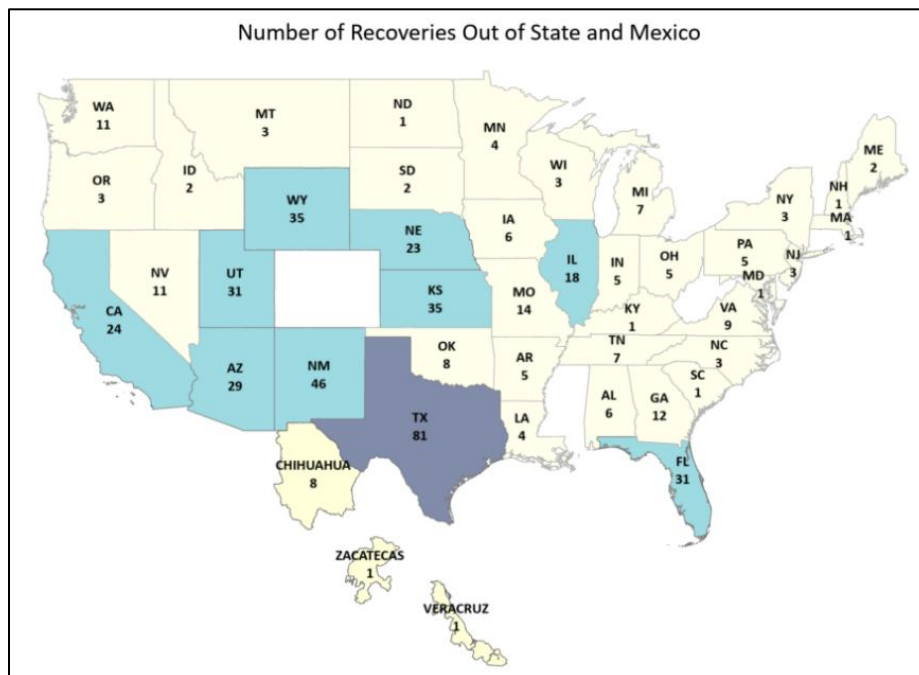
Recoveries by CATPA Regional Areas

There were 14,452 recoveries, regardless of theft date, reported in 2025. The recoveries reported for the following focus solely on the recoveries of the thefts that occurred between January 1, 2025, through December 31, 2025, minus out of state Colorado thefts that were recovered. The **Denver Metro area** experienced the highest recovery rate at **78%**, followed by the Southern Area (76%), Eastern Area (69%), Western Area (66%), South West and Northern Areas both with a 65% recovery rate. (ATICC, SVDR, 2021-2025)

Colorado Stolen Vehicles Recovered Out of State and Country

Figure 22.

In 2025, a total of 512 stolen vehicles reported in Colorado were successfully recovered out of state, impacting 41 out of the 50 states in the United States and Mexico. 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 ten (10) Colorado thefts recovered in the three (3) Mexican states of Chihuahua, Zacatecas, and Veracruz. 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, 2025) The states bordering or near Colorado played a significant role in the recovery efforts, with Texas leading the way with 81 Colorado-stolen vehicles recovered, followed by New Mexico (46), Kansas (35), Wyoming (35), Utah (31), Arizona (29), and California (24). It should be noted that Florida recovered 31 Colorado thefts. (ATICC, SVDR, 2021-2025)

Most states with the highest recovery incidence are surrounding states, due to 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 – 2025 | CMATT

Population: 3,012,016

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 STOLEN VEHICLE STYLES

1. SUV | 3,449
2. SEDAN | 2,560
3. PICKUP TRUCK | 1,936
4. MOTORCYCLE | 631
5. TRAILER | 505

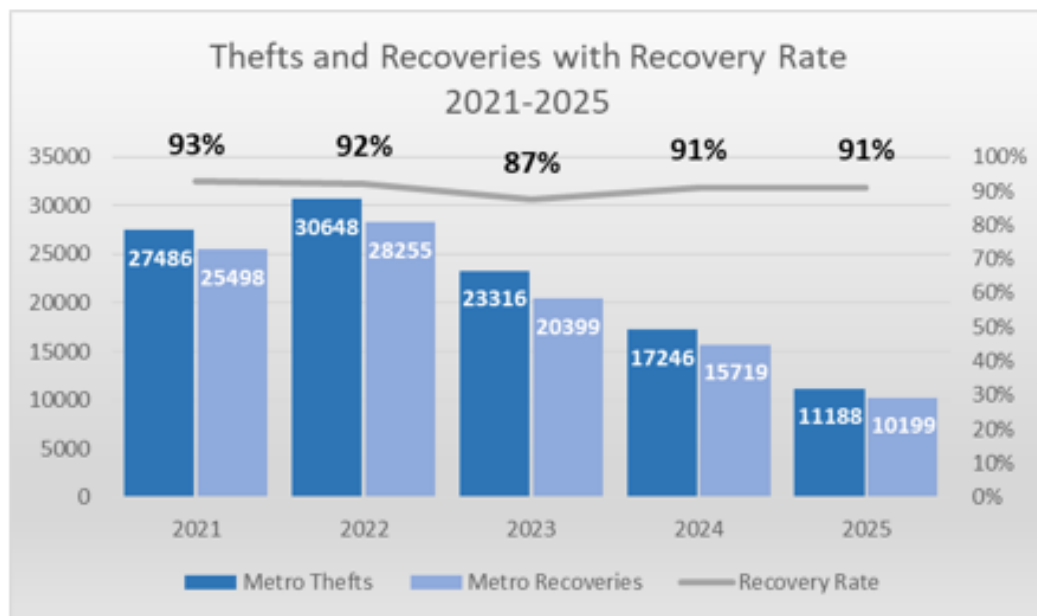
TOP STOLEN VEHICLES BY MAKE AND MODEL

1. CHEVROLET SILVERADO | 474
2. HYUNDAI ELANTRA | 466
3. HYUNDAI SONATA | 272
4. GMC SIERRA | 239
5. FORD F-150 | 231
6. FORD F-250 | 229
7. HYUNDAI TUCSON | 174
8. CHEVROLET TAHOE | 165
9. JEEP GRAND CHEROKEE | 164
10. HONDA CRV | 163

TOP STOLEN VEHICLE MAKES

1. FORD | 1,285
2. CHEVROLET | 1,267
3. HYUNDAI | 1,090
4. KIA | 749
5. HONDA | 714

The 2013 Hyundai Elantra is the most at-risk vehicle by make, model, and year with 139 thefts.



The Denver Metro Area accounts for 69% of auto thefts in Colorado

Note: Recoveries include all stolen vehicles recovered, regardless of theft date.



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EASTERN COLORADO – 2025 | BATTLE EAST

Population: 162,917

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 STOLEN VEHICLE STYLES

1. PICKUP TRUCK | 43
2. SEDAN | 32
3. SUV | 29
4. TRAILER | 28
5. MOTORCYCLE | 8

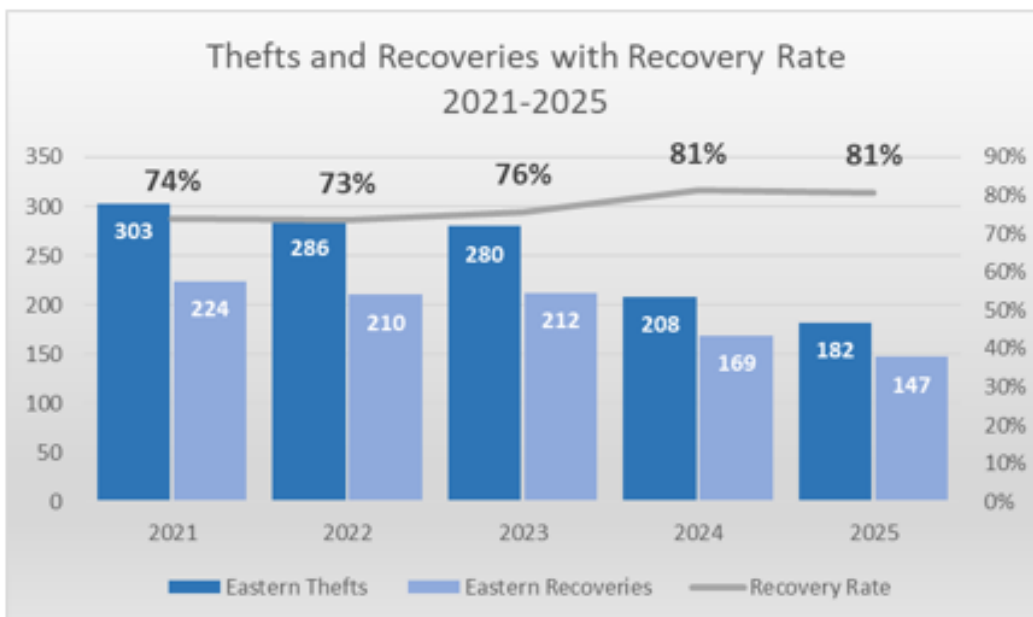
TOP STOLEN VEHICLES BY MAKE AND MODEL

1. CHEVROLET SILVERADO | 10
2. FORD F-250 | 6
3. ACURA TL | 5
4. FORD RANGER | 4
5. CHEVROLET GMT-400 | 4
6. CHEVROLET MALIBU | 3
7. FORD F-150 | 3
8. GMC SIERRA | 3
9. HONDA CIVIC | 3
10. KIA OPTIMA | 3

TOP STOLEN VEHICLE MAKES

1. CHEVROLET | 34
2. FORD | 20
3. DODGE | 12
4. HYUNDAI | 8
5. NISSAN | 7

Pickup trucks are one of the most stolen vehicle styles in Eastern Colorado, likely due to the rural farming areas.



Eastern Colorado accounts for 1% of auto thefts in Colorado

Note: Recoveries include all stolen vehicles recovered, regardless of theft date.

NORTHERN COLORADO – 2025 | BATTLE NORTH

Population: 1,085,460

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 STOLEN VEHICLE STYLES

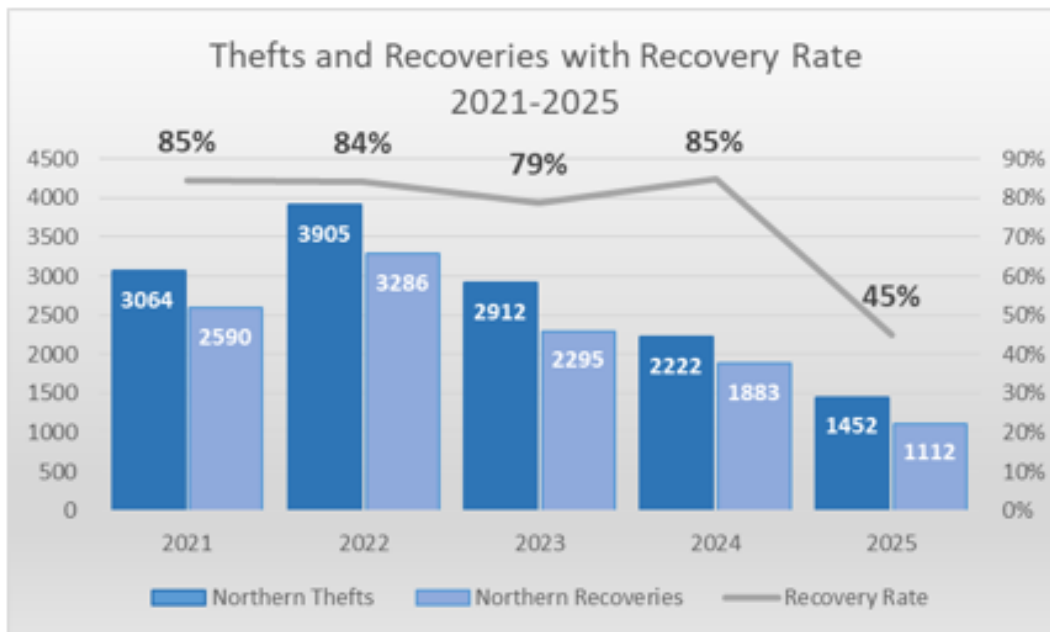
1. SUV | 355
2. PICKUP TRUCK | 297
3. SEDAN | 250
4. TRAILER | 127
5. MOTORCYCLE | 95

TOP STOLEN VEHICLE MAKES

1. FORD | 160
2. CHEVROLET | 160
3. HONDA | 110
4. TOYOTA | 93
5. GMC | 62

TOP STOLEN VEHICLES BY MAKE AND MODEL

1. CHEVROLET SILVERADO | 65
2. FORD F-150 | 38
3. FORD F-250 | 37
4. FORD F-250 | 38
5. GMC SIERRA | 28
6. JEEP GRAND CHEROKEE | 27
7. HONDA ACCORD | 22
8. FORD F-350 | 19
9. HONDA CIVIC | 17
10. HYUNDAI ELANTRA | 17



Northern Colorado accounts for 9% of auto thefts in Colorado

Note: Recoveries include all stolen vehicles recovered, regardless of theft date.



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SOUTH WEST COLORADO – 2025 | BATTLE WEST

Population: 256,666

The Southwest 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 STOLEN VEHICLE STYLES

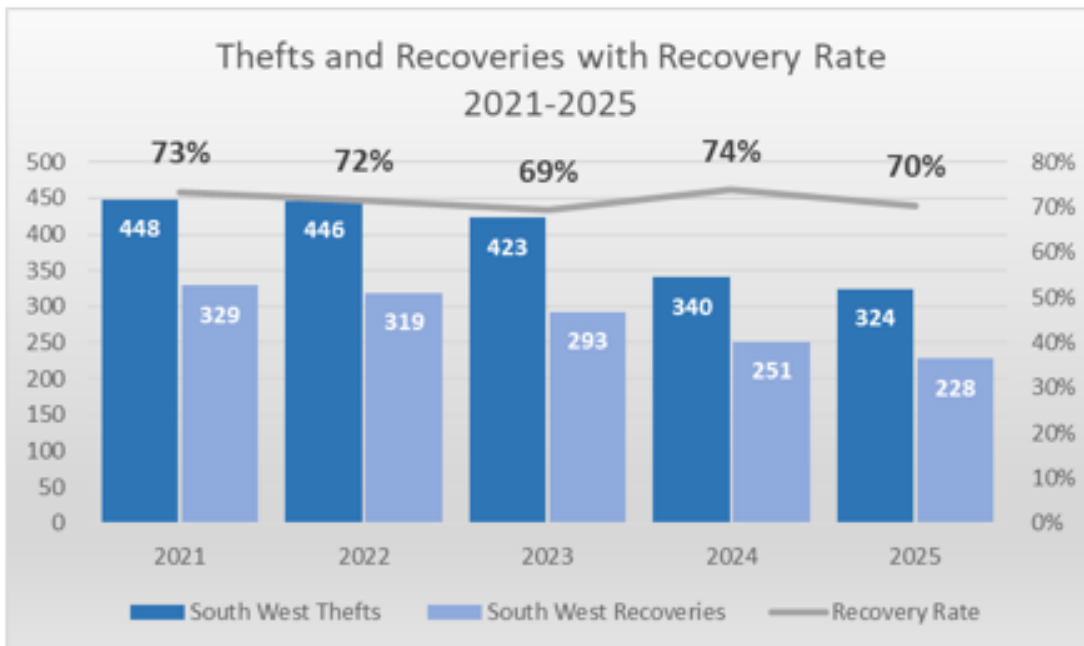
1. PICKUP TRUCK | 71
2. SUV | 63
3. SEDAN | 48
4. TRAILER | 48
5. MOTORCYCLE | 19

TOP STOLEN VEHICLES BY MAKE AND MODEL

1. CHEVROLET SILVERADO | 12
2. FORD F-150 | 12
3. JEEP WRANGLER | 9
4. FORD EXPLORER | 7
5. FORD RANGER | 7
6. GMC SIERRA | 5
7. NISSAN ALTIMA | 5
8. TOYOTA TUNDRA | 4
9. TOYOTA CAMRY | 4
10. RAM 1500 | 4

TOP STOLEN VEHICLE MAKES

1. FORD | 52
2. CHEVROLET | 27
3. DODGE | 20
4. TOYOTA | 20
5. JEEP | 17



Southwest Colorado accounts for 2% of auto thefts in Colorado

Note: Recoveries include all stolen vehicles recovered, regardless of theft date.



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SOUTHERN COLORADO – 2025 | BATTLE SOUTH

Population: 1,068,371

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 STOLEN VEHICLE STYLES

1. SEDAN | 756
2. SUV | 712
3. PICKUP TRUCK | 448
4. MOTORCYCLE | 186
5. TRAILER | 136

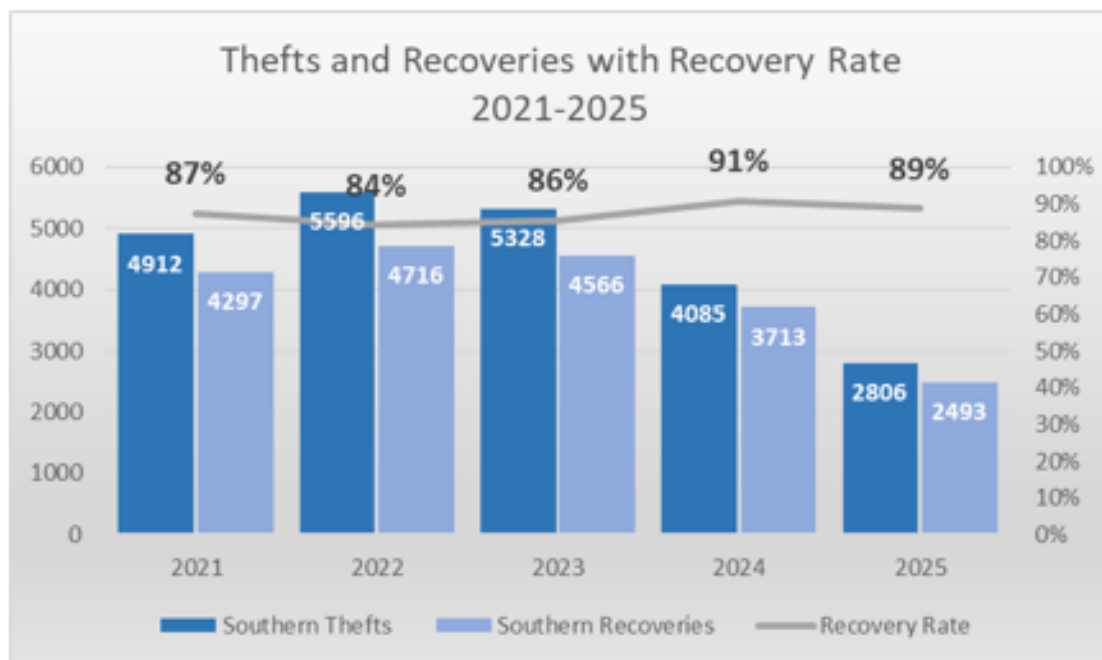
TOP STOLEN VEHICLE MAKES

1. FORD | 312
2. CHEVROLET | 287
3. HYUNDAI | 281
4. KIA | 197
5. HONDA | 168

TOP STOLEN VEHICLES BY MAKE AND MODEL

1. HYUNDAI ELANTRA | 136
2. CHEVROLET SILVERADO | 79
3. HYUNDAI SONATA | 78
4. FORD F-150 | 63
5. KIA OPTIMA | 53
6. HONDA CIVIC | 43
7. GMC SIERRA | 43
8. HONDA CIVIC | 43
9. FORD F-250 | 37
10. KIA SOUL | 36

The 2013 Hyundai Elantra is the most at-risk vehicle, with 139 thefts in Colorado.



Southern Colorado accounts for 17% of auto thefts in Colorado

Note: Recoveries include all stolen vehicles recovered, regardless of theft date.

WESTERN COLORADO – 2025 | BATTLE WEST

Population: 404,456

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 STOLEN VEHICLE STYLES

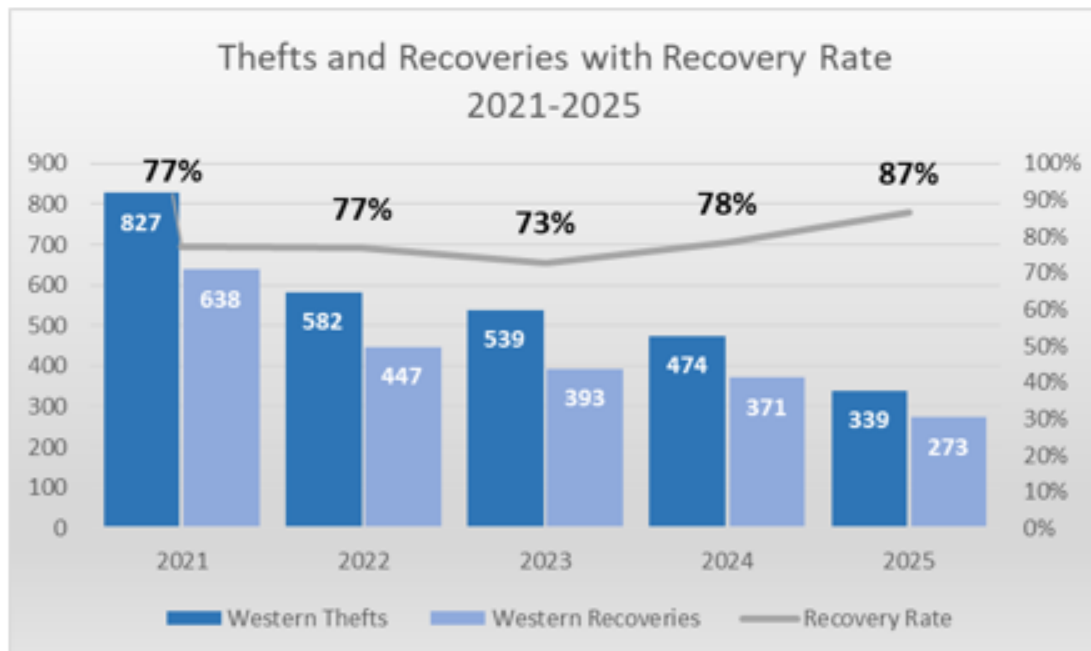
1. PICKUP TRUCK | 76
2. SUV | 76
3. SEDAN | 47
4. TRAILER | 28
5. MOTORCYCLE | 19

TOP STOLEN VEHICLES BY MAKE AND MODEL

1. FORD F-150 | 15
2. CHEVROLET SILVERADO | 12
3. GMC SIERRA | 9
4. TOYOTA 4-RUNNER | 5
5. CHEVROLET GMT-400 | 5
6. FORD F-250 | 4
7. RAM 1500 | 4
8. TOYOTA TACOMA | 4
9. FORD F-350 | 4
10. SUBARU LEGACY | 4

TOP STOLEN VEHICLE MAKES

1. FORD | 48
2. CHEVROLET | 40
3. TOYOTA | 28
4. DODGE | 17
5. HONDA | 16



Western Colorado accounts for 2% of auto thefts in Colorado

Note: Recoveries include all stolen vehicles recovered, regardless of theft date.



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Outlook

In February 2026, the positive trend of auto thefts showing a decrease continues. 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 continues to trend upward, this 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, 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 ULCS338 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 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 people using our roadways.

Glossary of Terms

Motor Vehicle Theft and Auto Theft – both terms are synonymous when being referred to in the 2025 Colorado Auto Theft Annual Report. Motor vehicle theft is typically used in the broader legal definition.

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 expected to be performed by the agency that entered the vehicle and then subsequently recovered it. The “locate” is typically performed when an agency, other than the one who originally entered the vehicle into CCIC, has located the vehicle. The “cancel” (XV) record is the expected entry code 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. Currently, the ATICC does not have the technology 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.

Stolen Vehicle Database Repository (SVDR)

The ATICC SVDR is a custom-designed 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.

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, revealing these styles made up 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 make and models for each category resulting in a per-vehicle value of \$15,811. ATICC assesses the ATL for 2025 to be **\$15,811** by adding 10% to the 2024 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.

Data Sources

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.

FBI's 'Average Total Loss' value for a stolen vehicle has not been published since 2020 and remains at \$9,166. 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.

US Census Bureau

National population data estimates from 2024.

DORA (Department of Regulatory Agencies)

County population data estimates from 2024.