

National Motor Vehicle Title Information System

2015 Annual Report

For Period: October 1, 2014 through September 30, 2015





This material is based upon work pursuant to a Cooperative Agreement between the U.S. Department of Justice/Office of Justice Programs and the American Association of Motor Vehicle Administrators. Any opinions, findings, conclusions or recommendations expressed in this publication are those of the Author(s) and do not necessarily reflect the view of the U.S. Department of Justice.

Preface 4

Message from the NMVTIS Operator 5

Executive Summary 6

Highlights During Reporting Period 7

Key NMVTIS Stakeholders 8

Section 1: OVERVIEW 11

 Background 11

 System Operator and Responsibilities 13

 Funding 13

 Governance 14

Section 2: PROGRAM AREAS 17

 State Program 17

 Benefits 26

 Paying User Fees 32

 Junk Yard, Salvage Yard, and Insurance Carrier Reporting Program 34

 States and JSI Reporting 37

 State Legislative Efforts 40

 Benefits 45

 Compliance Efforts 45

 Consumer Access Program 46

 Program Review 48

 Other 48

 Benefits 49

 Law Enforcement Access Program 50

 Benefits 51

Section 3: OTHER AREAS 53

 Outreach and Awareness of NMVTIS 53

 Fraud Detection and Remediation 54

 State Awareness Efforts 55

 Stakeholder Collaboration 55

Section 4: FINANCIALS 57

 NMVTIS Revenue 57

 NMVTIS Expenses 58

Section 5: LOOKING AHEAD 61

Section 6: NMVTIS MILESTONES 62

Section 7: EXHIBITS 64

Section 8: ACRONYMS KEY 68

Section 9: APPENDIX 69

The National Motor Vehicle Title Information System (NMVTIS) Final Rule (28 CFR part 25, published January 30, 2009, 74 FR 5740), requires the system operator, the American Association of Motor Vehicle Administrators (AAMVA), to prepare and publish an annual report and procure an independent financial audit. This NMVTIS 2015 Annual Report is the seventh publication, covering **October 1, 2014 through September 30, 2015** (“reporting period”). This reporting period was agreed upon between the system operator and the U.S. Department of Justice (DOJ), Office of Justice Programs (OJP), Bureau of Justice Assistance (BJA); it corresponds with the federal fiscal year and AAMVA’s audit cycle.

Published in August 2016, this report details the performance of NMVTIS during the 12-month reporting period. Future annual reports will also cover 12-month periods—October 1 to September 30—and be published the following August. Each annual report is intended to stand alone, giving an overview of activity from the system’s inception, as well as a detailed look at operations and accomplishments in the specific fiscal year.

For the current status of the system, please visit DOJ’s website at www.vehiclehistory.gov.

INTERACTIVITY OF THIS REPORT When reading this report online, click on the [blue hyperlinks](#) to go to the referenced websites and pages in the report.

Greetings,

On behalf of the American Association of Motor Vehicle Administrators Board of Directors, I am pleased to present the seventh annual report for the National Motor Vehicle Title Information System. I am proud to share this report with the system's stakeholders and look forward to the future of NMVTIS and the continued realization of the benefits envisioned in the Anti Car Theft Act of 1992.

The end of FY2015 marks my one year anniversary as AAMVA's President and CEO. This past year has afforded me the privilege of experiencing firsthand how NMVTIS works and provides key benefits to its many stakeholders. AAMVA's commitment to its role as the system operator grew even stronger, as reflected in decisions made by AAMVA's Board of Directors. This was also the first year in which AAMVA operated NMVTIS under its Cooperative Agreement with the Bureau of Justice Assistance.

I am pleased to report on the progress that has occurred during the year. NMVTIS has made great strides toward fulfilling its purposes: to protect both states and individual and commercial consumers from fraud; to provide consumers with protection from unsafe vehicles; and to reduce the use of stolen vehicles for illicit purposes including funding of criminal enterprises.

Two primary factors impacted the financial aspects of NMVTIS in FY2015. First, the Consumer Access Program had its best year to date. The program's growth resulted in increased revenue and a clear indication that NMVTIS Vehicle History Reports provide value to consumers. The other factor was an increase in NMVTIS' operating costs due to a reallocation of AAMVA Information Technology expenses as directed from AAMVA's FY2014 audit.

Many individuals and organizations took the time to respond to our requests for information and guidance in preparing this annual report. I truly appreciate all their valuable contributions.

I know you will find the report informative.

Sincerely,



Anne Ferro, President & CEO



“I am pleased to report on the progress that has occurred during the year. NMVTIS has made great strides towards fulfilling its purposes.”

This reporting period—October 1, 2014 through September 30, 2015—showed continued progress in all four NMVTIS program areas: State Program; Junk Yard, Salvage Yard, and Insurance Carrier (JSI)¹ Reporting Program; Consumer Access Program; and Law Enforcement (LE) Access Program. The value of NMVTIS data was demonstrated most clearly by the tremendous growth in the Consumer Access Program, as noted below. The State, Law Enforcement Access, and JSI Reporting Programs continued to show steady growth. Stakeholders again reported improved data quality resulting from increased compliance and awareness efforts. AAMVA and BJA worked in parallel to enhance functionality and access to the system in all program areas.

Achievements during this reporting period include:

- Every state, and the District of Columbia, participated in the system in some capacity.
- AAMVA launched an updated version of the State Web Interface (SWI) application.
- U.S. DMV² data represented in the system remained at nearly 100%.
- AAMVA enhanced system connectivity options for states.
- States continued efforts to increase consumer awareness of the value of vehicle history reports in used car buying.
- One new company joined the existing ten that provide vehicle information to consumers and/or commercial entities.
- Inquiries by law enforcement increased 11% over the last reporting period, growing from more than 60,000³ to nearly 67,000.
- Consumer Access Program transactions⁴ increased 49% over the last reporting period, growing from more than 4.9 million to more than 7.3 million.
- States earned nearly \$1,000,000 in revenue credits.
- DOJ launched an updated version of the Law Enforcement Access Tool (LEAT).
- Eight pieces of NMVTIS-related legislation were introduced and adopted in eight states and 11 pieces of legislation were introduced in seven states.
- BJA continued awareness and compliance efforts.
- Federal NMVTIS Advisory Board (NAB) continued its work.
- AAMVA expanded state networking opportunities to enhance NMVTIS.

“NMVTIS makes Maine’s title records more accurate and reliable.”

RONALD RIOUX
Chief Motor Vehicle Title Examiner,
Maine Bureau of Motor Vehicles

1 The list of industries specifically identified in the regulatory definitions of “junk yard” and “salvage yard” is not exhaustive. IF an entity satisfies the definition of a junk yard or salvage yard (i.e., an individual or entity engaged in the business of acquiring or owning junk automobiles or salvage automobiles for resale in their entirety or as spare parts; or rebuilding, restoration, or crushing) AND the entity handles five or more junk automobiles or salvage automobiles per year, THEN the entity has a NMVTIS reporting obligation.

2 Department of Motor Vehicles (DMV) is the most commonly used reference to describe the state agency that administers vehicle registration; however, some jurisdictions use other titles (e.g., Bureau of Motor Vehicles, Motor Vehicle Commission).

3 FY2014 figures were underreported at 44,000.

4 A Consumer Access Program transaction consists of a consumer inquiry followed by purchase of the located NMVTIS record.

STATE PROGRAM

- All 51 jurisdictions participated at some level⁵.
- U.S. DMV data represented in the system remained at 96%.
- States' revenue credits based on consumer access transactions increased.
- AAMVA expanded system connectivity options for states.
- AAMVA pilot-tested expanded capabilities of the State Web Interface application.
- AAMVA published a best practices guide and brochure to assist states.
- Business Rules Working Group, Information Technology Working Group, and State Business Points of Contact convened to discuss ways to enhance NMVTIS functionality.

JUNK, SALVAGE, AND INSURANCE CARRIER REPORTING PROGRAM

- BJA partnered with JSI reporting entities to increase awareness and enforcement.
- Reporting by JSI entities continued at a steady rate.
- States continued to introduce and adopt NMVTIS-related legislation.

CONSUMER ACCESS PROGRAM

- Transactions increased 49% during this reporting period—the largest increase to date.
- States developed and distributed resources to heighten consumer awareness of vehicle history reports and used car buying guidelines.
- AAMVA and DOJ continued collaboration in conducting program review.
- Eleven approved data providers supplied vehicle information in response to consumer inquiries.
- New companies expressed interest in serving as data providers, with participation pending completion of program review.

LAW ENFORCEMENT ACCESS PROGRAM

- Users increased 22% over the last reporting period.
- DOJ's Law Enforcement Access Tool (LEAT) was updated and launched using the web service interface that AAMVA developed during the previous reporting period.

GOVERNANCE

- The federal NMVTIS Advisory Board hosted one in-person meeting and two webinars, all of which were open to the public.

⁵ Six states and the District of Columbia were "In Development" and had not yet loaded data into the system during this reporting period, as detailed in the State Program section.

Key NMVTIS Stakeholders

DEPARTMENT OF JUSTICE

Within DOJ, BJA is responsible for reviewing significant operational decisions and ensuring NMVTIS program requirements are met. In addition, BJA is responsible for overseeing both policy and enforcement elements of the NMVTIS program. BJA coordinates enforcement activities with the Federal Bureau of Investigation (FBI), the National Highway Traffic Safety Administration (NHTSA), and state and local law enforcement agencies. BJA works in partnership with the system operator, AAMVA.

NMVTIS ADVISORY BOARD

In June 2010, the first NAB was convened to provide input and recommendations to BJA regarding the operations and administration of NMVTIS. The NAB includes representation from key stakeholders affected by the program, including states, consumers, insurance carriers, auto recyclers, junk and salvage yards, and law enforcement agencies. NAB meetings are open to the public.

AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS

The Anti Car Theft Act authorizes the designation of a third-party operator of NMVTIS. Since 1992, AAMVA has acted in this capacity. AAMVA is a nonprofit, tax exempt, educational association representing U.S. and Canadian officials responsible for the administration and enforcement of motor vehicle laws. In addition to acting as the NMVTIS operator, AAMVA supports the Single VIN Reporting Service, one of four JSI data consolidator services.

DATA CONSOLIDATORS

BJA and AAMVA partner with the private sector to provide multiple reporting methods to meet the business needs of JSI reporting entities. Currently, four reporting methods or services are available, and offer single-VIN and batch reporting options:

- AAMVA Single VIN Reporting Service
- Audatex
- Auto Data Direct, Inc. (ADD)
- Insurance Services Office (ISO)

“NMVTIS is a phenomenal tool in the world of vehicle titling, helping us to protect the residents of Wyoming from fraud and misrepresentation. The ease of use and reliable information are immeasurable to WYDOT Motor Vehicle Services and Wyoming Counties.”

SHANNON DEGRAZIO
NMVTIS Jurisdiction Administrator,
Wyoming Motor Vehicles Services

STATES

State titling agencies perform title verifications and report data to NMVTIS.

- Each state is required to perform an instant title verification check before issuing a certificate of title for a vehicle that an individual or entity brings into the state.
- States are required to make selected titling information that they maintain available for use in NMVTIS. States shall provide information on new titles and any updated title information to NMVTIS at least once every 24 hours.
- States are required to pay state user fees.

CONSUMERS

NMVTIS information is available to consumers (individual and commercial) in a NMVTIS Vehicle History Report. This report provides data on five key indicators associated with preventing auto fraud and theft. Before purchasing a used vehicle, consumers can search NMVTIS to find the following information:

- Current state of title and last title date
- Brand⁶ history
- Odometer reading⁷
- Total loss history
- Salvage history

APPROVED DATA PROVIDERS

Approved data providers are companies that agree to provide NMVTIS Vehicle History Reports to the public consistent with federal legal requirements. This agreement is established through an application process and formal contracts with the system operator. All approved data providers are listed on the [NMVTIS website](#).

LAW ENFORCEMENT

Law enforcement agencies rely on NMVTIS data to improve their ability to identify vehicle theft rings and combat other criminal enterprises involving vehicles. Therefore, it is imperative that NMVTIS captures vehicle history information throughout the lifecycle of the vehicle. The NMVTIS Law Enforcement Access Tool provides LE personnel with information intended to assist with the investigation of crimes associated with motor vehicles, including vehicles involved in violent crimes, smuggling operations (e.g., narcotics, weapons, human trafficking, and currency), and fraud.

JUNK YARDS, SALVAGE YARDS, AND INSURANCE CARRIERS

All entities meeting the NMVTIS definition for junk yard and salvage yard that handle five or more junk or salvage vehicles per year are required to report to the system on a monthly basis. By reporting the required information on junk and salvage automobiles to NMVTIS, JSIs play an integral role in DOJ's efforts to prevent fraud, reduce theft, and save the lives of consumers who might otherwise unknowingly purchase unsafe vehicles.

⁶ Brands are labels used to describe the status of a motor vehicle, such as "junk," "salvage," or "flood." Statuses from states are mapped to NMVTIS brands for consistency within the system.

⁷ NMVTIS contains the odometer reading at the time the vehicle title was issued.



Benefits

Overview

Legislation

Vehicle Information

Background

Established by Congress to Provide Access to Vehicle Title Information; Offers a Range of Benefits for Consumers, States, Law Enforcement and Vehicle Agencies NMVTIS was established by Congress under Title II of the [Anti Car Theft Act of 1992](#) (Public Law No. 102-519). It was created to address the growing issues associated with auto theft and vehicle fraud—specifically, to:

- Prevent the introduction or reintroduction of stolen motor vehicles into interstate commerce.
- Protect states, consumers (both individual and commercial) and other entities from vehicle fraud.
- Reduce the use of stolen vehicles for illicit purposes, including funding of criminal enterprises.
- Provide consumer protection from unsafe vehicles.

The intent of NMVTIS was to establish an information system to enable motor vehicle titling agencies, law enforcement, prospective and current purchasers (both individual and commercial), insurance carriers, and junk and salvage yard operators access to vehicle titling information.

Specifically, in accordance with 49 U.S.C. 30502, NMVTIS must provide a means of determining whether a title is valid, where a vehicle bearing a known vehicle identification number (VIN) is currently titled, a vehicle's reported mileage at the time the title was issued, if a vehicle is titled as a junk or salvage vehicle in another state, and whether a vehicle has been reported as a junk or salvage vehicle under 49 U.S.C. 30504.

The types of vehicles reported to NMVTIS by states⁸ include automobiles, buses, trucks, motorcycles, motor homes (e.g., recreational vehicles or RVs) and truck tractors. In general, NMVTIS contains titles for vehicles that meet at least one of the following criteria:

- The vehicle fulfills the definition of a junk or salvage automobile according to the regulations.

NMVTIS VEHICLES

AUTOMOBILES



BUSES



TRUCKS



MOTORCYCLES



MOTOR HOMES



TRUCK TRACTORS



⁸ JSI entities are only required to report on automobiles deemed junk or salvage, but may also report on other types of vehicles included in NMVTIS as long as they are deemed junk or salvage.

- The vehicle has an active registration and an active title.
- The vehicle has an active title.
- The vehicle has an active registration and the registration is the proof of ownership.

Vehicles excluded from NMVTIS include trailers, mobile homes (i.e., prefabricated homes, typically permanent), special machinery, vessels, mopeds, semi-trailers, golf carts, and boats.

AAMVA has worked closely with DOJ over the years on the overall strategic direction of NMVTIS. From FY1996 through FY2011, BJA awarded federal grants totaling \$31,455,623 to help AAMVA create and operate the system, and support state development and implementation (See **Figure 1**). The last expenditure of federal grant funds occurred in FY2013. Since that time NMVTIS has been supported by program revenues and contributions from AAMVA member funds.

A number of validation studies citing benefits of NMVTIS and/or potential cost savings to stakeholders have been conducted since the program's inception. ([Links to these are provided in the Appendix](#)). Furthermore, numerous vehicle and auto industry organizations have continued to offer NMVTIS widespread support. These include AAMVA and the National Automobile Dealers Association (NADA), law enforcement organizations such as the International Association of Chiefs of Police (IACP) and the National Sheriffs' Association (NSA), the North American Export Committee (NAEC), and the International Association of Auto Theft Investigators (IAATI). National consumer advocacy organizations and independent organizations focused on reducing vehicle-related crimes, including the National Salvage Vehicle Reporting Program (NSVRP), have also recognized the benefits of NMVTIS.

Fiscal Year (FY)	Amount
FY 1996 (DOT)	\$ 890,000
FY 1997	\$ 1,000,000
FY 1998	\$ 2,800,000
FY 1999/2000	\$ 6,100,000
FY 2003	\$ 3,000,000
FY 2004	\$ 494,739
FY 2007	\$ 499,204
FY 2008	\$ 271,680
FY 2009	\$ 5,700,000
FY 2010	\$ 5,700,000
FY 2011	\$ 5,000,000
Total	\$31,455,623

Figure 1

System Operator and Responsibilities

AAMVA Continues as an Effective System Operator The Anti Car Theft Act of 1992 gave the U.S. Department of Transportation (DOT) authorization to designate a third-party operator of NMVTIS. Pursuant to the NMVTIS Final Rule, the operator must provide services to state motor vehicle title agencies, junk, salvage, and insurance entities, and law enforcement, and support consumer access to the system. Since 1992, AAMVA has successfully acted in this capacity. AAMVA is a nonprofit association representing U.S. and Canadian officials responsible for the administration and enforcement of motor vehicle laws.

AAMVA/BJA Operationalized the Cooperative Agreement At the end of the last reporting period AAMVA and BJA executed a cooperative agreement that established a balance between AAMVA performing its role as the NMVTIS operator and BJA's requirement to perform oversight responsibilities. The agreement formalized plans for the financial sustainability of the NMVTIS program.

Funding

**Funds Expended Totaled \$6,371,466;
State Fees Contributed \$2,772,531**

During this reporting period, program revenue came from three sources: state user fees, consumer access fees, and other revenue (investment portfolio income and program income [applied]). ([See the Financial section](#)).

Under the federal law, the system is intended to be self-sustaining. The system earned \$3,946,646 in revenue during this period. This revenue was used to cover \$6,371,466 in expenses. AAMVA's member funds were applied to the shortfall between revenue earned and expenses. New revenue opportunities continue to be explored and evaluated to support financial sustainability.

“Although reporting by JSI entities is increasing, we remain concerned that some entities are not reporting because they do not understand the NMVTIS requirements or believe the law will be enforced. The significant scale of non-reporting requires a closer look into whether adequate resources have been allocated to NMVTIS enforcement and educational efforts.”

ROBIN WIENER
President, Institute for Scrap
Recycling Industries (ISRI) and Chair,
NMVTIS Advisory Board

Governance

Third NAB Convened for Meeting and Webinars BJA is responsible for oversight of NMVTIS consistent with regulatory and statutory requirements. The NMVTIS Advisory Board was established in accordance with the provisions of the Federal Advisory Committee Act, as amended, 5 U.S.C., App. 2, and is tasked to make recommendations to BJA regarding program operation and administration issues, such as establishing NMVTIS performance measures, accessing additional data within the system (beyond that required by the Anti Car Theft Act), assessing program costs and revenues, and evaluating quality assurance. Pursuant to the NMVTIS Final Rule, BJA convened the inaugural NMVTIS Advisory Board in June 2010 for its first two year term. The meeting provided an opportunity for NMVTIS stakeholders to share information, discuss the interconnectedness of the system, and consider ways to enhance NMVTIS to make it both more effective and economically self-sustainable.

Since that time, the NAB has assembled both in person and online. The 2014-2016 board includes returning and new members representing key stakeholders affected by the program—states, consumers, law enforcement agencies, insurance carriers, auto recyclers, junk and salvage yards, auto industry groups, technology partners, organizations focused on reducing vehicle-related crime, and the operator. During this reporting period, one in-person meeting was held, and two webinars were conducted.

The in-person meeting was held February 24, 2015 at BJA offices in Washington, D.C. It included comments by board members regarding the benefits of NMVTIS to their stakeholders, status updates by BJA and the system operator, updates on state-level legislative efforts and the Federal Trade Commission's Used Car Rule, a demonstration of the Law Enforcement Access Tool, reports by the Awareness and Compliance Subcommittees, and a strategic planning discussion by board members.

“As chairwoman of the NMVTIS Advisory Board, it is my goal to help move NMVTIS closer to reaching system self-sustainability, while also realizing full state-level participation. The addition of several new faces on the NAB in 2015, including the addition of three federal partners — the Environmental Protection Agency, the Federal Trade Commission, and the Department of Transportation/National Highway Traffic Safety Administration — should bring fresh perspectives as we take a closer look at these issues.”

ROBIN WIENER
President, Institute for Scrap
Recycling Industries (ISRI) and Chair,
NMVTIS Advisory Board

BJA hosted the first webinar on June 15, 2015. BJA and AAMVA provided members with status updates on enforcement, federal efforts with law enforcement agencies, and strategy and operations. The Awareness and Compliance Subcommittees each provided recommendations which were discussed by the board.

The second webinar was held on September 24, 2015, with a new chair of the NAB presiding. During the webinar, BJA and the system operator provided status updates, the Awareness and Compliance Subcommittees presented reports, and the full board discussed the financial standing of the system and efforts to reach financial self-sustainability.

All NAB meetings are open to the public. Meeting summaries can be found on the [NMVTIS website](#).

“NMVTIS is very useful for verifying junk and scrapped vehicles. Junkyards that possess vehicles and parts may not have the title for those vehicles; NMVTIS allows me to find the last state the vehicle was registered in, if the vehicle is stolen, or if it is a cloned. NMVTIS has proven to be an invaluable investigative tool.”

JOSH WHITESIDE
Trooper First Class, Pennsylvania
State Police



Compliance

Integrity

Program Areas

Critical Data

State Program

Additional States Move into Compliance with the Anti Car Theft Act; Vehicle Data Nears 100%

The Anti Car Theft Act and its regulations require each state to perform an instant title verification check before issuing a certificate of title for a vehicle that an individual or entity brings into the state. Additionally, each state is required to report data into the system and pay user fees. All states were required to be fully compliant with the Act by January 1, 2010. For further details on approaches for title verification and reporting of data, please see the [Exhibits](#) section of this report.

During this reporting period, all 51 jurisdictions either maintained participation or continued to move towards full compliance, participating at some level in NMVTIS (See **Figure 2**). Of significant note:

- Illinois moved from “Providing Data Only”⁹ to “Participating.”¹⁰
- Connecticut moved from conducting inquiries through the State Web Interface (SWI) to integrated online capability.
- Mississippi received state funding for NMVTIS development.
- State title and brand data represented in the system remained at 96%, the same as in the previous reporting period (See **Figure 3**). **Figure 3** includes the percentage of nationwide vehicle data represented in NMVTIS starting in FY2006 (52%, at that time), which was the first year the state participation map was created (See **Figure 4**). The compilation of an annual report on the system began in FY2009.

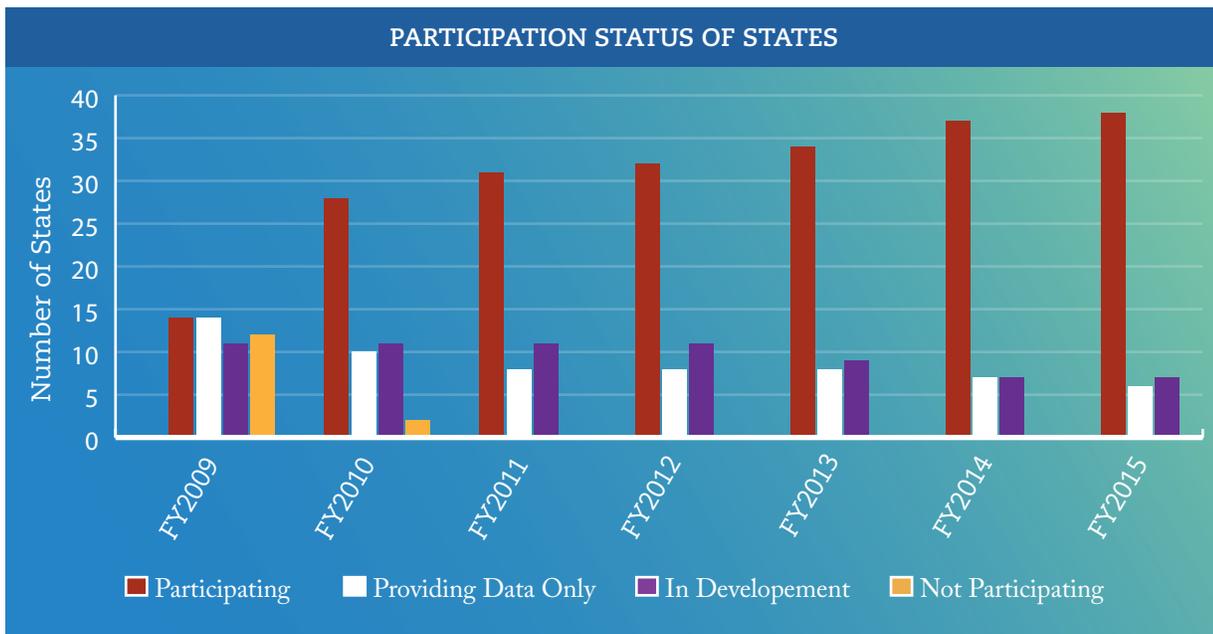


Figure 2

⁹ States that provide data but do not make inquiries into NMVTIS.

¹⁰ States that provide data and inquire into NMVTIS before issuing new titles.

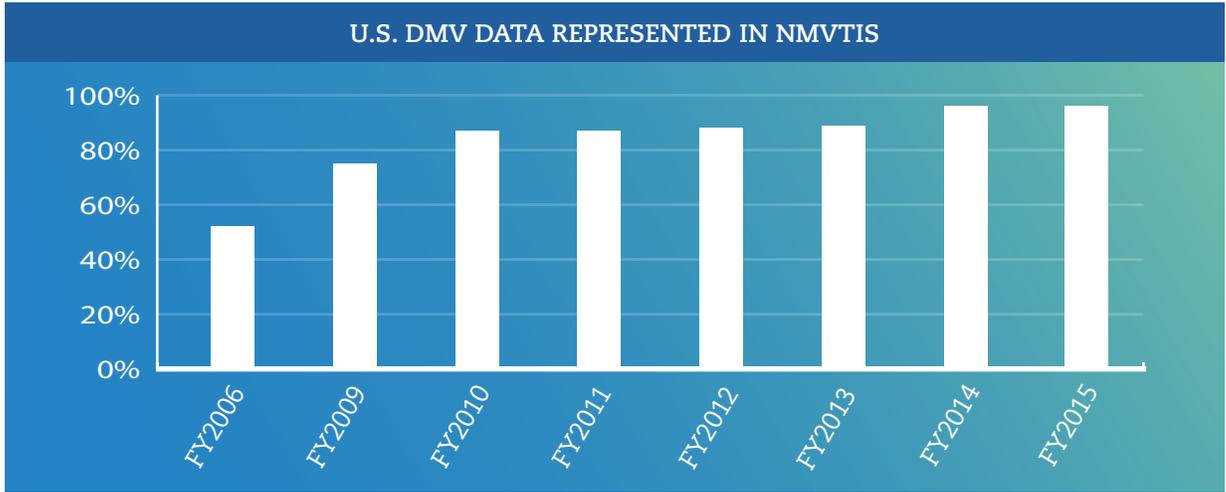
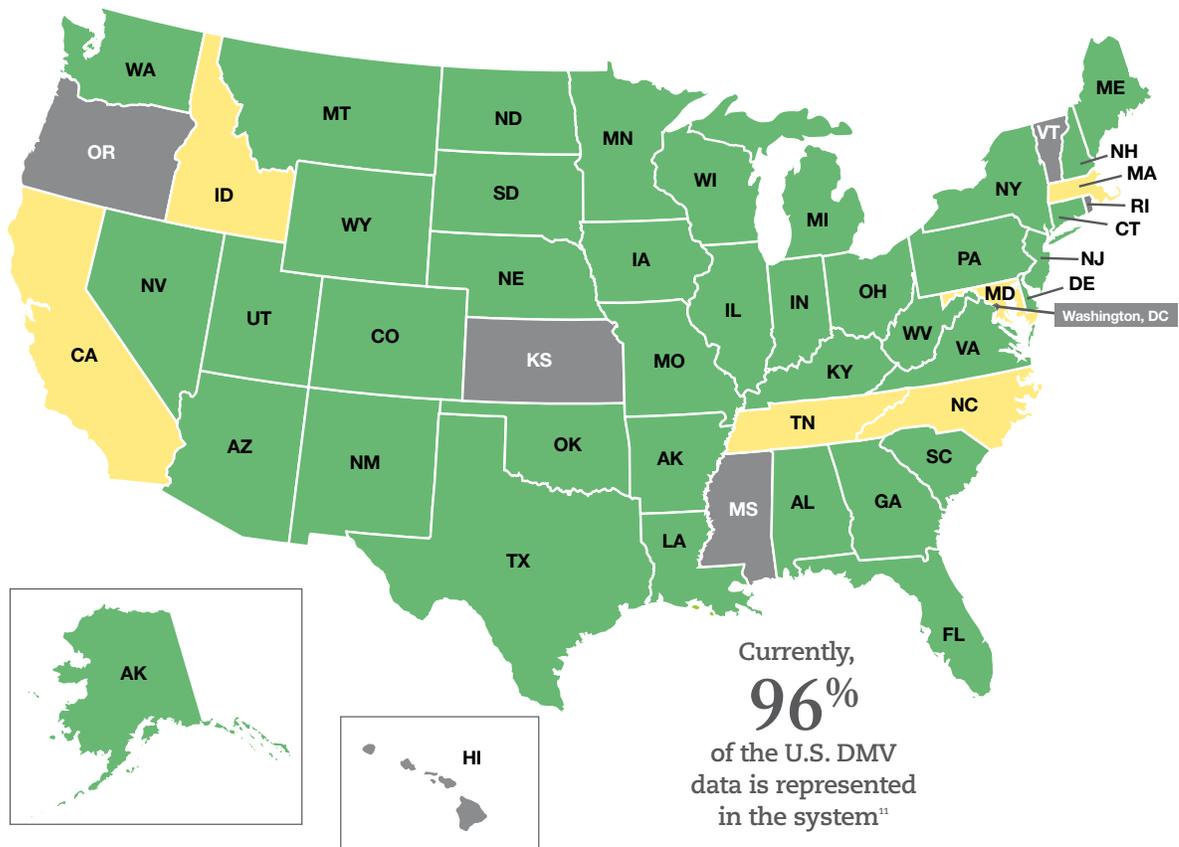


Figure 3

STATE MOTOR VEHICLE ADMINISTRATION OVERALL COMPLIANCE



- **38 States Participating** (states that provide data and inquire into system before issuing new titles)
- **6 States Providing Data Only** (states providing data but not making inquiries)
- **7 States in Development** (includes the District of Columbia)

Figure 4

¹¹ Based on the most current Federal Highway Administration (FHWA) data (2013)

AAMVA continues to support states redeveloping their NMVTIS applications as part of rewriting their titling systems. Some states also consider moving to a fully integrated solution which requires support by AAMVA's NMVTIS technical team. During this reporting period, New Mexico kicked off its effort to move from SWI to integrated online capability; and Arizona, Idaho, North Dakota, Tennessee, and Washington discussed with AAMVA how best to move forward with their system rewrites.

Though not all states are currently in compliance, a few states still in development have expressed their intention to move toward full participation:

“The District of Columbia is currently in development to participate as a fully integrated online jurisdiction. The District’s online NMVTIS verification is expected not only to reduce the incidence of title fraud such as odometer rollbacks, title washing, and VIN cloning, but also to improve the rate of recovery of stolen vehicles. The District anticipates cost savings for our agency resulting from eliminating the manual verifications and title cancellations that are currently performed by our customer service representatives.”

Rick Whitley
IT Systems Administrator
District of Columbia Department of Motor Vehicles

“With the anticipated completion of our system modernization in 2017, the Mississippi Department of Revenue will fully participate in NMVTIS. We are eagerly awaiting the benefits offered by NMVTIS. In recent months, we have been inundated by cloned vehicles being sold using fake titles. NMVTIS will help reduce title fraud and protect our citizens.”

Tony Lawler
Director, Office of Property Tax
Mississippi Department of Revenue

“As Vermont progresses towards implementation of NMVTIS, we look forward to contributing to this valiant effort to combat fraudulent actions, including resale of stolen motor vehicles, and to maintain a complete and accurate vehicle history.”

Valerie Bowman
Administrative Assistant B
Vermont Department of Motor Vehicles

With 44 states providing data in NMVTIS, there are approximately 494 million current title records (See Figure 5) and approximately 522 million title history records (See Figure 6) in the system as of September 2015. When a vehicle is retitled, NMVTIS is updated to show the current state of title and the previous record is moved into history.

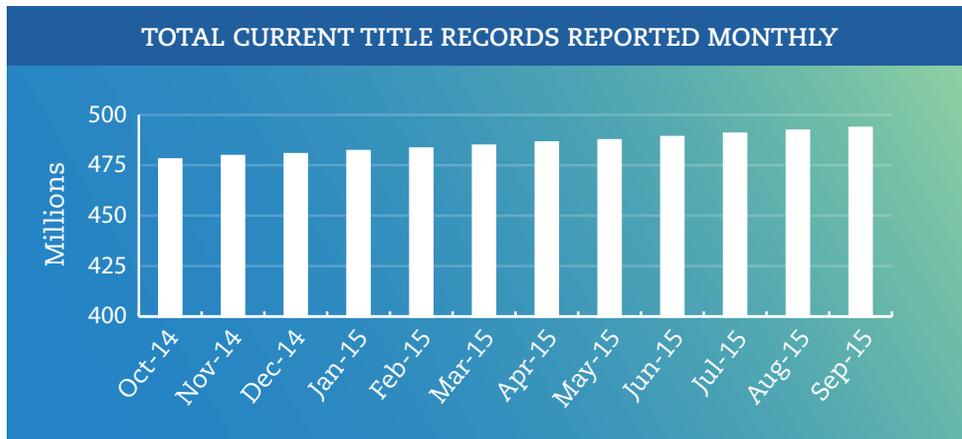


Figure 5



Figure 6

Over the past seven years, current title records in the system increased more than 68% (See Figure 7). In 2009 current title records numbered 293 million; they reached nearly 494 million during this reporting period.

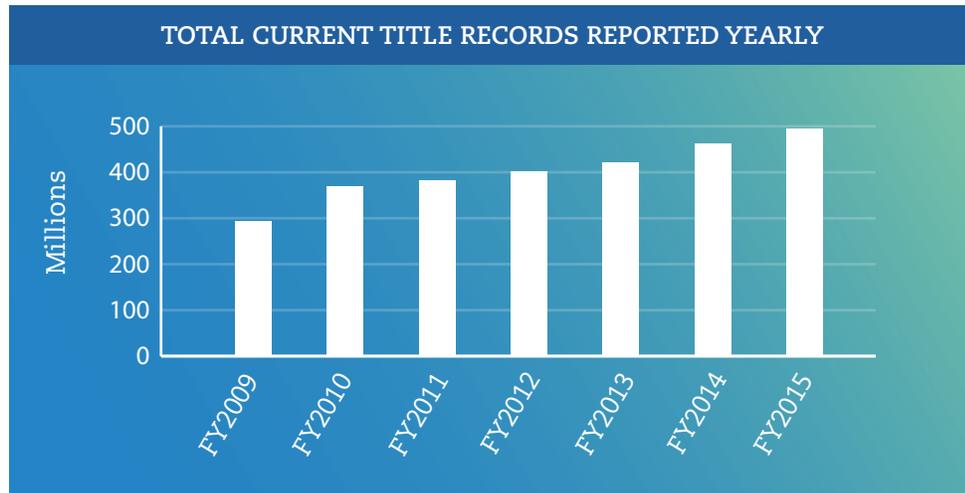


Figure 7

Brands captured in NMVTIS also increased during the reporting period, from nearly 99 million in October 2014 to nearly 105 million in September 2015 (See Figure 8).



Figure 8

There are more than 60 vehicle brands captured in NMVTIS as of September 30, 2015; the top seven are shown below. The “Other” category includes the remaining brands (See Figure 9).

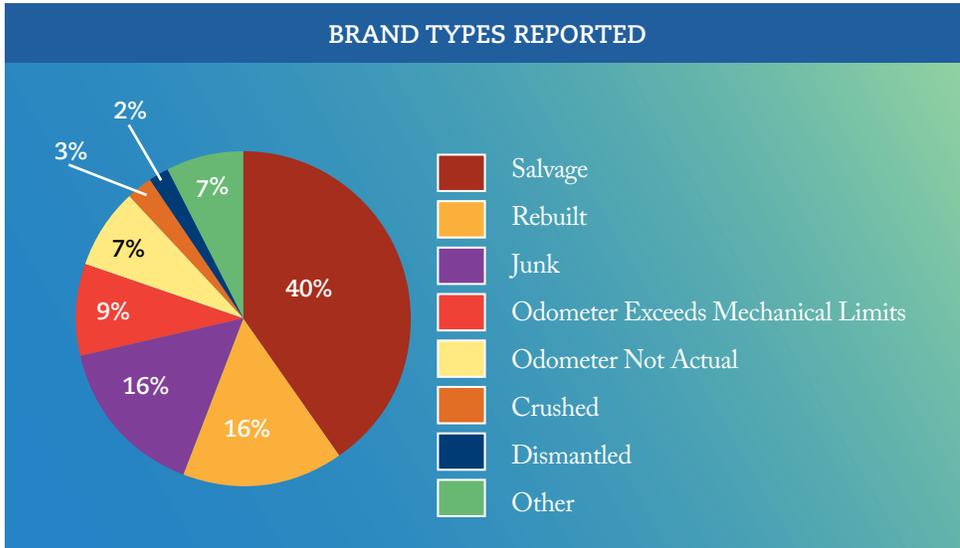


Figure 9

Reporting of salvage, rebuilt, and junk brands has increased since FY2010, as shown in **Figure 10**.

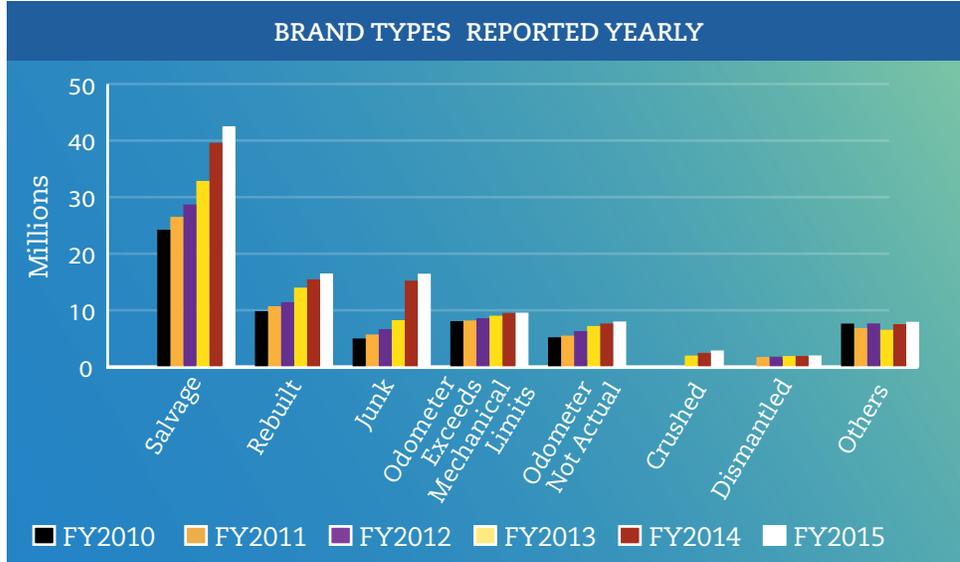


Figure 10

Brand records are reported by branders, which include states, the U.S. General Services Administration (GSA), and the U.S. Department of Transportation (**See Figure 11**). California continues to lead with the most brand records, followed by Texas, Illinois, and Pennsylvania. GSA provided the fewest brands (387), which reflect GSA’s reporting of junk or salvage brands for federal crash, test/scrap, or salvaged vehicles that are sold to the public. More detail on GSA’s reporting can be found under [Stakeholder Collaboration](#) in this report.

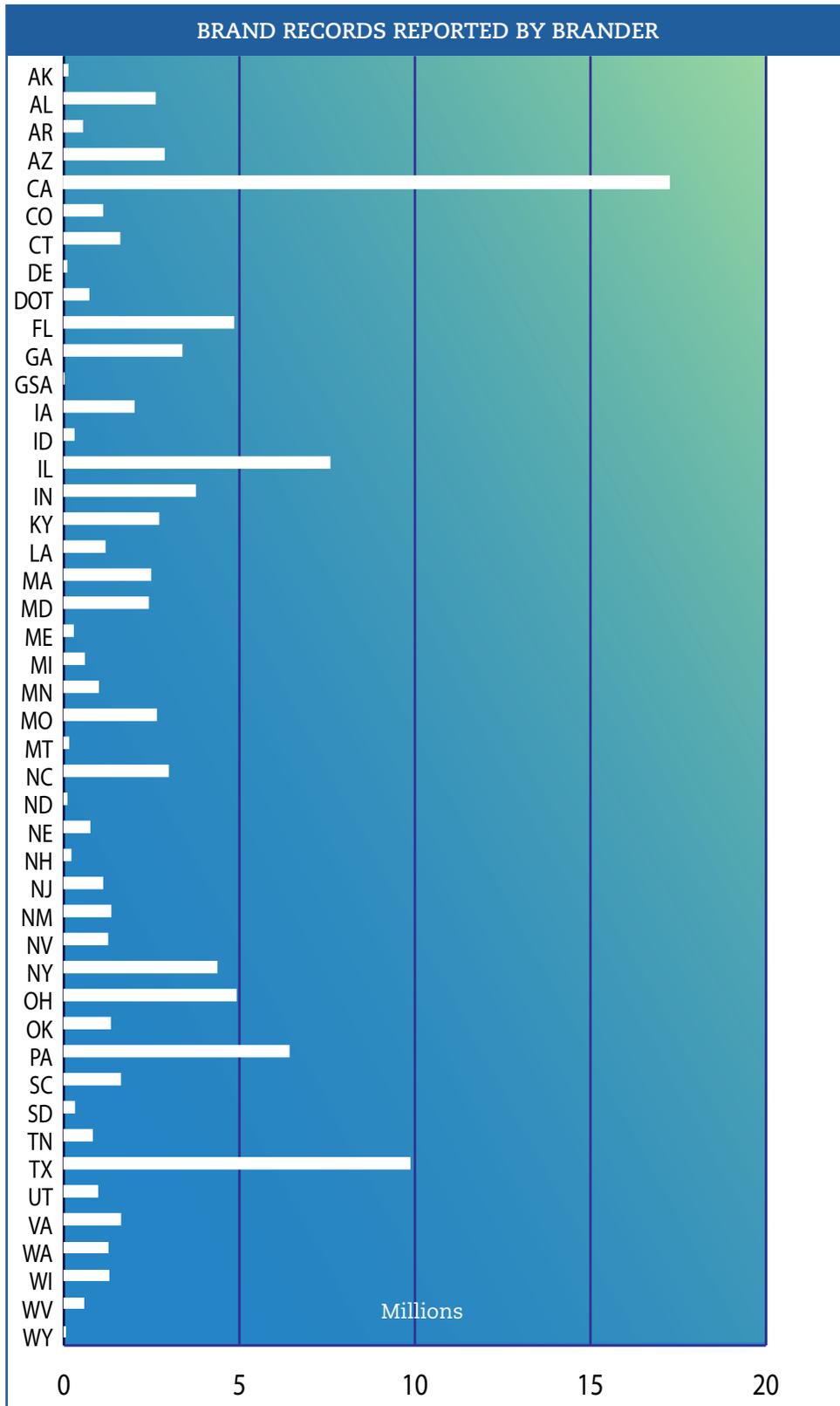


Figure 11

During this reporting period nearly 174 million state transactions (inquiries, title updates, and brand updates) were conducted (See Figure 12) compared to more than 170 million transactions during the last reporting period.

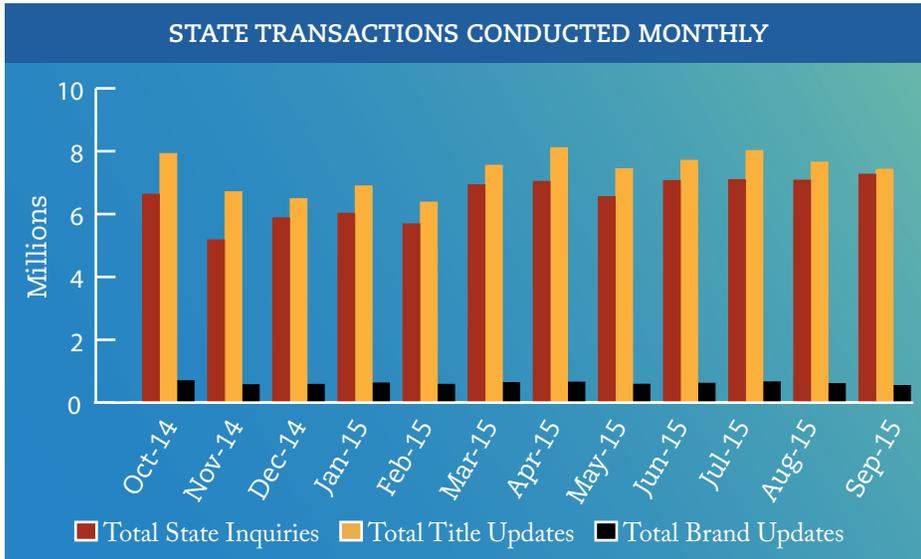


Figure 12

Over the past seven years, state-conducted transactions have increased more than 133% (See Figure 13). In 2009, transactions numbered approximately 73 million and during this reporting period transactions reached nearly 174 million.



Figure 13

AAMVA continued to complete tasks related to system operability, such as updating system documentation. To resolve issues related to NMVTIS state business rules, and to encourage jurisdictions to develop system-related business policies and practices in a consistent manner, AAMVA established the NMVTIS Business Rules Working Group

in the summer of 2012. The Working Group operates under AAMVA's Vehicle Standing Committee and consists of AAMVA business and technology staff, along with representatives from the state business and technology areas, balancing representation across AAMVA's regions and NMVTIS modes of participation. To help title and registration program managers align NMVTIS with their jurisdiction's title practices, the Working Group developed and published the resource, "NMVTIS Best Practices for Title and Registration Program Managers in DMVs" in March 2014, and published [Edition 2](#) in December 2014. This document will continue to evolve as subjects are considered and recommendations for best practices are revised or added by the group. The Working Group also focused on identifying ways to encourage maximum state participation, by raising awareness of how states participate in the system and how they can derive optimal benefits from it. The Working Group developed a NMVTIS brochure for states to disseminate to their stakeholders, to promote understanding of the purposes and benefits of full participation in NMVTIS.

During this reporting period, AAMVA enhanced connectivity options for states by offering increased flexibility in data exchange through web services as an alternate approach to integrate with NMVTIS. AAMVA also expanded capability within the State Web Interface to include, where applicable, real-time inquiry into the current state of title record to obtain additional data. AAMVA also continued to deliver SWI training to states, enhancing their ability to securely add or modify their own records through the SWI. During this reporting period, AAMVA staff provided webinar-based training to 167 participants representing 45 states. Idaho and Massachusetts implemented the help desk capability during this reporting period. States have reported that the ability to make self-service corrections to data has made state titling processes more efficient and improved NMVTIS data integrity.

In addition, the Information Technology (IT) Working Group met monthly by conference call to discuss processing issues and concerns. AAMVA staff provided system status updates during these conference calls.

AAMVA also developed a new role to foster even greater collaboration among the states at an operational level. States were asked to designate a NMVTIS State Business Point of Contact. These representatives convened by conference call in February 2015 to discuss their roles and responsibilities and how they might enhance NMVTIS functionality.

“Michigan Secretary of State branch offices use the NMVTIS SWI to check out-of-state titles that are being surrendered to Michigan. The use of NMVTIS information in this manner helps to ensure that out-of-state brands are carried forward to the Michigan record and title.”

MAXWELL DEH
Departmental Specialist,
Michigan Department of State

BENEFITS

States Report Positive Results Through NMVTIS Participation States that inquire into NMVTIS (i.e., conduct a title verification check) receive data on the specific vehicle, the current title, any brand information, JSI information, and whether the vehicle is reported stolen. Based on this information, the state determines whether to issue a new title. When a vehicle is retitled, NMVTIS is updated to show the current state of title. During this reporting period, the following states reported a wide range of benefits from participating in NMVTIS:

Potential Stolen Vehicles Identified Using NMVTIS

- **Arkansas:** 62 stolen vehicle hits¹² prompted investigations.
- **Indiana:** 1,632 stolen vehicle hits prompted investigations.
- **Iowa:** 214 stolen vehicle hits were investigated by the Iowa DOT Bureau of Investigation and Identity Protection. Most of these hits were not current stolen vehicles; however, listed below are a few of the success stories related to the significant impact NMVTIS had during this reporting period:
 - Case originated from a Bonded Title application and a NMVTIS check that came back with a positive NCIC purge record from a theft of a 1965 Pontiac Le Mans GTO, out of Cleveland Heights, Ohio. Although the vehicle record no longer existed with Allstate Insurance, the owner from whom the vehicle was stolen did recall being paid for the loss and was surprised to receive a call reporting that the vehicle was still in existence. NICB was notified of the recovery.
 - Case originated from a Bonded Title¹¹ application for a travel trailer and a NMVTIS check with a positive hit for possible stolen. The investigation confirmed that the travel trailer was actively stolen out of Colorado where the Iowa resident was helping other owners obtain titles to vehicles. The applicant for the bonded title also falsified the application and provided a false bill of sale. Charges were filed. The vehicle was seized and turned over to the insurance company which had paid off the legitimate owner at time of theft.
 - Case originated from a loan application from an Iowa resident who had an Iowa title for a 1998 Honda motorcycle. The lending institution submitted the title to the county treasurer's office to have the lien noted. A NMVTIS check was done and a stolen vehicle report noted. An investigator determined that the vehicle was actively stolen, and the bike was seized. The motorcycle was returned to the rightful owner and the loan was cancelled. Charges are pending.
 - Case originated from a Bonded Title application for a 2005 Harley Davidson motorcycle and a NMVTIS check resulted in a possible stolen vehicle hit. The theft had occurred seven years earlier, and an investigation confirmed that the motorcycle was still actively stolen. The motorcycle was seized and returned to the insurance company which had paid the loss claim to the original owner at the time of theft.

“NMVTIS SWI is well-maintained and provides dependable vehicle record information.”

CRAIG FLYNN

Title and Registration Manager,
Minnesota Department of
Public Safety

¹² A certificate that proves ownership of a vehicle, which is provided in the absence of a valid title.

- Case originated during an application for Iowa title for a 2012 Chevrolet Camaro. The Iowa resident submitted an Indiana title and a NMVTIS check was completed. NMVTIS reported that the Indiana surrendered title was not the current title on record. An investigation revealed that a duplicate Indiana title had been obtained before the sale of the vehicle to the Iowa resident, and an active lien was still on the original Indiana title. The Iowa buyer also obtained a loan on the Camaro. The vehicle was seized to determine the true owner, and an investigation determined that the lien on the original Indiana title superseded the Iowa resident's lien. The vehicle was returned to the first lien holder. A fraud investigation against the seller is underway in Illinois. This case is a perfect example of the value of looking at title records from NMVTIS to make sure the title being presented is the current title of record. This case also highlights the importance of entering correct surrendered-title states and surrendered-title numbers when entering information into state DMV systems.
 - Case originated from the presentation of a counterfeit Indiana title by an Iowa resident during application for an Iowa title for a 2005 Buick. A NMVTIS inquiry showed that the title being presented did not match the current title on record. An investigation revealed that the vehicle was originally purchased from a dealer in Indiana using a counterfeit check. The vehicle was then quickly sold on Craigslist, and the seller provided a counterfeit Indiana title to the Iowa purchaser. The subject who originally purchased the vehicle from the Indiana dealer was convicted of fraud. The Iowa Attorney General's Office determined that the Iowa resident was a good-faith purchaser; the resident was allowed to obtain a bonded title for the vehicle and maintain ownership.
- **Michigan:** Stolen vehicle hits prompted investigations.
 - **Minnesota:** 26 stolen vehicle hits prompted investigations.
 - **Missouri:** 2,557 stolen vehicle hits prompted investigations; 267 records were pending further review by law enforcement.

“New Hampshire continues to educate and expand our help desk to include all title examiners. We have been expanding our training to utilize our online help desk tool as well as the SWI tool. We continue to meet with staff to educate them on the best practices the NMVTIS Business Rules Working Group develops. We will play one of the best practices CDs quarterly to share the ideas and work on implementing as many as we can. We love NMVTIS — it rocks!”

PRISCILLA VAUGHAN
Supervisor IV, New Hampshire Bureau
of Title & Anti-Theft

- **New Hampshire:** 494 stolen vehicle hits prompted investigations.
- **Ohio:** 4,886 stolen vehicle hits prompted investigations.
- **Pennsylvania:** 73 stolen vehicle hits prompted investigations.
- **Texas:** Three stolen vehicle hits prompted investigations.

Vehicle Brands Identified and Carried Forward Using NMVTIS

- **Colorado:** Carried forward missing brands.
- **Illinois:** Approximately 500 title applications were investigated to resolve brand discrepancies identified by comparing the new title application record to NMVTIS.
- **Indiana:** 5,456 washed brands were recaptured onto customers' new titles.
- **Maine:** Missing brands were verified and carried forward.
- **Michigan:** 34 missing brands were carried forward.
- **Minnesota:** Two missing brands were verified and carried forward on completion of VIN inspections.
- **Missouri:** 205 vehicles were identified as missing brands, prompting notifications to vehicle owners and branding of the vehicles according to Missouri law.
- **New Hampshire:** 1,447 missing brands were carried forward.
- **Ohio:** 150,865 missing brands were carried forward.
- **Texas:** 10,797 missing brands were identified: 772 of them were from out-of-state titles surrendered to Texas and carried forward; 3,067 were previously omitted from Texas-issued titles and carried forward upon titles being renewed; 6,958 were researched and confirmed as data entry errors and all were carried forward. NMVTIS also identified 259 vehicles that were previously reported as junk, for which a Texas title application had been made.
- **Virginia:** Seven missing brands were identified and carried forward.
- **Wyoming:** Carried forward missing brands.

“The NMVTIS tool provides safety and security when issuing titles to State of Ohio customers: safety in knowing the brands are being checked for any brand washing and security in knowing the vehicle is checked for any stolen hits before a title is issued.”

NANCY BLAIR
Customer Service Manager,
Ohio Department of Public Safety

Enhanced Customer Service Attributed to NMVTIS Use

- **Illinois:** Recapturing missing brands provided another layer of consumer protection.
- **Maine:** Ensured the most accurate title documents were issued to Maine residents.
- **Michigan:** Michigan's NMVTIS help desk resolved more than 1,000 title and brand issues with other NMVTIS jurisdictions, thereby improving customer service and enhancing record integrity.

- **Minnesota:** Accurate titles were provided to customers in a timely fashion by incorporating NMVTIS data into state best practices. Data was captured from the SWI website, which was quick, user-friendly, and provided all JSI data for viewing on a single page.
- **North Dakota:** Informed customers that vehicles had been sold to them with a salvage or previously salvaged brand, which they had not known before purchase.
- **Ohio:** Vehicle owners were notified as missing brands were verified. Also stolen vehicle hits were investigated before vehicles were registered.
- **Pennsylvania:** Record discrepancies were researched with other states very quickly, improving turnaround time for corrections.
- **Texas:** Maintained the [“Title Check”](#) webpage to encourage consumers to purchase a vehicle history report; also included mail inserts on Title Check with monthly registration renewal notices, and printed the website on the mail tab of all Texas Certificates of Title. Enhanced consumer safety and awareness by recapturing missing brands. Inquiries revealed 65,477 apparent errors, prompting a secondary review to ensure accuracy; the majority of these had valid errors that may have allowed for fraud or issues for future owners.
- **Virginia:** NMVTIS has given the Virginia Department of Motor Vehicles confidence and confirmed that the title documents produced by its customers are legitimate. In cases where NMVTIS disagreed with documents submitted by the customer, Virginia worked with other jurisdictions to investigate the title discrepancy and acquire the most current title.
- **Wyoming:** Potential fraud was successfully investigated, resulting in more accurate records. Fraudulent titles were corrected; however, customers were disappointed to learn that they had paid a clean title price for a salvage title vehicle. Odometer clerical errors and brand discrepancies were identified and corrected.

“At the TxDMV we say, ‘Don’t buy a wreck. Do a Title Check.’ And Texas consumers are listening. NMVTIS protects our citizens by helping in the recovery of stolen vehicles, and the identification of fraudulent transactions, invalid titles, odometer discrepancies, and brand issues.”

WHITNEY BREWSTER
Executive Director, Texas Department
of Motor Vehicles

Potential Cloned Vehicles¹³ Identified Using NMVTIS

- **California:** Upon inquiring on a VIN, Utah called California's NMVTIS help desk since both states appeared to be the state of title. California recommended that the customer (a law enforcement official who bought the vehicle at a lien sale) have the vehicle inspected. Upon inspection, it was determined that the vehicle was stolen and the VIN was cloned.
- **Illinois:** Potential cases were investigated by law enforcement.
- **Indiana:** 19,112 possible cloned VINs were identified and investigated as either clones or clerical errors. Resolutions were not captured; however, records were corrected or investigations conducted, as appropriate.
- **Maine:** Potential cases were investigated by law enforcement.
- **Michigan:** Potential VIN cloning cases were investigated by law enforcement. Vehicles were either recovered or a hard stop¹⁴ was placed on the vehicle record to prevent future title activity.
- **Minnesota:** Two cloned VINs were identified, prompting investigations.
- **Texas:** Two cloned VINs were identified and the stolen vehicles were recovered.
- **Virginia:** Five cloned VINs were identified and the stolen vehicles were recovered.
- **Wyoming:** Investigations identified instances when dealerships made clerical errors and provided incorrect Manufacturer's Statements of Origin (MSO).

Potential Fraudulent Activity Identified Using NMVTIS

- **Arkansas:** NMVTIS data assisted in investigations of possible fraud.
- **Illinois:** Approximately 600 title applications were investigated to resolve brand discrepancies identified by comparing the new title application record to NMVTIS.
- **Maine:** Odometer rollbacks were identified using NMVTIS.
- **Michigan:** Several Michigan vehicle dealers attempted to wash brands (with inventory stickers) for out-of-state titles; NMVTIS was used to recover the brands. Salvage and scrap dispositions were identified as missing in a few cases when surety bonds¹⁵ were submitted as alternative ownership documents.
- **Minnesota:** NMVTIS uncovered one case of odometer fraud on an Illinois title, and two altered Minnesota repossession forms that were submitted to Minnesota.
- **Missouri:** Eight cases of fraudulent activity were confirmed:
 - Missouri verified with Florida, Illinois, and Virginia that surrendered titles from their respective states were fraudulent, prompting further investigation by the Missouri Department of Revenue Criminal Investigation Bureau.

¹³ A vehicle is "cloned" when a legitimate VIN plate is replicated and placed on a stolen vehicle making that vehicle appear to be have a valid VIN.

¹⁴ Transaction is stopped due to a specific issue and further activity with respect to that title record is not allowed until the issue is resolved.

¹⁵ A surety bond may be secured in the absence of a valid title. It is purchased by an applicant from an insurance company or bonding agency. The bond must be for twice the fair market value of the vehicle. It is posted for three years and is returned if no claims are filed during that period.

- Missouri received a surrendered Illinois title which was reported revoked by Illinois due to a branding investigation, prompting further investigation by the Missouri Department of Revenue Criminal Investigation Bureau. The consumer was informed of the discovery and is complying with brand requirements.
- A non-branded California title was surrendered to Missouri; however, NMVTIS identified a brand history from Florida, prompting an investigation. It was discovered that the surrendered Florida title, received by California, had been altered to reflect no brand activity.
- **Texas:** 98 incidents of potential fraud were identified: 16 fraudulent titles, 59 altered odometer readings, and 23 titles with brands altered. An additional 2,775 superseded titles¹⁶ were surrendered and are pending further verification of either title tampering or data entry errors.
- **Virginia:** Four cases involved communication with other states in which a counterfeit or altered Virginia title was used; Virginia assisted the other states to identify the fraudulent activity.

“ISRI supports the efforts of states to include NMVTIS reporting and compliance in state law which aids with increasing awareness as well as needed enforcement.”

ROBIN WIENER
President, Institute for Scrap
Recycling Industries (ISRI)

Enhancements for Motor Vehicle Titling Agencies Attributed to NMVTIS

- **Illinois:** NMVTIS automation has allowed Illinois to flag 874,173 titles as “surrendered to another jurisdiction” with much less effort, saving staff time.
- **Michigan:** Cost savings were realized from not recalling titles with missing brands, and by no longer mailing canceled Michigan titles to jurisdictions that had become the current state of title.
- **Minnesota:** The State Web Interface (SWI) correction screen allows for vehicle records to be corrected and titles issued on the same business day. Automated state-of-title change prevents duplicate title issuance and continued renewal notification. Excellent customer service provided through NMVTIS is invaluable.
- **New Hampshire:** The JSI file interfaces with the state titling system and has assisted in identifying state junk yards that are complying with federal reporting requirements. Attempts were made to register some junk vehicles, prompting a hard stop in the state system. Since junk vehicle information is automatically updated to state records, manual processing is eliminated.

¹⁶ A title that is no longer valid because a newer one has been issued.

- **Texas:** NMVTIS automation has eliminated the need for two full-time employees to manually release batches of titles for issuance. Automation has also eliminated the manual review and auditing of all title documentation, with transactions sent directly to the imaging vendor, reducing mailing and processing costs.
- **Wyoming:** NMVTIS automation has eliminated the need to hand cancel titles, saving many staff hours.

JSI Data Assisted in Business Processes

- **Colorado:** Data was used to determine if appropriate brands were attached to specific VINs.
- **Illinois:** Data was useful in helping to identify parties that may have been involved in brand fraud.
- **Maine:** Verified salvage titles issued by other states and insurance companies.
- **Michigan:** Data was used to verify that a state issued a salvage or scrap title.
- **Minnesota:** Data was used in checking approximately 500,000 out-of-state and duplicate title applications. Minnesota applies legislated salvage brands to any vehicle that has JSI information displayed on NMVTIS, ensuring titles disclose correct information to customers. This past year 69 phone calls and 989 emails from other jurisdictions requesting help were received by the help desk.
- **New Hampshire:** 103,722 state records were updated with junk status.
- **North Dakota:** Data was used to determine if the appropriate brand was attached to specific VINs.
- **Texas:** If JSI record indicated “yes” to the export status and included a salvage brand from a participating jurisdiction, Texas treated the vehicle as junk and did not allow it to be titled or registered.
- **Virginia:** Information was considered in titling decisions.
- **Wyoming:** Data was used to verify that vehicles were properly branded, identifying a large number of dealerships and individuals attempting to sell vehicles off clean titles when the vehicles were known to have been in accidents and should have been sold as salvage.

PAYING USER FEES

Revised State Fee Model in Effect; States Paid \$2.7 Million Toward the Cost of Operating the System in FY2015 In accordance with the NMVTIS Final Rule requiring 12 months’ advance notification before charging state fees, AAMVA issued a formal notice to all state motor vehicle titling agencies regarding the relief of paying state user fees for FY2011 and FY2012 and the reinstatement of fees in FY2013. During the last reporting period, AAMVA revised the state fee model so that states pay an increased portion of system costs. The key tenets of the NMVTIS state fee model agreed upon by the states include:

- State fees will cover an increasing percentage of total NMVTIS operational costs each year, from 60% in FY2016 to 90% in FY2019.
- An equitable 51-tier structure assigns each jurisdiction responsibility for a portion of total system operating costs. This responsibility is based on each jurisdiction’s number

of registered vehicles (as reported to the FHWA) as a percentage of the total U.S. registered vehicle population.

- The remaining operating costs during FY2016-FY2019 will be covered by a mix of funding sources, such as consumer access fees, and AAMVA member funds.
- States may receive a 50% credit of the revenue associated with each consumer access transaction that results in data returned for a VIN pointing to that state as the current state of title. BJA will determine if states are currently in compliance and therefore eligible to receive the applicable credit.

States Earn Revenue Credits As part of the state user-fee model, a state that provides title and brand data and inquires on NMVTIS is eligible to earn credits from revenue earned by the operator when a NMVTIS record for a vehicle titled in that state is sold to a provider. BJA issued notifications to all states eligible, outlining approved uses of credits. Eligible uses include paying the next year's fees, improving state title/registration data and processes, raising consumer awareness of NMVTIS, staff training, conducting quantitative analysis of the impacts of NMVTIS on titling process and/or consumer protection, and development to become fully compliant. By the end of the current reporting period, the 44 eligible states had earned a total of \$942,172 in credits. During the previous reporting period, states earned \$750,000 in credits. The increase reflects growth in consumer access inquiries.

“Every week NMVTIS identifies total loss vehicles that were not properly titled or branded as required by law. These vehicles would remain undisclosed, were they not identified by their reporting in NMVTIS. This continues to demonstrate that NMVTIS is a vital resource for protecting the public.”

HOWARD NUSBAUM
Administrator, National Salvage Vehicle
Reporting Program (NSVRP)

Junk Yard, Salvage Yard, and Insurance Carrier Reporting Program

Number of Records Reported Continued to Increase; More Than 48 Million Unique VINs Reported To Date

The Anti Car Theft Act requires that in addition to state motor vehicle titling agencies, other third parties must report vehicle information into NMVTIS. Specifically, junk and salvage yards, auto recyclers, and insurance companies are required to report (at least monthly) vehicles deemed junk, salvage, or total loss to NMVTIS beginning March 31, 2009. There are two reporting exceptions: entities that handle fewer than five vehicles per year deemed salvage (including total loss) or junk; and entities that currently report the required data elements to the state in which they are located and that state provides the required information to NMVTIS.¹⁷ After more than six years in operation, the number of reported records in the JSI reporting program grew at a consistent annual level. In addition, as reported in the Benefits section of this publication, states rely on JSI data to make informed business decisions in their state titling processes.

Four data consolidators provide data reporting services to businesses required to report to NMVTIS:

- AAMVA Single VIN Reporting Service
- Audatex
- Auto Data Direct, Inc. (ADD)
- Insurance Services Office (ISO)

During this reporting period, a total of 15 million records¹⁸ were reported by junk, salvage, and insurance entities (See Figure 14). This is the same number of records reported in FY2014.

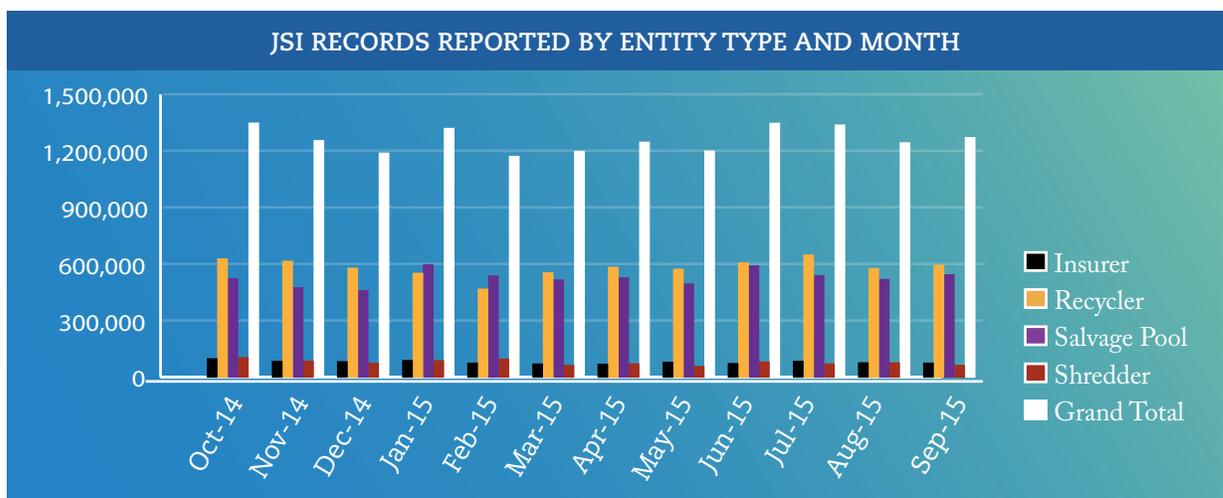


Figure 14

¹⁷ Georgia is the only state to report on behalf of its JSI entities.

¹⁸ May reflect multiple reports on the same VIN.

Reporting by entities has been steady since the program's inception, with approximately 93 million total junk, salvage, and insurance records reported in NMVTIS at the end of this reporting period (See Figure 15). The change from FY2009 to FY2010 reflects the partial reporting period (April-September) in FY2009. The slight increase from FY2013 to FY2014 is a factor of increased awareness driven by state legislative and enforcement efforts, as captured in the previous report.



Figure 15

An average of 13 million junk, salvage, and insurance records have been reported each year to NMVTIS, with recyclers providing the vast majority of records (See Figure 16). For the vehicle disposition breakdown of the 93 million total records reported to date see Figures 17 and 18.

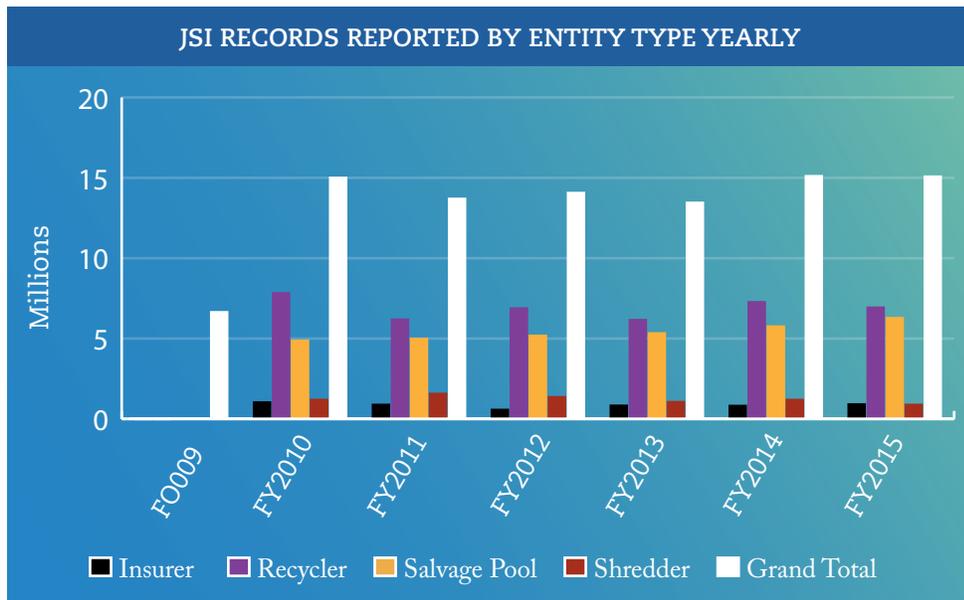


Figure 16

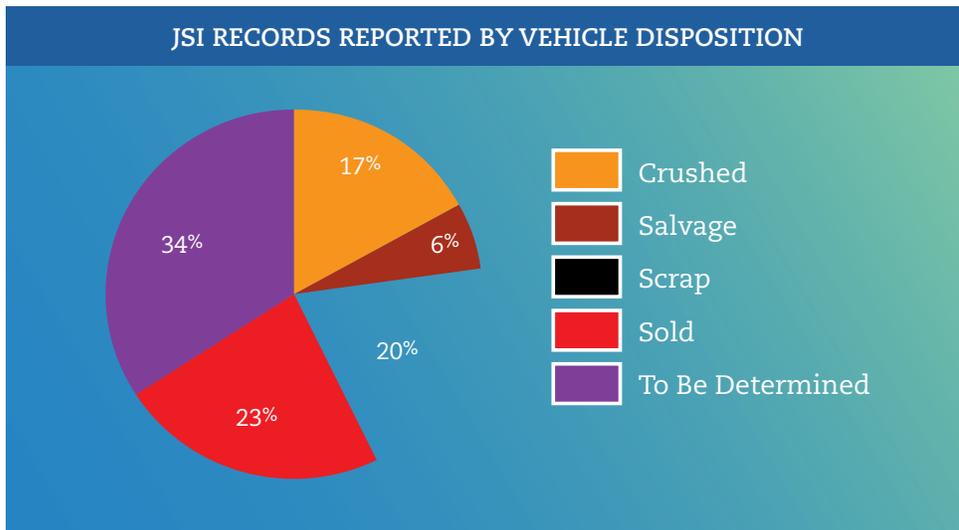


Figure 17

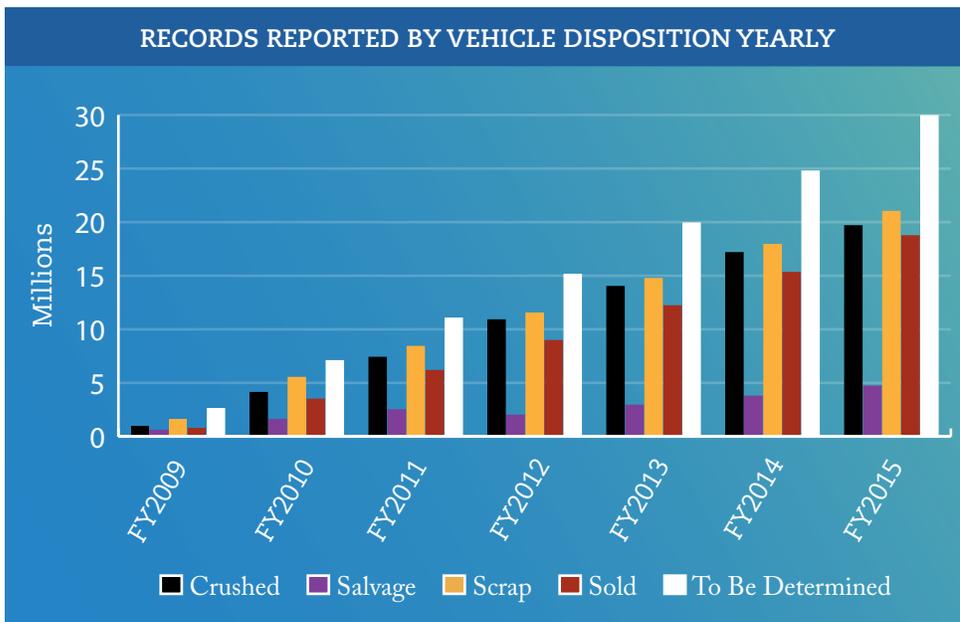


Figure 18

An average of nearly 4,400 entities reported each month throughout this reporting period (See Figure 19).

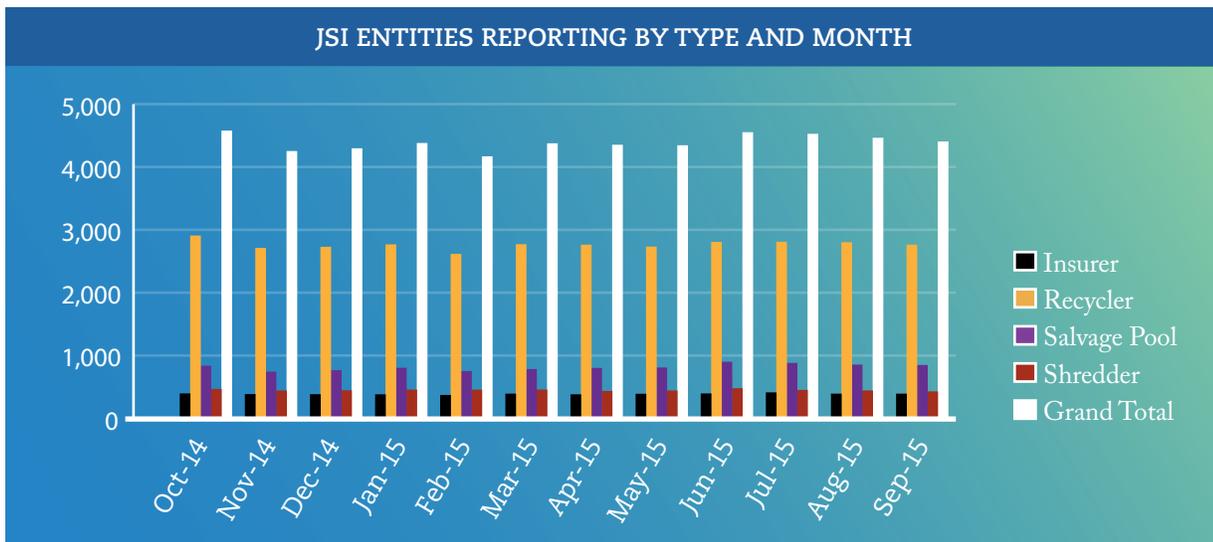


Figure 19

STATES AND JSI REPORTING

Georgia Department of Revenue:

During the reporting period, the Georgia Department of Revenue (DOR) continued its program requiring businesses engaged in the purchase or receipt of salvage vehicles (secondary metals recyclers, used motor vehicle parts dealers, and scrap metal processors called “salvage dealers”) to report NMVTIS information to the DOR. In turn, DOR provides electronic reporting that satisfies the salvage dealer’s state reporting requirements as well as federal NMVTIS reporting requirements. This is accomplished through its contractor, a NMVTIS data consolidator, Auto Data Direct, Inc.

The number of Georgia businesses reporting, and the number of records reported through this arrangement, decreased during this reporting period (See Figures 20 and 21). Records reported by salvage pools numbered 111 in FY2013, 567 in FY2014 and 99 during this reporting period (See

“ In 2015, ISO ClaimSearch committed to increasing usage and educating customers on the enhanced NMVTIS Business Intelligence Dashboard¹⁹, now accessed by nearly 500 users, providing insight to total loss reporting to ensure compliance. Additional opportunities were surfaced to educate customers on NMVTIS processes, including assisting customers with responding to the DOJ outreach regarding reporting IDs with no usage.”

CARLOS MARTINS

Vice President & General Manager,
ISO ClaimSearch Solutions
(Approved NMVTIS Data Provider)

PROGRAM AREAS: JUNKYARD, SALVAGE YARD, AND INSURANCE CARRIER REPORTING

Figure 21). ADD attributes the up-down flux in numbers to a rise as entities caught up on reporting of entire inventories, followed by a decline as their reporting shifted to reflecting only current activity.

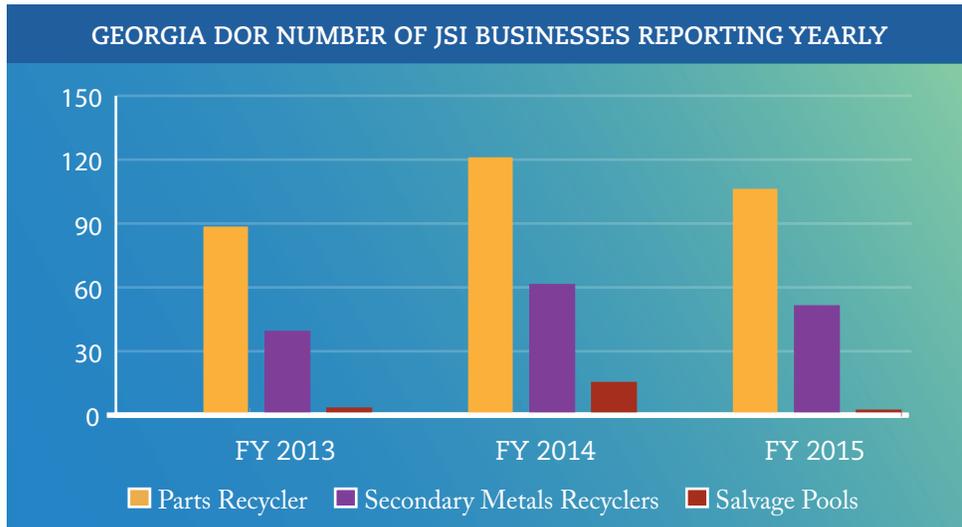


Figure 20

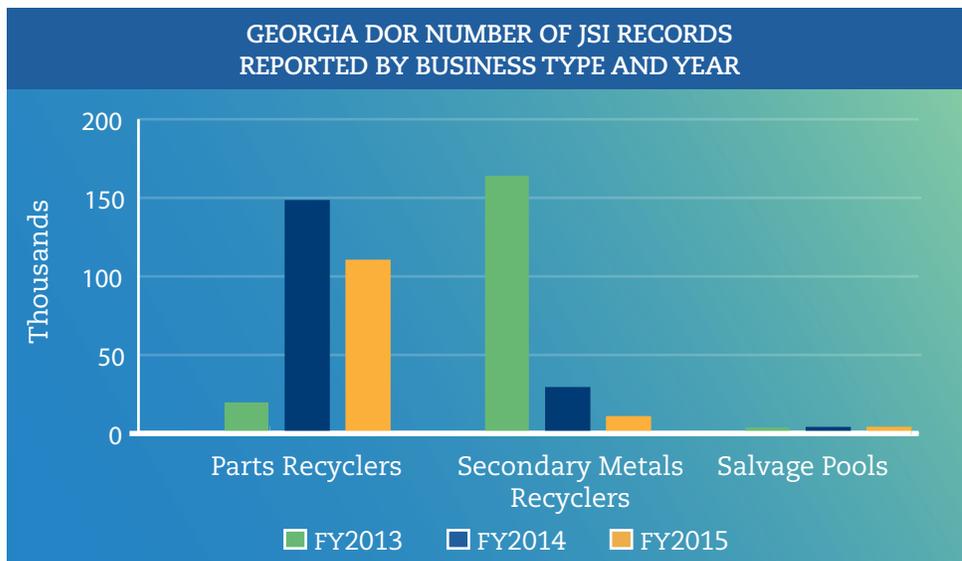


Figure 21

¹⁹ The NMVTIS Business Intelligence Dashboard is an application offered by ISO to its customers.

Alabama Department of Revenue: During the reporting period, AAMVA continued to support the DOR in its effort to satisfy a state law requiring scrap recyclers and dismantlers to provide their NMVTIS reporting entity identification number before being issued a state business license. The DOR has also expressed interest in reporting on behalf of some of those businesses that have state and federal data-reporting obligations. Discussions underway during the last report period regarding Alabama DOR reporting on behalf of their JSI entities continued during this reporting period.

New York Department of Motor

Vehicles: During the reporting period, AAMVA continued to provide weekly extract files from the NMVTIS central site to help supplement New York's destroyed vehicle program. Vehicles that were reported with a disposition of crushed or scrap by those reporting entities with business addresses in New York were included in the weekly extract.

Iowa and New Hampshire: During the reporting period, Iowa and New Hampshire also continued their use of the weekly extract files of vehicles that were reported to NMVTIS with a disposition of crushed or scrap by those reporting entities with business addresses in the respective states.

- **Iowa** conducted further analysis regarding the JSI extract file and determined that it is useful to validate that vehicles reported as scrap/junk were indeed inactive vehicles. The analysis also identified some 14,000 vehicles from the JSI extract that still have an active title record.
- **New Hampshire** reported that they have been using the NMVTIS JSI extract files as an interface with their state system. It has assisted with identifying New Hampshire junkyards that comply with federal reporting. In addition, they have been able to identify junk vehicles that customers were trying to register. This results in a hard stop for the transaction, requiring further investigation before the transaction can proceed.

“There is definitely evidence that these destroyed vehicle records from NMVTIS can be used with relative success to close out some active titles, where the vehicle has in fact been scrapped or crushed.”

ANDREW FREY
Information Technology Specialist 5,
Iowa Department of Transportation

STATE LEGISLATIVE EFFORTS

During the reporting period there was significant legislative activity at the state level in support of NMVTIS, addressing a wide range of issues. Eight pieces of legislation were introduced and adopted in eight states. Another 11 pieces of legislation were introduced in seven states.



Alabama

**AL H.B. 458: Introduced April 9, 2015;
adopted June 11, 2015; effective July 1, 2016**

Requires:

- A person or entity in possession of an unclaimed motor vehicle, upon reporting the motor vehicle as unclaimed to the department, shall utilize the NMVTIS to determine the current title state of record or, if no current title exists, the most recent state of registration for the motor vehicle. The person or entity shall submit a records request to the state of record within five calendar days from the date the motor vehicle was reported as unclaimed to the department.
- Each person or entity who sells a motor vehicle, for three years from the date of the sale, shall maintain any associated NMVTIS records and owner and lien holder records received from any state pursuant to subsection (d) of Section 32-8-84.



Iowa

**IA H.F. 563: Introduced March 9, 2015;
adopted April 17, 2015; effective January 1, 2016**

Requires:

- Application for a license as an authorized vehicle recycler shall be made to the Department of Transportation accompanied by a fee of \$70 for a two-year period and proof of registration with NMVTIS. In addition, the bill requires that a vehicle recycler license include the licensee's registration number for NMVTIS.
- A licensed vehicle recycler subject to federal regulations relating to NMVTIS must comply with the federal reporting requirements for any vehicle purchased, within 48 hours of making the purchase.
- Failing to comply with the reporting requirements of NMVTIS within two business days of purchasing a vehicle is a simple misdemeanor punishable by a fine of at least \$250, but not more than \$1,500, or imprisonment not to exceed 30 days.
- That an authorized vehicle recycler license, or an application for such a license, may be denied, revoked, or suspended if the Department of Transportation finds that the licensee has not complied with the provisions of the bill or with federal regulations relating to NMVTIS.

“NMVTIS is an essential database in my work as a vehicle fraud investigator. I use NMVTIS regularly to verify VINs for citizens who have lost titles, who never received a title from an out-of-state dealer, and who have lost or damaged VINs.”

JOSH WHITESIDE
Trooper First Class,
Pennsylvania State Police



Illinois

IL H.B. 2503: Introduced February 18, 2015; adopted August 20, 2015; effective August 20, 2015

Requires:

- Each application for certificate of title or a salvage certificate for a motor vehicle shall be verified by a NMVTIS vehicle history report prior to the Secretary of State issuing a certificate of title or a salvage certificate.
- Each application for a certificate of title or a salvage certificate for a motor vehicle that is verified by NMVTIS, and that is returned with a warning or error, shall be reviewed by the Secretary of State to determine if the warning or error warrants a change to the type of title or brand that is issued to a motor vehicle.
- Refunds may be granted for any title-related transaction if a title application has not been processed by the Secretary of State. If any application for a certificate of title or salvage title is verified by NMVTIS and receives a warning or error from NMVTIS reporting that the vehicle requires either a salvage certificate or a junk certificate in lieu of the original certificate of title or salvage title applied for, then the applicant shall have six months to apply for a refund of cost, or for a refund of the difference in cost between the certificate applied for and the certificate issued.



Indiana

IN H.B. 1396: Introduced January 14, 2015; adopted May 4, 2015; effective July 1, 2015

Requires:

- A licensed automotive salvage recycler that buys vehicles must report to NMVTIS when a vehicle has been purchased, and provide to the seller a valid NMVTIS report ID number.



Minnesota

MN S.F. 878: Introduced February 16, 2015; adopted May 22, 2015; effective May 23, 2015

Requires:

- The following entities must submit information on the purchase or acquisition of a scrap vehicle to the NMVTIS: an operator who is not licensed under section 168.27 and an operator who purchases a scrap vehicle under subdivision 9 of Minnesota Statutes 2014.



New Hampshire

NH H.B. 310: Introduced January 8, 2015; adopted May 7, 2015; effective January 1, 2016

Requires:

- The reporting of the destruction of motor vehicles to NMVTIS.

PROGRAM AREAS: JUNKYARD, SALVAGE YARD, AND INSURANCE CARRIER REPORTING



Ohio

**OH H.B. 468: Introduced March 6, 2014; adopted December 18, 2014;
effective December 18, 2014**

Requires:

- The Registrar of Motor Vehicles will contract with a NMVTIS third-party data consolidator for the development of a statewide database. The database will be used to maintain an accurate record of all sales conducted by a salvage motor vehicle auction or salvage motor vehicle pool, submitting information collected on a monthly basis.
- Every salvage motor vehicle auction and pool shall comply with the reporting requirements of NMVTIS.



Tennessee

**TN S.B. 1098: Introduced February 12, 2015;
adopted May 18, 2015; effective July 1, 2015**

Requires:

- Any motor vehicle dismantler and recycler or scrap metal processor who purchases a motor vehicle for scrap or parts, shall submit to NMVTIS within 24 hours, not counting weekends or legal holidays, of the close of business of the day the motor vehicle was received.

“The best part of this system is that there is no backlog to manually key the junk status in our system.”

PRISCILLA VAUGHAN
Supervisor IV, New Hampshire
Bureau of Title & Anti-Theft



Alabama

AL H.B. 46: Introduced August 3, 2015

Requires:

- The Department of Public Safety may establish and charge a fee not greater than five dollars for motor vehicle records obtained through NMVTIS and provided to end users.

AL S.B. 370: Introduced April 9, 2015

Requires:

- A person or entity in possession of an unclaimed motor vehicle, upon reporting the motor vehicle as unclaimed to the Department of Public Safety, shall utilize NMVTIS to determine the current title state of record or, if no current title exists, the most recent state of registration for the motor vehicle. The person or entity shall submit a records request to the state of record within five calendar days from the date the motor vehicle was reported as unclaimed to the department.
- Each person or entity who sells a motor vehicle, for three years from the date of the sale, shall maintain any associated NMVTIS records and owner and lien holder records received from any state pursuant to subsection (d) of Section 32-8-84.



Florida

FL H.B. 381: Introduced March 3, 2015

Requires:

- The owner or operator of the storage space shall obtain written proof of verification that a vehicle or vessel to be sold is not currently reported as an active theft, by submitting the vehicle or vessel identification number to a vendor using NMVTIS to obtain a report that includes active theft data from a national vehicle theft database, or by submitting the vehicle or vessel identification number to a state or local law enforcement agency to obtain a National Crime Information Center stolen vehicle report. Such report is required before a certificate of title or a certificate of destruction is issued.



Iowa

IA S.F. 422: Introduced March 9, 2015

Requires:

- Application for a license as an authorized vehicle recycler shall be made to the Department of Transportation accompanied by a fee of \$70 for a two-year period and proof of registration with NMVTIS. In addition, the bill requires a vehicle recycler license to state the licensee's NMVTIS registration number.
- A licensed vehicle recycler subject to federal regulations relating to NMVTIS comply with the federal reporting requirements within two business days of purchasing any vehicle.
- Failing to comply with the reporting requirements of NMVTIS within two business days of purchasing a vehicle is a simple misdemeanor punishable by a fine of at least \$250, but not more than \$1,500, or imprisonment not to exceed 30 days.
- An authorized vehicle recycler license, or an application for such a license, may be denied, revoked, or suspended if the Department of Transportation finds that the licensee has not complied with the provisions of the bill or with federal regulations relating to NMVTIS.

IA H.F. 482: Introduced March 4, 2015

Requires:

- Application for a license as an authorized vehicle recycler shall be made to the Department of Transportation accompanied by a fee of \$70 for a two-year period and proof of registration with NMVTIS. In addition, the bill requires that a vehicle recycler license include the licensee's NMVTIS registration number.
- A licensed vehicle recycler subject to federal regulations relating to NMVTIS to comply with the federal reporting requirements within 48 hours of purchasing any vehicle.
- An authorized vehicle recycler license, or an application for such a license, may be denied, revoked, or suspended if the department of transportation finds that the licensee has not complied with the provisions of the bill or with federal regulations relating to NMVTIS.

PROGRAM AREAS: JUNKYARD, SALVAGEYARD, AND INSURANCE CARRIER REPORTING



Kentucky

KY S.B. 142: Introduced February 10, 2015

Requires:

- A secondary metals recycler or an automotive recycling dealer may purchase a motor vehicle without a certificate of title if the motor vehicle is ten years old or older. For such purchases a secondary metals recycler, an automotive recycling dealer or an agent of the secondary metals recycler or automotive recycling dealer, shall maintain a statement signed by the seller of the motor vehicle or the seller's agent that contains the NMVTIS ID number of the business acquiring the vehicle.
- An automotive recycling dealer or a secondary metals recycler shall report vehicles purchased under this section to the NMVTIS at the time of the transaction or no later than 24 hours after the close of business on the day of the transaction.

KY H.B. 309: Introduced February 5, 2015

Requires:

- A secondary metals recycler or an automotive recycling dealer may purchase a motor vehicle without a certificate of title if the motor vehicle is 10 years old or older. For such purchases a secondary metals recycler, an automotive recycling dealer or an agent of the secondary metals recycler or automotive recycling dealer, shall maintain a statement signed by the seller of the motor vehicle or the seller's agent that contains the NMVTIS ID number of the business acquiring the vehicle.
- An automotive recycling dealer or a secondary metals recycler shall report vehicles purchased under this section to NMVTIS at the time of the transaction or no later than 24 hours after the close of business on the day of the transaction.



Minnesota

MN H.F. 2152: Introduced April 7, 2015

Requires:

- The following entities must submit information on the purchase or acquisition of a scrap vehicle to the NMVTIS: an operator who is not licensed under section 168.27 and an operator who purchases a scrap vehicle under subdivision 9 of Minnesota Statutes 2014.

“As the number of reported JSI records continues to increase, ISRI is proud of the fact that a vast majority of records being provided are from the recycling industry.”

ROBIN WIENER
President, Institute for Scrap
Recycling Industries (ISRI)



Mississippi

MS H.B. 151: Introduced January 6, 2015

Requires:

- The department shall promulgate a form to transfer a vehicle meeting certain requirements in this Act to a licensed used motor vehicle parts dealer or scrap metal processor. The form shall include the NMVTIS ID number.
- Eliminates certain NMVTIS requirements such as ID numbering and reporting status.

MS H.B. 1025: Introduced January 19, 2015

Requires:

- Eliminates certain NMVTIS requirements such as ID numbering and reporting status.



Tennessee

TN H.B. 1043: Introduced February 12, 2015

Requires:

- Any motor vehicle dismantler and recycler or scrap metal processor who purchases a motor vehicle for scrap or parts, shall submit to NMVTIS within 24 hours of the close of business of the day the motor vehicle was received, not counting weekends or legal holidays.

BENEFITS

Helps Prevent Fraud, Theft, and Helps Protect Consumers from Unsafe Vehicles

By capturing VINs of vehicles that are deemed junk, salvage, or insurance total loss, NMVTIS serves to help prevent fraud and theft as well as helps protect families from unsafe vehicles. States and law enforcement rely on NMVTIS data to obtain the full vehicle lifecycle history.

COMPLIANCE EFFORTS

BJA Continued Reporting Enforcement Efforts and Provided Support to Law Enforcement

BJA performed compliance reviews and site visits in response to non-reporting referrals from both members of the public and law enforcement personnel. ([See NMVTIS Outreach and Awareness section](#)). During this period, BJA sent non-reporting warning letters via email to more than 800 Florida businesses that had registered to report to NMVTIS but had never submitted any records. Approximately half of those businesses responded and began monthly reporting as required under the program. In addition to these compliance efforts, enhancements were made to the types of reports generated from the system for law enforcement purposes, including expanded access to those reports to North Carolina Department of Transportation law enforcement. Site visits were also coordinated with state and local law enforcement to identify and investigate NMVTIS reporting violations.

Some of the agencies BJA supported during this period included the California Highway Patrol (CHP) and the Virginia State Police. Civil penalties for non-reporting were issued to six insurance carriers during this period ranging from approximately \$50,000 to \$950,000.

Consumer Access Program

Dramatic Growth in Transactions; Program Review Near Completion The Anti Car Theft Act allows prospective purchasers (commercial and individual consumers) to inquire to NMVTIS to investigate used cars they are considering for purchase.

During the FY2015 reporting period, the NMVTIS Consumer Access Program experienced its best year to date, with a 49% growth in transactions from 4,945,504 in the last reporting period to 7,349,171 in this reporting period (See Figure 22). The year-to-year comparison (See Figure 23) clearly illustrates the growth from over 61,000 transactions in FY2010 and more than 155,000 in FY2011 to nearly 7.4 million in FY2015. This increase can be attributed to several factors. FY2015 was the first full period in which NMVTIS captured 96% of state motor vehicle data. This milestone has enhanced the value of NMVTIS data. One of the approved NMVTIS data provider's customers expanded their use of NMVTIS from state-only to a national level. Additionally, FY2015 used vehicle sales continued a growth trend that began in FY2012. Each of these developments likely contributed to the significant increase in transactions. Going forward, all of the approved NMVTIS data providers continue to expand both use and awareness of NMVTIS vehicle history information, and continue to support the requirements of [California Assembly Bill \(AB\) 1215](#), which became effective during the FY2012 reporting period.

“During this period, ADD saw a significant increase in use of NMVTIS records by Florida rebuilt vehicle inspection facilities, as part of a state pilot program for rebuilt vehicles.”

SARAH WRIGHT
Business Manager, Auto Data Direct
(Approved NMVTIS Data Provider)

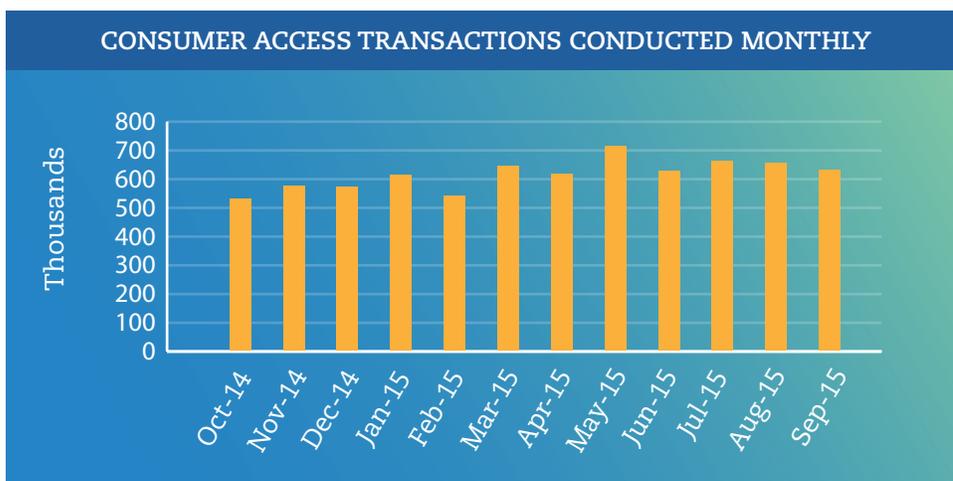


Figure 22

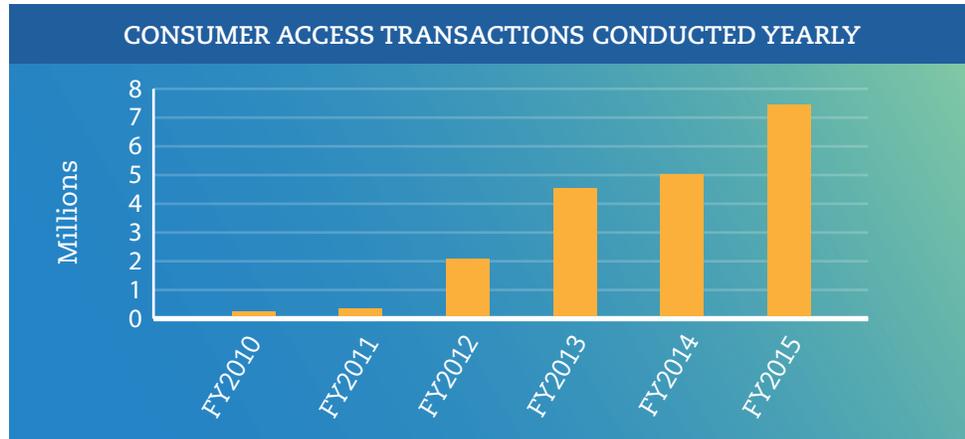


Figure 23

Approved Data Providers During the reporting period, one new provider completed application development and testing, and was certified to move into production. This increased the total number of approved providers to eleven. Providers continued to offer NMVTIS Vehicle History Reports to the public, including individual and commercial users. Six of the eleven authorized providers support individual consumers as well as commercial consumers such as motor vehicle dealers. Four, including the new provider, only provide NMVTIS information to their dealer customers in the state of California, in support of [AB 1215](#). The remaining provider, which had focused on California dealers, had major commercial customers expand their use of NMVTIS reports beyond the California market.

Approved data providers continued to explore opportunities to expand NMVTIS data use in other markets and promote new uses for the report information.

During the reporting period, the Consumer Access application via web services became the standard approach for access. At the end of the reporting period, seven approved providers had moved to web services, while the others were still considering the move.

“CARCO Group has a grounded working relationship with AAMVA with which we have been very satisfied over the years. We look forward to forging an even broader relationship in the future. The NMVTIS data has become a key pillar of our business and we continue to expend marketing efforts, presenting it to clients for the good of the whole program.”

WILL PAGAN
Senior Vice President, Inspection
Division, CARCO Group, Inc.
(Approved NMVTIS Data Provider)

PROGRAM REVIEW

Review to Maximize Program Efficiencies and Enhance Program Revenues

Near Completion The Consumer Access Program was established in 2009, shortly following publication of the Final Rule. The program was designed to make NMVTIS information available to consumers in an efficient and affordable manner. A comprehensive review of the program by the system operator in collaboration with BJA continued during the reporting period, the scope of which included: number of providers; process for selection of new providers; pricing; and the contract under which approved data providers operate. While the review was underway, no additional approved providers were added, which suspended program expansion. All expressions of interest from potential new data providers were kept on file for follow-up upon completion of the review. More than 60 parties expressed interest in becoming approved providers. At the close of the reporting period, final recommendations on provider selection and monitoring, pricing, and contracts were under review by BJA and AAMVA's Board of Directors.

OTHER

Discussions Underway with Costa Rican

Government to Gain Access to NMVTIS

During the reporting period, BJA was approached by the government of Costa Rica to explore their use of NMVTIS data in support of a new regulatory requirement which will ensure that used vehicles being imported from the United States are safe. AAMVA began discussions with Costa Rican officials to determine the best technical approach to support their need, as well as the scope and terms of the legal arrangement required to support the relationship.

California Department of Motor Vehicles: During the previous reporting period, California Department of Motor Vehicles updated its website with a link to "[Look Before You Buy](#)". This link includes information about NMVTIS and the importance of checking a VIN through the federal system before buying a vehicle. The "Look Before You Buy" webpage had 26,514 views during this reporting period. The agency also added a separate link for consumers to request a [NMVTIS Vehicle History Report](#).

Texas Department of Motor Vehicles: During the last reporting period, the Texas Department of Motor Vehicles restructured their website to promote greater citizen awareness of the importance of conducting a "[Title Check](#)" as part of the used-vehicle-purchase process. This revamped site included use of social media to communicate the pitfalls

“instaVIN was wholly acquired by KAR Auction Services, a leading automotive auction and industry partner, in April 2015. NMVTIS data is a cornerstone of instaVIN's strength in the marketplace.”

JIM IRISH
CEO, instaVIN (Approved
NMVTIS Data Provider)

of not doing a title check. In recognition of its efforts to protect the consumer and promote awareness, Texas DMV won the Best of Texas Award for “Best Application Serving the Public.” The “Title Check” video released during the last reporting period had 14,200 views during this reporting period, and the “Title Check” webpage had 471,740 views.

“FY2015 demonstrated the impact that NMVTIS integration into jurisdictional processes can have.”

JIM TAYLOR
President, Auto Data Direct

BENEFITS

System Increases Consumer Protection and Reduces Vehicle

Fraud Consumers can search NMVTIS to discover:

- Information from a vehicle’s current title, including the vehicle’s brand history.
- The latest reported odometer readings.
- Any determination that the vehicle is salvage by an insurance company or a self-insuring organization (including those vehicles determined to be a total loss).
- Any reports of the vehicle being transferred or sold to an auto recycler, junk yard, or salvage yard.

Once a vehicle is branded by a state motor vehicle titling agency, that brand becomes a permanent part of the vehicle’s NMVTIS record. Vehicles that incur significant damage are often branded junk or salvage. Without a fully operational NMVTIS, motor vehicles with brands on their titles can, without much difficulty, have their brands “washed.” Fraud occurs when these vehicles are presented for sale to unsuspecting consumers without disclosure of their true condition, including brand history. These consumers may pay more than fair market value and may purchase an unsafe vehicle. NMVTIS is effective in greatly reducing (if not eliminating) vehicle fraud, preventing a significant number of crimes and protecting the lives of consumers who might otherwise and unknowingly acquire vehicles that are not safe to operate.

Law Enforcement Access Program

Use of Law Enforcement Access Tool (LEAT) Increased; Total Number of LE Users Grew 21% Over the Last Reporting Period The NMVTIS LEAT is a distributed federated search tool with the ability to query any VIN-searchable data source in any location as long as access is granted. Two of LEAT's major data sources are the NMVTIS central files and the JSI data, but new data sources, like lien data from the National Vehicle Service, are being added. Users identified ways to improve the search tool and to expand functionality to further assist with law enforcement investigations. AAMVA and BJA took these recommendations from the field and embarked on improving the LEAT, as noted in the FY2013 report.

The latest version of the NMVTIS LEAT was launched in August of this reporting period. The LEAT was updated with a new look and additional features. All the improvements were based on recommendations from LEAT users, suggestions submitted within LEAT, and guidance from the NMVTIS Law Enforcement Working Group.

For the upcoming reporting period AAMVA and BJA have their sights set on adding new data sources for LEAT users, including the NCIC Theft File and the Customs and Border Protection vehicle export data.

Beginning with this annual report, LEAT statistics aggregate all user types (See Figure 24). Users, who include law enforcement officers from the U.S. military and law enforcement personnel in Canada, continue to access LEAT through two secure portals: Regional Information Sharing Systems (RISS) and the FBI's Law Enforcement Enterprise Portal (LEEP). Numbers of RISS and LEEP users increased 22% over the last reporting period, to slightly more than 3,500 (See Figure 24). There was an increase in users of nearly 700% from FY2010 to FY2015. Figure 25 shows the overall number of searches grew by 11% from the last reporting period, moving from more than 60,000²⁰ to nearly 67,000 made during FY2015. Please note, the FY2014 inquiry statistic does not include an additional 535,000 searches conducted for specific investigations.

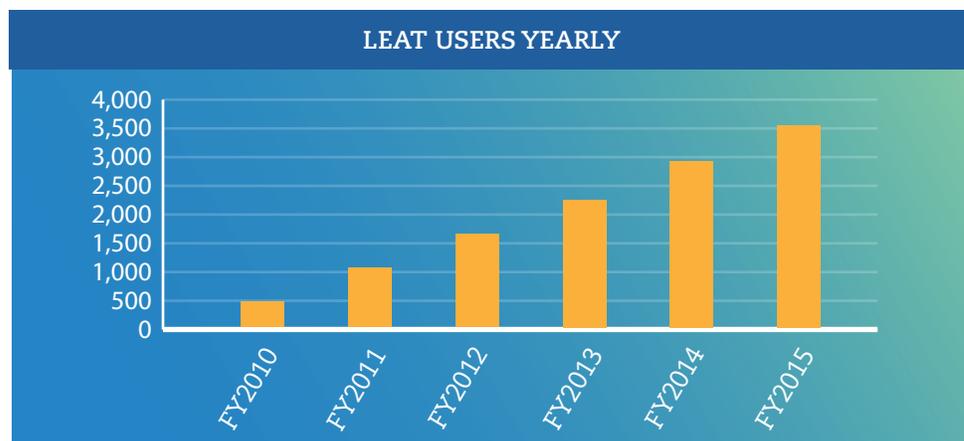


Figure 24

²⁰ FY2014 figures were underreported at 44,000.



Figure 25

BENEFITS

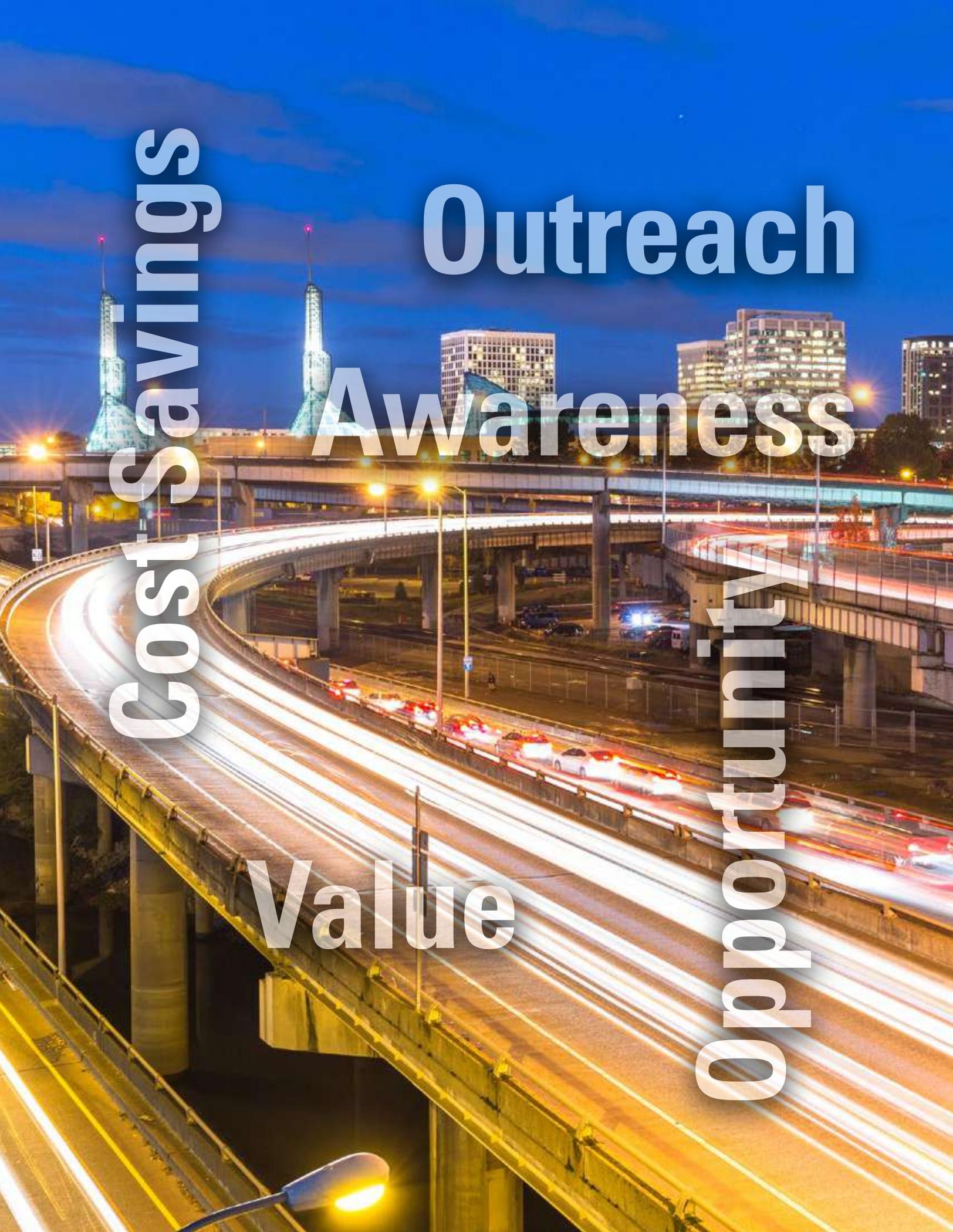
NMVTIS Provides Data Helpful to Investigations

The NMVTIS LEAT provides law enforcement with secure access to information that assists in the investigation of crimes associated with motor vehicles. These crimes include auto theft and VIN cloning, and may include violent crimes such as smuggling operations (narcotics, weapons, human trafficking, and currency), and fraud. This access can assist investigating officers in identifying vehicle theft rings and other criminal enterprises involving vehicles.

Officials from the New York State Department of Motor Vehicles highlighted a case in which NMVTIS played a role in locating a vehicle that had been stolen from a Massachusetts dealership 46 years earlier, and had finally been located in a Saratoga County body shop.

“ I have found NMVTIS particularly useful in tracking identity theft suspects. Suspects who use another person’s identity will often register and insure their vehicles with that stolen identity. When they move to another location and obtain yet another identity, they will keep their vehicles and transfer the title and registration. NMVTIS allows me to track and locate that vehicle, and ultimately the suspect.”

JOSH WHITESIDE
Trooper First Class,
Pennsylvania State Police



Cost Savings

Outreach

Awareness

Value

Opportunity

Outreach and Awareness of NMVTIS

NMVTIS Awareness Efforts Continued; New Resources Produced by AAMVA and States to Assist Agencies and Consumers Outreach and awareness efforts during the reporting period were wide ranging. They focused on helping stakeholders increase their awareness and understanding of NMVTIS requirements, as well as providing opportunities to explore the system and expand their use of it.

The NMVTIS Business Rules Working Group created a new brochure entitled [Working for States](#), directed to state titling customer service representatives, county offices, law enforcement, third party vendors, senior staff, governors' offices, and anyone else who is involved in the vehicle titling process or who works toward safer highways and consumer protection. AAMVA members continued to drive increased awareness through the NMVTIS Law Enforcement Working Group. Group Chair Chris McDonold published an article titled "NMVTIS Law Enforcement Access Tool: A Free Resource for Vehicle-Related Investigations" in the July 2015 issue of *The Police Chief*, the International Association of Chiefs of Police (IACP) magazine.

AAMVA staff provided regular NMVTIS updates to the AAMVA Board of Directors and the NMVTIS Advisory Board to ensure that all stakeholders were fully aware of the system's strategic direction, operational performance, and financial status. Staff provided NMVTIS updates at two NMVTIS Business Rules Working Group meetings. AAMVA and BJA staff also provided updates at AAMVA regional conferences and at the annual conference.

BJA staff conducted industry-focused awareness efforts including:

- Working with the **National Independent Automobile Dealers Association (NIADA)** to reach approximately 20,000 professional auto dealers regarding potential NMVTIS reporting responsibilities.
- Coordinating with the **Property Casualty Insurers Association of America (PCI)** to deliver a webcast on reporting requirements to members of PCI's Physical Damage Committee.
- Presenting in-person to insurance carrier members of **Copart's Advisory Board** on NMVTIS and the related reporting requirements.
- Participating in a meeting of the **International Association of Chiefs of Police (IACP's) Vehicle Theft Committee**.
- Providing law enforcement leadership with an update on the overall implementation of NMVTIS and a tutorial on the upgraded LEAT. ([See Law Enforcement Access Program section](#)).

AAMVA also hosted a webinar for state law enforcement personnel with more than 60 attendees. The webinar was conducted by Matt McDonald and Owen McShane of the New York State DMV Division of Field Investigation, and Paul Steier of the Iowa Office of Motor Vehicle Enforcement. The webinar focused on a NMVTIS/RISS case study.

In 2013, the NMVTIS Advisory Board recommended that BJA work with the auction

industry to encourage its members to adopt a written NMVTIS notification as part of the junk and salvage automobile sales process. The intention was that such notification would be made to all auction buyers of junk and salvage automobiles. Informing buyers of their potential NMVTIS reporting responsibilities would contribute greatly to NMVTIS awareness. During the last reporting period, BJA reached out to representatives from Insurance Auto Auction (IAA) and Copart to discuss the best approach to implementing the recommendation. These two businesses together constitute a significant portion of the auction industry, and their representatives have served or currently are serving as members of the NMVTIS Advisory Board. During this reporting period, Copart added the following language to its member terms and conditions, which are available on Copart's website:

- “Members may be subject to NMVTIS reporting requirements when purchasing certain vehicles. For more information on reporting requirements, exemptions, and how to obtain a NMVTIS Reporting ID visit www.vehiclehistory.gov.”

Auto Data Direct, Inc., one of the approved NMVTIS data providers, entered into a new partnership with “[Under the Hood](#),” a radio show about cars. The goal of the collaboration is educating consumers on the value of researching a used vehicle's history prior to purchase, using ADD's NMVTIS vehicle history report website titlecheck.us. “Under the Hood” is recorded live each week in Sioux Falls, South Dakota, and can be heard on more than a hundred local stations across the United States.

- ADD staff member Les Cravens (a former Miami-Dade police officer) conducted three Patrol Officer Auto Theft Classes, which included NMVTIS as a tool for auto theft investigation, at Broward Police Academy.

A detailed listing of Auto Data Direct outreach events during this reporting period is provided in [Exhibit 3](#).

FRAUD DETECTION AND REMEDIATION

AAMVA's Fraud Detection and Remediation (FDR) training program provides in-depth examples and explanations of security features now in use, and how to identify them. These training courses are used by jurisdictions in their fight against fraud, and are invaluable to any organization that makes use of driver's licenses, ID credentials or secure documents of any kind.

During the last reporting period, the FDR Maintenance Committee worked with BJA to develop a new training module, “NMVTIS Investigation Tools,” which includes information on how the NMVTIS LEAT functions, what information it contains, and how to gain access. During this reporting period, FDR training that includes this new module was accessed by all jurisdictions.

STATE AWARENESS EFFORTS

Ten state motor vehicle agencies posted the www.vehiclehistory.gov link on their public websites:

- California: https://www.dmv.ca.gov/portal/dmv/detail/vr/nmvtis_check
- Iowa: <http://www.iowadot.gov/mvd/buyingselling/disposal.html>
- Maine: www.maine.gov/sos/bmv/titles/index.html
- Missouri: <http://dor.mo.gov/motorv/nmvtis/>
- Nebraska: <http://www.dmv.nebraska.gov>
- New Hampshire: <http://www.nh.gov/safety/divisions/dmv/title/anti-theft.htm#nmvtis>
- Pennsylvania: <http://www.dmv.pa.gov/Vehicle-Services/Title-Registration>
- Texas: <http://www.txdmv.gov/titlecheck>
- Virginia: <http://www.dmv.virginia.gov/vehicles/>
- Wyoming: http://www.dot.state.wy.us/home/titles_plates_registration.html

STAKEHOLDER COLLABORATION

The U.S. General Services Administration and AAMVA have an arrangement that enables GSA's Property Sales Office to apply two types of vehicle brands to federal crash, test/scrap, and salvaged vehicles that are sold to the public.

During the reporting period, AAMVA worked with GSA to revise their contractual arrangement from a memorandum of understanding to a no-cost contract. AAMVA continued its support and manually applied the applicable junk or salvage brand to the vehicles on behalf of GSA. To date, 385 vehicles branded by GSA are in NMVTIS. (See [Figure 11, Brand Records by Brander](#)).

Internal Controls

Financials

Revenue

Funding



Financial Reports²¹

Expenditures Totaled \$6,371,466; State Fees Contributed \$2,772,531; AAMVA Contributed \$2,406,820 in Member Funds During this reporting period, program revenue was comprised largely of consumer access and state user fees.

Under federal law, NMVTIS is intended to be self-sustainable. The program earned \$3,964,646 in revenue during this period, which was used to cover \$6,371,466 in expenses. AAMVA member funds totaling \$2,406,820 were applied to the shortfall between revenue and expenses.

NMVTIS REVENUE

NMVTIS funding in FY2015 was derived primarily from state user fees of \$2,772,531, and Consumer Access Program fees of \$2,096,252. During FY2015, 44 states were eligible to receive credit for a share of the income from Consumer Access Program fees, earning a total of \$942,172. Through FY 2013 these credits had been treated as an Other Direct Cost. In FY2014 our external auditors recommended moving state revenue credits from an expense to a contra revenue account (See Figure 26).

PROGRAM REVENUE		
Category	Total	%
State User Fees	\$2,772,531	69.9%
Consumer Access ²²	\$2,096,252	52.9%
Other Revenue ²³	\$38,035	1.0%
State Revenue Credits ²⁴	(\$942,172)	-23.8%
TOTAL	\$3,964,646	100.0%

Figure 26

21 All financial information presented is derived from the independent financial audit conducted for the fiscal year ended September 30, 2015.

22 Includes access fees, Unified Network Interface, and leased land fees.

23 Investment portfolio income and program income (applied).

24 Consumer access fee revenue credits (jurisdictional contra revenue).

NMVTIS EXPENSES

NMVTIS initiatives and their associated costs have been segmented into pillars of similar activities (See Figures 27 and 28):

- Operations supports the day-to-day functioning of the NMVTIS platform and represents \$6,079,626 or 95.4% of program costs.
- Implementation includes activities associated with supporting states and consumer access data providers in their efforts to implement the NMVTIS platform and represents \$160,817 or 2.5% of program costs.
- Reengineering includes modernization of NMVTIS from a mainframe platform to Microsoft.NET and represents \$131,023 or 2.1% of program costs.

PROGRAM EXPENSES					
Program Expenses	Operations	Implementation	Reengineering	Total	%
Direct Labor/Fringe	\$2,578,210	\$101,640	\$58,439	\$2,738,288	43.0%
Data Center/Network	\$638,333	\$0	\$0	\$638,333	10.0%
Other Direct Costs	\$1,120,658	\$730	\$2,725	\$1,124,113	17.6%
Indirect Costs	\$1,742,425	\$58,448	\$69,859	\$1,870,732	29.4%
TOTAL	\$6,079,626	\$160,817	\$131,023	\$6,371,466	100.0%

Figure 27

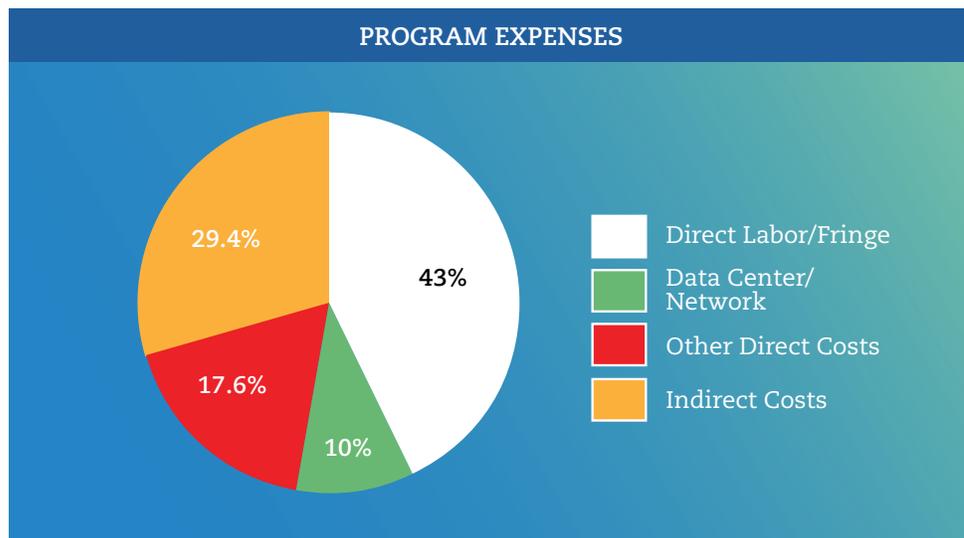


Figure 28

“NMVTIS is the birth-to-death record of VINs and was created to deter trafficking in stolen vehicles by strengthening law enforcement efforts against auto theft; combating automobile title fraud; preventing chop shop-related thefts; and inspecting exports for stolen vehicles, among other actions....NMVTIS is intended to ensure key vehicle history information is available and affordable to consumers, so consumers may make well-informed decisions to avoid purchasing potentially unsafe vehicles or paying more than fair market value for a vehicle.”

CHRISTOPHER T. MCDONOLD
 “NMVTIS Law Enforcement Access Tool:
 A Free Resource for Vehicle-Related
 Investigations”
The Police Chief (July 2015)

“Historically, about half the vehicles damaged by floods are resold, some to unsuspecting buyers, Carfax Inc. estimates. The good news is that the federal vehicle electronic title-checking system, the National Motor Vehicle Title Information System, is firmly in place. Under the auspices of U.S. Department of Justice, the system’s goal is to cut down on title fraud, which includes keeping unsuspecting consumers and dealers from being hosed by unscrupulous people selling dried-out salvage and junk cars and trucks.”

ARLENA SAWYERS
 “How Junk Cars Can Slip Through
 the Cracks”
Automotive News (July 2015)



**Looking
Ahead**

Compliance

Milestones

Sustainability

Looking Ahead

States Will Increase Contribution to 60% of System Operating Costs in FY2016; Changes to the Consumer Access Program Will Be Fully Implemented; Continued Growth in Consumer Access Transactions is Anticipated; JSI Reporting Expected to Increase Due to State-level Legislation and BJA Enforcement Efforts

The key issues for FY2016 continue to be financial sustainability and compliance.

Financial Sustainability With the Cooperative Agreement in place, AAMVA has established a path toward financial sustainability by FY2019. Under the Agreement, AAMVA has committed to ensuring that, “projected excess of NMVTIS Expenses over NMVTIS Revenues is reduced by a specified minimum percentage, as compared to the previous fiscal year.” The unforeseen additional costs identified during this year did impact the target set for FY2015; however, AAMVA expects to return to the established target for FY2016.

Key factors contributing to financial sustainability include: the commitment of AAMVA’s membership to supporting a larger percentage of system operating costs, growth of the Consumer Access Program, and enhanced compliance. State user fees for FY2016 are set at 60% of system operating costs, compared to 50% in FY2015; fees are planned to increase annually through FY2019.

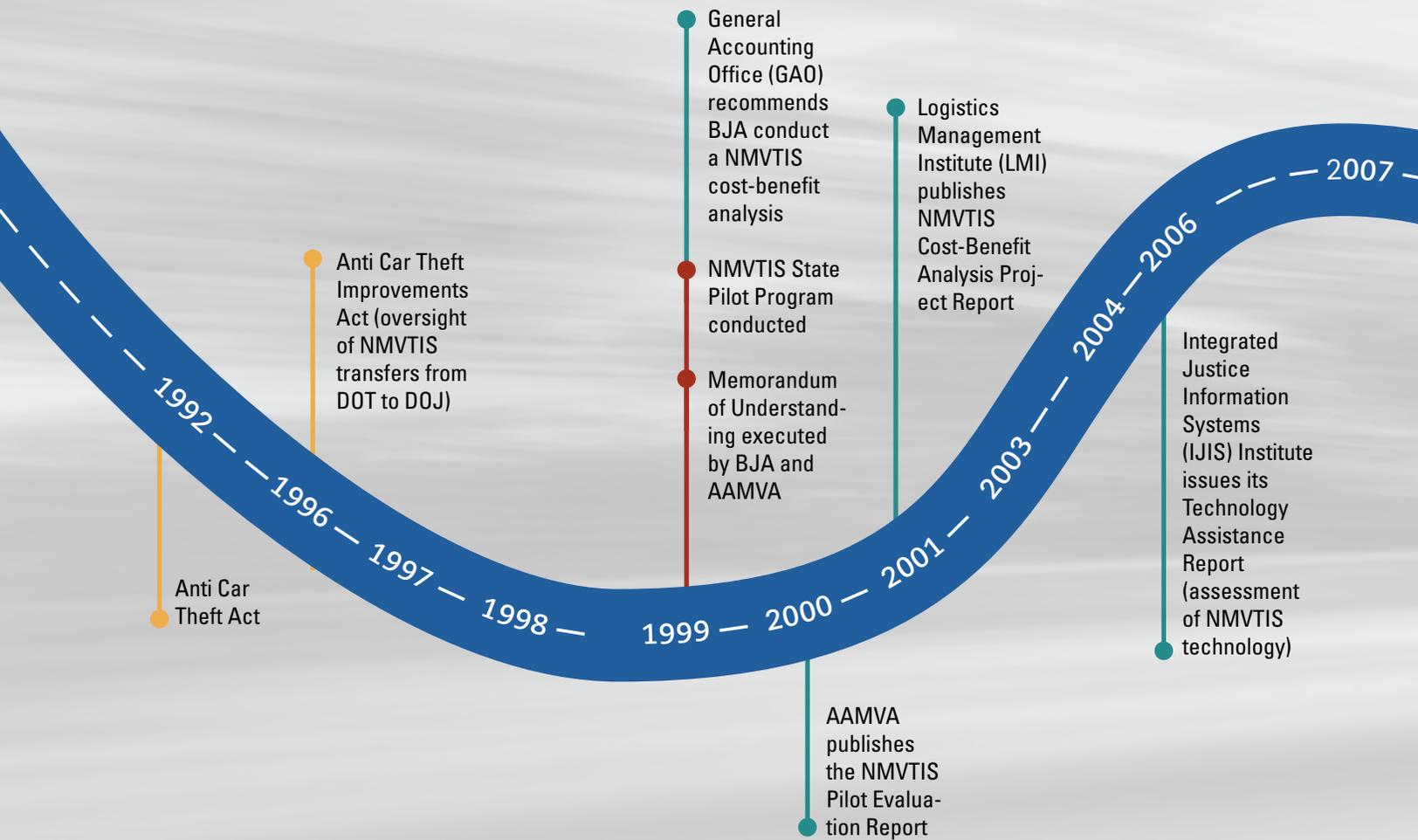
Growth in used vehicle sales in FY2015 is expected to continue into FY2016. This trend, coupled with the estimated 800,000-plus leased vehicles maturing in FY2016²⁵ should contribute to increased used vehicle sales, driving demand for NMVTIS Vehicle History Reports. Adding more approved providers to the Consumer Access Program will also enhance earnings opportunities. AAMVA will continue to work with providers as they evaluate new uses for NMVTIS data. Continued compliance will enhance the quantity and value of NMVTIS data. These ongoing developments place the program on a solid foundation for continued revenue growth, with the prospect of reducing reliance on state user fees.

Compliance Data reporting (by states and other reporting entities) and use of NMVTIS data (by states, law enforcement, and consumers) are key for the continued success of the system. The current reporting period continued to see steady progress in state reporting. With just 4% of state data not yet represented in NMVTIS, it is critical that efforts are made in the coming year to support the states that are not yet fully compliant, in their development and implementation of NMVTIS. States that already participate either fully or by providing data will continue to be offered tools to help them optimize their participation in the system and help them realize all of the benefits of NMVTIS.

The legislative efforts introduced and adopted during this reporting period should generate an increase in entity reporting in the next reporting period. Given the success of BJA’s efforts to address Junk Yard, Salvage Yard, and Insurance Carrier non-reporting, we expect those efforts to continue in the coming period and lead to greater reporting compliance as well.

²⁵ Source: Q4 2015 New Vehicle Leasing: Facts, Figures and Future Considerations

- NMVTIS Legislation
- Validation Reports
- Program Activity



Funding

1996 DOT awards initial grants to states to develop NMVTIS	1997 BJA awards grants to states to develop NMVTIS	1998 BJA awards grants to states and AAMVA to develop NMVTIS	1999-2000 BJA awards grants to states and AAMVA	2003 BJA awards grants to states and AAMVA	2004 BJA awards grants to states and AAMVA	2007 BJA awards grants to states and AAMVA
---	---	---	--	---	---	---



2008
BJA awards grants to one state and AAMVA

2009
BJA awards grants to states and AAMVA

2010
BJA awards grants to states and AAMVA

2011
BJA awards grants to states and AAMVA

EXHIBIT 1: SPECIFIC SERVICES PROVIDED BY THE NMVTIS OPERATOR

Specific to state agencies, the operator must:

- Make available at least two methods of verifying title information using NMVTIS.
- Enable states to share all information in NMVTIS obtained on a specific vehicle.
- Provide states with the greatest amount of flexibility in such things as data standards, mapping, and connection methods.

Specific to law enforcement, the operator must:

- Ensure that state and local law enforcement agencies have access to all title information in or available through NMVTIS through a VIN search, including limited personal information collected by NMVTIS.
- Allow law enforcement agencies to make inquiries based on organizations reporting JSI data to the system, supplying, purchasing or receiving such vehicles (if available), and export criteria.

Specific to consumer access, the operator must:

- Ensure that a means exists to allow insurers and purchasers to access information, including information regarding the current state of title (if the state participates in NMVTIS), brands, junk and salvage history, and odometer readings. Such access shall be provided to individual consumers in a single-VIN search and to commercial consumers in a single- or batch-VIN search.

Further, the operator must:

- Establish and at least annually collect user fees from the states and other users of NMVTIS to pay for its operation.
- Not release any personally identifiable information to any entity other than states and law enforcement.
- Maintain a privacy policy that describes the uses and disclosures of such personally identifiable information. AAMVA further agrees to utilize appropriate security measures, such as encryption, if it transmits personally identifiable information over the Internet, and to limit access to such information to those with legitimate need.
- Ensure that NMVTIS and associated access services meet or exceed technology industry security standards—most notably any relevant Global Justice Information Sharing Initiative standards and recommendations.
- Use the National Information Exchange Model or any successor information-sharing model for all new information exchanges established, where applicable; DOJ may require the operator to use web services for all new connections to NMVTIS.
- Publish and post on www.vehiclehistory.gov an annual report describing the performance of the system during the preceding year that includes a detailed report of NMVTIS expenses and all revenues received as a result of operation.
- Procure an independent financial audit of NMVTIS expenses and revenues during the preceding year and post on www.vehiclehistory.gov.

- Support the maintenance of a publicly available, regularly updated listing of all entities reporting to NMVTIS.

EXHIBIT 2: STATE PROGRAM TITLE VERIFICATION AND DATA REPORTING

It is important to note that while each state is required to perform a verification check on an out-of-state vehicle before issuing a certificate of title, neither the Anti Car Theft Act nor its implementing regulations require states to change the way they handle vehicle branding or other titling decisions. In the inquiry process, the laws of the receiving state will determine the status of the vehicle (e.g., branding or title type) and states are not required to take any action based on data accessed. The information received from NMVTIS should be used to identify inconsistencies, errors or other issues, so entities and individuals may pursue state procedures and policies for their resolution. Because NMVTIS can prevent many types of fraud beyond simple brand washing, states are encouraged to use NMVTIS whenever possible for verification of all transactions, including within-state title transactions, dealer reassignments, lender and dealer verifications, updates, corrections, and other title transactions.

States are required to report the following data into the system:

- An automobile's VIN.
- Any description of the automobile included on the certificate of title, including all brand information.
- The name of the individual or entity to whom the title certificate was issued.
- Information from junk or salvage yard operators, or insurance carriers, regarding their acquisition of junk automobiles or salvage automobiles, if this information is collected by the state.

The Anti Car Theft Act also requires that the operator of NMVTIS make available the odometer mileage that is disclosed pursuant to 49 U.S.C. 32705 on the date the certificate of title was issued and any later mileage information, if it is in the state's title record for that vehicle. Accordingly, the rule requires states to provide such mileage information to NMVTIS.

States shall provide new title information and any updated title information to NMVTIS at least once every 24 hours. In addition, with the approval of the DOJ, the operator, and the state, the rule will allow the state to provide any other information that is included on a certificate of title or that is maintained by the state relating to the certificate of title.

Title Verification and Reporting of Data—Two Approaches:

The architecture of NMVTIS was designed with input from the states. Flexibility for states to meet the requirements of the NMVTIS Final Rule has generated the following two approaches. Some states have developed the standalone approach first, and then when the opportunity has arisen, migrated to the integrated approach. Others have moved directly

to the integrated approach. The decision appears to be a factor of time, funding, and opportunity. The NMVTIS Final Rule does not stipulate which approach a state must take to meet its requirements.

1. Integrated

This is the optimal approach, as it enables the state to truly integrate the NMVTIS application into its titling application, making title verification and reporting of data almost seamless to the user. The integrated approach is comprehensive and impacts almost all of a state's titling processes. As a result, it is typically implemented when a state is planning to rewrite its titling application. This approach tends to require more time to develop and implement, as both state and system operator's resources must fully understand NMVTIS system requirements, as well as state processes, to ensure that they are mapped correctly and appropriate procedures are put into place. This approach is cost-effective in the long run as the integration of the NMVTIS process into the state titling system reduces the manual processing required with the standalone approach (described below). In addition, the tight integration of the NMVTIS process into the state titling process provides better guarantees that verifications are done consistently and resulting title updates are done in a timely and accurate fashion.

Provision of Data: Vehicle data is typically transmitted in an initial load via a Secure File Transfer Protocol process to NMVTIS. States with fully integrated access to NMVTIS have their title transaction updates sent to NMVTIS in real time. Additionally, these states receive real-time notifications through NMVTIS when a vehicle from their state is retitled in another compliant state. A state can also build the help desk tools required to support title data corrections.

Title Verification: This integrated approach provides access to NMVTIS central file data (VIN Pointer, Brand, and JSI) that is stored by AAMVA, as well as theft file data and current state-of-record data stored by the state.

2. Standalone

This approach is generally less complex and costly to develop and implement than the integrated approach since it does not require full integration of all of a state's titling applications. However, it still requires that state and system operator's resources fully understand the NMVTIS requirements and state processes, to ensure that they are correctly mapped and appropriate procedures are put into place. This is a short-term approach geared toward states with limited IT resources, and allows a state to implement NMVTIS in a relatively brief timeframe. Lack of full integration between the online standalone solution and the state titling system may make this approach more prone to data entry errors and may increase the time at the counter to process manual inquiries. The increase in processing time translates into increased operating costs for the states.

Provision of Data: Vehicle data is typically transmitted in an initial load via a Secure File Transfer Protocol process to NMVTIS. States without integrated access to NMVTIS can provide data updates as batch uploads, and are required to do so on a daily basis.

Title Verification: AAMVA provides two solutions for standalone verification: the State Web Interface (SWI) and the Batch Inquiry. SWI allows a state to conduct a single inquiry into NMVTIS; the response includes data from NMVTIS central files (VIN Pointer, Brand, and JSI) and the theft file. Batch Inquiry allows a state to submit a batch of VINs to NMVTIS; the response includes data from NMVTIS central files (VIN Pointer, Brand, and JSI).

EXHIBIT 3: AUTO DATA DIRECT OUTREACH AND AWARENESS EVENTS

DATE	VENUE	LOCATION
October 2014	Independent Auto Dealers Association of California, Northern CA auction visits	Tracy, San Francisco, Sacramento, CA
November 2014	NIADA Leadership Conference	Washington, DC
	Baltimore Tow Show	Baltimore, MD
January 2015	Miami-Dade Police Department – Auto Theft Symposium	Miami, FL
April 2015	Independent Auto Dealers Association of California, Southern CA auction visits	Anaheim, San Diego, CA
	Florida Highway Patrol	Tallahassee, FL
	Institute of Scrap Recycling Industries	Vancouver, CA
May 2015	Florida Auto Theft Investigation Units	Naples, FL
	Florida Highway Patrol	Tallahassee, FL
June 2015	Institute of Scrap Recycling Industries – Gulf Coast	Grapevine, TX
	International Association of Auto Theft Investigators – South East	Spartanburg, SC
July 2015	Florida Auto Recyclers and Dismantlers Association	Clearwater, FL
August 2015	International Association of Auto Theft Investigators	Phoenix, AZ
	Texas Tow Expo International	San Antonio, TX
	Kentucky DMV	Frankfort, KY
	Kentucky Clerks Association	Lexington, KY
	National Odometer Title Fraud Enforcement Association	Nashville, TN
	South Florida International Association of Special Investigation Units	Ft. Lauderdale, FL
September 2015	Tri-County Intelligence Meeting	Miami, FL

ACRONYMS

AAMVA – American Association of Motor Vehicle Administrators
ADD – Auto Data Direct
BJA – Bureau of Justice Assistance
DMV – Department of Motor Vehicles
DOJ – (U.S.) Department of Justice
DOR – Department of Revenue
DOT – (U.S.) Department of Transportation
FBI – Federal Bureau of Investigation
FHWA – Federal Highway Administration
GAO – (U.S.) General Accounting Office
GSA – (U.S.) General Services Administration
IAATI – International Association of Auto Theft Investigators
IACP – International Association of Chiefs of Police
IJIS – Integrated Justice Information Systems
ISO – Insurance Services Office
ISRI – Institute of Scrap Recycling Industries, Inc.
JSI – Junk, Salvage, and Insurance
LE – Law Enforcement
LEAT – Law Enforcement Access Tool
LEEP – Law Enforcement Enterprise Portal
LEO – Law Enforcement Online
MSO – Manufacturer’s Statement of Origin
NAB – NMVTIS Advisory Board
NADA – National Automobile Dealers Association
NAEC – North American Export Committee
NCIC – National Crime Information Center
NHTSA – National Highway Transportation Safety Administration
NIADA – National Independent Automobile Dealers Association
NICB – National Insurance Crime Bureau
NMVTIS – National Motor Vehicle Title Information System
NSA – National Sheriffs’ Association
NSVRP – National Salvage Vehicle Reporting Program
OJP – Office of Justice Programs
RISS – Regional Information Sharing System
SWI – State Web Interface
U.S.C. – United States Code
VIN – Vehicle Identification Number

LEGISLATION

- California Assembly Bill (AB) 1215 (2012)
- NMVTIS Final Rule (2009)
- Anti Car Theft Act (1992)

MEETING NOTES

- NMVTIS Advisory Board Meeting Summary (September 2015)
- NMVTIS Advisory Board Meeting Summary (June 2015)
- NMVTIS Advisory Board Meeting Summary (February 2015)

NOTICES

- Consumer Access Provider Disclaimer (June 2014) (English)
- Descargo de producto de acceso al consumidor (Junio 2014) (Consumer Access Provider Disclaimer in Spanish)
- California Assembly Bill (AB) 1215 - Occupational Licensing Industry News (2012)
- BJA Notice to JSI Reporting Entities Regarding Hurricane Sandy (2012)
- NMVTIS Final Penalty Decision Considerations (2012)

PRESS

- Automotive News Article – How Junk Cars Can Slip Through the Cracks (2015)
- The Police Chief Article - NMVTIS Law Enforcement Access Tool: A Free Resource for Vehicle-Related Investigations (2015)
- ADD Press Release – ADD Partners With Under the Hood Radio Show (2015)
- WUSA Channel 9 Report - What to Know Before Buying a Salvage Vehicle (2014)
- Cars.com Article - Storm Surge: Beware of Title-Washed Cars (2014)
- DOJ Press Release - Three States Join the National Motor Vehicle Title Information System (2014)
- IACP Article - NMVTIS: Provides Guidance to Hurricane Sandy Victims Buying Vehicles and Assists Vehicle Theft Investigators (2013)
- DOJ Press Release - Private Sector Joins Justice Department in Protecting Consumers from Vehicle Fraud and Unsafe Vehicles (2012)
- FBI Article - Car Cloning: A New Twist on an Old Crime (2007)
- FBI Article - Steering Clear of Car Cloning: Some Advice and Solutions (2009)

RESOURCES

- NMVTIS: Working for States Brochure (2015)
- Texas DMV Consumer Awareness Video - Don't Buy a Wreck, Do a Title Check! (2014)
- NMVTIS: Law Enforcement Guide (2013)
- NMVTIS: Don't Be Fooled Brochure (2009)
- NMVTIS: Help Prevent Crime Brochure (2009)

REPORTS – FINANCIAL

- NMVTIS Independent Auditor's Report for the Period October 1, 2014 – September 30, 2015 (link is forthcoming)

REPORTS – GENERAL

- NMVTIS Annual Report (2014)
- NMVTIS Annual Report (2013)
- NMVTIS Annual Report (2012)
- NMVTIS Annual Report (2011)
- NMVTIS Annual Report (2010)
- NMVTIS Annual Report (2009)
- IJIS Institute Technology Assistance Report (2006)
- LMI Cost-Benefit Analysis Report (2001)
- NMVTIS Pilot Evaluation Report (2000)

WEBSITES

- AAMVA NMVTIS Website
- DOJ NMVTIS Website



American Association of Motor Vehicle Administrators
4401 Wilson Boulevard, Suite 700, Arlington, VA 22203
(703) 522-4200 • inquiries@aamva.org
www.aamva.org



National Motor Vehicle Title Information System
810 7th Street, NW, Washington, DC 20531
(202) 616-3879 • NMVTIS@usdoj.gov
www.vehiclehistory.gov