



MOTOR VEHICLE CRIME PREVENTION AUTHORITY

PLAN OF OPERATION

PREPARED FOR THE TEXAS LEGISLATURE FOR FISCAL YEARS 2026-2027

TEXAS MOTOR VEHICLE CRIME PREVENTION AUTHORITY BOARD

The MVCPA is comprised of a 7-member governor-appointed board which includes the Director of the Texas Department of Public Safety (TxDPS) who serves as an ex-officio member or delegates this role to a member of his TxDPS Executive staff. The program is administratively attached to the Texas Department of Motor Vehicles (TxDMV) and staffed as a division of TxDMV employees. This Plan of Operation is submitted by TxDMV on behalf of the MVCPA.

CHIEF MIGUEL "MIKE" RODRIGUEZ - PRESIDING OFFICER
LAW ENFORCEMENT REPRESENTATIVE

MS. CHARLA BROTHERTON
INSURANCE REPRESENTATIVE

MR. SCOTT JACKSON
INSURANCE REPRESENTATIVE

COMMANDER THOMAS SLOAN
LAW ENFORCEMENT REPRESENTATIVE

DIRECTOR FREEMAN F. MARTIN
EX-OFFICIO, DEPARTMENT OF PUBLIC SAFETY
DESIGNEE: MAJOR SHARON JONES

MS. REBECCA CANTU SERRANO
INSURANCE CONSUMER REPRESENTATIVE

MS. KIT WHITEHILL
INSURANCE CONSUMER REPRESENTATIVE

WILLIAM DIGGS
MVCPA DIRECTOR
512-465-5657
WILLIAM.DIGGS@TXDMV.GOV

TABLE OF CONTENTS

EXECUTIVE SUMMARY.....	1
ASSESSMENT OF THE SCOPE OF THE PROBLEM.....	2
CRIME REPORTING AND MOTOR VEHICLE CRIME.....	3
MOTOR VEHICLE THEFT.....	4
SIGNIFICANT MVT TRENDS REPORTED BY LAW ENFORCEMENT TASKFORCES	7
BURGLARY OF A MOTOR VEHICLE.....	8
SIGNIFICANT BVT TRENDS REPORTED BY LAW ENFORCEMENT TASKFORCES.....	9
FRAUD RELATED MOTOR VEHICLE CRIME (FRMVC).....	10
ANALYSIS - METHODS OF COMBATING THE PROBLEM.....	13
COLLABORATIVE LAW ENFORCEMENT FUNDING.....	14
MVCPA PERFORMANCE MEASURES.....	17
LAW ENFORCEMENT TRAINING.....	18
PUBLIC EDUCATION AND PUBLIC AWARENESS EFFORTS.....	19
PLAN FOR PROVIDING FINANCIAL SUPPORT.....	20
GRANT FUNDING ACCOUNTABILITY.....	21
IMPROVE COORDINATION.....	24
CONTINUE PROMOTING AND PROVIDING MOTOR VEHICLE CRIME INVESTIGATOR TRAINING.....	24
PUBLIC EDUCATION AND AWARENESS EXPANSION.....	24
INSURANCE INDUSTRY COOPERATION TO COMBAT CRIME.....	25
BORDER AND PORT SECURITY IMPROVEMENT.....	25
PROMOTING INSURER COMPLIANCE WITH THE MVCPA MOTOR VEHICLE INSURANCE FEE.....	25
INTERCONNECTIVITY BETWEEN URBAN AND RURAL LAW ENFORCEMENT.....	26
ESTIMATE OF FUNDS REQUIRED TO IMPLEMENT PLAN.....	27
FY26-27 MVCPA PLAN OF OPERATION FUNDING REQUEST.....	28

PAGE INTENTIONALLY LEFT BLANK

December 1, 2024

EXECUTIVE SUMMARY

Created in 1991, the Motor Vehicle Crime Prevention Authority (MVCPA) has become an invaluable resource to Texas Law Enforcement. In 2024, MVCPA will celebrate the 31st anniversary of the first grants issued in 1993. The vision of the MVCPA is to empower local law enforcement agencies and communities to combat and prevent motor vehicle theft, motor vehicle burglary, and fraud related-motor vehicle crime so that all Texans will be free from harm and loss caused by these types of crime. Motor vehicle crime has real debilitating effects on people's lives. The loss of approximately 5 billion dollars each year is staggering. To combat and prevent this loss, MVCPA funds 24 law enforcement taskforces throughout the state and over 310 support staff and law enforcement investigators who have received highly specialized training in the detection of stolen motor vehicles and apprehension of criminals who commit motor vehicle crimes.

Senate Bill 224 (SB 224), 88th Legislature, Regular Session, created enhanced criminal penalties related to criminal conduct involving catalytic converter theft and administrative penalties relating to regulatory provisions for metal recycling entities (MRE). The MVCPA was charged with the development and implementation of a Plan of Operation to coordinate activities with the Texas Department of Public Safety (TxDPS), the Texas Department of Licensing and Regulation (TDLR), and the Texas Department of Motor Vehicles (TxDMV). The MVCPA awarded additional grants to 30 law enforcement agencies and taskforces in 2024 to combat catalytic converter crimes.

This Fiscal Year (FY) 2026-2027 Plan of Operation informs the Texas Legislature of the status of MVCPA activities and of the efforts of the statewide network to combat and reduce motor vehicle and catalytic converter crimes. The statutorily required plan (see Transportation Code §1006.102) provides an assessment of the scope of the problems caused by motor vehicle crimes, an analysis of methods of combating these crimes, a plan to provide financial support for programs, including the collection of funds from insurers, and an estimate of the amount of funds required to implement the Plan of Operation.



Where we are
TODAY

ASSESSMENT OF THE SCOPE OF THE PROBLEM

TYPE OF CRIME	NUMBER	VALUE OF LOSS
Burglary of a Motor Vehicle and Theft of Parts	183,055	\$ 412,339,840
Motor Vehicle Theft	126,241	\$ 4,694,815,952
	CY 2023 Total Loss	\$ 5,107,155,792

Source: *The Crime in Texas Report for 2023, Texas Department of Public Safety, CY= calendar year*

Victims of motor vehicle crimes suffer additional hardships well beyond financial losses. These include costs such as lost work time, lost wages, lost business revenue, inconvenience of unplanned expenses, and the loss of community safety. Many additional losses to Texans (e.g. damage to cars during the break-in, the losses from fraudulent use of stolen credit cards, etc.) associated with these specific motor vehicle crimes get reported in different crime classifications with a higher degree of punishment.



Texans suffer losses of over **5 billion dollars** every year due to motor vehicle burglary and theft crimes.

CRIME REPORTING AND MOTOR VEHICLE CRIME

MVCPA is charged with combating Motor Vehicle Theft (MVT), Motor Vehicle Burglary (referred to as BMV), and Fraud-related Motor Vehicle Crime (FRMVC). The data from the reported incidents (or the presence of crime) come from local law enforcement agencies. All Texas law enforcement agencies voluntarily report all crime data to TxDPS. Calendar year (CY) 2023 is the last full year of crime data reporting. Texas criminal records submission processes were changed from the Uniform Crime Reporting (UCR) process to the National Incident Based Reporting System (NIBRS) in 2019. More information about Texas crime reporting can be found at <https://www.dps.texas.gov/section/crime-records>. This change and corresponding decisions about how crime is categorized and collected have decreased MVCPA's ability to report in the same manner as in the past for incidents and financial losses on BMV and FRMVC.

The NIBRS methodology of crime reporting continues to track MVT as a major index crime. Larceny from a motor vehicle and larceny of motor vehicle parts were the two crimes that constituted BMV but are no longer listed as distinct categories under NIBRS. NIBRS includes the two larceny crimes generally under "Larceny/Theft" and includes additional types of theft as indicated in Texas Penal Code section 31.03. Some agencies continue to collect this data locally because they have a high impact in the local community. For example, catalytic converter thieves are constantly looking for opportunities to remove, steal, and sell catalytic converters from vehicles, potentially jeopardizing the safety of vehicle owners if they encounter the suspect during the commission of the crime.

FRMVC is not identified as a single category under NIBRS (and was not previously identified under UCR). There are many types of fraud offenses not associated with FRMVC, making it difficult to obtain accurate numbers for title and registration fraud, vehicle finance fraud, insurance fraud and other types of fraud associated with a motor vehicle committed by criminals. The MVCPA activity reporting will continue to show arrests, recovery of property, and cases cleared through the grant programs.

— “ —————

DON'T BECOME A VICTIM
— “IF YOU LIKE IT – LOCK IT”

————— ” —

MOTOR VEHICLE THEFT

Motor vehicle theft (MVT) is tracked at the national and state level as a major index crime. The TxDPS annual report "[Crime in Texas](#)", defines Motor Vehicle theft as "...the theft or attempted theft of a motor vehicle which is defined as a self-propelled vehicle that runs on land surfaces and not on rails." Beginning in 2019, NIBRS allowed multiple crimes in one incident to be reported together. Under the previous UCR hierarchical system, only the most serious crime (e.g., murder, kidnapping, etc....) was reported when it occurred simultaneously with a motor vehicle theft. Because of this change, reported incidents of MVT and losses greatly increased in 2019.

Offense	2022	2023	% Change
Aggravated Assault	92,001	86,254	-6.2 ▼
Robbery	21,269	21,068	-0.9 ▼
Rape	11,620	11,062	-4.8 ▼
Murder and Nonnegligent Manslaughter	2,069	1,847	-10.7 ▼
Human Trafficking - Commercial Sex Acts	394	326	-17.3 ▼
Human Trafficking - Involuntary Servitude	226	200	-11.5 ▼
Violent Crime Total	127,579	120,757	-5.3 ▼
Larceny ¹	499,119	473,190	-5.2 ▼
Motor Vehicle Theft	100,829	126,241	25.2 ▲
Burglary/Breaking and Entering	101,517	92,969	-8.4 ▼
Arson	2,931	2,575	-12.1 ▼
Property Crime Total	704,396	694,975	-1.3 ▼

¹ Includes all types of larceny and theft, except motor vehicle theft.

Table uses NIBRS data and may not match SRS (Summary) totals, due to differences in methodologies.

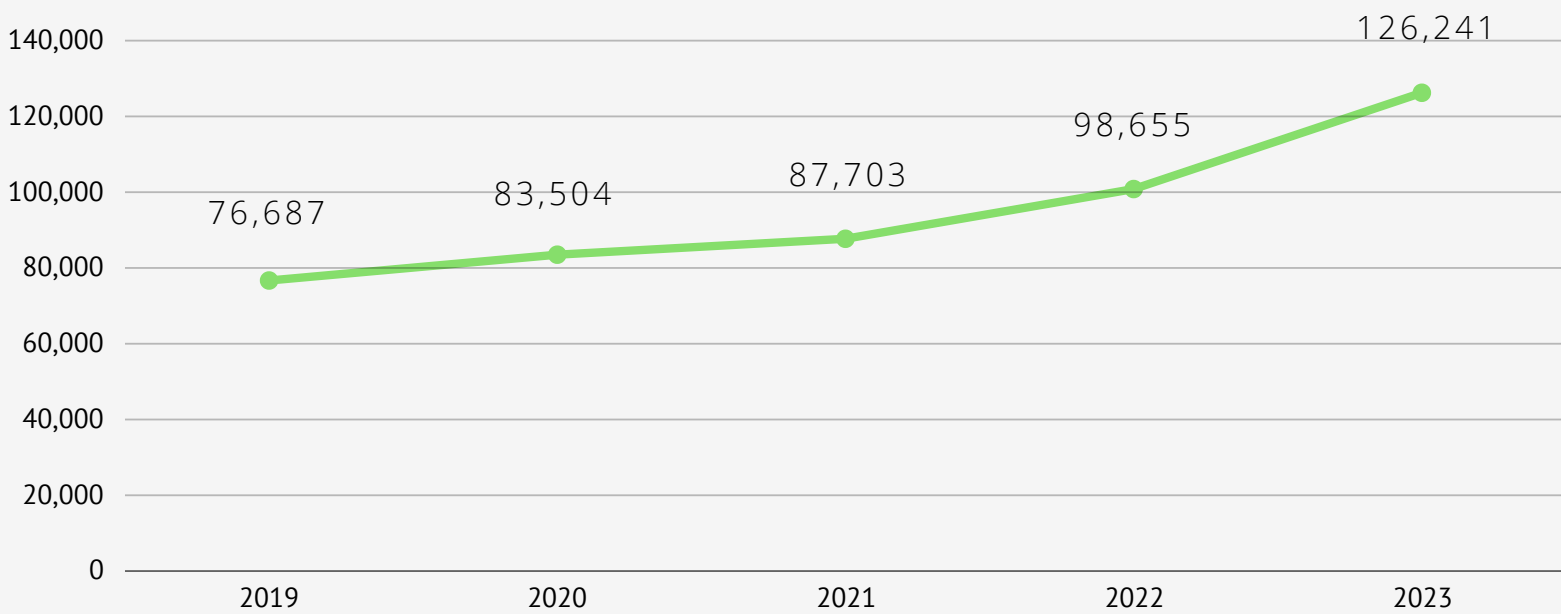
Source: *The Crime in Texas Report for 2023*, Texas Department of Public Safety

BASED ON THE TEXAS DEPARTMENT OF PUBLIC SAFETY 2023 CRIME IN TEXAS REPORT,

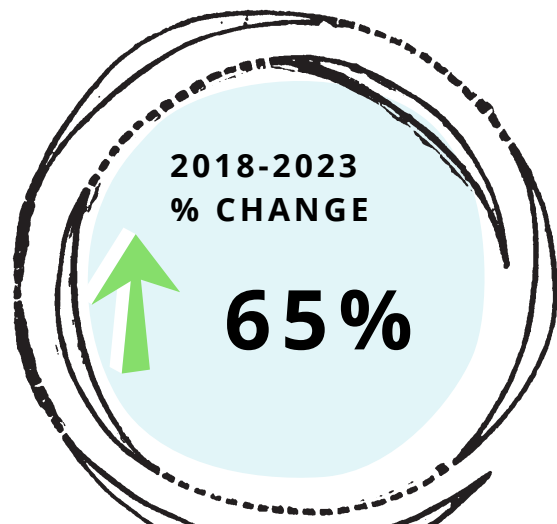
THE CRIME RATE AND VOLUME OF INDEX CRIMES HAS DECREASED FROM 2022 TO 2023 IN ALL CATEGORIES EXCEPT FOR MOTOR VEHICLE THEFT.

MOTOR VEHICLE THEFT INCREASED IN VOLUME BY 25.2%.

CRIME VOLUME FROM YEAR TO YEAR - MOTOR VEHICLE THEFT



Source: The Crime in Texas Report for 2023, Texas Department of Public Safety



MVT occurs throughout Texas but is highly concentrated in urban areas. The twenty counties that reported the highest number of motor vehicle thefts are closely aligned to the highest in population. In the chart below, the top five population centers in Texas remain consistent in the highest incidents of reported MVT over the years. Most of these counties may move up or down slightly but remain consistent year after year within the top twenty rankings.

Top 20 Counties – Motor Vehicle Theft CY2023	
COUNTY	TOTAL
Harris County	32,506
Dallas County	26,295
Bexar County	21,689
Tarrant County	8,424
Travis County	8,117
El Paso County	2,708
Collin County	1,299
Hidalgo County	1,215
Bell County	1,191
Lubbock County	1,138
Denton County	1,109
Nueces County	1,106
Montgomery County	1,065
Fort Bend County	916
Cameron County	817
Williamson County	709
Galveston County	695
Potter County	685
Jefferson County	669
McLennon County	576

Compiled from data published by the Texas Department of Public Safety

SIGNIFICANT MVT TRENDS REPORTED BY LAW ENFORCEMENT TASKFORCES

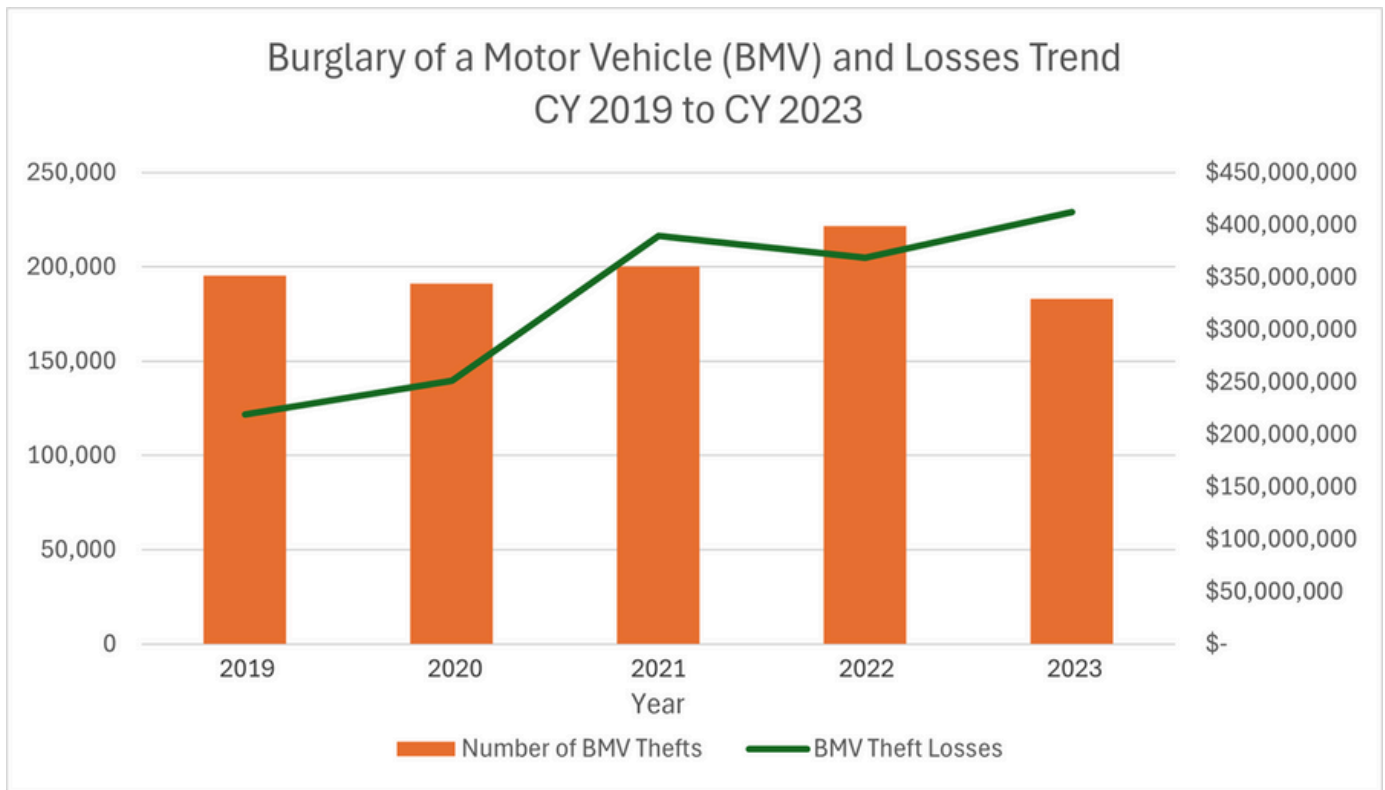
As part of the grant administration process, MVCPA taskforce commanders complete and submit operational and progress reports to the MVCPA. In order to identify MVT trends, they provide a year-end summary each year. Taskforces have reported for over a decade that owners leaving their keys inside or near the vehicle greatly increases the risk of theft. Owners leaving their vehicles running at home or at stores is another major contributor to theft according to many taskforces. In Texas, many vehicles whose theft was facilitated with a key remain unrecovered. The number of borders and ports in Texas may account for the lower number of stolen vehicles recovered. Bridge crossings into Mexico allows opportunities for criminals to export a stolen vehicle before it is reported stolen. In conjunction with this trend, criminals sell stolen vehicles on social media. Social media used by criminals is identified by most taskforces as a significant factor in MVT. The majority of taskforces also report that stolen vehicles are used to commit other crimes. This is consistent with the International Chief of Police Association - Motor Vehicle Crime Committee findings that many crimes start with a stolen vehicle. For example, the use of stolen vehicles for human trafficking is common in Texas.

A prevalent element of MVT is the use by criminals of various technologies to defeat secure motor vehicle ignition systems. MVCPA taskforces report in most larger jurisdictions the common use by criminals of modified vehicle components to allow entry and to start and steal vehicles. These illegally modified components allow criminals to bypass the manufacturers' security programs and systems, especially in newer vehicles. Some criminals have developed methods to clone keys or the key's signal. Taskforces report the increased use of technology to defeat manufacturer technology as a trend. Almost all large urban areas have seen the use of this technology to steal motor vehicles. The recovery rates of vehicles stolen in this manner are low. When these new cars are recovered, they are often times discovered dismantled. Evidence developed and secured by taskforces ties the use of these technologies to gangs and to organized crime. Taskforces report gang and organized crime continue to play significant roles in MVT in Texas. Additionally, taskforces report a heavy concentration of motor vehicles being stolen from motor vehicle dealerships using distraction techniques such as swapping key fobs, insider dealership employee jobs, and fraudulent purchases.

BURGLARY OF A MOTOR VEHICLE

Burglary of a motor vehicle (BMV) is a prevalent and costly crime in most Texas communities. Many incidents go undetected, unreported, or classified as other crimes. BMV is comprised of incidents and losses reported to TxDPS by local agencies under the categories of Theft From a Motor Vehicle and Theft of Motor Vehicle Parts and Accessories. As discussed above, changes in NIBRS impact prospective analysis and reporting of this criminal activity.

Calendar year 2023 data shows that there were 183,055 BMV incidents statewide. While this is a decrease in reported incidents statewide from the prior year, the financial losses associated with BMV crimes continue on an upward trend. Losses increased by over \$43 million to an estimated \$412 million. This could be attributed to increases in the value of vehicle parts stolen such as catalytic converters and criminal jugging incidents.



Reported incidents of BMV and the losses tend to vary over time indicating that this crime may be tied more closely to other factors. These factors can include community choices of prosecution, implementation of curfews, or community socio-economic levels. As with MVT, BMV tends to be pervasive in some jurisdictions such as large cities and cities along the US border with Mexico. In other communities and outlying subdivisions, BMV is often random and episodic with dozens or hundreds of cases at once. For instance, recently the Laredo Taskforce obtained intelligence information regarding one gang training its members to focus on weapon thefts from motor vehicles.

SIGNIFICANT BMV TRENDS REPORTED BY LAW ENFORCEMENT TASKFORCES

MVCPA taskforce commanders complete operational and progress reports as a part of the grant administration process. Each year, they provide a year-end summary to help identify BMV trends.

BMVs are most often motivated by unlocked doors and/or belongings laying in plain sight inside a motor vehicle. In the majority of BMV cases, owners leave their vehicles unlocked. As a result, taskforces report that car hopping/car flipping is the most prevalent method used by criminal actors. A typical scenario involves a perpetrator who searches for a location with a large number of motor vehicles, such as parking lots or crowded residential streets, and quickly flips as many motor vehicle door handles as possible (checking for unlocked cars). After entering the unlocked vehicles, the perpetrator steals its contents.

Weapons are often stolen once thieves gain access to a vehicle. The majority of taskforces identified the theft of weapons as the most prevalent trend in their respective communities. It's common for car flippers to steal guns throughout the state, but many jurisdictions in southeast Texas are also seeing new predatory theft methods. "Gun jugging" occurs when perpetrators watch gun ranges, gun shows, or vehicles appearing to be returning from hunting excursions. Unsuspecting victims, who show signs of guns in their vehicles, are then followed to other stops and even their homes. After parking, thieves quickly break into the parked vehicles. In some cases, thieves don't wait until the vehicles are parked and instead rob the gun owners. Since BMV is only classified as a misdemeanor, many taskforces believe that the reward-to-risk ratio is causing these incidents to increase.

The term "bank jugging" refers to predators watching activities in financial institutions and observing people leaving with large sums of money. People are followed by these predators, who break into vehicles and steal money when they find an opportunity. Crimes of this type are also on the rise across the state.

The taskforce commanders also identified the following factors as contributing to increased incidents of BMV:

- 1) drug involvement
- 2) organized crime and gang involvement
- 3) juvenile and youthful offender involvement
- 4) the use of social media to coordinate the crime or sell stolen goods

A total of 41,349 incidents of stolen vehicle parts have been reported in Texas in 2023, totaling more than \$86 million in losses. Taskforces report tailgates and catalytic converters as the most common stolen parts items. Once removed from a motor vehicle, both stolen parts are difficult to trace.

FRAUD RELATED MOTOR VEHICLE CRIME (FRMVC)

Various crimes constitute the FRMVC offenses. These crimes are not reported under a specific crime category like motor vehicle theft. Fraud is a powerful tool that criminals and organized criminal enterprises use to convert stolen property into liquidated funds or illegally export the motor vehicles out of Texas. Combating fraud-related motor vehicle crime was added to the responsibilities of MVCPA by the 86th Texas Legislature, Regular Session (see [Senate Bill 604](#)). In the first year of this expanded responsibility, taskforces reported over \$3 million in losses from these crimes. Taskforces often pursued these crimes in the past along with co-occurring motor vehicle theft since MVCPA was not authorized to fund programs for these purposes until FY20. While the taskforces priority remains motor vehicle theft, today MVCPA taskforces are pursuing more fraud-related motor vehicle crimes.

FRMVC crimes take place throughout the state, the largest impact on Texans occurs in the larger metropolitan cities. Urban areas have a higher concentration of motor vehicles, transactions and people that make it easier to hide the illegal activity in plain sight. Emission inspections are limited to urban counties thus raising these fraudulent transactions only in those areas.

The training and expertise that MVCPA-funded law enforcement investigators (and those trained by the MVCPA) contribute are invaluable to identifying these crimes. Only motor vehicle theft investigators are authorized to have unqualified access to the proprietary and confidential databases owned by motor vehicle manufacturers and managed by the National Insurance Crime Bureau (NICB). Taskforce investigators often work closely with TxDMV to solve these crimes and protect Texans.

Types of motor vehicle fraud are:

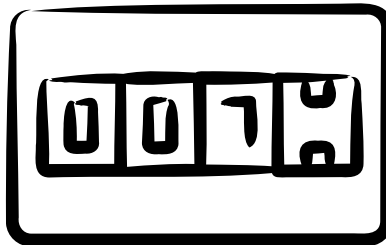
Title Fraud – Criminals provide fictitious paperwork for stolen vehicles. Non-English-speaking communities are the most vulnerable to receive these fake titles and other documents. These crimes also cost the State of Texas millions of dollars in taxes, fees, and highway funds each year, while defrauding consumers of proper ownership documents. Filing false liens against motor vehicles is common in title fraud cases. In some jurisdictions, these crimes have been reported to negatively impact the local auto sales market due to lost transactions.

Registration Fraud – This crime reduces the receipt of highway revenue to the State of Texas. Fraudulent paper tags are commonly used by many different crime groups to hide the identity of the vehicle used in the commission of crimes. Examples of crimes committed are: theft, narcotics, robbery, and other fraudulent criminal activity. MVCPA has coordinated with TxDMV to establish increased protocols to the e-Tag system to deny access to dealers involved in selling fraudulent temporary tags. Maximum tag limits were established and implemented through agency rulemaking. Fingerprinting requirements were established for new applicants and dealers seeking renewals of dealer licenses.

Enhanced security elements to a redesigned buyers tag were implemented so that officers may quickly recognize and confirm when a tag is fictitious.

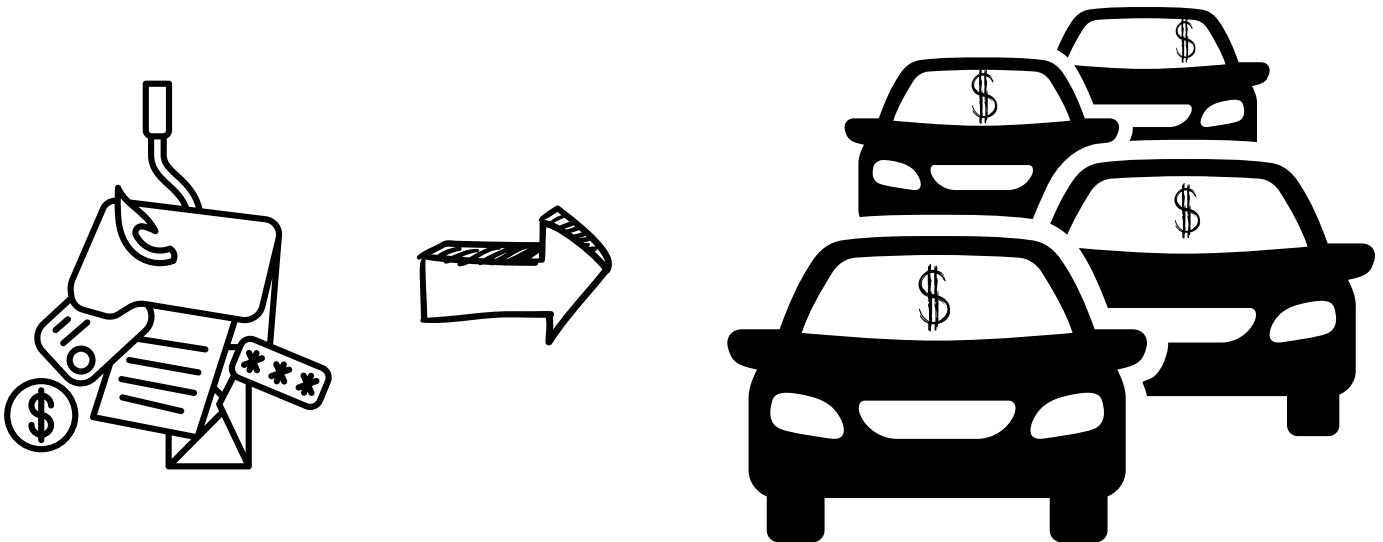
Insurance Fraud – Taskforces often receive reports of stolen vehicles and upon investigation quickly determine that the person reporting the theft or a family member is committing insurance fraud. The motor vehicle may have been illegally exported, hidden, or sold prior to the insurance claim. The NICB says that insurance fraud costs thousands of dollars to families in increased insurance costs. Other motor vehicle insurance fraud is committed by companies performing false repairs and using fictitious liens to seize motor vehicles. Often times insurance company investigative units work with MVCPA taskforces in insurance fraud cases. The NICB special agents are embedded in many taskforces to fight both insurance fraud and help recover stolen vehicles and other property.

Odometer Fraud – Despite updated technology used in modern vehicles, criminals often defeat secure systems to illegally increase the value of used cars. A used vehicle with extremely low miles on the odometer is generally worth much more than one with high mileage. While odometer fraud is also a federal crime, thresholds for federal prosecution are high. MVCPA taskforces often discover odometer fraud rings connected to stolen vehicle investigations. These rings are usually organized criminal enterprises.



VIN Fraud (VIN switches/VIN Cloning) – This technique is used to generate higher sales prices and disguise the true nature of the title before an illegal sale. A stolen vehicle cannot be legally sold. Other vehicles, like salvage vehicles damaged in floods or wrecks cannot be legally sold without a designation (brand) on the title. Taskforces regularly discover vehicles stolen in Texas and other states where a VIN switch was made in the attempt to sell the vehicle.

Identity Fraud Sales and Synthetic Identity Sales – Criminals and criminal enterprises have worked very effectively at avoiding detection at dealerships and rental car companies. These crimes rely on the delay between the transactions, the discovery, and the report of a crime. With rental car companies, specific procedures must be followed and a notice must be sent within a week or up to a month before the car is reported stolen. For dealer sales, the delay can be months as transactions and the report of a stolen vehicle may get lost between finance companies and dealers. Over 50% of the taskforces report that stolen vehicles are used in the commission of other offenses. These crimes involve fraudulent checks drawn on business accounts to purchase several vehicles, or some form of identity theft to defraud both the dealership and the finance company. The Houston Police Department has developed training for officers and dealerships to recognize transactions where fraudulent purchases are being made. This has created a partnership between dealers and law enforcement to detect in-progress vehicle finance fraud and arrest offenders before a loss occurs. These stolen vehicles are often quickly sold on social media sites for a quick profit. An increasing number are being VIN flipped and discovered at the TxDMV regional offices or local tax offices during the titling process.



ANALYSIS - METHODS OF COMBATING THE PROBLEM

The vision of MVCPA is to empower local law enforcement agencies and communities to combat and prevent statewide motor vehicle crime so that all Texans will be free from harm and loss caused by motor vehicle crime. The MVCPA is committed to being an evidence-based, strategy-driven, and community-centric network to support law enforcement taskforces, improve coordination, deploy equipment, and provide clear messaging to combat motor vehicle crime.

MVCPA implements this vision and mission by issuing grants to local law enforcement agencies (taskforces), providing law enforcement investigator training, offering educational information and materials to the public, and coordinating activities with TxDMV, TxDPS, TDLR, the Comptroller of Public Accounts, and other state agencies. MVCPA uses statutory operational performance measures to determine both the effectiveness of the efforts of MVCPA, and its law enforcement taskforces.



COLLABORATIVE LAW ENFORCEMENT FUNDING

The MVCPA provides financial support to law enforcement agencies for economic motor vehicle theft and fraud-related motor vehicle crime taskforces. These grants fund local law enforcement investigators in the law enforcement taskforces. The chart below shows the law enforcement taskforces funded in FY 2024:

Grantee Name	Program Name	Single/Multi-Agency Taskforce	Grant Award Amount
City of Austin	APD Auto Burglary and Theft Interdiction Project	Single	\$ 496,043
City of Beaumont	Southeast Texas Auto Theft Task Force	Multi-Agency	\$ 711,619
City of Brownsville	South Texas Auto Theft Enforcement Task Force (S.T.A.T.E. Task Force)	Multi-Agency	\$ 1,210,718
Burnet County	Heart of Texas Auto Theft Task Force	Multi-Agency	\$ 664,313
City of Corpus Christi	Corpus Christi Police Department Auto Theft Task Force	Single	\$ 822,431
City of Dallas	Dallas Auto Theft Task Force	Single	\$ 1,156,410
Dallas County	Dallas County North Texas Auto Theft Task Force	Multi-Agency	\$ 1,569,771
City of Eagle Pass	Eagle Pass Auto Crimes Task Force	Single	\$ 432,503
City of El Paso	El Paso Police Department's Auto Theft Task Force	Single	\$ 2,010,810
Galveston County	Galveston County Auto Crimes Task Force	Multi-Agency	\$ 942,680
Harris County	Harris County Sheriff's Auto Theft Unit	Single	\$ 959,467
City of Houston	Houston Auto Crimes Task Force/32 (HACTF/32)	Multi-Agency	\$ 1,517,208
City of Laredo	Laredo Auto Theft Task Force	Single	\$ 1,352,225
Lubbock County	Lubbock County-South Plains Auto Theft Task Force	Multi-Agency	\$ 960,920
City of Mansfield	Tri-County Auto Theft Task Force	Multi-Agency	\$ 827,120
Montgomery County	Montgomery County Auto Theft Taskforce	Multi-Agency	\$ 1,078,387
City of Paris	Northeast Texas Auto Theft Task Force	Single	\$ 453,473
City of Pasadena	Pasadena Auto Crimes Prevention Program	Single	\$ 83,940
Potter County	Potter County	Multi-Agency	\$ 411,279
City of San Antonio	Regional Auto Crimes Task Force (ReACT)	Multi-Agency	\$ 1,354,711
Smith County	Smith County-East Texas Auto Theft Task Force	Multi-Agency	\$ 417,595
Tarrant County	Tarrant Regional Auto Crimes Task Force	Multi-Agency	\$ 1,923,822
Travis County	Sheriff's Combined Auto Theft Task Force	Multi-Agency	\$ 1,135,712
City of Victoria	Victoria Auto Crimes Task Force	Single	\$ 273,663

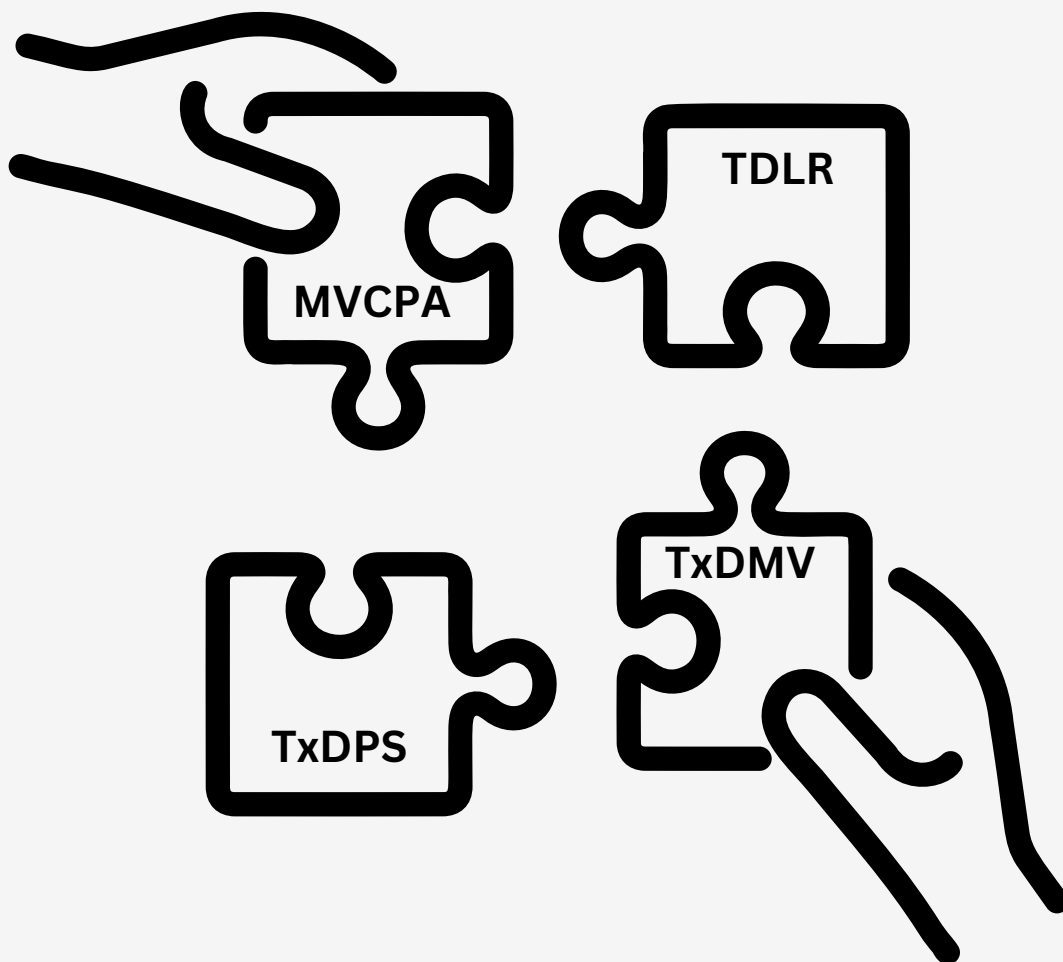
The 24 taskforces above represent 130 law enforcement agencies that employ 204 law enforcement investigators, 5 crime analysts, 1 prosecutor, and 100 administrative and support personnel that are funded through the grants listed above. These taskforces routinely provide coverage and coordination to another 420 police departments and sheriff's offices. MVCPA grants allow and encourage taskforces to collaborate with agencies across their region and state. The law enforcement investigators perform numerous investigative duties as licensed peace officers coordinated by MVCPA.

In 2024, with SB 224 funding, MVCPA was able to provide additional financial support to 32 law enforcement agencies to combat catalytic converter crimes. This was accomplished through a Catalytic Converter Grant. The chart below shows the law enforcement agencies funded in FY24:

Grantee Name	Grant Award Amount
City of Andrews	\$ 16,850
City of Beaumont	\$ 527,700
City of Brownsville	\$ 434,963
City of Carrollton	\$ 221,000
City of Converse	\$ 43,150
City of Corpus Christi	\$ 98,728
City of Dallas	\$ 1,759,184
City of Eagle Pass	\$ 775,510
City of El Paso	\$ 1,391,615
City of Farmers Branch	\$ 75,000
City of Frisco	\$ 437,456
City of Houston	\$ 1,216,755
City of La Marque	\$ 904,306
City of Laredo	\$ 2,741,001
City of New Braunfels	\$ 913,399
City of Pasadena	\$ 291,000
City of Refugio	\$ 38,250
City of Sulphur Springs	\$ 30,000
City of Sunset Valley	\$ 90,950
City of Texas City	\$ 37,500
City Wichita Falls	\$ 114,417
Galveston County	\$ 583,868
Harris County	\$ 392,672
Hidalgo County	\$ 629,923
Johnson County	\$ 250,000
Lubbock County	\$ 465,000
Maverick County	\$ 475,820
Montgomery County	\$ 397,574
Polk County	\$ 55,250
Potter County	\$ 522,168
Smith County	\$ 185,804
Town of Prosper	\$ 99,166

B 224 also tasked the MVCPA with implementing a Plan of Operation to coordinate activities with the Texas Department of Public Safety (TxDPS), the Texas Department of Licensing and Regulation (TDLR), and the Texas Department of Motor Vehicles (TxDMV). All three agencies, in addition to MVCPA, coordinate efforts to detect and prevent the theft of catalytic converters by identifying suspicious activities involving the purchase, acquisition, sale, or transfer of catalytic converters removed from motor vehicles. The chart below shows the fully executed inter-agency contracts and amounts awarded for FY 2024.

Agency Name	Amount
Texas Department of Licensing and Regulation (TDLR)	\$522,807
Texas Department of Motor Vehicles (TxDMV)	\$1,343,563
Texas Department of Public Safety (TxDPS)	\$2,367,166



MVCPA PERFORMANCE MEASURES

The MVCPA funded law enforcement taskforces work to combat incidents and financial losses in their law enforcement activities. The MVCPA has performance measures set by statute (see Transportation Code §1006.151). Taskforces funded by the MVCPA are required to track the recovery of stolen vehicles, cleared cases, and persons arrested. The table below shows the statutory performance measures performed by taskforces in FY 2023:

SUMMARY OF STATEWIDE FY 2019-FY 2023 STATUTORY REQUIREMENTS REPORTED BY TASKFORCES

Motor Vehicle Theft (MVT)						
Activity	FY2019	FY2020	FY2021	FY2022	FY2023	Percent Change
Recovered Stolen Vehicles	11,678	12,860	11,540	12,497	13,446	7.59%
Cleared Motor Vehicle Theft Cases	13,491	19,258	15,835	9,373	9,990	6.58%
Arrests – Motor Vehicle Theft	3,257	3,593	3,171	2,655	2,592	-2.37%
Burglary of Motor Vehicles (BMV)						
Activity	FY2019	FY2020	FY2021	FY2022	FY2023	Percent Change
Cleared Motor Vehicle Burglary Cases	2,565	2,419	1,762	2,315	7,530	225.27%
Arrests - Burglary of Motor Vehicle	930	736	663	632	599	-5.22%
Fraud-Related Motor Vehicle Crime (FRMVC)						
Activity	FY2019	FY2020*	FY2021	FY2022	FY2023	Percent Change
Cleared Cases - FRMVC	NR	134	224	331	370	11.78%
Arrests - FRMVC	NR	51	78	119	127	6.72%

*FRMVC was included as a performance measure by the 87th Legislature.

In addition to the statutory performance measures, the MVCPA collects other data to demonstrate the effectiveness of the programs. The grant report data elements are the same for all taskforces, but responses vary based on location and type of grant program. In FY23, taskforce investigators reported the following performance measures:

- 1) Over \$8.5 million worth of stolen vehicles, parts and equipment recovered
- 2) Over 4,000 cases presented to prosecutors involving motor vehicle theft, burglary of a motor vehicle, or fraud-related motor vehicle crimes
- 3) 145 pounds of illegal drugs confiscated
- 4) 303 weapons associated with motor vehicle crimes recovered
- 5) 3,230 covert operations to interrupt criminal enterprises
- 6) 27,365 vehicle identification number inspections for citizens needing certain title transactions
- 7) Over 15,000 assists to all outside agencies
- 8) Responded to 6,588 license plate reader alerts indicating the location of a stolen vehicle

LAW ENFORCEMENT TRAINING

The MVCPA supports and coordinates with the taskforces to provide excellent skills-based training for current motor vehicle crime investigators in Texas. The MVCPA curriculum was developed in coordination with TxDMV, TxDPS, NICB, and the Texas Association of Vehicle Theft Investigators (TAVTI). The training uses the most knowledgeable instructors and subject matter experts from the taskforces to teach the latest motor vehicle crime investigation techniques and technology. The investigators who complete the training become specialized motor vehicle crime investigators and receive access to the databases required to perform VIN inspections to determine the accuracy and identity of vehicles and reduce the number of vehicles fraudulently titled. This training and the 68-A inspections led to a significant number of recoveries of stolen vehicles. The MVCPA plans to develop additional training classes and provide instruction to more law enforcement officers to reduce the number of stolen vehicles on Texas roadways. Significant increases in requests for 68-A inspections continue to create a need for additional law enforcement personnel to decrease backlogs and increase the availability of inspections for citizens to properly title motor vehicles in a timely manner.

PUBLIC EDUCATION AND PUBLIC AWARENESS EFFORTS

Informing the public by promoting motor vehicle crime prevention advances the MVCPA's statutory mandate. As reported above, taskforces have identified owner behavior (cars unlocked, key in vehicle or car left running) to be a major contributor to MVT and BMV. Thefts with keys increased by over 16% nationwide in 2020 according to the NICB. New reporting by the NICB shows that Texas is one of the top states where motor vehicle theft occurs due to key fobs being left in vehicles. This is often referred to as "victim assisted" theft. Public education also plays an important role in helping the public protect their vehicles from catalytic converter thefts.

MVCPA uses social media to educate, inform, and disseminate information based on examined data, verifiable and reliable news sources through Facebook, X (formerly known as Twitter), and the MVCPA /TxDMV website. Many of the taskforces also have social media accounts. MVCPA established links to these taskforce's social media pages across the state. MVCPA encourages all taskforces to use their social media to increase the coverage and impact of motor vehicle crime prevention messages.

[Click here to view the MVCPA Facebook](#) page. MVCPA also distributed through its law enforcement taskforces promotional items and brochures that further engage with the public.

When funds are available, MVCPA does statewide public education and awareness media campaigns. MVCPA partnered with the Insurance Council of Texas (a statewide trade association serving property and casualty insurance carriers and their customers with education on Texas insurance issues) on a statewide public education campaign. The grant funded the development of coordinated messaging to use in communication for internet advertising, social media, broadcast media, and print media. ICT also conducted an outreach to MVCPA Taskforces in the joint execution of education programs. This includes events in key Texas markets emphasizing the campaign's creative concept of "Lock It Down!"



PLAN FOR PROVIDING FINANCIAL SUPPORT

MVCPA adopted the following strategies and tactics to improve its services to all Texans. MVCPA has prepared new grant types to implement these strategies and tactics and make a meaningful, positive impact on combating the escalation of motor vehicle crime, the increase in the use of stolen vehicles in the commission of other crimes, and the reduction of stolen vehicle recoveries.

<i>Law Enforcement Support</i>
Add more trained motor vehicle crime investigators to cover Texas
Provide funds for new technology and specialized motor vehicle technologists
Provide motor vehicle crime prevention equipment, technology, and overtime
Develop funding methods that promote law enforcement stakeholders to engage in combating motor vehicle crime on a regional basis
Provide secure web-based command and communication systems to improve collaboration, intelligence gathering, and data sharing among taskforce investigators and state agencies
Provide full-time specialized motor vehicle criminal intelligence analysts for all regions
Provide more training for investigators and crime prevention specialists
Provide for increased availability of VIN inspections to the public
Develop and fund a statewide taskforce
Develop and fund a statewide Automatic License Plate Reader Program
<i>Improved Prosecution</i>
Fund specialized motor vehicle crime prosecutors
Fund fraud-related motor vehicle crime training to local prosecutors
<i>Engage the Public to Prevent Motor Vehicle Crime</i>
Conduct coordinated effective education campaigns
Improve education programs and content for the public
Provide clear messaging to end motor vehicle crime
<i>Provide Experimental Equipment to Assist Motor Vehicle Owners</i>
Identify, promote, purchase, and distribute new technologies such as immobilizer systems and personal use tracking devices
Develop connectivity of databases between inspection stations and toll systems to law enforcement stolen lists
<i>Prevent Stolen Motor Vehicles from Entering Mexico</i>
Support local law enforcement efforts to host voluntary self-registration tracking or title management technology to allow vehicle owners to prevent removal of their vehicles from the US
Provide funds to expand law enforcement agencies intelligence sharing along US / Mexico border
<i>Improve Fee Collections and Refund Process</i>
Develop a dedicated unit to oversee the collection of the MVCPA insurance fee and promote equity in fee collections across the motor vehicle insurance industry
Improve and streamline the process for insurers that overpaid to obtain a refund

GRANT FUNDING ACCOUNTABILITY

Grants are the most reliable and cost-effective method to encourage local law enforcement agencies to pursue the state strategy and interest in combating and preventing motor vehicle crimes. MVCPA provides a reimbursement-only grant so that local law enforcement agencies receiving grants lay out the funds and receive reimbursement only for allowable costs. Because the MVCPA grant program has had reduced funding, city and counties have increased their funding over the last ten years. The MVCPA and its local taskforces are committed to continuing the critical work and coordination to address these highly mobile crimes. MVCPA has the strategy and network to reduce these crimes and make a deep impact into the criminal networks harming all Texans.



The MVCPA previously conducted a survey of chiefs of police and sheriffs as well as existing taskforce commanders. The three groups communicated solutions that focus on meeting the challenges to reduce motor vehicle crime over the next few years. The consensus of strategies that MVCPA can employ are focused on increasing paid time available to investigators, more detection and surveillance technology that can support investigations, and tools to increase agency coordination. Law enforcement is changing and the use of technology, rapid response strikeforce funding, targeted overtime, saturation patrols, community-oriented solutions, and expanding or creating new taskforces will help address future needs and reduce motor vehicle crime. The chart below shows the law enforcement taskforces that have been awarded a taskforce grant in FY 2025 as of December 1, 2024:

Grantee Name	Requested	Status	Grant Award Amount
City of Austin	\$532,588	Awarded	\$532,588
City of Beaumont	\$724,534	Awarded	\$724,534
City of Brownsville	\$1,341,872	Awarded	\$1,245,547
City of Corpus Christi	\$864,514	Awarded	\$864,514
City of Dallas	\$1,582,029	Awarded	\$1,582,029
City of Eagle Pass	\$432,503	Awarded	\$432,503
City of El Paso	\$2,016,853	Awarded	<i>Under negotiations</i>
City of Houston	\$1,949,349	Awarded	\$1,949,349
City of Laredo	\$1,401,606	Awarded	\$1,401,606
City of Mansfield	\$821,953	Awarded	\$821,953
City of Paris	\$514,460	Awarded	\$514,460
City of Pasadena	\$146,668	Awarded	\$146,668
City of San Antonio	\$1,411,929	Awarded	\$1,290,844
City of San Marcos*	\$177,401	Awarded	<i>Pending signature (\$177,401)</i>
City of Victoria	\$275,894	Awarded	\$275,894
Burnet County	\$578,566	Awarded	\$578,566
Dallas County	\$1,208,574	Awarded	\$1,208,574
Galveston County	\$1,106,090	Awarded	\$1,106,090
Harris County	\$1,102,216	Awarded	\$1,102,216
Hidalgo County*	\$1,114,348	Awarded	<i>Under negotiations</i>
Lubbock County	\$1,008,481	Awarded	\$1,008,481
Maverick County*	\$642,623	Awarded	<i>Under negotiations</i>
Montgomery County	\$1,078,387	Awarded	\$1,078,387
Potter County	\$411,279	Awarded	\$411,279
Smith County	\$426,986	Awarded	\$426,986
Tarrant County	\$2,089,417	Awarded	\$2,089,417
Travis County	\$869,075	Awarded	\$869,075
<i>*Newly created MVCPA taskforce</i>			

With SB 224 funding, MVCPA was able to provide additional financial support to 22 law enforcement agencies to combat catalytic converter crimes. This was accomplished through a Catalytic Converter Grant. The chart below shows the law enforcement agencies funded through this grant in FY 2025 as of December 1, 2024:

Grantee Name	Requested	Status	Grant Award Amount
City of Beaumont	\$250,520	Awarded	\$250,520
City of Brownsville	\$565,765	Awarded	\$565,765
City of Carrollton	\$184,167	Awarded	\$184,167
City of Dallas	\$1,295,074	Awarded	\$1,295,074
City of Eagle Pass	\$521,056	Awarded	\$304,142
City of Houston	\$994,740	Awarded	\$994,740
City of Kyle	\$54,709	Awarded	\$109,792
City of Laredo	\$1,725,392	Awarded	\$1,917,148
City of Roman Forest	\$18,250	Awarded	\$18,250
City of San Marcos	\$38,625	Awarded	\$38,625
City of Schertz	\$77,342	Awarded	\$77,342
City of Seguin	\$28,333	Awarded	\$28,333
City of Wallis	\$23,100	Awarded	\$23,100
Galveston County	\$247,898	Awarded	\$247,898
Harris County	\$81,683	Awarded	\$129,048
Hidalgo County	\$49,797	Awarded	\$49,797
Johnson County	\$208,333	Awarded	\$208,333
Lubbock County	\$377,517	Awarded	\$377,517
Montgomery County	\$22,720	Awarded	\$22,720
Potter County	\$276,400	Awarded	\$277,000
Smith County	\$26,667	Awarded	\$26,667
Town of Prosper	\$70,600	Awarded	\$70,600

IMPROVE COORDINATION

The MVCPA is committed to continuing to improve coordination among stakeholders to leverage existing resources to fulfill its mission. Three TxDMV investigators are currently placed with MVCPA taskforces and TxDMV personnel and materials are included in MVCPA law enforcement training. Also, the MVCPA has coordinated with TxDMV to provide training sessions for the NICB auto theft schools. The TxDMV has coordinated through the MVCPA with taskforces to work closely to combat title fraud and other methods of converting stolen motor vehicles into economic gain.

The MVCPA is committed to improving grant program data collection and analysis. To that end, the MVCPA has improved and streamlined the reporting processes associated with its grants. A greater emphasis on statutory performance measures and program and fiscal monitoring has been established between the MVCPA and its taskforces.

CONTINUE PROMOTING AND PROVIDING MOTOR VEHICLE CRIME INVESTIGATOR TRAINING

The MVCPA will continue to provide the Intermediate and Advanced Motor Vehicle Crime Investigator training and develop new training programs based on current trends and needs of law enforcement agencies. One identified need is increased training of patrol officers to identify and recover stolen vehicles. The expertise regarding motor vehicle burglary and theft investigations is centered in local law enforcement agencies, specifically MVCPA funded taskforces. These courses are free and available to all qualifying law enforcement. The MVCPA, in partnership with TxDMV, TxDPS, NICB, and TAVTI will update materials as needed. The increasing complexity of motor vehicle crimes prioritizes the need for continued training of law enforcement personnel to successfully investigate and reduce motor vehicle theft, burglary, and fraud-related motor vehicle crimes.

PUBLIC EDUCATION AND AWARENESS EXPANSION

MVCPA plans to continue public education and awareness initiatives similar to the “Lock It Down” campaign by awarding performance and activity-based grants for statewide multimedia campaigns to educate Texans on their role in mitigating vehicle theft and burglary. MVCPA will continue to partner with taskforce members to leverage web-based and social media tools, as well as support the efforts of taskforces to perform public awareness outreach.

INSURANCE INDUSTRY COOPERATION TO COMBAT CRIME

Insurance companies and associations often provide taskforces with resources such as bait cars, targeted grants, equipment, and crime prevention parking lot signs. The MVCPA will coordinate with insurance companies and associations to promote the best use of resources and to determine areas where grant funding and operations can be coordinated for maximum effectiveness. The MVCPA will also work with the insurance industry to develop education programs and to implement new technologies that potentially provide insurance cost reduction for consumers. For example, if the MVCPA demonstrates through a pilot program that new technology is effective, then coordination with the insurance industry may result in discounts or incentives for consumers to help expand the technology and reduce motor vehicle crime.

BORDER AND PORT SECURITY IMPROVEMENT

MVCPA taskforces provide enhanced border and port security for jurisdictions located in designated counties through routinely performed activities to intercept and prevent stolen vehicles from crossing the border with Mexico. Through grant funding, the MVCPA taskforces will continue to expand their capabilities in apprehensions, indictments, vehicle recoveries, and drug seizures. The presence of taskforces will be greatly improved with automatic license plate readers, signal jamming detection technology, surveillance equipment, criminal intelligence analysts and additional personnel to increase the hours available to monitor bridges, perform port inspections and assist local agencies with investigations involving the use of stolen vehicles to commit other crimes.

PROMOTING INSURER COMPLIANCE WITH THE MVCPA MOTOR VEHICLE INSURANCE FEE

The MVCPA works closely with the Texas Comptroller of Public Accounts (CPA) and the Texas Department of Insurance (TDI) to identify non-payers and non-filers of the MVCPA insurance fee. MVCPA submits non-filers to the TDI which pursues enforcement investigations and actions. Transportation Code §1006.153 requires that 20% of the fees collected by MVCPA shall be appropriated to the MVCPA. Another 60% is deposited to the designated trauma facility and EMS account (5111). The remaining 20% is deposited in the general revenue fund for criminal justice purposes.

Governor Greg Abbott signed SB 224 (88th Texas Legislature, Regular Session) into law on May 29, 2023. With the passage of this important piece of legislation, the MVCPA fee increased from \$4.00 to \$5.00, with the additional \$1 being dedicated for coordinated regulatory and law enforcement activities intended to detect and prevent catalytic converter thefts. The new fee applies to insurance policies delivered, issued for delivery, or renewed on or after May 29, 2023.

INTERCONNECTIVITY BETWEEN URBAN AND RURAL LAW ENFORCEMENT

MVCPA has become the standard for providing regional solutions to combating all forms of motor vehicle crime. Without MVCPA funding, coordination and training, small jurisdictions would not have the capacity to handle the complexity of most elements of motor vehicle crime. Vehicles stolen in urban areas often are moved to a staging area for border crossing or disposal in rural areas. The MVCPA will continue to provide state resources to encourage regional approaches. Local law enforcement always coordinates but does not generally allow officers to work cases regionally unless the state provides most of the funding. MVCPA monthly intelligence meetings, regular coordination, and funding all provide effective ways for urban and rural law enforcement to solve the statewide motor vehicle crime problem.

ESTIMATE OF FUNDS REQUIRED TO IMPLEMENT PLAN

The Motor Vehicle Crime Prevention Authority adopted the FY26-27 Plan of Operation elements to reduce harm and loss from motor vehicle crime, promote effective community-based law enforcement, and provide to insurers fair and stable fee collection and refund business processes.

Texas Transportation Code §1006.153 requires that 20 percent of collected revenue be appropriated to the MVCPA. FY 2022 fee collections totaled \$110 million, which should have resulted in MVCPA appropriations of \$22 million for the year. However, the program was appropriated almost \$15 million in FY 2022 (13.6% of revenue collections) and almost \$15 million in FY 2023 (13.3% of revenue collections). MVCPA division staff worked with the Texas Comptroller to collect more than \$178 million in fees for deposit to the General Revenue Fund in FY 2024. MVCPA's appropriation for FY 2024 was more than \$59 million. The \$59 million MVCPA appropriation took into consideration the new law signed by Governor Gregg Abbott that increased the MVCPA fee from \$4.00 to \$5.00. The additional appropriation amount included the \$1 increase dedicated to coordinated regulatory and law enforcement activities intended to detect and prevent catalytic converter thefts.

The MVCPA priority is to serve all Texans. Whether through the expansion of existing regional taskforces or the creation of new taskforces, all citizens should have access to the services provided by these law enforcement taskforces such as specialized investigations, recovery of stolen property, vehicle identification for titling, preventing vehicles from illegally leaving the state and public awareness/education reminders.

Another priority is to improve the motor vehicle crime prevention network through secure intelligence sharing, improved investigations, and more uniform and consistent prosecution of motor vehicle crimes. Many of the crimes that MVCPA covers are extremely complicated, document-intensive, and are often difficult for local prosecutors to pursue. When overwhelming prosecutor dockets cause motor vehicle crime cases to be triaged, the State of Texas as a whole becomes the victim. MVPCA proposes that with the funds required to be provided in Transportation Code 1006.153(e)(1) it can implement the entire plan of operation.

FY26-27 MVCPA PLAN OF OPERATION FUNDING REQUEST

FY24-25 MVCPA Plan of Operation Funding Request			
Items of Appropriations	FY26	FY27	Biennial Total
TxDMV - Base Funding Appropriation Request			
Goal: Protect the Public			
Objective: Prevent Motor Vehicle Crime			
Strategy: Motor Vehicle Crime Prevention Authority Grants and Programs	\$52,634,907	\$52,634,907	\$105,269,814
Full Time Equivalents (FTE)	15	15	
Strategy Description and Justification			
<p>This strategy is designed to improve processes and systems to prevent motor vehicle crime by assessing motor vehicle theft and fraud-related crime, analyzing methods to prevent those crimes, and providing financial and other support to local law enforcement entities and authorized state agencies to combat motor vehicle crime. This strategy also includes funding to deter and prevent catalytic converter theft across the state, in conjunction with the Department of Public Safety and the Texas Department of Licensing and Regulation. A seven-member, gubernatorial appointed Motor Vehicle Crime Prevention Authority (MVCPA) board govern the policies and related activities under this strategy. The MVCPA board is administratively tied to the TxDMV Board.</p>			