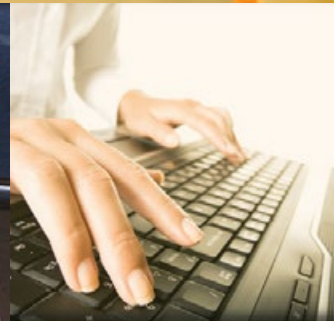
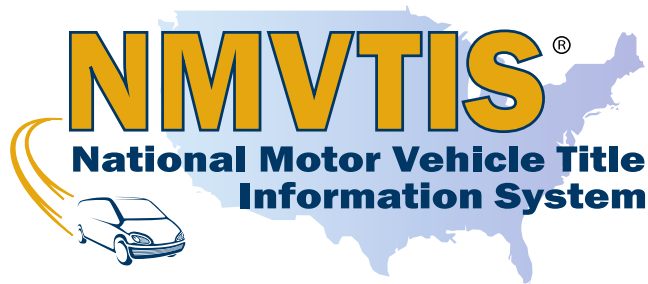


National Motor Vehicle Title Information System
2019 Annual Report

For Period: October 1, 2018 through September 30, 2019





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 authors 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..... 9

Section 1: OVERVIEW..... 13

 Background 13

 System Operator and Responsibilities..... 15

 Funding..... 15

 Governance 15

Section 2: PROGRAM AREAS..... 17

 State Program..... 17

 Benefits 29

 Paying User Fees 30

 Junk Yard, Salvage Yard, and Insurance (JSI) Carrier Reporting Program..... 32

 States and JSI Reporting 37

 State Legislative Efforts 41

 Benefits 47

 Compliance Efforts 47

 Consumer Access Program..... 48

 Other..... 50

 Benefits 50

 Law Enforcement Access Program 52

 Benefits 55

Section 3: OTHER AREAS..... 59

 Outreach and Awareness of NMVTIS 59

 Fraud Detection and Remediation..... 60

 State Awareness Efforts..... 60

 Stakeholder Collaboration..... 61

Section 4: FINANCIAL REPORTS 63

 NMVTIS Revenue 64

 NMVTIS Expenses..... 64

Section 5: LOOKING AHEAD 67

Section 6: NMVTIS MILESTONES..... 70

Section 7: EXHIBITS 72

Section 8: ACRONYMS KEY 84

Section 9: GLOSSARY 85

Section 10: APPENDIX 87

Section 11: AAMVA INFORMATIONAL MATERIALS..... 92

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 2019 Annual Report is the eleventh publication, covering **October 1, 2018, through September 30, 2019** (“reporting period”). This reporting period, agreed upon between the system operator and the U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Assistance (BJA), corresponds with the federal fiscal year and AAMVA’s audit cycle.

Published in August 2020, 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 <https://vehiclehistory.bja.ojp.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.

On behalf of the Board of Directors of the American Association of Motor Vehicle Administrators (AAMVA), I am pleased to present the eleventh annual report for the National Motor Vehicle Title Information System (NMVTIS). This report is being shared with system stakeholders, demonstrating NMVTIS' ongoing success in achieving goals outlined in the 1992 Anti Car Theft Act. This report highlights the system's performance and accomplishments, revenue and expenses, as required by federal law. AAMVA is committed to its ongoing role as a strong and effective system operator, under the cooperative agreement with the Department of Justice, Bureau of Justice Assistance.

During the year, NMVTIS continued to fulfill its purpose of: protecting states and consumers (individual and commercial) from fraud; protecting consumers from unsafe vehicles; and reducing the use of stolen vehicles for illicit purposes, including funding of criminal enterprises. During the reporting period, Oregon successfully completed NMVTIS implementation, partially funded by a five-state grant program established in 2018. To support implementation for the remaining states, further funding was set up and funds awarded to Idaho, Massachusetts, Maryland, and Vermont, which aim to become Participating by the end of the next reporting period. With NMVTIS approaching full state participation, AAMVA and the Department of Justice agreed to convene a workshop bringing together representatives from all state user groups: vehicle/titling, law enforcement and information technology.

Increasing stakeholder use of NMVTIS sparked a re-evaluation and enhancement of system efficiency, including initiation of strategic goals and objectives for system modernization and preparations to move NMVTIS to the Public Cloud from the current Private Cloud environment. Additionally, AAMVA proposed and obtained Department of Justice concurrence to establish webinars on system activities, performance and plans, further engaging stakeholders representing the NMVTIS Advisory Board (NAB), the former Federal Advisory Committee that convened FY2012 – FY2016. AAMVA also obtained Department of Justice approval to use Program Income in the next reporting period to host an inaugural NMVTIS State Users Workshop, bringing together the systems' most prolific nationwide user community for networking and collaboration.

AAMVA, with the AAMVA Board's key directives (see Exhibit 1), continued working with the Department of Justice toward finalizing a new Cooperative Agreement. The current agreement expires December 31, 2019.

NMVTIS continues to be the trusted source of state vehicle title and brand history data and junk, salvage, and insurance total loss information for stakeholders. Many individuals and organizations generously provided information and guidance as we prepared this annual report. I truly appreciate all their valuable contributions, and I know you will find the report informative.

Anne Ferro, *President & CEO*



“NMVTIS continues to be the trusted source of state vehicle title and brand history data and junk, salvage, and insurance total loss information for stakeholders.”

EXECUTIVE SUMMARY

This reporting period of October 1, 2018 through September 30, 2019 showed continued progress in all four NMVTIS program areas:

- State Program
- Junk Yard, Salvage Yard, and Insurance Carrier Reporting Program ([see Glossary](#))
- Consumer Access Program
- Law Enforcement Access Program

Stakeholder reliance on NMVTIS data continues to increase, along with the value derived from the system as demonstrated by the benefits reported by states and law enforcement contained in this report. Stakeholders again reported improved data quality resulting from increased compliance, across-state coordination, awareness efforts, and more strict state reporting requirements for junk, salvage, and insurance entities. AAMVA and the Bureau of Justice Assistance worked in parallel to enhance functionality and access to the system in all program areas.

Achievements during this reporting period include:

- Forty-six jurisdictions participated in NMVTIS in some capacity, with others in development.
- One new state completed development and is now fully participating in NMVTIS.
- U.S. motor vehicle title data represented in the system remained at nearly 100%.
- AAMVA continued to support enhanced system connectivity options for states.
- States and AAMVA continued efforts to increase consumer awareness of the value of purchasing a vehicle history report before buying a used vehicle.
- Nearly \$400,000 in funding was awarded to states to become fully Participating.
- Three new companies completed development to provide vehicle information to consumers and/or commercial entities.
- Law Enforcement Access Tool federated search was expanded to include search capability within a 30-day date range based on a JSI reporting ID of a business.
- Seven pieces of NMVTIS-related legislation were introduced, adopted, and put into effect in five states, and seven pieces of legislation were introduced in three states.
- AAMVA continued to deliver multiple NMVTIS-related webinars, training more than 81 state employees representing 21 states.
- Law enforcement inquiries increased 64%.
- Law Enforcement Access Tool users increased 12%.
- Bureau of Justice Assistance continued its efforts to increase awareness and compliance.
- States and law enforcement continued to report numerous benefits from participation in NMVTIS, including improved quality of vehicle title and brand history records, which in turn enhances consumer protection, customer service, and investigative efforts by law enforcement.
- Law Enforcement Access Tool access continued to expand the number of non-sworn DMV investigators.
- States earned nearly \$1.9 million in revenue credits from the sale of NMVTIS data to consumer access Providers.
- There were 89,634 new visitors to the Texas “Title Check” website.

STATE PROGRAM

- Forty-six jurisdictions participated in NMVTIS in some capacity, with others in development ([see Glossary](#)).
- Nearly \$400,000 in funding was awarded to support states' efforts to participate fully.
- One new state completed development and is now fully participating in NMVTIS.
- NMVTIS State Program Subcommittee (SPS, formerly Business Rules Working Group) completed planning and development for the pilot of the Performance Management Concept (PMC) to be rolled out in late 2019.
- SPS, NMVTIS Monthly Forum, and State Business Points of Contact convened to discuss ways to enhance NMVTIS functionality.
- SPS and the NMVTIS Law Enforcement Subcommittee (LESC, formerly Law Enforcement Working Group) met for the fourth consecutive year.
- Resources for States tab was added to AAMVA's NMVTIS webpages.

JUNK, SALVAGE, AND INSURANCE CARRIER REPORTING PROGRAM

- To improve JSI reporting enforcement, search capability on NMVTIS LEAT was expanded to search within a 30-day date range based on the reporting ID of a business.
- Georgia businesses reporting increased 59%, growing from 112 to 179.
- States continued to introduce and adopt NMVTIS-related legislation.

CONSUMER ACCESS PROGRAM

- Transaction volume in 2019 continued to level out compared to the unusual 172% increase from 2016 to 2017, but still showed a 56% increase over 2016.
- States and AAMVA continued to provide resources to heighten consumer awareness of vehicle history reports and used car buying guidelines.
- Rollout was completed on a public awareness video for NMVTIS vehicle history reports.
- Three companies completed development and subsequently offered vehicle history reports to consumers and dealers.
- New policy was established allowing existing Providers to add up to three additional domains/URLs under their name; two Providers were approved to add additional domains/URLs to their existing properties.
- There were 89,634 new visitors to the Texas "Title Check" website.

LAW ENFORCEMENT ACCESS PROGRAM

- AAMVA and Bureau of Justice Assistance (BJA) continued to discuss additional features for DOJ's Law Enforcement Access Tool (LEAT).
- LEAT users increased 12%, growing from 5,572 to 6,261.
- LEAT inquiries increased 64%, growing from 731,102 to 1,201,346.
- Work was completed on companion video to the Law Enforcement & Vehicle Title Investigator Guide, highlighting LEAT.
- LEAT continued to expand the number of non-sworn Department of Motor Vehicles (DMV) investigator users.
- LEAT program combined several data sources to create the Suspected Flood Damage database.
- LEAT federated search was expanded to include search capability within a 30-day date range based on a JSI reporting ID of a business.

Key NMVTIS Stakeholders

DEPARTMENT OF JUSTICE

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

NMVTIS ADVISORY BOARD

In June 2010, the first NMVTIS Advisory Board (NAB) was convened to provide input and recommendations to BJA regarding the operation and administration of NMVTIS. The NAB represented key stakeholders affected by the program, including states, consumers, insurance carriers, auto recyclers, junk and salvage yards, and law enforcement agencies. The NAB legislative charter expired in September 2016.

AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS

The Anti Car Theft Act authorizes the designation of a third-party operator of NMVTIS. Since 1992, the American Association of Motor Vehicle Administrators (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 Vehicle Identification Number (VIN) Reporting Service, one of four JSI data consolidator services.

DATA CONSOLIDATORS

AAMVA partners 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)
- ISO ClaimSearch Solutions (ISO)

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 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 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 are encouraged to search NMVTIS to review the following information:

- Current state of title and last title date
- Brand history ([see Glossary](#))
- Odometer reading ([see Glossary](#))
- Total loss history
- Salvage history

APPROVED NMVTIS DATA PROVIDERS

Approved NMVTIS 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 NMVTIS Data Providers are listed on the [NMVTIS website](#).

LAW ENFORCEMENT AND DMV INVESTIGATORS

Law enforcement agencies rely on NMVTIS data to improve and enhance their ability to investigate vehicle crimes and combat other criminal activities. Therefore, it is imperative that NMVTIS captures vehicle history information throughout the life cycle of the vehicle. The NMVTIS Law Enforcement Access Tool (LEAT) provides law enforcement personnel with vehicle information intended to assist investigations of a variety of crimes including vehicle title and brand fraud, vehicle finance fraud, vehicle theft, crimes against persons, smuggling operations (e.g., human trafficking, narcotics, weapons, and currency), and other criminal activity.

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, JSI reporting entities 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.



Legislation

**Vehicle
Information**

Overview

Benefits

Overview

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.
- Protect consumers from unsafe vehicles.

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

Specifically, in accordance with 49 U.S.C. 30502, NMVTIS must provide a means of determining the following:

- whether a title is valid;
- where a vehicle bearing a known vehicle identification number (VIN) is currently titled;
- what was a vehicle's reported mileage at the time the title was issued;
- whether 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 states include automobiles, buses, trucks, motorcycles, motor homes (e.g., recreational vehicles or RVs) and truck tractors. In general, NMVTIS contains title information for vehicles that meet at least one of the following criteria:

NMVTIS VEHICLES

AUTOMOBILES



BUSES



TRUCKS



MOTORCYCLES



MOTOR HOMES



TRUCK TRACTORS



- The vehicle fulfills the definition of a junk or salvage automobile according to the regulations.
- 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, semitrailers, 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, auto industry, and consumer organizations have continued to offer NMVTIS widespread support. These include: AAMVA, the National Automobile Dealers Association (NADA), and the National Independent Auto Dealers Association (NIADA); law enforcement organizations such as the International Association of Chiefs of Police (IACP), the National Sheriffs' Association (NSA), and the International Association of Auto Theft Investigators (IAATI); the North American Export Committee (NAEC); consumer groups and national consumer advocacy organizations such as state Attorneys General, Consumers for Auto Reliability and Safety (CARS), Consumer Federation of the Southeast, and the National Consumer Law Center; and independent organizations focused on reducing vehicle-related crimes, including the National Salvage Vehicle Reporting

NMVTIS FEDERAL GRANTS	
FISCAL YEAR (FY)	AMOUNT
FY1996 (DOT)	\$ 890,000
FY1997	\$ 1,000,000
FY1998	\$ 2,800,000
FY1999/2000	\$ 6,100,000
FY2003	\$ 3,000,000
FY2004	\$ 494,739
FY2007	\$ 499,204
FY2008	\$ 271,680
FY2009	\$ 5,700,000
FY2010	\$ 5,700,000
FY2011	\$ 5,000,000
TOTAL	\$31,455,623

Figure 1

Program (NSVRP) and the National Insurance Crime Bureau (NICB), have also recognized the benefits of NMVTIS.

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.

FUNDING

Funds Expended Totaled \$7,620,447; State Fees Contributed \$5,599,998

During this reporting period, program revenue came primarily from consumer access and state user fees (see the [Financial Reports](#) section.).

Under federal law, the system is intended to be financially self-sustaining, operating without federal funding. The system earned \$7,525,360 in revenue during this period. This revenue was used to cover \$7,620,447 in expenses. New revenue opportunities continue to be explored and evaluated to support enduring financial sustainability.

GOVERNANCE

NAB Fulfilled its Mission BJA is responsible for oversight of NMVTIS consistent with regulatory and statutory requirements. The NMVTIS Advisory Board (NAB) was established in accordance with the provisions of the Federal Advisory Committee Act, as amended, 5 U.S.C., App. 2, and was 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 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 financially self-sustaining.

From 2010 to 2016, the NAB convened both in person and online with board members, who served two-year terms, representing key program stakeholders including 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. The NAB fulfilled its mission and its legislative charter expired September 2016.



Critical Data

**Program
Areas**

Compliance

Integrity

State Program

Additional States Fully Integrate NMVTIS into Titling Systems; Vehicle Data Near 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 other 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.

The inaugural annual report on the system was published for FY2009. It showed 14 states Participating, 14 states Providing Data Only, 11 states In Development, and 12 jurisdictions Not Participating. Since that time, participation has steadily increased ([see Figure 2](#)). Beginning in FY2012, all 51 jurisdictions have either maintained participation or continued to move towards full participation. During this reporting period, 42 jurisdictions were Participating, four Providing Data Only, and five were In Development ([see Figure 3](#)).

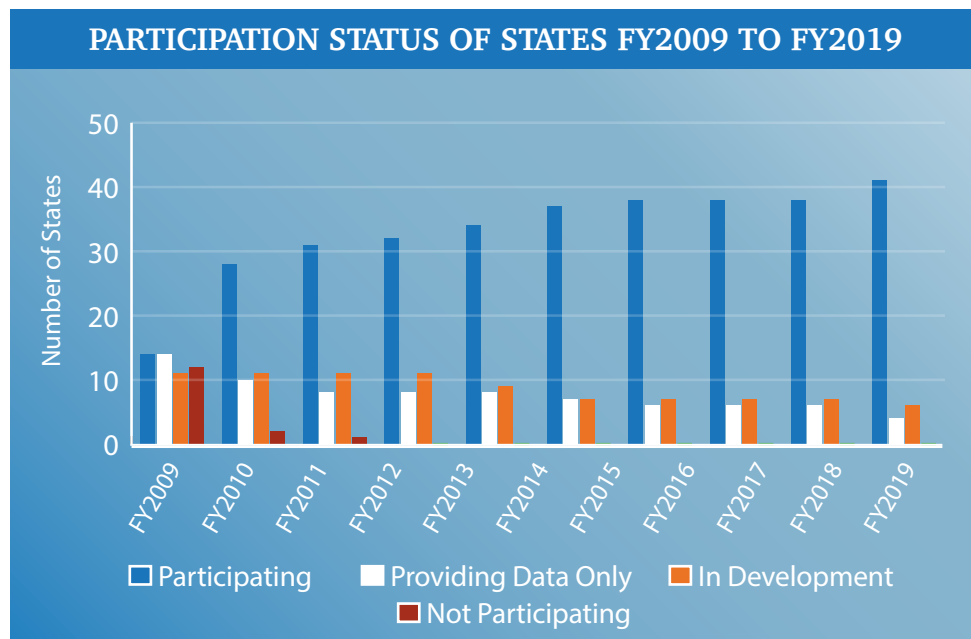
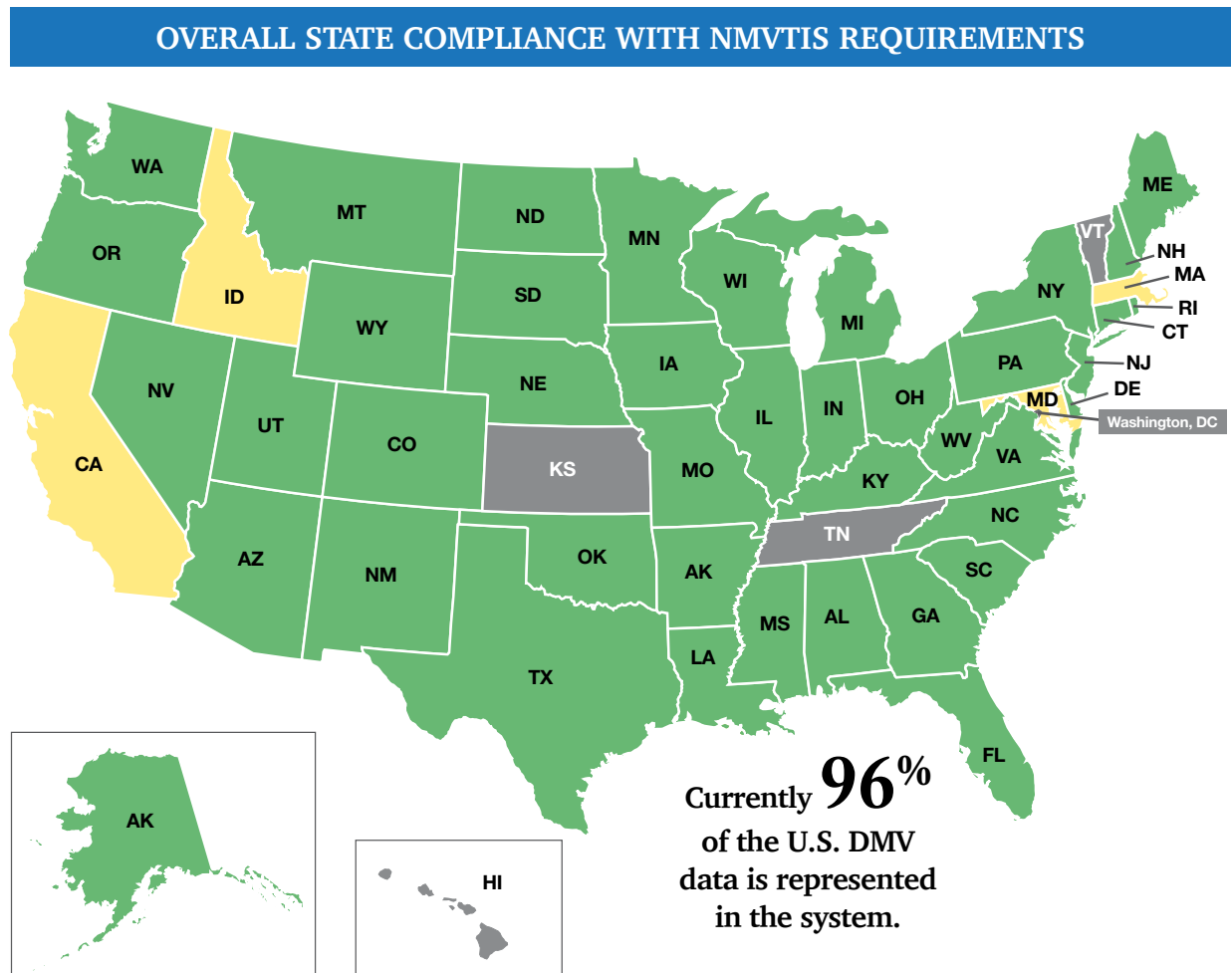


Figure 2



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

Figure 3

The percentage of nationwide vehicle data represented in NMVTIS is based on figures provided by jurisdictions to the Federal Highway Administration (FHWA). Starting in FY2006, the first year the state compliance map was created, 52% of state title and brand data was represented in the system. Beginning in FY2014, data reached 95% and remained at that level through FY2016. During FY2017, an adjustment was made to 94% since Tennessee had not provided data in more than 10 years. DOJ made the determination to re-categorize Tennessee from a state Providing Data Only to a state In Development. Tennessee reengaged to discuss plans to participate by the end of 2020. During this report period, Oregon moved from In Development to Participating, bringing the vehicle data represented in NMVTIS back to 96% ([see Figure 4](#)).

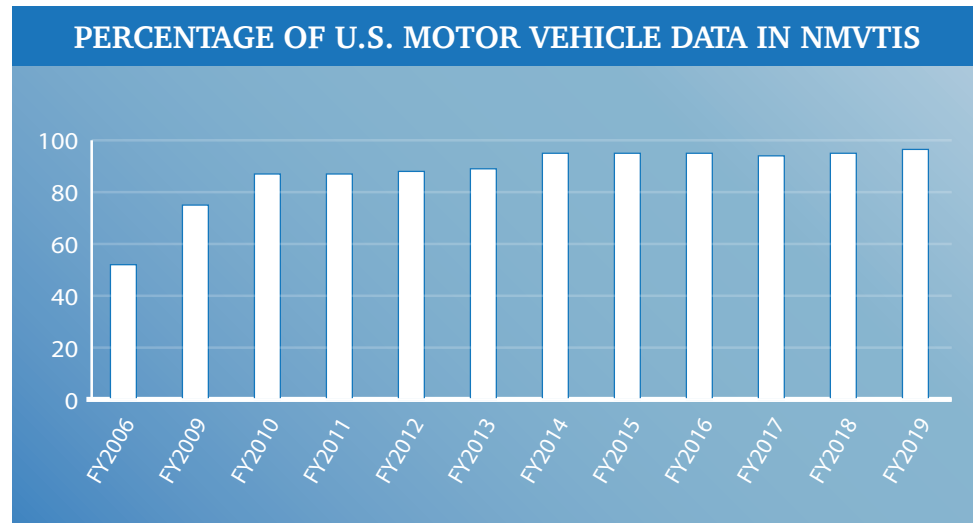


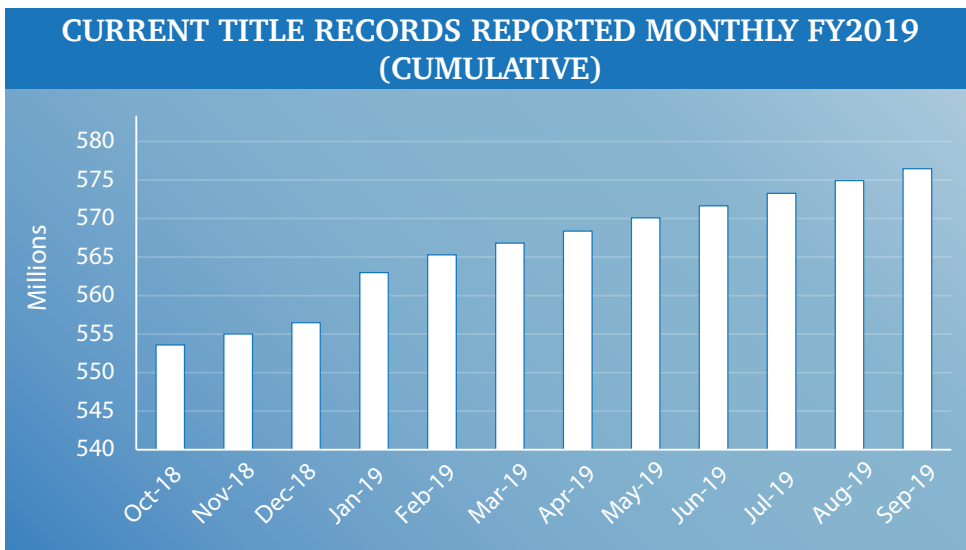
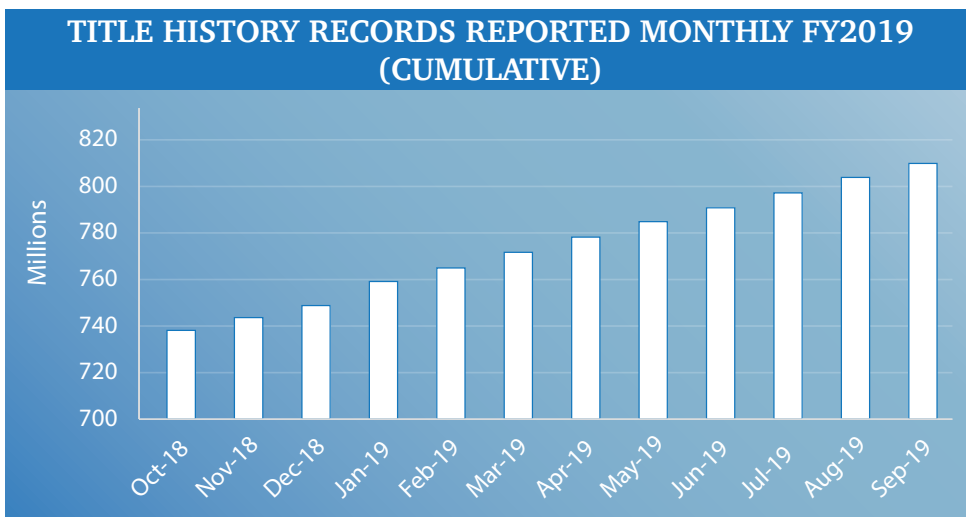
Figure 4

AAMVA continued to support states reengineering their NMVTIS application interface as part of the modernization of their titling systems. Though not all jurisdictions are currently participating, some are in the planning stages or In Development moving toward full participation (California, District of Columbia, Idaho, Kansas, Maryland, Massachusetts, Tennessee, and Vermont).

When a vehicle is retitled, NMVTIS is updated to show the current state of title and the previous record is moved into history. With 46 states providing data to NMVTIS, there was an increase during this reporting period of nearly 23 million current title records and more than 71 million title history records. In total, there are more than 576 million current title records and more than 809 million title history records in the system (see [Figures 5 and 6](#)).

“NMVTIS is an invaluable tool for DMV employees of all stripes, from frontline clerks to auditors with the state. It allows us to be confident in both the information and titles we provide our customers.”

WILL GRAHAM
Business Development Specialist,
Administrative Services Section, Colorado
Department of Motor Vehicles

**Figure 5****Figure 6**

Over the past 11 years, current title records in the system increased nearly 97% ([see Figure 7](#)). In FY2009, current title records numbered 293 million; they reached more than 576 million during this reporting period.

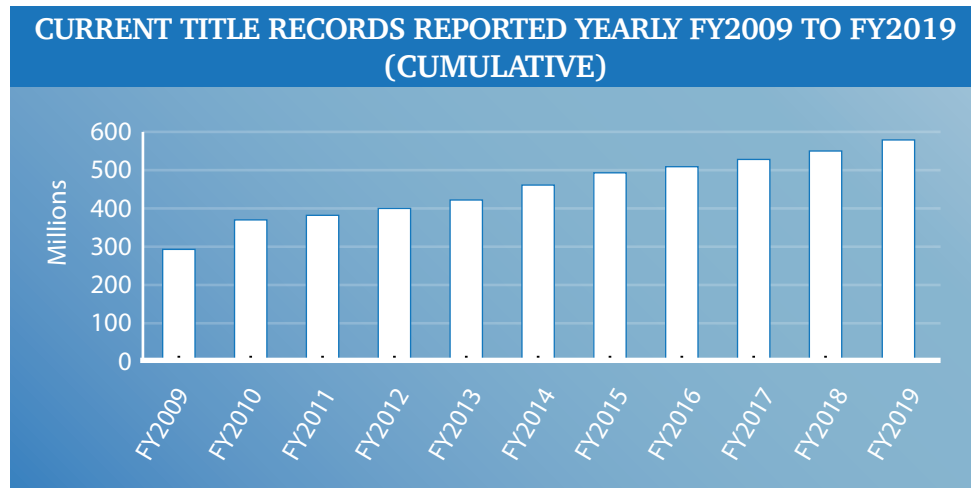


Figure 7

Brand records captured in NMVTIS also increased during the reporting period, with nearly 14 million brands added ([see Figure 8](#)).

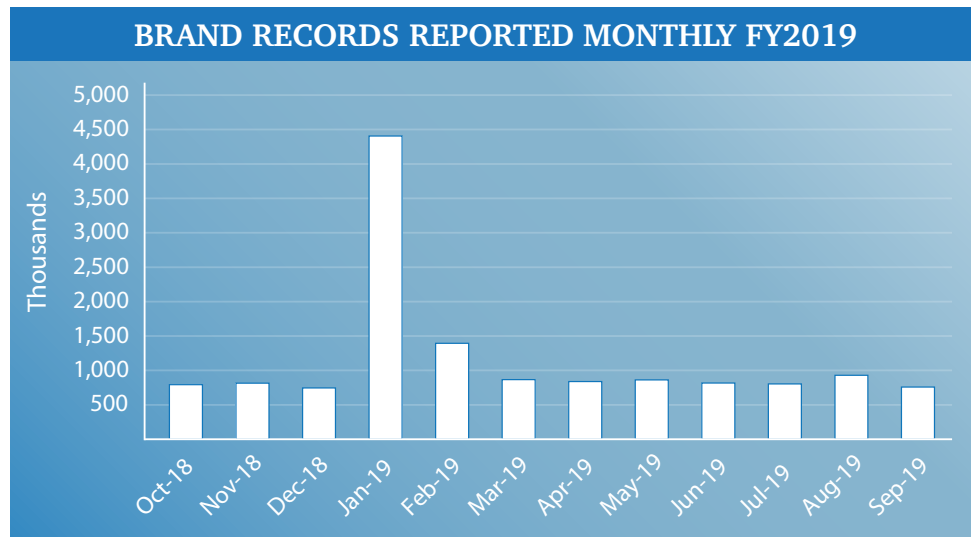


Figure 8

There are more than 60 vehicle brands captured in NMVTIS as of September 30, 2019; the top seven are shown below. The “Other” category includes the remaining brands ([see Figure 9](#)).

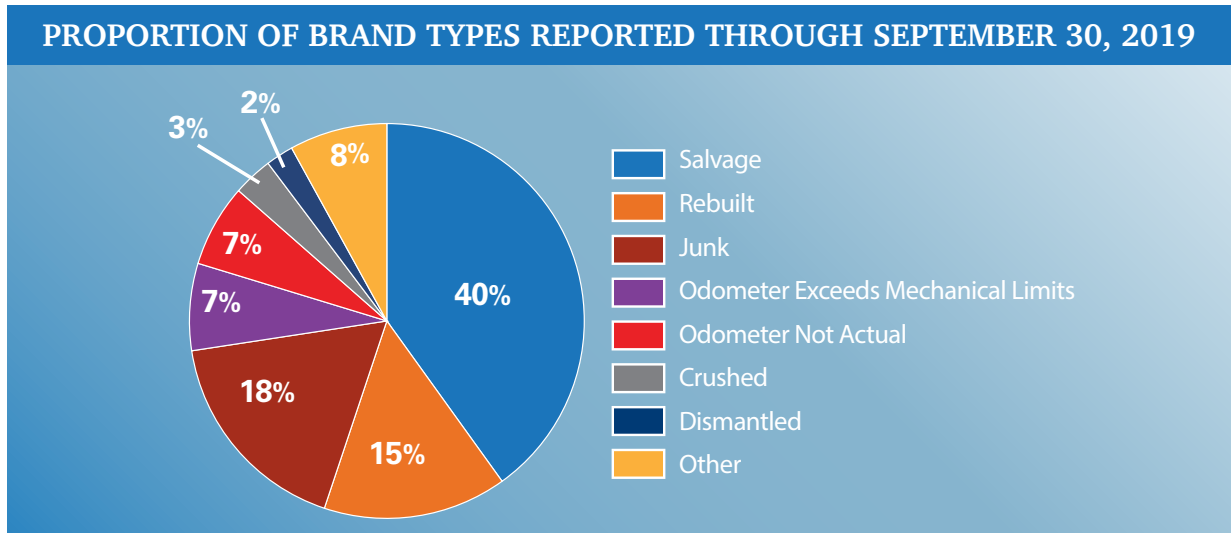


Figure 9

Reporting of brands has increased from more than 59 million in FY2010 to more than 146 million in this reporting period, an increase of 147% (see Figure 10).

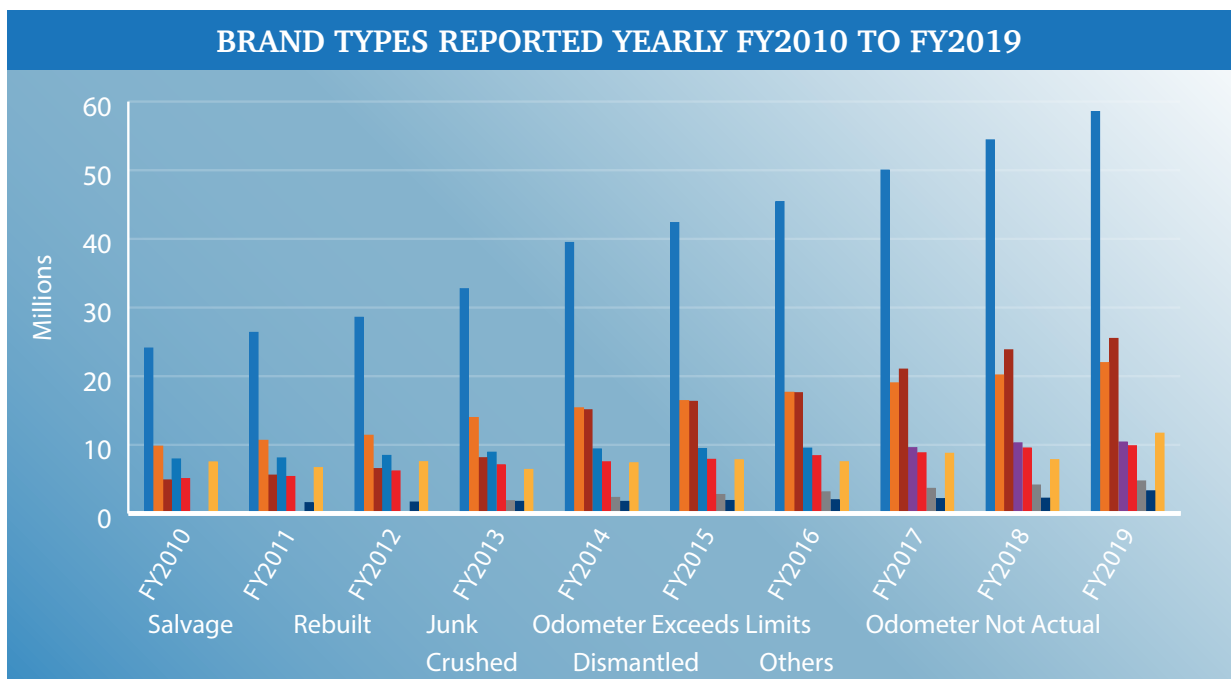


Figure 10

Brand records are reported by branders, which include states, the U.S. Department of Transportation (DOT), and the U.S. General Services Administration (GSA) (see Figure 11). California continues to lead with the most brand records, followed by Texas, Illinois, and Pennsylvania. DOT-branded vehicles total nearly 700,000 and reflect the vehicles traded in under the Consumer

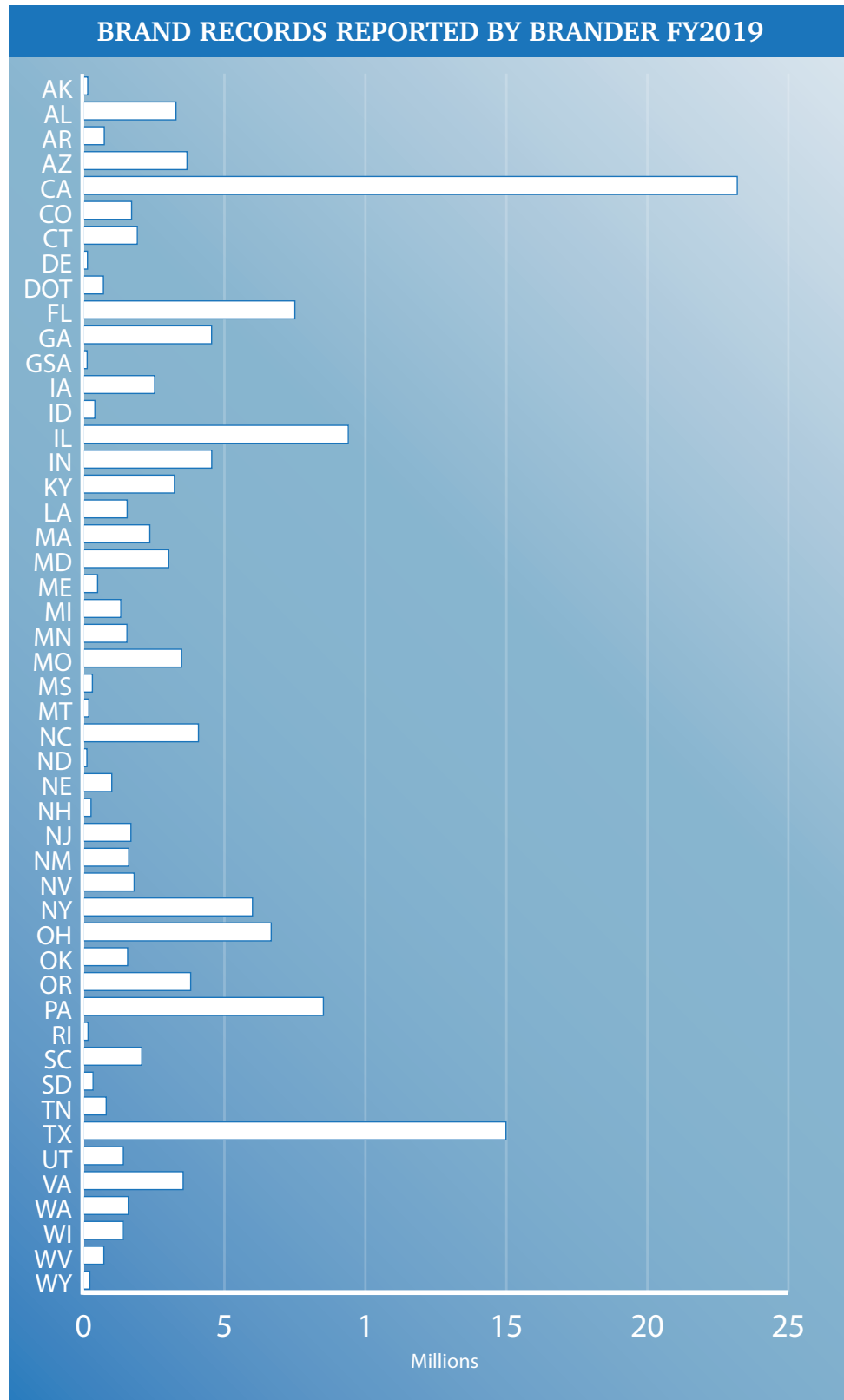


Figure 11

Assistance to Recycle and Save Act which concluded in FY2011; the brands indicate the vehicles should never be designated as roadworthy. GSA provided the fewest brands (592), which reflects GSA's reporting of Junk or Salvage brands for federal crash, test/scrapped, or salvaged vehicles that are sold to the public. More detail on GSA's reporting can be found under [Stakeholder Collaboration](#) in this report.

During this reporting period nearly 230 million state transactions (inquiries, title updates, and brand updates) were conducted ([see Figure 12](#)), an increase of nearly 7% over the more than 215 million transactions during the last reporting period.

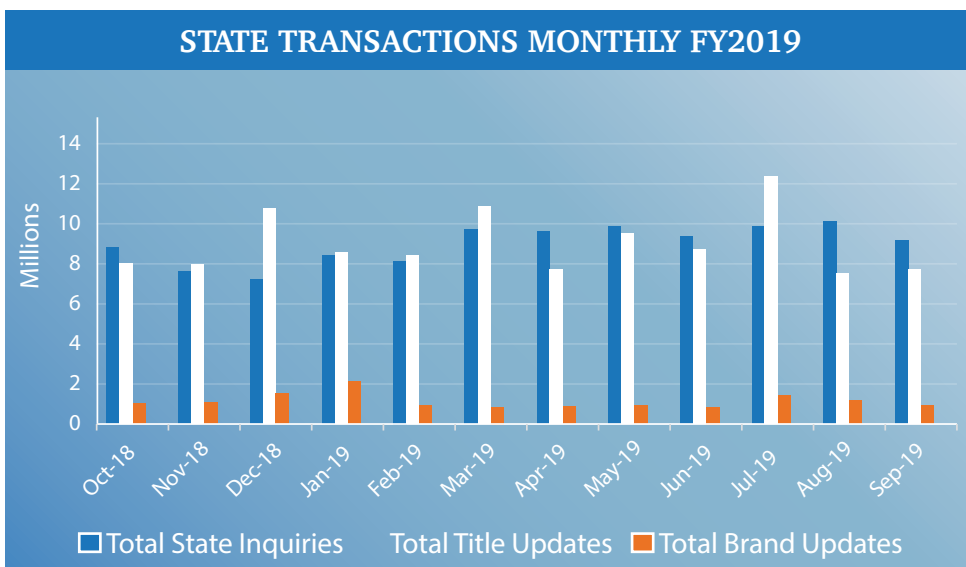


Figure 12

Over the past 10 years, state-conducted transactions have increased more than 213%. In FY2009, transactions numbered approximately 73 million and during this reporting period transactions exceeded 229 million ([see Figure 13](#)).

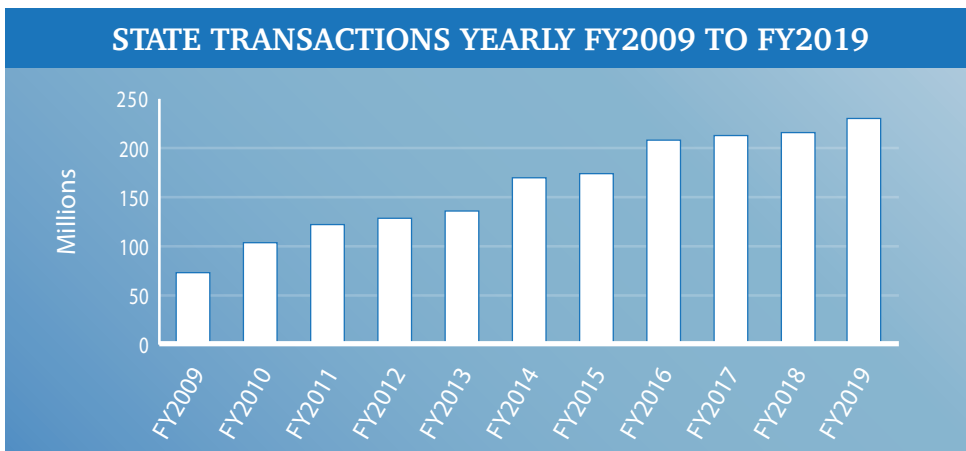


Figure 13

AAMVA continued to complete work related to daily operations, from updating system documentation to implementing changes that maintain the interoperability of NMVTIS. In the summer of 2012, to help resolve business issues related to NMVTIS and to encourage jurisdictions to develop consistent system-related business policies and practices, AAMVA established the NMVTIS Business Rules Working Group. This year the entity changed its status from a working group to a full-time subcommittee of the Vehicle Standing Committee (VSC) and was rebranded as the NMVTIS State Program Subcommittee (SPS). Members include business and technology staff, along with representatives from the state business and technology areas. Participation balances 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 SPS has developed and published the resource, *NMVTIS Best Practices for Title and Registration Program Managers in DMVs* ([see Glossary](#)) since March 2014. Since that time, the publication has grown to become a key resource for states. [Edition 4](#) was published in November 2018. The new edition includes additions or revisions to 12 chapters. This document will continue to evolve as new topics are identified and recommendations for best practices are revised or added by the subcommittee.

The SPS also focused on identifying strategies to encourage maximum state participation, including raising awareness of the ways in which states participate in the system and how they can derive optimal benefits from it. Based on the brochure, *NMVTIS: Working for States*, which the SPS helped develop in 2015, the SPS worked with AAMVA and the jurisdictions to develop and release a companion overview video for states to disseminate to their staff and stakeholders to promote understanding of the purposes and benefits of full participation in NMVTIS. The video is available on the AAMVA website. During this period AAMVA developed a "Resources for States" tab on the website that provides one location for states to access and obtain the brochure and video, along with other resources for states to use in promoting understanding and the value of NMVTIS, both within state agencies and to the public.

During previous reporting periods, the SPS developed a Performance Management Concept (PMC) to help states monitor system activity and provide jurisdictional information. The concept would assist states in fully maximizing their

“Connecticut DMV uses NMVTIS for every registration transaction we perform. It is an invaluable tool identifying stolen vehicles as well as informing our customers as to the history of the vehicle they are registering.”

DANIEL SILBO
Manager, Support Services and
Relationship Management, Connecticut
Department of Motor Vehicles

benefits from their NMVTIS participation. It would enable greater information sharing, monitoring, and evaluation, and result in a more efficient and effective system overall. The SPS also developed PMC business requirements for the pilot which was approved by AAMVA's Vehicle Standing Committee. During this reporting period, planning and development of the pilot application was completed. The PMC Pilot will involve nine states representing the various state participation approaches. The pilot will include a website leading to an interactive map providing access to specific state information. In addition, pilot states will receive applicable monitoring reports regarding their NMVTIS operational activities. Preparation for the pilot rollout began, with an expected date of December 2019.

As an alternate approach to integrating with NMVTIS, state web services were introduced in 2016. In 2017, Minnesota became the first state to develop and implement web services. Alabama, Arizona, District of Columbia, Idaho, Kansas, and South Dakota continued development to use the state web services solution. During this reporting period, Texas completed its development for web services for its Duplicate Title process only and California continued its development for inquiry only.

AAMVA continued to deliver State Web Interface (SWI) training to states, enabling them to correct their own title and brand records securely through the interface. States have reported their titling processes are more efficient and NMVTIS data integrity is improved, as a result of the ability to make self-service corrections to data. AAMVA conducted monthly SWI webinar trainings on three topics: instant title verification, performing data correction, and using the SWI administrative features. During this reporting period, AAMVA held 25 webinars, with more than 81 participants representing 21 states.

In 2016, AAMVA recognized the need for jurisdictions to have a common platform for discussion and guidance among themselves and AAMVA regarding NMVTIS. Up until that time, the only opportunity was a minor role in the NMVTIS information technology discussion. As a result, AAMVA established a new opportunity for jurisdictions – the NMVTIS Business Points of Contact (PsOC). Establishing a NMVTIS POC within each jurisdiction and bringing them together periodically provides AAMVA and jurisdictions with the opportunity to collaborate on NMVTIS-related issues. The NMVTIS PsOC serve as the liaison for their states on NMVTIS-related issues, coordinate outreach to AAMVA as needed, and have an in-depth understanding of their jurisdictions' title system, including integration with NMVTIS. Over the past two years, quarterly

“ NMVTIS is utilized by all auditors on a daily basis. It has been a boon to productivity, as researching and auditing would be slower and less efficient without it. Additionally, auditors can be more confident in the information being passed to them from customers and county offices because of NMVTIS.”

WILL GRAHAM
Business Development Specialist,
Administrative Services Section,
Colorado Department of Motor
Vehicles

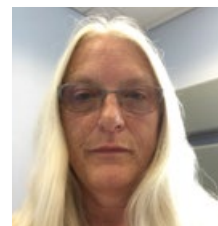
conference calls with the NMVTIS PsOC served as a forum for NMVTIS updates and feedback. Ongoing operational collaboration among the states continued to be fostered. In March and June 2019, NMVTIS PsOC participated in conference calls to receive current information about NMVTIS, discuss their roles and responsibilities, provide feedback concerning operations, and exchange information on how NMVTIS is used in their jurisdictions. More than half of the jurisdictions were represented in these conference calls.

Growth in the NMVTIS state program has led to an increase in transaction volume and complexity, with the potential for multiple states to be part of a transaction. AAMVA realized the limitation of conference calls and found benefit in bringing the NMVTIS PsOC and other NMVTIS stakeholders together for an in-person meeting. AAMVA and DOJ approved the idea and planning began for the first NMVTIS State Users Workshop to be held in the beginning of FY2020. The purpose of the workshop was to bring the vehicle titling personnel, law enforcement, and IT staff involved in the daily operations of NMVTIS together to share expectations, challenges, and successes regarding the NMVTIS program. The workshop would emphasize the important role the jurisdictions' law enforcement partners play in preventing vehicle-related fraud and protecting consumers from unsafe vehicles. In addition, the workshop would promote uniformity and full participation in NMVTIS; provide an opportunity to network and build strong relationships between AAMVA and jurisdictions and among jurisdictions; increase collaboration and understanding of NMVTIS; and identify and discuss specific NMVTIS issues. During this reporting period, planning for a one-and-one-half-day workshop began including procurement for a venue as well as identification of the three representatives from each jurisdiction.

In 2017, DOJ and AAMVA agreed to allocate \$1.2 million of NMVTIS program income to support states completing NMVTIS compliance. A first round of funding led to the allocation of \$584,000 to four jurisdictions (District of Columbia, Kansas, North Carolina, and Oregon). North Carolina met the agreed-upon requirements leading to full participation in NMVTIS during the last reporting period. The District of Columbia and Kansas requested and were granted additional extensions, with the agreement to be participating during the next report

“One of the most noticeable benefits is having the ability to see purged records. This is particularly helpful when issuing our antique titles as other databases we use do not provide information on purged stolen vehicles.”

ROSAMOND STEVENS
Senior Motor Vehicle Section
Manager, Enforcement, Anti-theft and
Regulations, Maine Bureau of Motor
Vehicles



period. Oregon completed its development during this reporting period and is now Participating in NMVTIS. In the previous reporting period, DOJ and AAMVA authorized a second round of funding with the remaining balance of \$616,000. In September 2018, DOJ conducted outreach to six states (Hawaii, Idaho, Maryland, Massachusetts, Tennessee, and Vermont) that were not participating fully in NMVTIS to notify them of funding available to achieve full participation. Four states (Idaho, Maryland, Massachusetts, and Vermont) subsequently submitted applications. Upon review, Massachusetts was deemed ineligible for the funding as state funds were already allocated for NMVTIS implementation. The remaining states, Idaho, Maryland, and Vermont, were awarded allocations totaling \$375,000. These states are expected to be Participating during the next reporting period.

2019 FRAUD INVESTIGATION

The California NMVTIS help desk received a title validation request for a vehicle due to the receipt of a clear California title, when there was a Prior Junk brand due to flood damage on the NMVTIS vehicle record. The help desk researched the issue and was able to determine that the vehicle was titled through the low value lien sale (mechanics lien) process which did not require the prior titling documents to be surrendered or a search of Non-California records. Additional documents found during this process identified several other vehicles titled through the same process by the same company that were similarly branded on NMVTIS. Since the evidence indicated a possible fraudulent title washing scheme, all of the information was forwarded to departmental investigators for a possible criminal activity investigation.

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 (e.g. Potential “Cloned” ([see Glossary](#)) Vehicles Identified) from participating in NMVTIS (detail for each state can be found in the [Exhibits](#) section of this report):

State	Potential Stolen Vehicles Identified	Vehicle Brands Identified and Carried Forward	Enhanced Customer Service	Potential “Cloned” Vehicles Identified	Potential Fraudulent Activity Identified	Enhancements for Motor Vehicle Titling Agencies	JSI Data Assisted in Business Processes
California	✓	✓	✓		✓		
Colorado	✓	✓	✓	✓	✓	✓	
Connecticut	✓	✓					✓
Florida	✓	✓	✓	✓	✓		
Indiana	✓	✓		✓	✓		
Iowa	✓		✓	✓			✓
Maine	✓	✓	✓	✓	✓	✓	✓
Michigan	✓	✓	✓	✓	✓	✓	✓
Mississippi	✓	✓	✓		✓	✓	✓
Montana	✓	✓	✓		✓		
New Hampshire	✓	✓		✓	✓		✓
New Jersey	✓	✓	✓	✓	✓	✓	✓
North Carolina	✓						✓
North Dakota			✓				✓
Pennsylvania	✓		✓			✓	✓
Rhode Island				✓	✓	✓	
Texas	✓	✓	✓		✓	✓	
Wyoming	✓	✓	✓	✓	✓	✓	✓

PAYING USER FEES

States Paid \$5.6 Million Toward the Cost of Operating the System in FY2019

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 FY2014, AAMVA revised the state fee model so that states pay an increased portion of system costs. In FY2015, this fee model became effective. Key points 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, 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.
- Remaining operating costs during FY2016-FY2019 will be covered by a mix of funding sources, including consumer access fees and AAMVA member funds.
- States may receive a credit equaling 50% 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 whether 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 to NMVTIS is eligible to earn fee credits from revenue earned by the operator when a NMVTIS record for a vehicle titled in that state is sold to an Approved NMVTIS Data Provider. AAMVA notified states of the BJA-approved uses of fee credits. Eligible uses include: paying the future year's user fees; making improvements to state title/registration data and processes; raising consumer awareness of NMVTIS; training staff; conducting quantitative analysis of the impacts of NMVTIS on titling process and/or consumer protection; and otherwise developing state capacity to participate fully.

During the reporting period, 45 eligible states earned approximately \$1.9 million in credits, the same figure earned in the prior period ([see Figure 14](#)). However, there was a slight reduction of 3% year-over-year.

2019 FRAUD INVESTIGATION

A New Jersey owner of a 1932 Ford learned there was a problem when he attempted to sell the vehicle to an individual in Virginia and his title was rejected. A check with NMVTIS confirmed the VIN was attached to titles in Missouri and Colorado. It was learned the vehicle was accepted into Missouri using a transferable New York registration. Upon further investigation, the vehicle was no longer in Missouri, but was in Colorado. Circumstances of the case were reported to authorities in both jurisdictions.

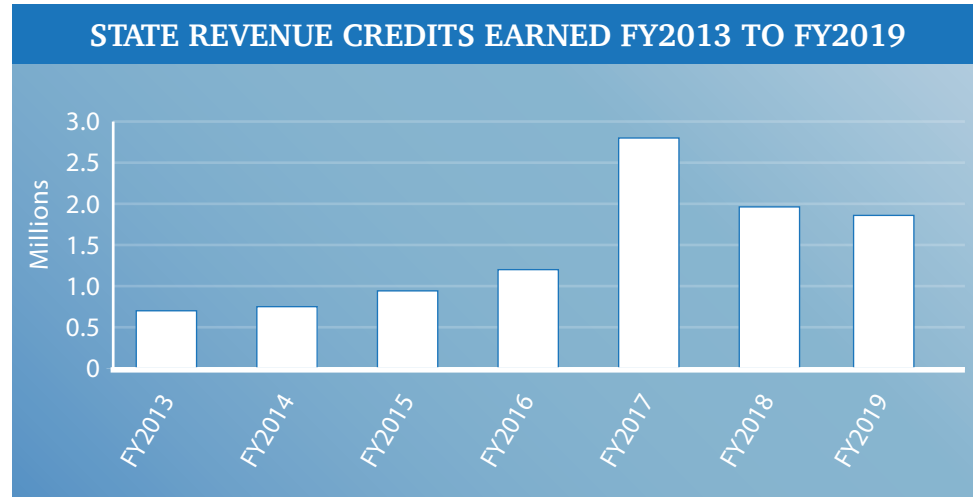


Figure 14

2019 FRAUD INVESTIGATION

The Sheridan County Clerk in Wyoming:

- **Discovered in NMVTIS a vehicle that had a Louisiana Crushed/Flood brand, but a dealer in Oregon sold it with a clear Oregon title. Fault on the part of the dealership could not be substantiated; however, the dealer took possession of the vehicle and returned payment to the Wyoming customer.**
- **Was advised of a VIN discrepancy from the customer, where the vehicle was titled and registered as a 2003 Dodge pickup, but was actually a 2008. Through using NMVTIS for title history purposes, it was discovered a Montana dealer had sold the 2008 Dodge pickup with a 2003 Dodge title to avoid revealing a Salvage Title associated with the 2008 pickup.**

Junk Yard, Salvage Yard, and Insurance Carrier Reporting Program

Number of Records Reported Continued to Increase; More Than 80 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 have been required to report (at least monthly) vehicles deemed junk, salvage, or total loss to NMVTIS since 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, with the state providing the required information to NMVTIS. The number of reported records in the JSI reporting program grew marginally during this period. As reported under the [State Program/Benefits](#) section of this publication, states continue to rely on JSI data to inform business decisions in their state titling processes.

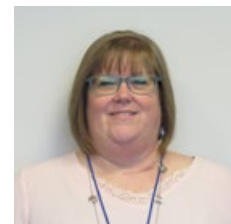
Four data consolidators provide data reporting services to businesses required to report to NMVTIS:

- AAMVA Single VIN Reporting Service
- Audatex
- Auto Data Direct, Inc.
- ISO ClaimSearch Solutions

During this reporting period, a total of 19.3 million records were reported by junk, salvage, and insurance entities (see [Figure 15](#)). This was a marginal increase of just over 240,000 (1%) from FY2018. AAMVA implemented the business requirements for individuals to report junk and salvage vehicles to NMVTIS during the last reporting period. As of this period, there were 821 additional individual reporting ID numbers issued and just over 6,100 records reported.

“Mississippi has been able to identify numerous vehicles with brand issues that have been titled in Mississippi. It has also prevented junk vehicles from being titled, registered, and placed on Mississippi highways. NMVTIS provides a way to help the citizens from dishonest dealings when purchasing a motor vehicle.”

LISA CHISM
Director, Office of Property Tax,
Mississippi Department of Revenue



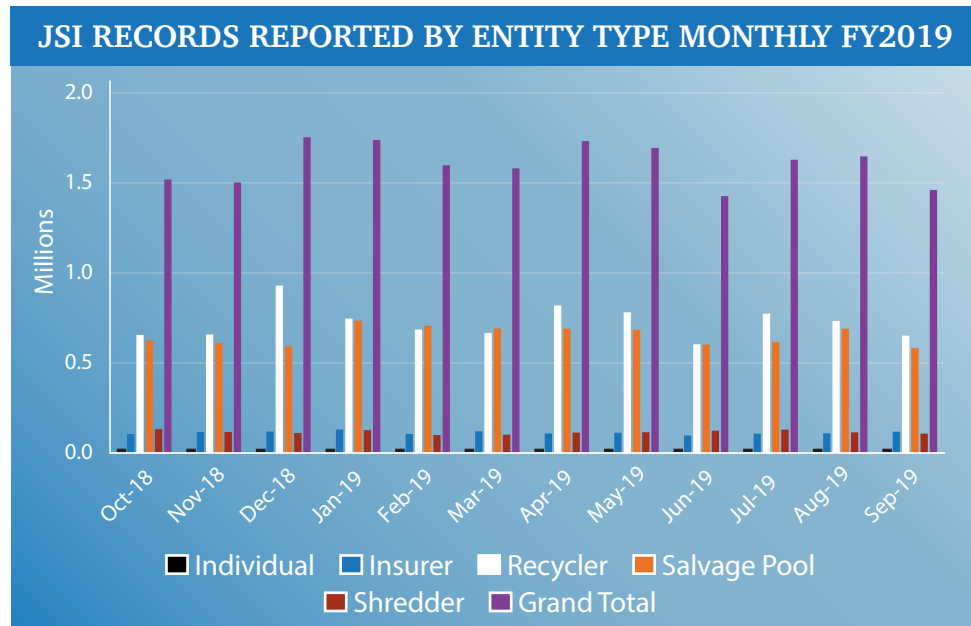


Figure 15

A total of more than 165 million junk, salvage, and insurance records, representing more than 80 million unique VINs, were reported in NMVTIS from FY2009 to the end of this reporting period (see Figure 16). The change from FY2009 to FY2010 reflects the partial reporting period (April–September) in FY2009. The ongoing growth from FY2013 to the current period may be a result of awareness, driven by state legislative and compliance enforcement efforts, and reporting related to flood events as well as wildfires.

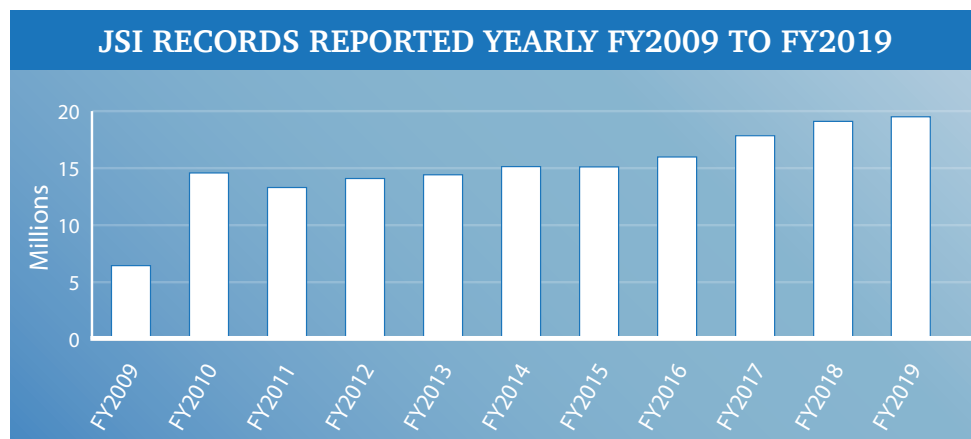


Figure 16

An average of 15 million junk, salvage, and insurance records has been reported to NMVTIS each year since FY2010. Recyclers and salvage pools reported the vast majority of records (see Figure 17).

PROGRAM AREAS: JUNK YARD, SALVAGE YARD, AND INSURANCE CARRIER REPORTING (Continued)

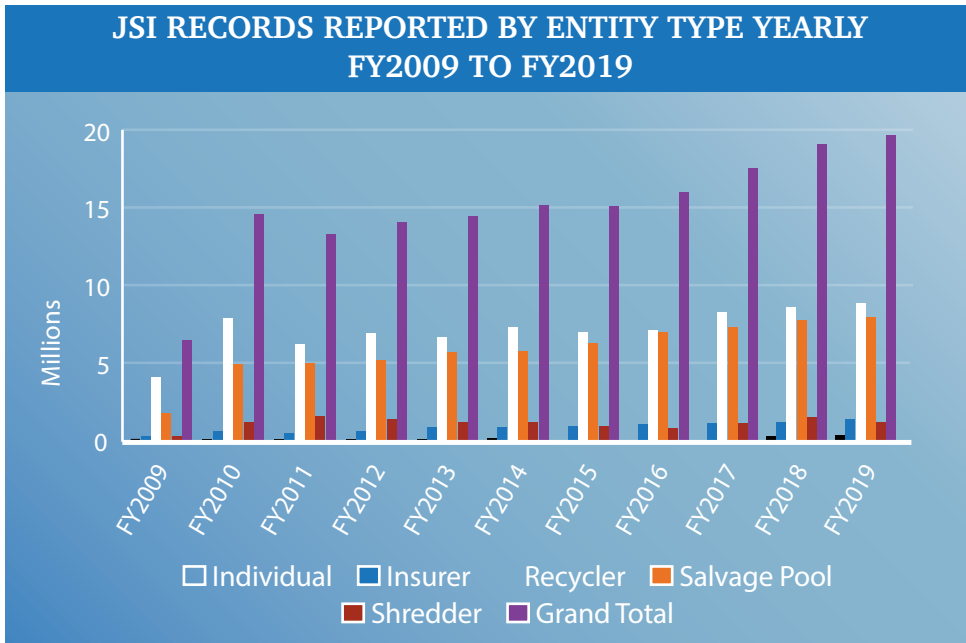


Figure 17

For the vehicle disposition breakdown of the 165 million total records reported to date, see Figure 18 and Figure 19.

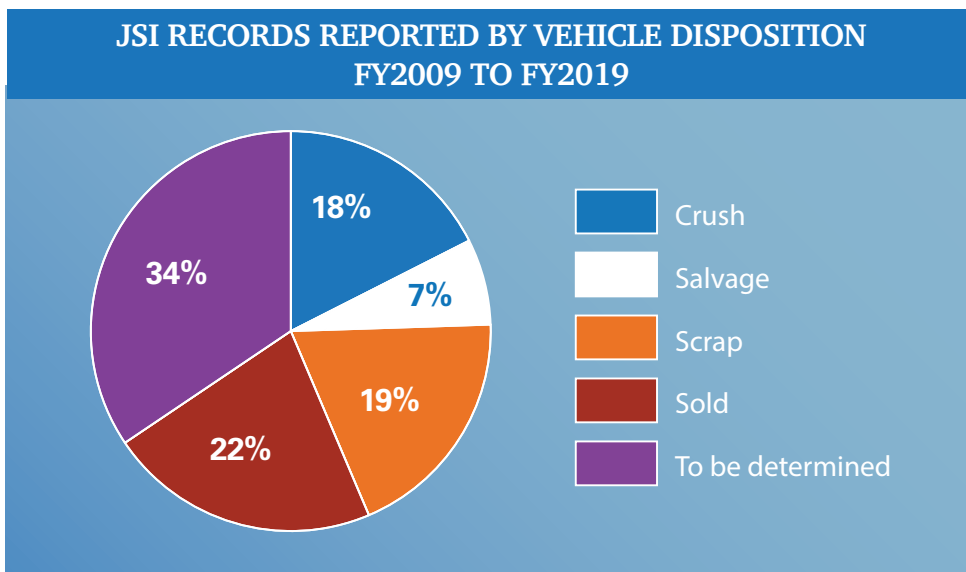


Figure 18

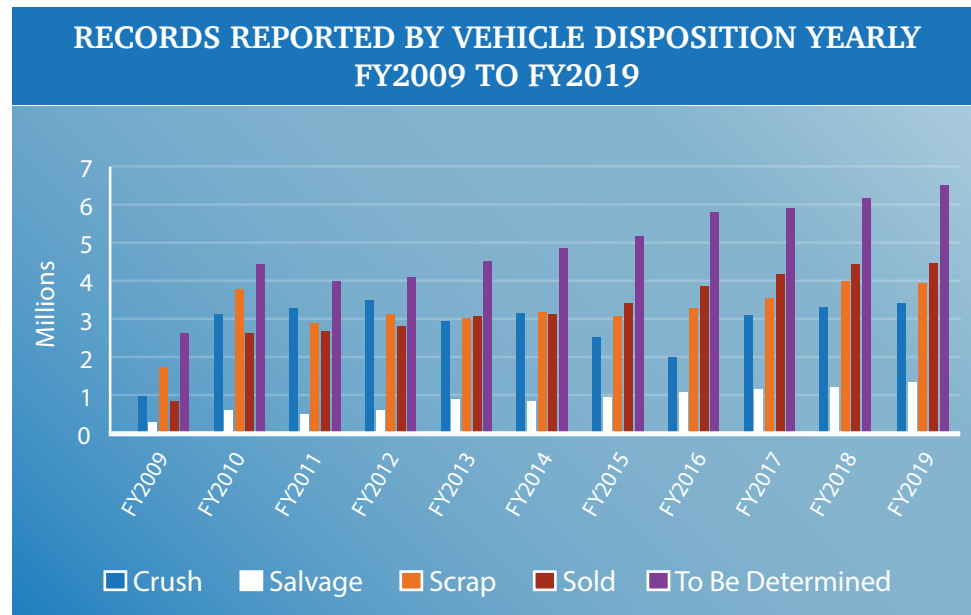


Figure 19

Of the vehicles reported during the period, 66% completed the reporting process with one of the final dispositions of Crush, Salvage, Scrap, or Sold reported to NMVTIS. The remaining 34% represents vehicles for which the reporting is incomplete and the final disposition is pending or To Be Determined.

Reviewing the historic trend ([see Figure 19](#)), the To Be Determined disposition status is consistently higher than other dispositions. This may reflect the timing of reporting and when the disposition is known. Some entities include the disposition status at the time a report is initially submitted, while others take a two-step approach. The record is submitted initially with a blank or To Be Determined disposition and subsequently updated when the disposition is known. This could contribute to the high rate of To Be Determined dispositions in this and prior reporting periods. During the period, it became apparent that some of the vehicles reported with a To Be Determined may have been reported in error. The Insurance Services Office issued a communication to all of its recyclers and salvage yards to help raise awareness and education on the process for correcting any records reported in error. Work will continue into the next reporting period to better understand this situation and determine whether additional action is needed.

“NMVTIS is a valuable tool that is used for all transactions. NMVTIS helps provide excellent customer service, helping to ensure we are issuing titles with correct brands and mileage, and reducing fraud.”

ASHLEY WAMANGA
Departmental Analyst, Michigan
Department of State

PROGRAM AREAS: JUNK YARD, SALVAGE YARD, AND INSURANCE CARRIER REPORTING *(Continued)*

One of the data consolidators took proactive steps to issue an email blast to all of its salvage and recycling clients regarding the correct protocol for amending and updating a record.

An average of just under 5,000 entities was reporting each month through this period ([see Figure 20](#)). This was an average increase of 600 entities reporting monthly over previous reporting periods. In an effort to improve reporting options, video tutorials were updated as part of AAMVA’s Single VIN Reporting Service.

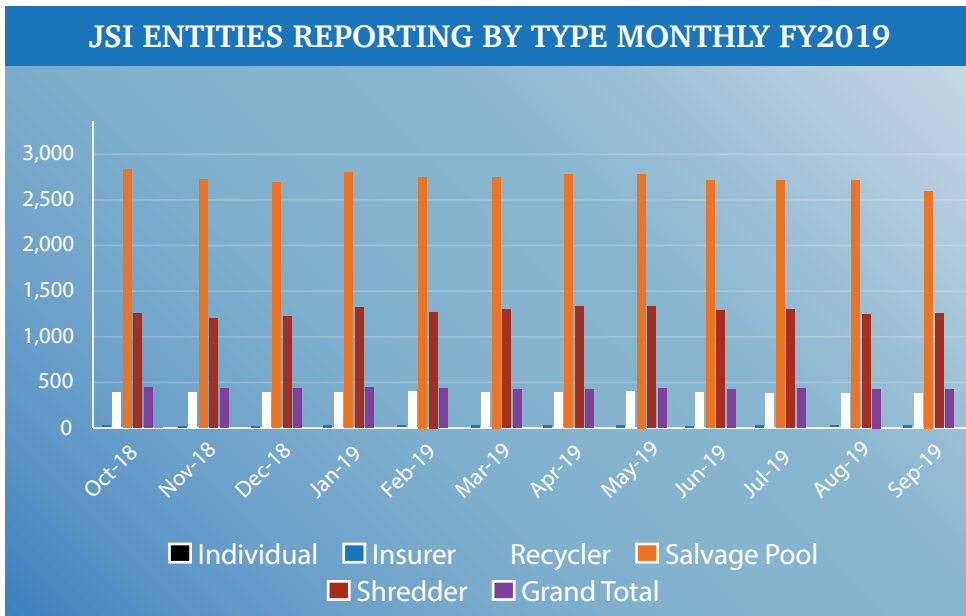


Figure 20

Of the JSI entities, recyclers reported the most vehicles into NMVTIS year-to-year ([see Figure 21](#)).

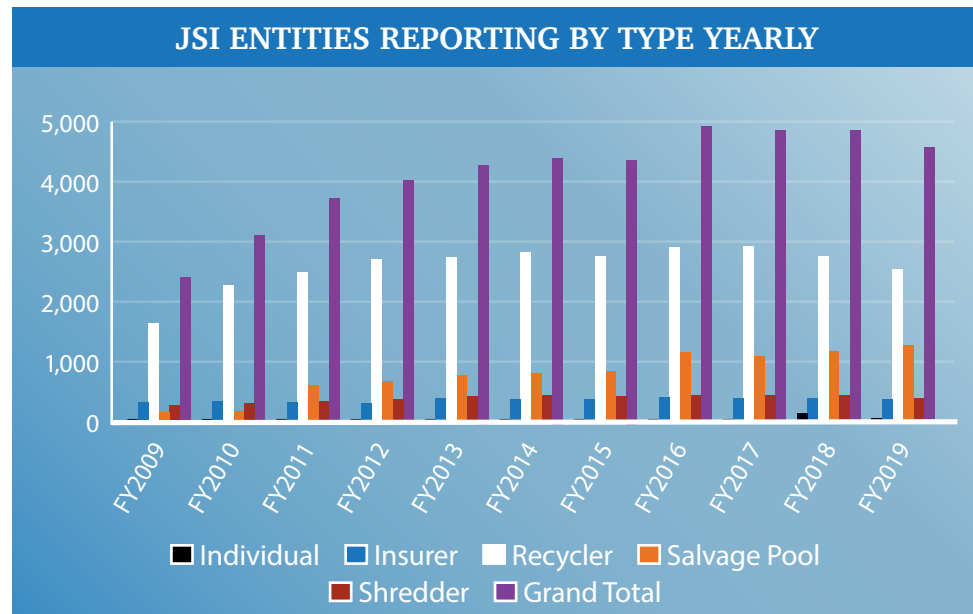


Figure 21

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 DOR. In turn, DOR provides electronic reporting that satisfies the salvage dealers’ state reporting requirements as well as federal NMVTIS reporting requirements. This is accomplished through Auto Data Direct, Inc. (ADD, Inc.), Georgia’s exclusive consolidated state/federal data Provider, and a NMVTIS data consolidator. ADD, Inc. provides DOR with a web-based service enabling the consolidated reporting of both state and federally required salvage vehicle information in a single process. The consolidated reporting is done at no cost to the businesses.

The number of Georgia businesses reporting and the number of records reported through this arrangement has declined after the initial peak in FY2014. This reporting period saw a significant increase in businesses reporting – from 112 to 179 (59% increase) – with a decrease of 8% in the number of records reported overall (see [Figures 22 and 23](#)).

PROGRAM AREAS: JUNK YARD, SALVAGE YARD, AND INSURANCE CARRIER REPORTING *(Continued)*

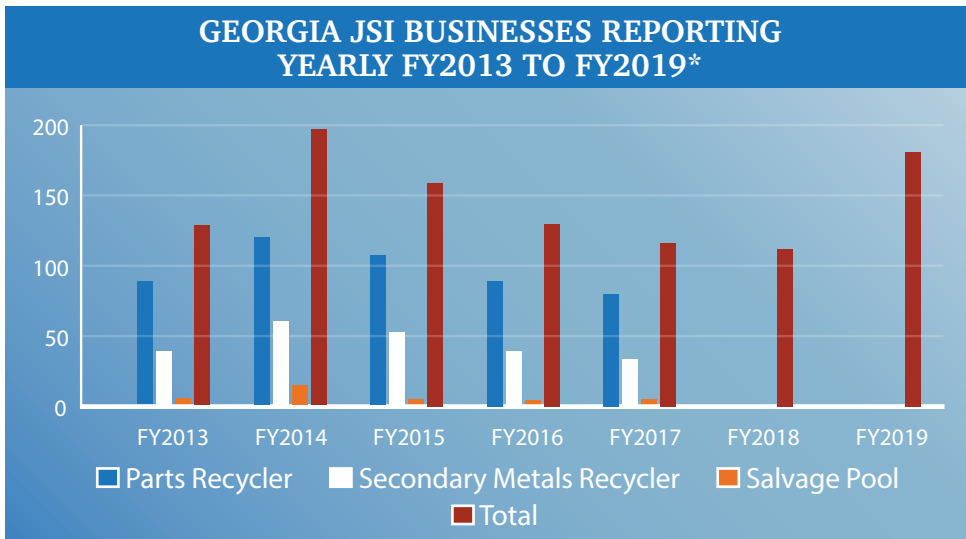


Figure 22

**Detailed business type breakdown is no longer captured, as of FY2018*

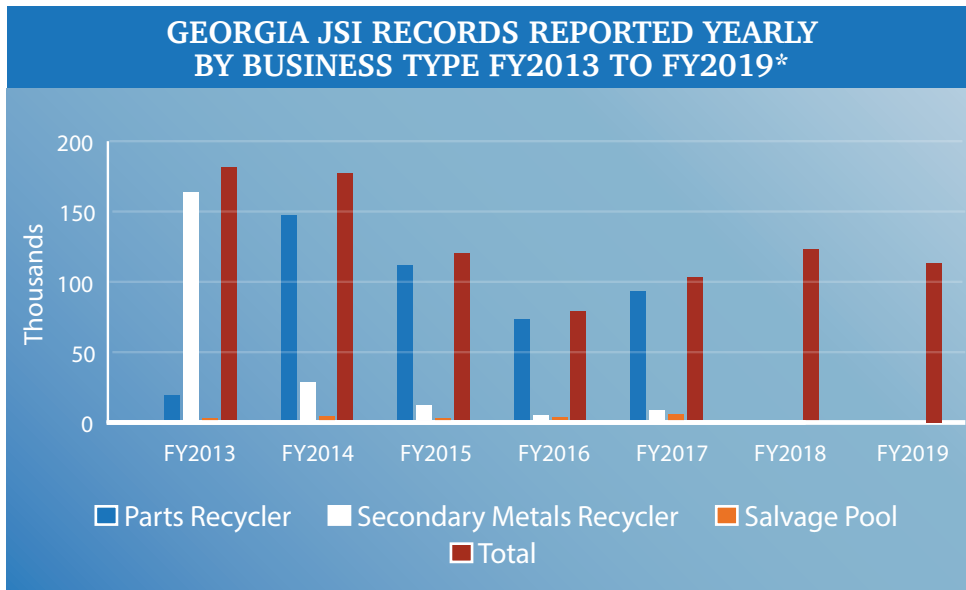


Figure 23

**Detailed business type breakdown is no longer captured, as of FY2018.*

Tennessee Department of Revenue During the reporting period, Tennessee continued the contractual arrangement with ADD, Inc. to provide consolidated reporting, which became effective July 1, 2016. This reporting period is the second full year of reporting under this arrangement. During this period, 289 businesses submitted 119,724 records through the process—a 21% decrease in records reported ([see Figures 24 and 25](#)). In addition to NMVTIS reporting services, the ADD, Inc. process in Tennessee includes a national theft check of reported vehicles

performed nightly. In the event of a theft alert, the report is verified by Tennessee law enforcement and the reporting business is notified. There were 269 theft alerts during the period.

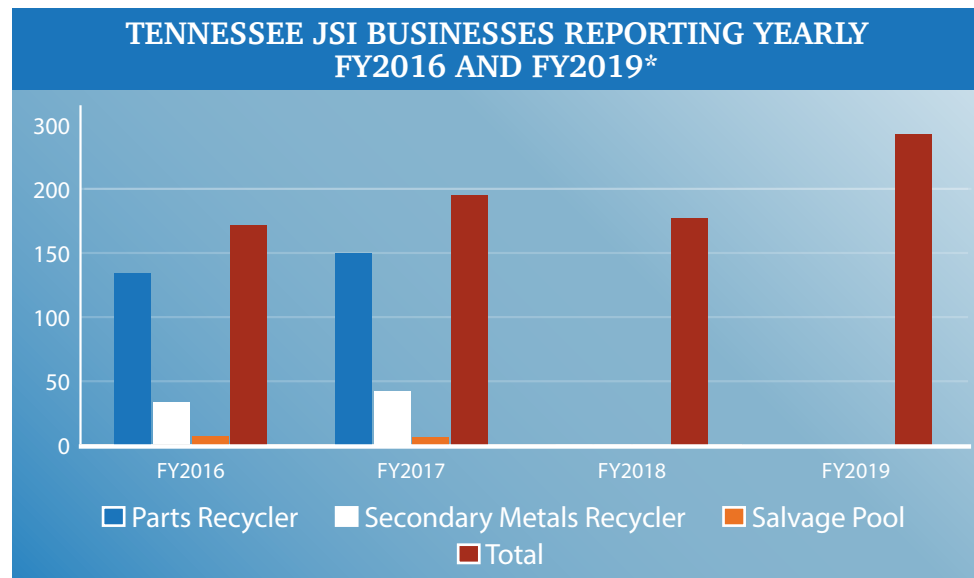


Figure 24
**Detailed business type breakdown is no longer captured, as of FY2018.*

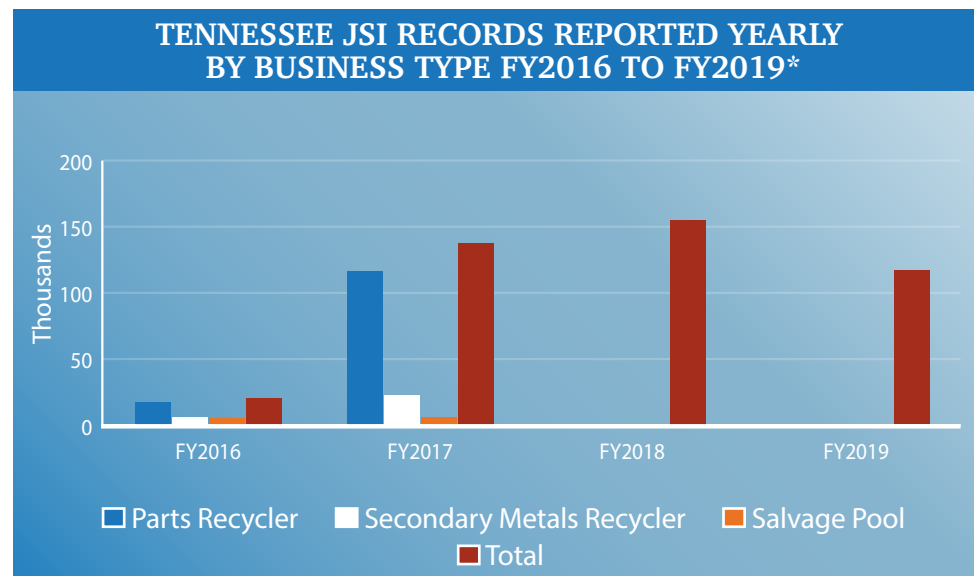


Figure 25
**Detailed business type breakdown is no longer captured, as of FY2018.*

States Reporting on Behalf of JSI Entities During prior reporting periods, work was undertaken to explore the concept and options associated with states considering reporting to NMVTIS on behalf of junk and salvage reporting entities.

PROGRAM AREAS: JUNK YARD, SALVAGE YARD, AND INSURANCE CARRIER REPORTING *(Continued)*

Insurers were excluded from this effort. Three options were considered:

- 1) the state becomes a data consolidator under contract with AAMVA;
- 2) the state contracts with an existing data consolidator, as in the Georgia/Tennessee model; and
- 3) NMVTIS serves as the single point of reporting for all junk and salvage businesses.

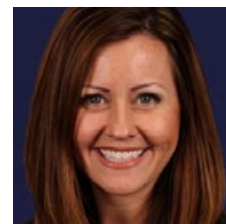
Among the approaches identified was for NMVTIS to serve as the single point of reporting. Implementing this option requires legislative or regulatory changes to state reporting obligations for junk and salvage businesses, as well as technical changes for states and the system. The approach would require businesses to report only once to NMVTIS, which would then provide the data to the relevant state for its use. Further analysis of this option was deemed necessary but was not completed during the reporting period. Additionally, Alabama has a state requirement to report scrap recyclers' and dismantlers' information to NMVTIS on behalf of the businesses. In an effort to support Alabama Department of Revenue (DOR), AAMVA agreed to conduct a pilot program to enable DOR to take on responsibility of a data consolidator providing data reporting service to entities in Alabama for a period of two years while costs for ongoing support were monitored. The pilot was deferred during the last reporting period as AAMVA planned to rewrite the junk, salvage, and insurance (total loss) reporting system application. The rewrite of the application began during this reporting period and is expected to be completed in the next report period. The pilot will be revisited at that time.

In the interim, states still have the ability to contract with an existing reporting service (Tennessee and Georgia models). The longer-term option in which the state becomes a data reporting service under contract with AAMVA remains under review.

New York During the reporting period, AAMVA continued to provide weekly extract files from the NMVTIS central site to supplement New York DMV's destroyed vehicle program. Vehicles reported with a disposition of Crush or Scrap by reporting entities with business addresses in the state were included in the weekly extract.

“NMVTIS has made a difference in Texas by aiding in the recovery of stolen vehicles and the identification of fraudulent transactions, invalid titles, odometer discrepancies, and brand issues. NMVTIS helps protect innocent Texans from having the car of their dreams turn into a nightmare. Obtaining a title history is one of the most important steps consumers can take to protect their safety and their money before buying a used vehicle.”

WHITNEY BREWSTER
Executive Director, Texas Department
of Motor Vehicles



Iowa and New Hampshire During the reporting period, Iowa and New Hampshire continued to use weekly extract files of vehicles reported to NMVTIS with a disposition of Crush or Scrap by reporting entities with business addresses in the respective states.

STATE LEGISLATIVE EFFORTS

During the reporting period, five states introduced and adopted seven pieces of NMVTIS related legislation, while three states introduced seven pieces of legislation that were not adopted. All of the legislation introduced addresses a variety of circumstances in which NMVTIS information is used by states.

ADOPTED LEGISLATION:



FLORIDA

FL HB 431: Introduced March 5, 2019; Adopted June 7, 2019; Effective January 1, 2020

- The term “third-party notification service” means a qualified business entity that, upon a request submitted through a website by a towing-storage operator, accesses the Department of Highway Safety and Motor Vehicles’ database and the *National Motor Vehicle Title Information System* to obtain any owner, lienholder, or insurer information necessary for sending a notice required by this section, among other defining components.
- A copy of the notice of lien required and the notice of sale required; and a copy of all return receipts for mailing of the notices required by this section, which must include the vehicle identification number, and proof of the required check of the *National Motor Vehicle Title Information System* or an equivalent commercially available system, shall constitute satisfactory proof for application to the Department of Highway Safety and Motor Vehicles for transfer of title, together with any other proof required by any rules and regulations of the department.

FL HB 1057: Introduced March 5, 2019; Adopted June 7, 2019; Effective June 7, 2019, July 1, 2019, October 1, 2019

- An insurance company may notify an independent entity that obtains possession of a damaged or dismantled motor vehicle to release the vehicle to the owner. The insurance company shall provide the independent entity with a release statement on a form prescribed by the department authorizing the independent entity to release the vehicle to the owner.
- If the department’s records do not contain the owner’s address, the independent entity must do all of the following: Send a notice that meets the requirements to the owner’s address that is provided by the insurance company in the release statement; and, identify the latest titling jurisdiction of the vehicle through use of the *National Motor Vehicle Title Information System*; and attempt to obtain the owner’s address from that jurisdiction. If the jurisdiction returns an address that is different from the owner’s address provided by the insurance company, the independent entity must send a notice to both addresses.

INTERVIEW:
AUTOMOTIVE
RECYCLERS
ASSOCIATION



SANDY BLALOCK
Executive Director
of ARA

AAMVA spoke with Sandy Blalock, Executive Director of ARA, about the work of ARA and its relationship with NMVTIS.

AAMVA: *Can you please tell us about the work of ARA, in general, and as it relates to the National Motor Vehicle Title Information System (NMVTIS)?*

BLALOCK: For more than 75 years, the Automotive Recyclers Association (ARA) has represented professional automotive recyclers, a vibrant and thriving part of the automotive supply chain. ARA's



mission is to advance the automotive recycling industry and promote its beneficial effects on society. ARA and its members are dedicated to the efficient removal and reuse of genuine recycled original equipment manufactured (OEM) automotive parts and the safe disposal of inoperable motor vehicles.

The automotive recycling industry is the 16th largest in the U.S., valued at an estimated \$32 billion dollars annually. Automotive recycling businesses employ more than 140,000 people at more than 9,000 locations around the country. Automotive recyclers process more than 12 million end-of-life vehicles and are a key player in a vehicle's lifecycle. The NMVTIS program has made it very easy for automotive recyclers to meet their NMVTIS reporting requirements.

AAMVA: *What opportunities do you see for ARA and its members moving forward working with AAMVA, in support of NMVTIS?*

BLALOCK: As of today, some states have streamlined the NMVTIS reporting requirements for automotive recyclers by integrating their own distinct state reporting requirements with NMVTIS. This allows a recycler's state reports to also be automatically reported to NMVTIS. ARA hopes this will become a standard practice among states.

- The independent entity shall maintain for a minimum of 3 years the records related to the 30-day notice sent to the owner, the results of any *National Motor Vehicle Title Information System* searches, and the notification to the *National Motor Vehicle Title Information System*.



ILLINOIS

IL SB 1934: Introduced February 15, 2019; Adopted August 23, 2019; Effective August 23, 2019

- Any application for license of automotive parts recyclers, scrap processors, repairers or rebuilders filed with the Secretary of State shall contain the applicant's *National Motor Vehicle Title Information System* number and a statement of compliance if applicable.
- No person in this State shall sell at auction a salvage vehicle to a nonresident individual or business licensed in the United States unless the nonresident is licensed in another state or jurisdiction and provides a resale tax certificate, if applicable, and one of the following: a *National Motor Vehicle Title Information System (NMVTIS)* number, a federal employer identification number, or a government-issued driver's license or passport. A person in this State shall not sell at auction a salvage vehicle to an out-of-country buyer, unless if the nonresident is licensed in a jurisdiction that is not a state, then the nonresident shall provide to the seller the number of the nonresident's license issued by that jurisdiction and a copy of the nonresident's passport or the passport of an owner or officer of the nonresident entity or a copy of another form of government-issued identification from the nonresident or an owner or officer of the nonresident entity.
- An out-of-state salvage vehicle buyer who provides an address outside of the United States shall receive a salvage certificate stamped by the seller with the designation of "For Export Only" at the point of sale for each salvage vehicle purchased and the NMVTIS record shall be designated "EXPORT".



INDIANA

IN HB 1183: Introduced January 8, 2019; Adopted May 8, 2019; Effective July 1, 2019

- Not later than three business days after a completed tow, the towing company or storage facility responsible for a towed vehicle must search the NMVTIS data base for the purpose of obtaining the last state of record for the towed vehicle.

IN HB 1482: Introduced January 16, 2019; Adopted May 8, 2019; Effective July 1, 2019, July 1, 2020

- An automotive salvage recycler that buys motor vehicles must report the purchase of a motor vehicle to the *National Motor Vehicle Title Information System* not later than seventy-two (72) hours after the motor vehicle is purchased and provide to the seller a valid *National Motor Vehicle Title Information System* report identification number.

PROGRAM AREAS: JUNK YARD, SALVAGE YARD, AND INSURANCE CARRIER REPORTING *(Continued)*



NEBRASKA

NE LB 719: Introduced January 23, 2019; Adopted May 29, 2019; Effective September 1, 2019

- This subsection applies to all licensed wreckers and salvage dealers and each vehicle located on the premises of a dealer. For each vehicle with a designation of salvage, as such section existed on January 1, 2019, the information obtained by the Department of Motor Vehicles under this section may be reported to the *National Motor Vehicle Title Information System* in a format that will satisfy the requirement as such section existed on January 1, 2019.
- The department may set and collect a fee, not to exceed the cost of reporting to the National Motor Vehicle Title Information System, from wreckers and salvage dealers for electronic reporting to the *National Motor Vehicle Title Information System*, which shall be remitted to the State Treasurer for credit to the Department of Motor Vehicles Cash Fund. This subdivision does not apply to any vehicle reported by a wrecker or salvage dealer to the *National Motor Vehicle Title Information System*, as such regulation existed on January 1, 2019.

“New Hampshire uses NMVTIS everyday as our second set of eyes to identify brands, as well as many other factors when issuing titles. Without NMVTIS we would be lost! New Hampshire loves NMVTIS, it rocks!”

PRISCILLA VAUGHAN
Bureau Chief, New Hampshire
Bureau of Title and Anti-Theft



OHIO

OH SB 263: Introduced February 22, 2018; Adopted December 19, 2018; Effective December 19, 2018

- Creates the *National Motor Vehicle Title Information System Utilization Study Committee*.

PROPOSED LEGISLATION:



FLORIDA

FL HB 347: Introduced in Senate; Died in Committee May 3, 2019

- The term “third-party notification service” means a qualified business entity that, upon a request submitted through a website by a towing-storage operator, accesses the Department of Highway Safety and Motor Vehicles’ database and the *National Motor Vehicle Title Information System* to obtain any owner, lienholder, or insurer information necessary for sending a notice required by this section, among other defining components.

FL SB 772: In Senate; Laid on Table April 29, 2019; Refer to HB 431

- The term “third-party notification service” means a qualified business entity that, upon a request submitted through a website by a towing-storage operator accesses the Department of Highway Safety and Motor Vehicles’ database and the *National Motor*

Vehicle Title Information System to obtain any owner, lienholder, or insurer information necessary for sending a notice required by this section, among other defining components.

FL SB 826: In Senate; Died in Committee May 3, 2019

- The term “third-party notification service” means a qualified business entity that, upon a request submitted through a website by a towing-storage operator, accesses the Department of Highway Safety and Motor Vehicles’ database and the *National Motor Vehicle Title Information System* to obtain any owner, lienholder, or insurer information necessary for sending a notice required by this section, among other defining components.

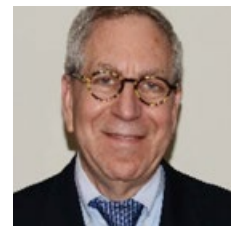
FL SB 974: In Senate; Laid on Table April 25, 2019; Refer to HB 1057

- An insurance company may notify an independent entity that obtains possession of a damaged or dismantled motor vehicle to release the vehicle to the owner. The insurance company shall provide the independent entity a release statement on a form prescribed by the department authorizing the independent entity to release the vehicle to the owner.
- If the department’s records do not contain the owner’s address, the independent entity must do all of the following: Send a notice that meets the requirements to the owner’s address that is provided by the insurance company in the release statement; and, identify the latest titling jurisdiction of the vehicle through use of the *National Motor Vehicle Title Information System*; and attempt to obtain the owner’s address from that jurisdiction. If the jurisdiction returns an address that is different from the owner’s address provided by the insurance company, the independent entity must send a notice to both addresses.
- The independent entity shall maintain for a minimum of 3 years the records related to the 30-day notice sent to the owner, the results of any *National Motor Vehicle Title Information System* searches, and the notification to the *National Motor Vehicle Title Information System*.

“One of the more critical automotive safety recall challenges of the past few years has been the millions of vehicles subject to the Takata airbag safety recalls. NMVTIS has been playing an increasing role in supporting these efforts on a number of fronts.”

HOWARD NUSBAUM

Administrator, National Salvage Vehicle Reporting Program (NSVRP)



NEVADA

NV SB 491: Adopted May 29, 2019 (Introduced version contains NMVTIS reference but subsequent versions do not.)

- The Department shall not issue a nonrepairable vehicle certificate, or enter any notation on a title or any record pertaining to a vehicle, based on information obtained from or reported to the *National Motor Vehicle Title Information System* established pursuant to 49 U.S.C. § 30502, and any regulations promulgated thereunder.

PROGRAM AREAS: JUNK YARD, SALVAGE YARD, AND INSURANCE CARRIER REPORTING *(Continued)*



TEXAS

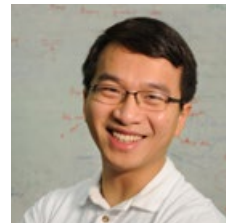
TX HB 1087: Committee Report Sent to Calendars April 15, 2019

- Subsection (b) says a metal recycler, salvage vehicle dealer, or used automotive parts recycler who purchases a motor vehicle under this section shall obtain the following information: the name, address, and *National Motor Vehicle Title Information System* identification number of the recycler or dealer, among other information.
- Subsection (c) says a metal recycler, salvage vehicle dealer, or used automotive parts recycler who purchases a motor vehicle under this section shall submit to the department of motor vehicles information necessary to satisfy any applicable requirement for reporting information to the *National Motor Vehicle Title Information System* no later than 48 hours, not counting weekends or official state holidays, after the close of business on the day the vehicle was received. The department of motor vehicles shall report information received under this subsection to the *National Motor Vehicle Title Information System* on behalf of the recycler or dealer.
- A metal recycler, salvage vehicle dealer, or used automotive parts recycler may purchase a vehicle under this section without complying with Subsections (b) and (c) if: the seller or an agent acting on behalf of the seller of the vehicle certifies to the purchaser that all vehicles included in the sale were reported to the department or the *National Motor Vehicle Title Information System*.

“ VinAudit engaged 5.3 million unique visitors on consumer-facing websites for vehicle history reports. Top states of title included: California (14%), Texas (11%), and Florida (7%).”

DAVID WU

Founder & CEO, VinAudit.com, Inc.



TX SB 2240: Committee Report Sent to Calendars May 16, 2019

- Subsection (b) says a metal recycler, salvage vehicle dealer, or used automotive parts recycler who purchases a motor vehicle under this section shall obtain the following information: the name, address, and *National Motor Vehicle Title Information System* identification number of the recycler or dealer, among other information.
- Subsection (c) says a metal recycler, salvage vehicle dealer, or used automotive parts recycler who purchases a motor vehicle under this section shall submit to the department of motor vehicles information necessary to satisfy any applicable requirement for reporting information to the *National Motor Vehicle Title Information System* no later than 48 hours, not counting weekends or official state holidays, after the close of business on the day the vehicle was received. The department of motor vehicles shall report information received under this subsection to the *National Motor Vehicle Title Information System* on behalf of the recycler or dealer.
- A metal recycler, salvage vehicle dealer, or used automotive parts recycler may purchase a vehicle under this section without complying with Subsections (b) and (c) if: the seller or an agent acting on behalf of the seller of the vehicle certifies to the purchaser that all vehicles included in the sale were reported to the department or the *National Motor Vehicle Title Information System*.

BENEFITS

Helps Prevent Fraud and 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 and also helps protect families from unsafe vehicles. States and law enforcement rely on NMVTIS data to obtain full vehicle life cycle histories.

COMPLIANCE EFFORTS

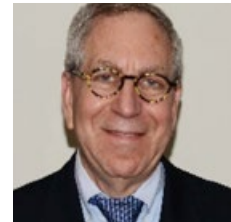
Throughout the reporting period, BJA continued to monitor and respond to inquiries concerning a range of compliance issues. In connection with these efforts, BJA issued two non-compliance notification letters to entities identified as having significant reporting failures. BJA conducted follow up outreach with the identified entities and collaborated with AAMVA to update the status of the compliance issues, and to identify any potential new areas for review. A detailed review will be completed in the next reporting period.

To help foster a better understanding of the reporting requirements, BJA will participate in a webinar hosted by AAMVA that will provide the participants with a wide range of program information to include a discussion of JSI reporting requirements. This Stakeholder Webinar is scheduled to take place at the beginning of the next reporting period.

To improve the enforcement efforts of law enforcement and non-sworn DMV investigators with regard to junk and salvage investigations, the search capability within the JSI program on NMVTIS LEAT was expanded. Users now have the ability to search within a 30-day date range based on the reporting ID of the business. Using the reporting ID, the user can choose a date range (up to 30 days) to see all the vehicles reported by that business. Once the search is completed, the user can print the search results in an Excel spreadsheet.

“There has been a continuing evolution in the use of NMVTIS as a tool to help protect the public and support law enforcement.”

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



Consumer Access Program

Steady Growth in Transactions The Anti Car Theft Act allows both businesses and individual consumers to query NMVTIS while investigating used cars they are considering for purchase.

During the current period, monthly transaction volumes averaged 1.1 million transactions (see Figure 26). The year-over-year comparison (see Figure 27) illustrates a 4% decrease from the last reporting period. The transaction volume in this reporting period is attributed to: 1) steady volume increases for eight of the 15 Approved NMVTIS Data Providers; and 2) NMVTIS data still being used in limited circumstances in support of vehicle safety recall compliance efforts.

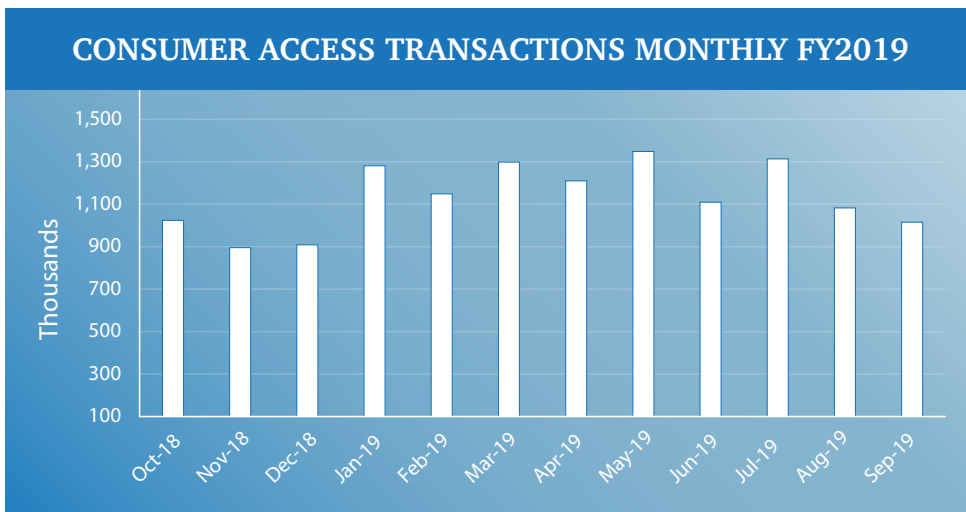


Figure 26

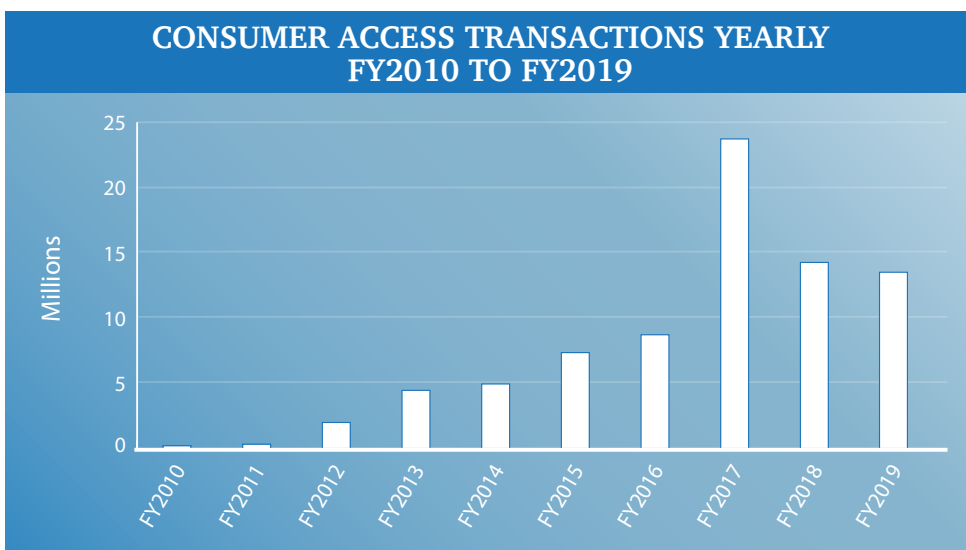


Figure 27

Approved NMVTIS Data Providers At the end of this reporting period, three companies, two of which were approved in FY2018 and one in FY2017, successfully completed development and testing and went into production.

The 15 Providers continued to offer NMVTIS vehicle history reports to the public, including individual and commercial users. Twelve of the 15 Providers supported individual as well as commercial consumers, such as motor vehicle dealers and insurers. The remaining three provided NMVTIS information to their dealer customers primarily in the state of California in support of AB 1215, as well as other dealer customers nationwide. The [public awareness video](#) developed in the prior reporting period was rolled out during this period. States and Providers were encouraged to place the video on their public-facing websites. In the case of states, they were encouraged to place the video on other state agency sites that promote consumer protection and awareness, as well as using it in any public waiting areas such as motor vehicle offices.

2019 FRAUD INVESTIGATION

In the months of October to December 2018, Investigator Bill Banahan of Maryland's Investigation and Security Services received unbranded Maryland titles from eight vehicles that were titled using counterfeit or altered out-of-state titles. These eight vehicles were identified through NMVTIS records as having been branded Salvage or Junk from the previous titled state. NMVTIS information allowed Investigator Banahan to revoke and recall the unbranded Maryland titles, get those vehicles identified as junk off the roadways, and send the others through the official required process of salvage inspection. Those that passed inspection, where title history matched, were issued properly branded Maryland titles. Others were denied a title and referred back to the seller or branding state.

Providers and AAMVA continued to explore opportunities to expand NMVTIS data use in new markets and promote new uses for NMVTIS information.

OTHER

In response to requests to allow Providers to expand their coverage, a new policy was established allowing existing Providers to add up to three additional domains/URLs under their name. This policy was considered as a way to increase Providers while maintaining the same contractual controls with an existing known entity. The policy requires the Provider to make a formal application and provide proof of legal ownership of the additional domains/URLs. Two Providers were approved to add additional domains/URLs to their existing properties.

Texas Department of Motor Vehicles

In FY2014, the Texas Department of Motor Vehicles (TxDMV) restructured its 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 of not doing a title check. During this reporting period, the *Don't Buy a Wreck – Do a Title Check!* video had 10,788 views compared with 11,095 views during the previous reporting period. TxDMV refers customers to the Title Check website on the mail tab of all Texas Certificates of Title; there were 89,634 new visitors to the Title Check website.

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 reading.
- Any determination that the vehicle has been designated as 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

2019 FRAUD INVESTIGATION

The VIN on the frame and the title along with the VIN on the New Jersey Motor Vehicle Commission application were different. Both VINs were run in NMVTIS and neither were listed as stolen. However, one VIN was listed as junk in Colorado. A vehicle stop was placed on the vehicle and appropriate authorities were notified in Colorado.

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.

2019 FRAUD INVESTIGATION

While doing research on vehicles imported to California from Canada, NMVTIS inquiries resulted in the following:

- **Determining previous branding information on currently non-branded vehicles.**
 - **Identification of vehicles imported from one state where Salvage Titles had been obtained for vehicles previously branded as Non-Repairable and flood damaged vehicles from hurricane-damaged locations (Texas, Florida, and Louisiana).**
 - **Continuing research into a possible odometer rollback.**
 - **Instances where an NMVTIS inquiry resulted in warning messages from the VIN Analyzer portion of NMVTIS. These were turned over to NMVTIS officials for review and corrections were made.**
-

Law Enforcement Access Program

Users of the Law Enforcement Access Tool (LEAT) Increased 12% from 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 file and the JSI file, along with other data sources, such as lien data from the National Vehicle Service (NVS), Mexican stolen vehicles from La Oficina Coordinadora de Riesgos Asegurados, S.C. (OCRA), FBI's NCIC vehicle theft data, and NICB Counterfeit and Known Clone databases. LEAT's capability also provides a federated search of suspected flood damage vehicles and DOT's CARS (Car Allowance Rebate System) data, and can provide a VIN analyzation of the manufacture's information.

Within LEAT, the user also has the capability to search by state title number. The search results will provide that particular state's title information. The search results will provide the vehicle's VIN, based on the state title number. The user can then click on the VIN and the system will do a VIN-based search of all data sources and provide the user the same results as using the VIN search tool.

Users continued to recommend features to enhance the search tool and to expand functionality to further assist law enforcement investigations. In addition to exploring new data sources, the LEAT continued to expand use to non-sworn DMV investigators.

LEAT allows users to search as many as five VINs on the initial inquiry page and to perform bulk searches ranging from six to 10,000 VINs. In the results from a LEAT bulk search, the user receives a PDF file for each VIN along with Excel spreadsheets summarizing the results, which can be used to assist in analyzing the data.

Discussions continue regarding access to Customs and Border Protection vehicle export data and the FBI with regard to incident-based reports.

As mentioned, during this reporting period, the LEAT program combined several data sources to include state data provided after many of the recent storms to create the Suspected Flood Damage database. When a VIN is searched against this database the user will be advised if that vehicle was reported as a flood-damaged vehicle and under which natural disaster it was reported.

The number of LEAT users rose 12% from 5,572 in FY2018 to 6,261 users at the end of the current reporting period (see [Figure 28](#)). LEAT users, who include law enforcement officers, military investigators, non-sworn DMV investigators from the U.S., and law enforcement personnel in Canada, access LEAT through two secure law enforcement portals: the Regional Information Sharing Systems (RISS) and the FBI's Law Enforcement Enterprise Portal (LEEP). On average, 647 new users have been added annually since FY2011.

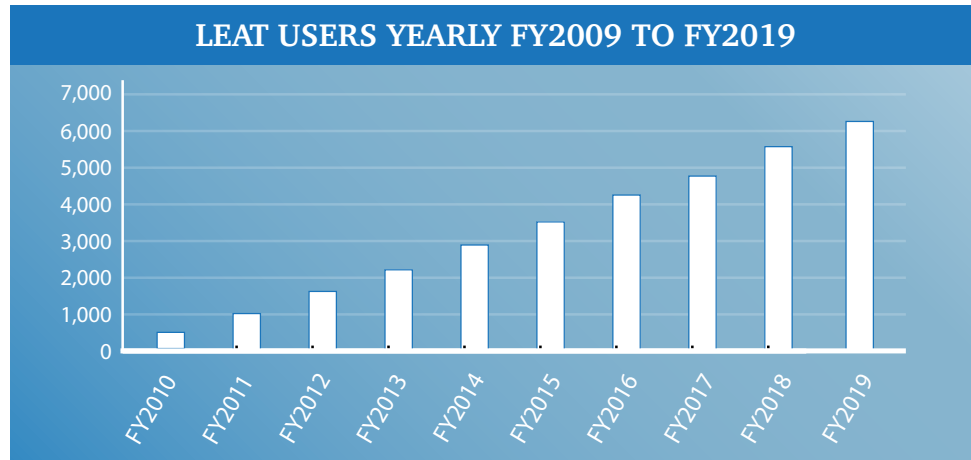


Figure 28

There continues to be tremendous growth in LEAT inquiries—from 643 in FY2009 to 1,201,346 in FY2019. More than three million LEAT inquiries have been conducted between inception and FY2019 ([see Figure 29](#)).

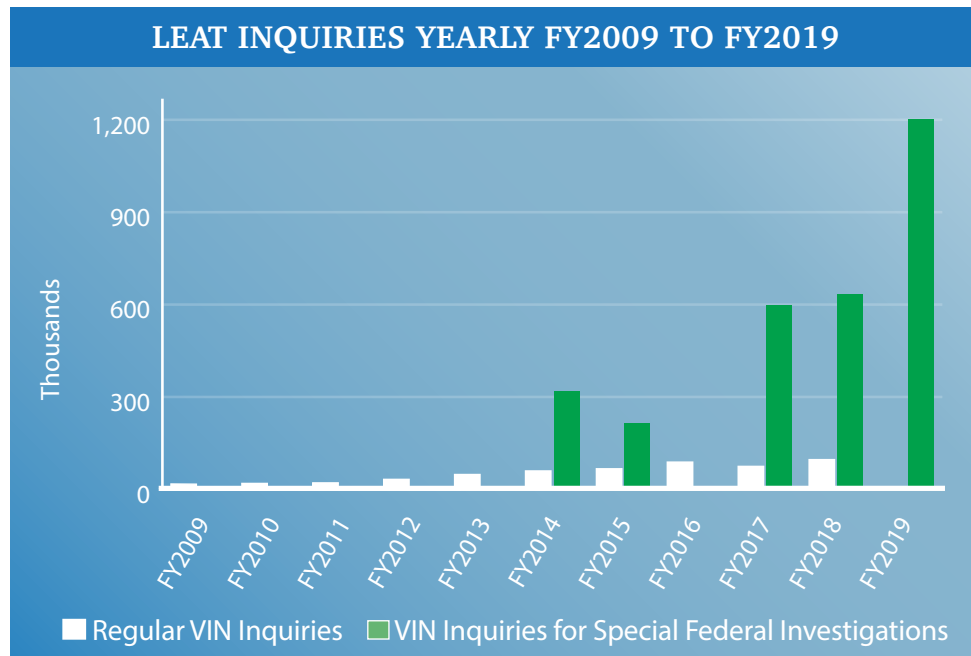


Figure 29

Law Enforcement Subcommittee (LESC) In FY2019, AAMVA's NMVTIS Law Enforcement Subcommittee (LESC), comprised of law enforcement personnel, industry experts, and federal partners, continued to support the increase usage for the LEAT. LESC members provided presentations at AAMVA conferences and various vehicle crime conferences to educate attendees on effective methods of LEAT utilization and to provide case studies in successful use of LEAT

(see Exhibits). Members also created a video to inform investigators and law enforcement officers on the value and benefit of LEAT. This [video](#) is available on the AAMVA website.

The use of LEAT by non-sworn DMV investigators continued to grow during this reporting period as users saw an increase in value of the tool to assist in related investigations. The LESC was successful in gaining approval to update an AAMVA policy of “Vehicle Crime Investigation and Prosecution” to encourage the passage of jurisdiction-specific NMVTIS laws providing law enforcement and non-sworn DMV investigators with the ability to enforce NMVTIS laws locally. The LESC continued researching NMVTIS success stories and suggestions for program enhancements that would provide law enforcement officers and non-sworn DMV investigators with updated tools and resources to strengthen their ability to investigate vehicle-related crimes.

2019 FRAUD INVESTIGATION

A customer attempted to title and register a 1955 Chevy Bel Air, using New York transferable registration dated January 15, 1972. Research through New Jersey Motor Vehicle Commission’s system and NMVTIS found the vehicle last titled in New Jersey and not entered as stolen. The last registered owner confirmed he possessed the actual title and stored the vehicle at a friend’s garage. Investigators found the car missing; the customer attempting titling and registration had used a counterfeit bill of sale and fake New York transferable registration. The vehicle was recovered and returned to its rightful owner.

BENEFITS

NMVTIS Provides Data Helpful to Investigations The NMVTIS Law Enforcement Access Tool provides law enforcement with secure access to information that assists in the investigation of vehicle crimes and other criminal activity. These crimes include vehicle theft and VIN cloning, vehicle finance fraud, vehicle title and brand fraud; they may also include violent crimes such as smuggling operations (human trafficking, narcotics, weapons, and currency), and other fraud activities. This access can also assist investigating officers in identifying vehicle theft rings, other criminal enterprises, and vehicles used in other related crimes.

This search tool also allows users to view junk and salvage data being entered by businesses in their state or local jurisdiction. This is an extremely valuable capability for agencies investigating criminal activity related to these businesses.

2019 FRAUD INVESTIGATION

During an April 2017 inspection, officials from Ocala Police Department, the Marion County Sheriff's Office, Florida Highway Patrol, the Florida Department of Motor Vehicles and the National Insurance Crime Bureau visited a salvage yard and found 44 vehicles on the lot. Three of those vehicles had been reported stolen in 2007, 2014, and 2017. The owner was aware of reporting requirements into NMVTIS, but did not follow procedure. In October 2018, the owner pleaded guilty to 18 counts of failure to obtain a Certificate of Salvage, destruction or title; two counts of selling or possessing a vehicle with altered vehicle identification numbers; and one count of operating, owning or conducting a chop shop.

INTERVIEW:
NATIONAL
INSURANCE
CRIME BUREAU



DAN ABBOTT
Senior Vice
President of NICB
and member of the
Law Enforcement
Subcommittee

AAMVA spoke with Dan Abbott, Senior Vice President of NICB and member of the Law Enforcement Subcommittee, about the work of NICB and its relationship with NMVTIS.

AAMVA: *Can you please tell us about the work of NICB, in general, and as it relates to the National Motor Vehicle Title Information System (NMVTIS)? Specifically, what value does NICB information bring to NMVTIS??*

ABBOTT: NICB was formed in 1992 from a merger between the National Automobile Theft Bureau (NATB) and the Insurance Crime Prevention Institute (ICPI). The NATB has managed vehicle theft investigations and developed vehicle theft databases for use by the insurance industry, dating back to 1912.

NICB works diligently to combat insurance fraud and vehicle theft, serving as a partner to law enforcement agencies across the nation. Current estimates show that the illicit businesses tied to vehicle theft generate \$6 billion annually in the U.S. Given the large-scale impact vehicle theft has in our industry, NICB is committed to establishing and maintaining beneficial working relationships with its partners, such as the National Motor Vehicle Title Information System (NMVTIS). To that end, providing vehicle theft information as part of NMVTIS falls well within the mission of the NICB.

The Anti Car Theft Act of 1992 was enacted with the intent of reducing vehicle theft and fraud. Though the Act did not require state titling agencies to verify that a vehicle was not stolen prior to issuing a new title, NICB and the states strongly believed there was value in including a theft check as part of NMVTIS. This belief was validated during the NMVTIS pilot, which ran from July 1999 through December 1999. During the pilot period, the cost avoidance achieved by including a theft check in NMVTIS was conservatively estimated at \$250 million per year.

Prior to NMVTIS, many states performed some form of theft check before issuing new titles; however, these checks were not based on a consistent best-practice standard. Integrating a theft check utilizing NICB's mirror image of the FBI's National Crime Information Center (NCIC) vehicle theft standardized the process and provided a response in real time.

Even as state participation in NMVTIS has grown over the years, NICB has continued its commitment by providing the theft

**INTERVIEW:
NATIONAL
INSURANCE
CRIME BUREAU**

(Continued)

information as part of NMVTIS at no cost. This includes an active theft inquiry and an inquiry against the purged file of vehicles that are no longer active on NCIC and may not have been recovered.

Today, NICB processes more than 40 million theft inquiries annually. Return hits from these inquiries produce more than 60,000 investigative leads back to the state jurisdiction for handling. Many of the leads are assigned to various law enforcement partners.

The following information is provided on the theft response being returned to the jurisdiction:

- o VIN
- o Theft Status Date
- o Jurisdiction Holding Vehicle Theft Report
- o Law Enforcement Agency Holding Theft Case Report
- o Theft Case Number
- o Make
- o Model Year
- o Theft Purged Indicator
- o Vehicle / Part Indicator
- o Part Type
- o Multiple Match Indicator



Since aggregate recovery data is not collected, if only 1% of the vehicle theft hits result in a recovery, it is estimated more than 600 vehicles are recovered annually at a recovery value of more than \$5 million based on the 2018 FBI's Uniform Crime Reporting vehicle value.

AAMVA: *What opportunities do you see for NICB moving forward in support of NMVTIS?*

ABBOTT: In 2018, NICB conducted a study in Massachusetts of vehicles reported to NMVTIS with a disposition of Crush. NICB received a file of 783,051 records, which consisted of 440,785 unique VINs. NICB's Data Analytics Department processed the VINs against the NCIC mirror-image theft file and identified more than 250 active theft entries involving numerous NMVTIS reporting entities.

NICB believes that if a theft check is performed against all vehicles reported to NMVTIS as part of the Junk Yard, Salvage Yard, and Insurance Carrier Reporting Program (JSI), it will generate valuable investigative leads. Further analysis could be performed by NICB's Data Analytics experts who would assign leads out to NICB's vast network of Special Agents. Many of NICB's Special Agents, assigned to various vehicle theft task forces, could provide the required resources to conduct further investigation. These investigations could detect and interdict bad actors responsible for stealing vehicles for scrap, identify VIN-switched vehicles and identify salvage switches where the VIN is used on another vehicle.



Cost Savings

Outreach

Value

Awareness

Outreach and Awareness of NMVTIS

NMVTIS Awareness Efforts Continued Outreach and awareness efforts during the reporting period were focused broadly on the law enforcement community. In addition, AAMVA staff provided regular NMVTIS updates to the AAMVA Board of Directors and to both the NMVTIS State Program Subcommittee (formerly *Business Rules Working Group*) and the NMVTIS Law Enforcement Subcommittee (LESC, formerly *Law Enforcement Working Group*). AAMVA and BJA staff also provided updates at AAMVA regional conferences and at AAMVA's Annual International Conference.

BJA awareness efforts included staff participation in the following:

- NMVTIS Law Enforcement Subcommittee annual meeting in April
- International Association of Chiefs of Police (IACP) Vehicle Crimes Committee meeting in May

AAMVA hosted 25 webinars to familiarize state agencies with new system tools and features; 81 personnel participated. More information can be found under the [State Program](#) section of this report.

A detailed listing of outreach events conducted by Law Enforcement Subcommittee members (including DOJ and AAMVA) during this reporting period appears in [Exhibits](#). In addition to in-person events, the LESL secured an ongoing LEAT advertisement to be run monthly in the International Association of Auto Theft Investigators (IAATI) Auto Theft Today newsletter. The title is *What Is NMVTIS, You Ask?* and references <https://vehiclehistory.bja.ojp.gov> as well as encouraging investigators to use the tool for vehicle-related crime investigations.

“We offer affiliate programs with several different types of companies where vehicle history reports containing NMVTIS vehicle information are made available to consumers directly. The approach that has reached the most consumers is where all the Florida Tax Collector offices provide NMVTIS vehicle history report brochures to consumers at the time of title processing. This helps consumer awareness of NMVTIS and we find it has generated the most transaction volume of any of our other marketing efforts.”

JAY SVENDSEN
Salvage Industry Manager,
Auto Data Direct, Inc.

FRAUD DETECTION AND REMEDIATION

AAMVA's Fraud Detection and Remediation (FDR) Training Program

The FDR training program provides in-depth examples and explanations of security features now in use, along with means of identifying 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. The training program includes the training module, "NMVTIS Investigation Tools," which contains information on how the NMVTIS LEAT functions, what information it contains, and how to gain access.

This was developed during the FY2015 reporting period. All jurisdictions continued to use the FDR program during this report period.

STATE AWARENESS EFFORTS

As of the end of this reporting period, 21 states promoted NMVTIS by posting the following links from their public websites to <https://vehiclehistory.bja.ojp.gov>:

- Alabama: <https://revenue.alabama.gov/motor-vehicle/request-motor-vehicle-records/> and <https://revenue.alabama.gov/motor-vehicle/title-information/>
- Arizona: https://azdot.gov/node/4895?utm_source=azgovHome&utm_medium=Website&utm_content=Footer&utm_campaign=VehicleSvcs and <https://azdot.gov/motor-vehicles/vehicle-services/buying-and-selling-your-vehicle>
- California: https://www.dmv.ca.gov/portal/dmv/detail/vr/nmvtis_check and <https://www.chp.ca.gov/Programs-Services/Services-Information/Avoiding-Vehicle-Theft>
- Colorado: <https://www.colorado.gov/pacific/dmv/out-state-titles> and <https://www.colorado.gov/pacific/dmv/buying-and-selling>
- Idaho: <https://itd.idaho.gov/itddmv/?target=registration-plates>
- Illinois: <http://www.cyberdriveillinois.com/departments/vehicles/home.html>
- Indiana: <https://www.in.gov/bmv/titles/consumer-protection/>
- Iowa: <https://www.iowadot.gov/mvd/buyingselling/vehicle-disposal>
- Maine: www.maine.gov/sos/bmv/titles/nmvtis.html
- Missouri: <http://dor.mo.gov/motorv/nmvtis/>
- Nebraska: <https://dmv.nebraska.gov/dvr/mvtitles>
- Nevada: <http://dmvnev.com/regprivate.htm>, <http://www.dmvnev.com/floodvehicles.htm> and <http://www.dmvnev.com/insuranceagents.htm>
- New Hampshire: <https://www.nh.gov/safety/divisions/dmv/title/anti-theft.htm#nmvtis>
- New York: <https://dmv.ny.gov/regulated-businesses/more-business-information>
- North Dakota: <https://www.dot.nd.gov/divisions/mv/vehicle.htm#vehicle-history-check>
- Pennsylvania: <http://www.dmv.pa.gov/Vehicle-Services/Title-Registration/Pages/nmvtis.aspx>

- South Dakota: <https://dor.sd.gov/individuals/motor-vehicle/all-vehicles-title-fees-registration/#NMVTIS>
- Texas: <http://www.txdmv.gov/titlecheck>
- Virginia: <https://www.dmv.virginia.gov/vehicles/#nmvtis.asp>
- Wisconsin: <http://wisconsindot.gov/Pages/dmv/vehicles/vhcl-rcd-hst/vehicle-history.aspx>
- Wyoming: http://www.dot.state.wy.us/home/titles_plates_registration.html

STAKEHOLDER COLLABORATION

The U.S. General Services Administration and AAMVA An arrangement between the GSA and AAMVA enables GSA's Property Sales Office to apply two types of vehicle brands to federal crash, test/scrap, and salvaged vehicles 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 applicable Junk or Salvage brands to vehicles on behalf of GSA. To date, 592 vehicles branded by GSA are in NMVTIS ([see Figure 11, Brand Records Reported by Brander](#)).

“NMVTIS is the Swiss army knife of title history tools!”

COMPLIANCE AND
INVESTIGATIONS TEAM
Wyoming Department of
Transportation





Revenue

Funding

Financials

Internal Controls

Financial Reports

Operating Expenditures Totaled \$7,620,447; State User Fees Contributed \$5,599,998; AAMVA Member Funds Totaled \$356,242

During the FY2019 reporting period, program revenue was comprised largely of consumer access and state user fees. Under federal law, NMVTIS is intended to be self-sustainable – that is, operated without federal funding. The program earned \$7,525,360 in revenue during this period, which was used to cover \$7,620,447 in operating expenses (see Figure 30). All financial information presented is derived from an independent financial audit conducted for the fiscal year ended September 30, 2019.

NMVTIS FY2019 INCOME STATEMENT	
Revenue	\$7,525,360
Expenses	\$7,620,447
Operating Margin	(\$95,087)
Other Income/(Expense)	(\$416,798)
Net Temporarily Restricted Revenue*	\$155,643
NET LOSS	(\$356,242)

Figure 30

** Generally Accepted Accounting Principles treatment that allows AAMVA to show the deposit and withdrawal of cash from the two NMVTIS bank accounts (Program Income and Operational Funds) on its Income Statement*

NMVTIS REVENUE

NMVTIS funding in FY2019 was derived primarily from State User Fees of \$5,599,998 and Consumer Access Program fees of \$3,928,625. During FY2019, 45 states were eligible to receive credits for a share of the income from Consumer Access Program fees, earning a total of \$1,878,620. Through FY2013, these credits were treated as an Other Direct Cost. In FY2014, the system operator's external auditors recommended moving state revenue credits from an expense to a contra revenue account ([see Figure 31](#)).

PROGRAM REVENUE		
Category	Total	%
State User Fees	\$5,599,998	74.4%
Consumer Access	\$3,928,625	52.2%
Other Revenue	\$31,000	0.4%
State Revenue Credits	(\$1,878,620)	-25%
Net Revenue Released From Restriction	(\$155,643)	-2.1%
TOTAL	\$7,525,360	100%

Figure 31

NMVTIS OPERATING EXPENSES

NMVTIS initiatives and their associated costs have been segmented ([see Figures 32 and 33](#)):

- Support of the day-to-day functioning of the NMVTIS platform represents \$6,663,592 or 87.4% of program costs
- Activities associated with supporting states and Consumer Access Approved NMVTIS Data Providers in their efforts to implement the NMVTIS platform represent \$461,014 or 6% of program costs
- Program Income use, which includes activities approved in collaboration with DOJ to further the transmission and use of NMVTIS data between both users and Providers of the system, represents \$464,161 or 6.1% of program costs
- Modernization includes activities necessary to enhance and further the technology of the system and represents \$31,681 or 0.4% of program costs

PROGRAM EXPENSES		
Program Expenses	Total	%
Direct Labor/Fringe	\$3,460,780	45.4%
Data Center/Network	\$780,985	10.2%
Other Direct Costs	\$1,244,360	16.3%
Indirect Costs	\$2,134,323	28.0%
TOTAL	\$7,620,447	100.0%

Figure 32

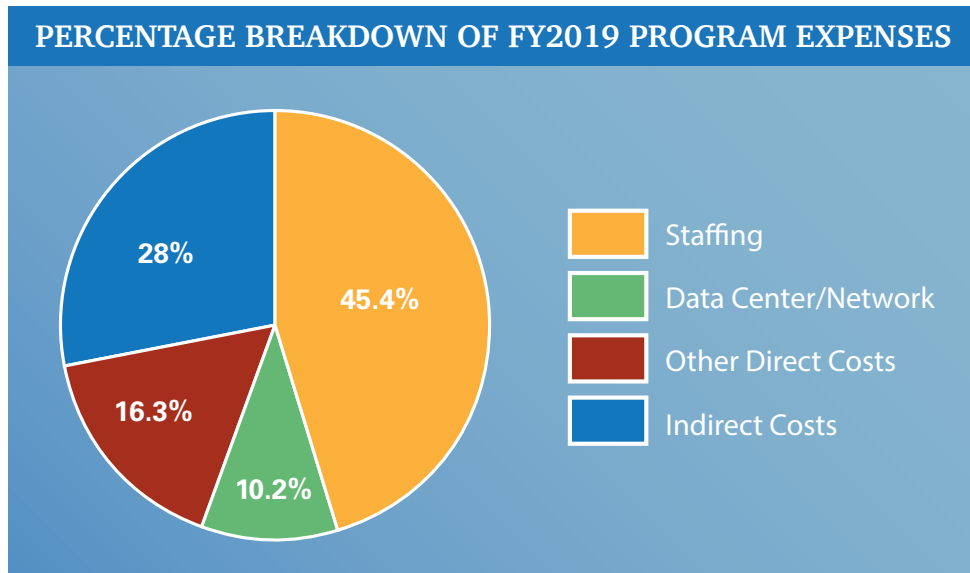


Figure 33



Milestones

**Looking
Ahead**

Compliance

Sustainability

Looking Ahead

AAMVA/DOJ Negotiate a Revised Cooperative Agreement Beyond FY2019; Migration to the Cloud Continues Along with Modernization; All Jurisdictions Within Contiguous U.S. to be Participating; AAMVA Holds Key Stakeholder Events; Two New Approved NMVTIS Data Providers Join the Consumer Access Program

Revised AAMVA/DOJ Cooperative Agreement

The current cooperative agreement will expire on December 31, 2019. The five years under the current agreement provided AAMVA and DOJ with better insight into system revenues and expenses; the degree of oversight and monitoring required; as well as opportunities for growth and expansion. The experience has established AAMVA as a trusted partner for DOJ and NMVTIS. AAMVA and BJA are in discussions for a new cooperative agreement to allow AAMVA to continue as system operator. System modernization and financial sustainability will continue as topics of discussion and analysis for the renewed cooperative agreement.

System Improvement Activities Continue

Migration of NMVTIS to the Cloud is expected to be completed in the coming period. In addition, the scope of work and planning for system modernization will continue to be assessed. AAMVA's plans for modernizing the system underscores state motor vehicle agencies' support for continued operational development and enhancement of the system.

Compliance

Data reporting (by states and other reporting entities) and use of NMVTIS data (by states, law enforcement, and consumers) remain central to the continued success of the system. During the reporting period, results from the two rounds of the State Funding Program continued. State compliance as a result of the State Funding Program will put NMVTIS close to 100% full participation. All jurisdictions in the contiguous United States are expected to become Participating in NMVTIS by the end of the next reporting period.

The addition of JSI report capability in LEAT may result in greater involvement by state and local law enforcement and non-sworn DMV investigators for JSI reporting compliance, which can be bolstered through joint efforts supported by DOJ and these agencies.

Stakeholder Engagement

With approval obtained during the current reporting period, AAMVA will hold at least two stakeholder webinars to provide the community with updates on the system's performance and establish a new avenue for ongoing collaboration. Additionally, the first-ever NMVTIS State Users Workshop will be held,

highlighting the importance of collaboration and networking for these key system users.

Overall, the coming year will once again be exciting as AAMVA, serving as the system operator, moves into what is anticipated to be a long-term and stable contractual arrangement with DOJ. The opportunity to take advantage of new technical approaches to operating and managing the system is significant, and planning for a modernized system will finally get underway.

2019 FRAUD INVESTIGATION

A customer attempted to title and register a 1969 Harley Davidson using a New York transferable registration and bill of sale with the New Jersey Motor Vehicle Commission. The MVC Technician noted discrepancies in NMVTIS. It was learned vehicle information belonged to a 1974 Harley Davidson. Documents were retained pending surrender of the motorcycle for inspection.

2019 FRAUD INVESTIGATION

The Campbell County Clerk in Wyoming discovered a 2008 Cadillac Escalade and a 2014 Camaro had been cloned by identifying fake titles submitted. NMVTIS was used for title history purposes to trace back the clone and verify the legitimate VIN and title.

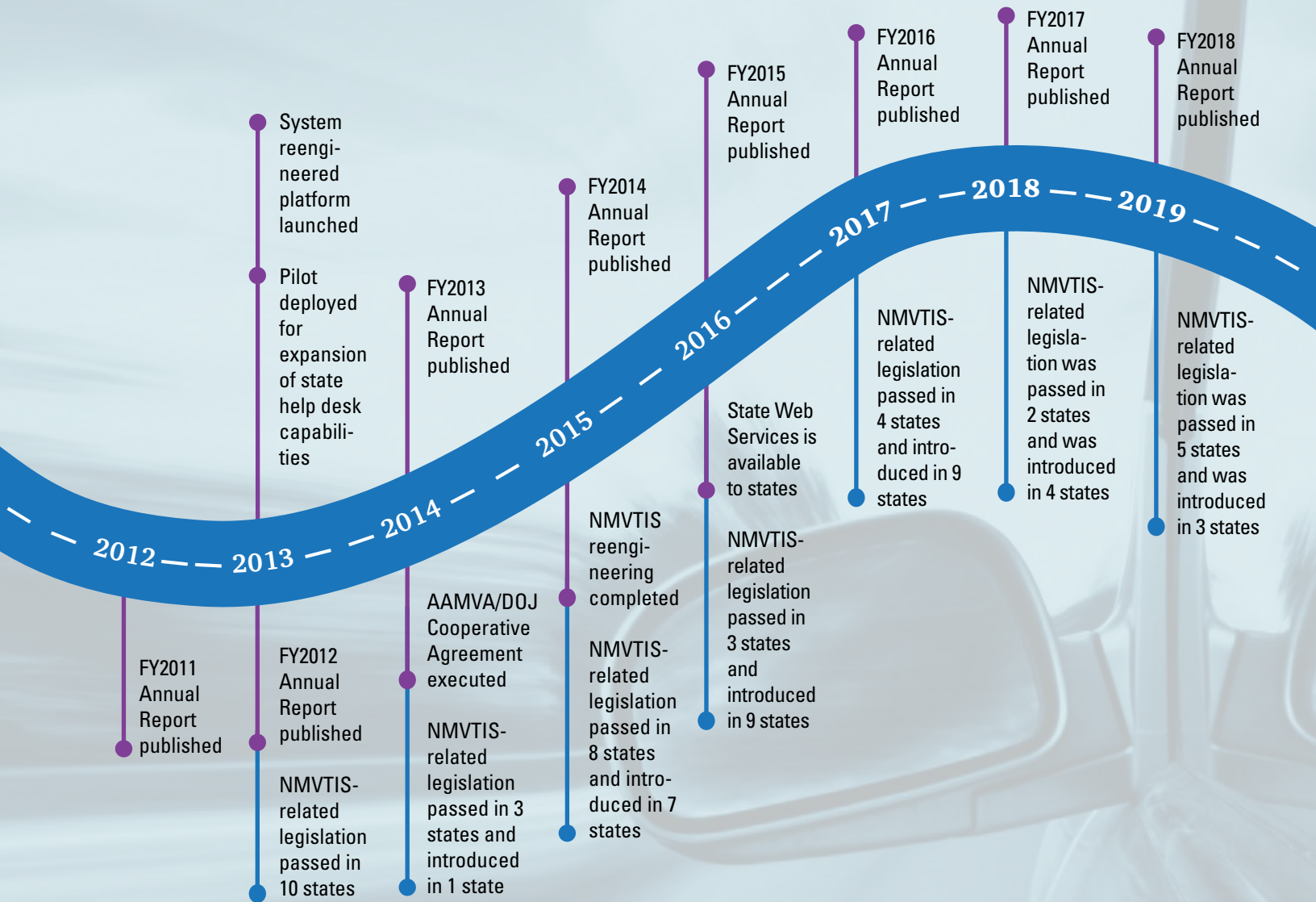
SECTION 6: NMVTIS MILESTONES

- NMVTIS Legislation
- Validation Reports
- Program Activity



Funding

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



2008
BJA wards 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

2018
BJA and AAMVA award funding to states

2019
BJA and AAMVA award funding to states

EXHIBIT 1: KEY DIRECTIVES TO GUIDE REVISION OF COOPERATIVE AGREEMENT WITH DOJ

As discussed in the Message from the NMVTIS Operator, in preparation for the end of the final year under the current cooperative agreement, the AAMVA Board of Directors established a number of key principles to guide the proposed revision of the agreement. They include:

- Establish a longer timeframe for AAMVA to function as system operator.
- Establish intellectual property rights following current and future modernization efforts.
- Affirm the collaborative approach with DOJ and stakeholders to system development and enhancement efforts.
- Simplify and streamline the operational aspects of the agreement to reflect experience gained in previous years.
- Ensure security and privacy requirements are subject to regular review/update.
- Guarantee entities providing data into NMVTIS remain the owners of the data.
- Establish flexibility to balance user fees paid by participating jurisdictions, prospective purchasers, and other persons/organizations.

2019 FRAUD INVESTIGATION

Contact was made to the New Jersey Motor Vehicle Commission from the New Jersey Office of Homeland Security and Preparedness (NJOHSP) regarding a target who was known to drive a vehicle of interest to them. They could not locate this vehicle during their surveillance in recent days. The vehicle was located through NMVTIS where it was learned the vehicle had been sold to a New Jersey dealer in Lawrenceville and this information was passed onto NJOHSP.

EXHIBIT 2: STATE BENEFITS

During this reporting period, the following states reported a wide range of benefits from participating in NMVTIS (an overview can be found in the State Program/ Benefits section of this report):

Potential Stolen Vehicles Identified Using NMVTIS

- **Colorado:** Stolen vehicle hits identified while conducting title verification.
- **Connecticut:** 614 stolen vehicle hits prompted investigations.
- **Florida:** 30 stolen vehicle hits prompted investigations.
- **Indiana:** 2,799 stolen vehicle hits prompted investigations.
- **Iowa:** 322 stolen vehicle hits prompted investigations; 129 were confirmed stolen and 28 were recovered by the Iowa DOT Bureau of Investigations or outside law enforcement.
- **Maine:** Four stolen vehicle hits prompted investigations; three vehicles were recovered.
- **Michigan:** Stolen vehicle hits identified while conducting title verification.
- **Mississippi:** 202 stolen vehicle hits identified while conducting title verification.
- **Montana:** 15 stolen vehicle hits identified while conducting title verification.
- **New Hampshire:** 315 stolen vehicle hits prompted investigations.
- **New Jersey:** Stolen vehicle hits prompted investigations.
- **North Carolina:** 246 stolen vehicle hits prompted investigations.
- **Pennsylvania:** 761 stolen vehicle hits prompted investigations.
- **Texas:** One stolen vehicle hit prompted an investigation.
- **Wyoming:** Stolen vehicle hits identified while conducting title verification.

Vehicle Brands Identified and Carried Forward Using NMVTIS

- **Colorado:** Carried forward missing brands.
- **Connecticut:** Investigated and/or carried forward 26,070 missing brands.
- **Florida:** 62 odometer fraud complaints received by the Motor Vehicle Fraud Unit prompted investigations.
- **Indiana:** Carried forward 56,593 missing brands.
- **Iowa:** Carried forward missing brands.
- **Maine:** Carried forward missing brands.
- **Michigan:** Carried forward missing brands.
- **Mississippi:** Carried forward 13,562 missing brands.
- **Montana:** Carried forward five missing Junk or Salvage brands.
- **New Hampshire:** Carried forward 23,194 missing brands.
- **New Jersey:** Carried forward missing brands.

- **Texas:** Carried forward 13,131 missing brands: 920 out-of-state titles surrendered did not contain brands; 910 previously issued Texas titles were missing brands; 214 vehicles that lacked ownership evidence and were processed under a bond, court order, or foreclosure lien were identified as missing brands; 10,975 transactions were caught in which a processing clerk failed to carry forward a brand. Before new titles were issued, 101 vehicles previously reported as junk were identified and prevented from returning to the road.
- **Wyoming:** Carried forward missing brands.

Enhanced Customer Service Attributed to NMVTIS Use

- **Colorado:** NMVTIS automation reduced wait times and ensured the most accurate title documents were issued to Colorado residents.
- **Connecticut:** Ensured the most accurate title documents were issued to Connecticut residents.
- **Florida:** Ensured the most accurate title documents were issued to Florida residents.
- **Indiana:** Ensured the most accurate title documents were issued to Indiana residents; junk vehicles were identified prior to titling.
- **Iowa:** Allowed vehicle owners to reverse a vehicle purchase or seek compensation from a seller for a vehicle shown to have prior damage; ensured the most accurate title documents were issued to Iowa residents.
- **Maine:** Ensured the most accurate title documents were issued to Maine residents; provided link for customers to purchase a vehicle history report which provided valuable information prior to purchase.
- **Michigan:** The state's help desk resolved more than 2,000 title and brand issues with other NMVTIS jurisdictions, improving customer service and enhancing record integrity.
- **Mississippi:** Ensured the most accurate title documents were issued to Mississippi residents.
- **Montana:** Require all break/bond title ([see Glossary](#)) applications be presented with a NMVTIS vehicle history report attached.
- **New Jersey:** Assisted in vehicles being returned to owners; ensured the most accurate title documents were issued to New Jersey residents.
- **North Dakota:** Informed customers when searches revealed brands not on titles and/or more current titles than the title they presented to state.
- **Pennsylvania:** Ensured the most accurate title documents were issued to Pennsylvania residents.
- **Texas:** Inquiries revealed 97,768 apparent errors, prompting a secondary review to ensure accuracy; the majority of these had substantive errors that may have allowed fraud or caused issues for future owners.
- **Wyoming:** Informed customers of missing brands; ensured the most accurate title documents were issued to Wyoming residents.

Potential "Cloned" Vehicles Identified Using NMVTIS

- **Florida:** 30 cloned VINs prompted investigations.
- **Indiana:** Cloned VINs prompted investigations.
- **Iowa:** 61 cloned VINs prompted investigations; 27 were recovered.

- **Maine:** Cloned VINs prompted investigations.
- **Michigan:** Cloned VINs prompted investigations.
- **New Hampshire:** One cloned VIN prompted an investigation.
- **New Jersey:** Cloned VINs prompted investigations.
- **Rhode Island:** One cloned VIN prompted an investigation.
- **Wyoming:** Cloned VINs prompted investigations.

Potential Fraudulent Activity Identified Using NMVTIS

- **Colorado:** NMVTIS automation ensured the most accurate title documents were issued to Colorado residents
- **Connecticut:** NMVTIS automation ensured the most accurate title documents were issued to Connecticut residents; junk vehicles were identified prior to titling.
- **Florida:** 29 title records were corrected to reflect the odometer reading as “Not Actual.”
- **Iowa:** 27 cloned vehicles were recovered with savings valued at approximately \$1.5 million and growing. Many of the vehicles were titled using counterfeit out-of-state titles which included Canadian VIN information in order to pass NMVTIS inquiries at county treasurer offices.
- **Maine:** NMVTIS automation identified odometer discrepancies that could be investigated and corrected before a Maine title was issued.
- **Michigan:** Salvage and Scrap dispositions were identified as missing in a few cases; junk vehicles were identified.
- **Mississippi:** NHTSA/DOJ prosecuted four individuals in two separate cases for odometer fraud that affected an estimated 600 vehicles.
- **Montana:** Fraudulent title documentation was submitted on 20 occasions, resulting in stolen vehicles confirmed; outreach to other impacted jurisdictions assisted in their investigations.
- **New Hampshire:** NMVTIS automation identified brand and VIN discrepancies that could be investigated.
- **New Jersey:** NMVTIS was used to clear cases, issue alerts, and/or advise law enforcement of suspect vehicles; automation ensured the most accurate title documents were issued to New Jersey residents.
- **Rhode Island:** NMVTIS automation identified approximately 200 odometer discrepancies that could be investigated and corrected before a Rhode Island title was issued.
- **Texas:** 65 fake or fraudulent titles were identified; 141 titles had odometers altered; 11 titles had brands tampered with or altered. An additional 2,507 superseded titles ([see Glossary](#)) were surrendered and 17,882 odometer discrepancies identified and are pending further verification of either title tampering or data entry errors.
- **Wyoming:** NMVTIS automation identified brand and odometer discrepancies that could be investigated.

Enhancements for Motor Vehicle Titling Agencies Attributed to NMVTIS

- **Colorado:** NMVTIS automation saved time and money and made titles more accurate.
- **Connecticut:** NMVTIS automation made titles more accurate.
- **Maine:** NMVTIS automation saved money in mitigating fraud and made titles more accurate.
- **Michigan:** Not having to recall titles due to missed out-of-state brands resulted in cost savings and made titles more accurate.
- **Mississippi:** NMVTIS automation saved time and money and made titles more accurate.
- **New Hampshire:** Part-time labor costs of approximately \$15,000-\$20,000 were saved due to NMVTIS automation.
- **New Jersey:** NMVTIS automation saved time and money, made titles more accurate, assisted in clearing cases/alerts in investigations, and validated appropriate NMVTIS inquiries conducted by employees.
- **Pennsylvania:** The “stolen” indicator in NMVTIS records allowed Pennsylvania to avoid inappropriately titling vehicles with a total market value of \$1 million.
- **Rhode Island:** NMVTIS automation saved time and money through preventing inappropriate renewal applications.
- **Texas:** For duplicate title requests, implemented programming in the state Registration and Title System to perform “Current Vehicle Title Information” and “Vehicle Brand Information” verifications. These resulted in error number and details where the title or brand information in NMVTIS did not match the Texas record, prompting research by the help desk to determine whether the request may be processed or whether correction in NMVTIS is necessary.
- **Wyoming:** NMVTIS automation saved time and money.

JSI Data Assisted in Business Processes

- **Connecticut:** Data was used to verify junk and salvage vehicles from other states, ensuring the appropriate brand was attached to a specific VIN.
- **Indiana:** Data was used to verify junk and salvage vehicles from other states, ensuring the appropriate brand was attached to a specific VIN.
- **Iowa:** Identified 3,266 vehicles with a Junk/Salvage/Insurance flag, ensuring the appropriate type of title was issued, including a title with brands.
- **Maine:** Data was used to assist in investigations and ensure the appropriate brand was attached to a specific VIN.
- **Michigan:** Data was used to verify that a state issued a Salvage or Scrap Title.
- **Mississippi:** Data was used to verify salvage and junk vehicles from other states, ensuring the appropriate brand was attached to a specific VIN; prevented junk vehicles from being titled and registered and returning to public highways.
- **New Hampshire:** Data was referenced on 20,333 occasions to assist in ensuring the appropriate brand was attached to a specific VIN; prevented junk vehicles from being titled and registered.
- **New Jersey:** Data was used to assist in investigations, ensuring the appropriate brand was attached to a specific VIN, and determining whether a title application was rejected.
- **North Carolina:** Data was referenced on 27,565 occasions to assist in ensuring the appropriate brand was attached to a specific VIN.
- **North Dakota:** Data was used to assist in investigations and to ensure the appropriate brand was attached to a specific VIN and the appropriate type of title was issued.
- **Pennsylvania:** Data was used to assist in research.
- **Wyoming:** Data was used to assist in investigations and to ensure the appropriate brand was attached to a specific VIN. It was also used to identify numerous dealerships and individuals that attempted to sell a vehicle from a clean title.

EXHIBIT 3: 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 state and local law enforcement agencies have access to all title, brand, and junk, salvage, and insurance 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 other search criteria in the system, including the organizations reporting data to the system; individuals owning, supplying, purchasing, or receiving such vehicles (if available); and export criteria.

Specific to consumer access, the operator must:

- Ensure a means exists to allow insurers and prospective purchasers to access NMVTIS information, including information regarding title history (if the state participates in NMVTIS), brands, insurance, 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 with multiple VINs.

Further, the operator must:

- Establish and at least annually collect user fees from the states and other users of NMVTIS data 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 only those with legitimate need.
- Ensure NMVTIS and its various methods of access meet or exceed technology industry security standards—most notably any relevant Global Justice Information Sharing Initiative standards and recommendations.
- When applicable, use the National Information Exchange Model or any successor information-sharing model for all new information exchanges. DOJ may require the operator to use web services for all new data exchanges with NMVTIS.
- Prepare an annual report describing the performance of the system during the preceding year including 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.
- Support the maintenance of a publicly available, regularly updated listing of all junk/salvage and insurance (total loss) entities reporting to NMVTIS.

EXHIBIT 4: 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 new state of title will determine the status of the vehicle (e.g., branding or title type); 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 in-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 the operator of NMVTIS to make available the odometer mileage that is disclosed pursuant to 49 U.S.C. 32705, and any later mileage information, on the date the certificate of title is issued 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 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 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 batch data processing model approach first, and migrated to the online integrated approach. Others have moved directly to the online 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. Online 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 nearly 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 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: As part of the state onboarding process a snapshot of state Title and Brand data is provided to AAMVA. Next, the Title and Brand data is loaded into NMVTIS. From that point forward, 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: The online 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 detailed vehicle data stored by the state.

2. Batch Data Processing Approach

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 they are correctly mapped and appropriate procedures are put in 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 period. Lack of full online integration between the central site 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: State Title and Brand 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 in batch upload files. States are required to do this on a daily basis.

Title Verification: AAMVA provides two solutions for batch states to perform title verification: 1) State Web Interface (SWI); and 2) State Batch Inquiry (SBI). SWI allows a state to conduct a single VIN inquiry into NMVTIS and the response includes data from NMVTIS central files (VIN Pointer, Brand, and JSI), theft data and detailed state vehicle data. SBI allows a state to submit a file of VINs to NMVTIS and the response includes data from NMVTIS central files (VIN Pointer, Brand, and JSI).

EXHIBIT 5: PRINT AND BANNER ADS IN LAW ENFORCEMENT PUBLICATIONS

As discussed in the [Outreach and Awareness](#) section, a half-page print advertisement (below) promoting the availability of the NMVTIS Law Enforcement Access Tool was published in FY2016 in *American Police Beat* magazine, as well as in the *Police* magazine. It is included here for reference purposes.

National Motor Vehicle Title Information System

A Proven Reliable Database for Law Enforcement Vehicle Investigations

The National Motor Vehicle Title Information System (NMVTIS) Database assists investigators with:

- Auto Theft Investigations
- Smuggling (weapons, drugs, etc.)
- Insurance and Title Fraud
- Odometer Tampering and Rollbacks
- Identity Theft
- Salvage, Junkyard, Dealership Investigations

NMVTIS Law Enforcement Access Tool (LEAT) provides investigators with a report that includes the Junk, Salvage, and Insurer Database; NICB Clone Database; NICB Counterfeit Database; NICB Flood Damage Database; Mexico Stolen Vehicle Database; USDOT Dealer Rebate Program; brand information; National Vehicle Service; JSI information; a VIN analyzer; a comprehensive title history from each state; and more.

NO COST to law enforcement
The U.S. Department of Justice offers the NMVTIS database at no cost to law enforcement agencies.

For More Information
E-mail NMVTIS@usdoj.gov
NMVTIS Web site
www.vehiclehistory.gov

www.vehiclehistory.gov

A website banner ad was also placed during FY2016 on the websites of those publications as well as on the site for *Police Chief* magazine. In the previous reporting period, the online banner advertisements continued to run on the *Police Chief* and *Police* magazines' websites.

www.vehiclehistory.gov

National Motor Vehicle Title Information System

A proven reliable database for law enforcement vehicle investigations

EXHIBIT 6: OUTREACH AND AWARENESS EVENTS¹

DATE	VENUE & FOCUS
Ongoing	Maryland Auto Theft Prevention Authority – NMVTIS LEAT presentation for vehicle crime investigations
November 2018	Florida Motor Vehicle Watercraft Investigators, Miami Dade Police Auto Theft Symposium – NMVTIS LEAT presentation
	California Highway Patrol (CHP) Vehicle Theft Training Course, Vehicle ID Course – NMVTIS LEAT presentation (27 new users)
December 2018	Non-sworn DMV Investigators – webinar on use of NMVTIS LEAT
	Mid-Atlantic Auto Theft Investigators – NMVTIS LEAT presentation
January 2019	CHP – NMVTIS LEAT presentation
February 2019	CHP Vehicle Theft Training Course – NMVTIS LEAT presentation (78 participants)
March 2019	U.S. Customs and Border Patrol – Vehicle ID Training, NMVTIS LEAT presentation (30 participants)
	CHP Vehicle Theft Training Course – NMVTIS LEAT presentation (78 participants)
	Missouri Department of Revenue: St. Louis Title Fraud Task Force NMVTIS LEAT Training (42 participants)
	Tennessee Department of Revenue and Pigeon Forge Police Department – NMVTIS LEAT presentation
	AAMVA Workshop Presentation – NMVTIS LEAT presentation
April 2019	Missouri Department of Revenue – trained agents on use of NMVTIS LEAT (13 participants)
	NICB Finance Fraud Conference – NMVTIS LEAT presentation
	New York Vehicle Theft Investigators Conference – NMVTIS LEAT presentation
	CHP vehicle theft training course – NMVTIS LEAT presentation (30 CHP/26 multiple LE agency participants)
May 2019	Assurant Insurance Co. – Fraud Presentation on NMVTIS (20 participants)

DATE	VENUE & FOCUS
June 2019	NOTFEA – NMVTIS LEAT presentation
	Southeast IAATI Conference – NMVTIS LEAT presentation
	NIADA – Dealer Panel Presentation on Fraud and NMVTIS (35 participants)
	Miami Private Auto Tag Agency Association – Title Fraud and NMVTIS Training (14 participants)
July 2019	Missouri Department of Revenue added NMVTIS LEAT training to the “Revenue Law for Peace Officers Class” taught throughout Missouri
August 2019	CHP vehicle theft training course – NMVTIS LEAT presentation (143 participants – Officers, DMV Investigators, and additional agencies)
September 2019	Miami Private Auto Tag Agency Association – Title Fraud and NMVTIS Training (22 participants)
	CHP vehicle theft training course – NMVTIS LEAT presentation

¹Conducted by Law Enforcement Subcommittee members (including DOJ and AAMVA)

ACRONYMS

AAMVA – American Association of Motor Vehicle Administrators
ADD – Auto Data Direct, Inc.
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
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 – ISO ClaimSearch Solutions
JSI – Junk, Salvage, and Insurance
LE – Law Enforcement
LEAT – Law Enforcement Access Tool
LEEP – Law Enforcement Enterprise Portal
LESC – Law Enforcement Subcommittee
NAB – NMVTIS Advisory Board
NADA – National Automobile Dealers Association
NAEC – North American Export Committee
NCIC – National Crime Information Center
NHTSA – National Highway Traffic 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
SPS – State Program Subcommittee
SWI – State Web Interface
U.S.C. – United States Code
VIN – Vehicle Identification Number

GLOSSARY

Brand

A brand is a designation placed on a vehicle ownership document, including its electronic record, which identifies or describes an event that affects the value or safety of the vehicle, such as “junk,” “salvage,” or “flood.” State brands and/or vehicle statuses are mapped to NMVTIS brands for consistency within the system.

Break/Bond Title

Used in the absence of a properly assigned ownership document. A break/bond title application requires the applicant to certify they cannot provide a properly assigned owner document, causing a break in the chain of ownership. (see entry for [Montana in Exhibits/State Benefits](#) section.)

Cloned Vehicle

A vehicle is “cloned” when a legitimate VIN plate is replicated and placed on a stolen vehicle, making that vehicle appear to have a valid VIN.

Consumer Access Program Transactions

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

DMV

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

Junk Yard, Salvage Yard, and Insurance Carrier (JSI) Reporting

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.

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.

Entities may report the required data elements to the state in which they are located; the state then provides the required information to NMVTIS. Through the FY2017 reporting period, Georgia and Tennessee are the only states to report on behalf of their JSI entities. A reference to a JSI record may reflect multiple reports on the same VIN.

Odometer Reading

The odometer reading is reported to NMVTIS at the time a state titles a vehicle.

State Participation

“Participating” refers to states that provide data and inquire into NMVTIS before issuing new titles. “Providing Data Only” refers to states that provide data but do not make inquiries into NMVTIS. Forty-five jurisdictions participated at some level during this report period. Five states and the District of Columbia were In Development and had not yet loaded data into the system, as detailed in the [State Program](#) section.

Superseded Title

A title that is no longer valid because a newer one has been issued. (see entry for [Texas in Exhibits/State Benefits](#) section.)

CORRESPONDENCE

- [BJA Director's Correspondence to NMVTIS Advisory Board \(September 2016\)](#)
- [NMVTIS Advisory Board Correspondence to BJA Director \(June 2016\)](#)

LEGISLATION

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

NOTICES

- [BJA Offers NMVTIS as a Resource for Hurricane Florence Flood-Damaged Vehicles \(September 2018\)](#)
- [BJA Notice to Consumers: Buyer Beware: Safety Hazards of Flood-Damaged Vehicles \(September 2017\)](#)
- [BJA Offers NMVTIS as a Resource for Damaged Vehicles from Hurricanes Harvey and Irma \(September 2017\)](#)
- ["Safe Harbor" Provisions for NMVTIS Reporting Entities \(September 2017\)](#)
- [AAMVA Guide: Cars Damaged by Flood Waters – Tips for States \(September 2017\)](#)
- [BJA Notice to JSI Reporting Entities Regarding Flood-Damaged Vehicles and Enforcement \(September 2017\)](#)
- [DOJ Civil Enforcement Program \(May 2016\)](#)
- [BJA Notice to JSI Reporting Entities Regarding Flood-Damaged Vehicles \(November 2015\)](#)
- [NMVTIS Consumer Access Product Disclaimer \(April 2015\) in English and in Spanish, NMVTIS Descargo de producto de acceso al consumidor \(Junio 2012\)](#)
- [Summary Notice of NMVTIS Consumer Access Product Disclaimer \(June 2012\)](#)
- [DOJ Announces Three States Join the National Motor Vehicle Title Information System \(2014\)](#)
- [California Assembly Bill \(AB\) 1215 - Occupational Licensing Industry News \(2012\)](#)
- [BJA Notice to JSI Reporting Entities Regarding Hurricane Sandy \(2012\)](#)
- [DOJ Announces Private Sector Joins Justice Department in Protecting Consumers from Vehicle Fraud and Unsafe Vehicles \(2012\)](#)
- [NMVTIS Final Penalty Decision Considerations \(2012\)](#)

PRESS

- [Deseret News - Don't Fall For This New Scam When Selling Your Car \(January 2020\)](#)
- [Ocala.com - Ocala man sentenced to 5 years for operating chop shop \(January 2019\)](#)
- [wfaa.com - How to Check if your Vehicle is Flood Damaged \(December 2018\)](#)
- [Abc4.com – Used Vehicles Are In Big Demand But MVED Says So Are Complaints \(May 2018\)](#)
- [Texas Department of Motor Vehicles -- TxDMV Warns Buyers to Beware of Flood-Damaged Vehicles \(May 2018\)](#)
- [Channel 2 News Houston – Investigation into Flood Cars for Sale Attracts National Insurance Crime Bureau \(May 2018\)](#)
- [ARLnow.com – Virginia Officials Warning About Buying Hurricane-Damaged Vehicles \(October 2017\)](#)
- [CarandDriver.com – Thousands of Hurricane-Damaged Cars and Trucks Heading Back to Market \(October 2017\)](#)
- [MoneyGeek.com Blog – Flood Cars' Sneaking Onto the Market After Hurricanes \(September 2017\)](#)
- [WIRED – Harvey Wrecks Up To a Million Cars in Car-Dependent Houston \(September 2017\)](#)
- [Jalopnik – Here's What Happens To All Of The Flooded Cars After Hurricane Harvey \(September 2017\)](#)
- [The New York Times – How to Avoid Buying a Car Flooded by Hurricanes \(September 2017\)](#)
- [USA Today – Harvey May Have Wrecked Up To 1M Cars and Trucks \(August 2017\)](#)
- [The New York Times – Car Owners Inundate Insurers With Claims After Hurricane Harvey \(August 2017\)](#)
- [The New York Times – No, Sept. 1 Isn't Deadline for Hurricane-Damage Claims Under New Texas Law \(August 2017\)](#)
- [CBS6News Albany - Is a Flood Damaged Vehicle Sitting in Your Driveway? \(February 2017\)](#)
- [U.S. News & World Report – Car History Report: Which One is Right for You? \(December 2016\)](#)
- [MOVE Magazine - A Look at 20 Years of NMVTIS, DMV Information Systems and Online Customer Service \(December 2016\)](#)
- [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, Inc. 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 \(2014\)](#)
- [IACP Article - NMVTIS: Provides Guidance to Hurricane Sandy Victims Buying Vehicles and Assists Vehicle Theft Investigators \(2013\)](#)
- [FBI Article - Steering Clear of Car Cloning: Some Advice and Solutions \(2009\)](#)
- [FBI Article - Car Cloning: A New Twist on an Old Crime \(2007\)](#)

REPORTS – FINANCIAL

- [NMVTIS Independent Auditor’s Report for the Period October 1, 2018 – September 30, 2019](#)

REPORTS – GENERAL

- [NMVTIS Annual Report \(2018\)](#)
- [NMVTIS Annual Report \(2017\)](#)
- [NMVTIS Annual Report \(2016\)](#)
- [NMVTIS Annual Report \(2015\)](#)
- [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 \(2000\)](#)

RESOURCES

- [Check NMVTIS Before You Buy! Brochure \(Rev. 2019\)](#)
- **Check NMVTIS Before You Buy! Video (November 2018):**
 - » English: [Watch the Video](#) | [Download the Zip File](#)
 - » Closed Captioned: [Watch the Video](#) | [Download the Zip File](#)
 - » Spanish: [Watch the Video](#) | [Download the Zip File](#)
 - » Closed Captioned: [Watch the Video](#) | [Download the Zip File](#)
 - » [Download a zip file with ALL FOUR videos.](#)
- [NMVTIS: Help Prevent Crime & Save Lives Brochure \(Rev. 2019\)](#)
- [NMVTIS: Law Enforcement & Vehicle Title Investigator Guide \(Rev. 2019\)](#)
- [NMVTIS: Law Enforcement Access Tool Video \(2019\)](#)
- [NMVTIS: Working for States Brochure \(Rev. 2019\)](#)

APPENDIX *(Continued)*

- [NMVTIS: Working for States Video \(2018\)](#)
- [NMVTIS Best Practices for Title and Registration Program Managers - Edition 4 \(November 2018\)](#)
- [Texas DMV Consumer Awareness Video - Don't Buy a Wreck, Do a Title Check! \(2014\)](#)

WEBSITES

- [AAMVA NMVTIS Website](#)
- [DOJ NMVTIS Website](#)

2019 FRAUD INVESTIGATION


The California NMVTIS Administrator, Chris Milhoan, instructed new NMVTIS users on the use of the NMVTIS SWI and how to read NMVTIS records. Part of this training uses examples of NMVTIS printouts showing different scenarios. Two such printouts were for a pair of 2008 Lamborghinis that were stolen in California in 2010 and showed a good example of the Vehicle Theft Information. While preparing for a training class, Chris pulled the NMVTIS record and was surprised to see that not only did the theft information have a Purged Indicator, but that the vehicles were now titled in two other states. Chris reached out to law enforcement, confirmed there was no record of the vehicles being recovered, and provided them with their first leads on this case in more than eight years.

Are There Penalties for a Business that Does Not Register with NMVTIS or Report as Required?

Yes. Failure to report to NMVTIS as required is punishable by a federal civil penalty of \$1,000 per violation. For example, a failure to report 100 junk or salvage automobiles could result in a civil penalty of up to \$100,000. State civil or criminal penalties may also apply. Check with your state NMVTIS coordinator to learn if your state has applicable laws.

How Do I Report NMVTIS Federal Violations?

Personal nonreporting violations should be submitted to the NMVTIS Enforcement Program Office either by email or through the NMVTIS Law Enforcement Access Tool (LEAT). When possible, please submit the police report and any supporting documents along with the Law Enforcement NMVTIS Violation Report form. This form is available and can be submitted on the NMVTIS LEAT website.



Information to Support an Investigation

This information may assist law enforcement and investigators in conducting a NMVTIS-related investigation. Forms mentioned are available within the NMVTIS LEAT program.

Examples of Substantial Evidence Document

This document explains the types of evidence required by DOJ in order to pursue a federal civil penalty for NMVTIS non-reporting. When a business is alleged to have not reported junk or salvage automobiles to NMVTIS and a referral to DOJ is being considered, the evidence summarized in this document may support a DOJ finding of a violation of NMVTIS reporting requirements.

Declaration of Junk/Salvage Inventory Form


This form is intended to assist in validating that the unreported automobiles satisfy the statutory/regulatory definitions of "junk automobile" or "salvage automobile." This form is useful to validate vehicles that are no longer physically on site, but records demonstrate or the business owner acknowledges, that the vehicles in question had been obtained and processed by the business.

Tips to Identify and Investigate NMVTIS Violations

- ❑ When checking for state and local business licenses, also confirm if the business has a federal NMVTIS reporting ID number.
- ❑ Research VINs of all junk and salvage automobiles on the list. If applicable, obtain copies of VIN inventory records and photos of vehicles for nonreporting referred to DOJ.
- ❑ Check VINs through NMVTIS to identify fraudulently titled vehicles.


NMVTIS Enforcement Program Contact:
Greg Joo, Policy Advisor
Bureau of Justice Assistance (BJA)
NMVTIS Program Office
810 7th Street, NW, Washington, DC 20531
Phone: (202) 514-1369
Email: Gregory.Joo@doj.gov
REV 1-2020

Law Enforcement & Vehicle Title Investigator Guide



National Motor Vehicle Title Information System (NMVTIS)

www.vehiclehistory.gov



NMVTIS
National Motor Vehicle Title Information System
www.vehiclehistory.gov

NMVTIS: Law Enforcement & Vehicle Title Investigator Guide

This brochure was developed to provide information and guidance on NMVTIS reporting requirements and resources with the LEAT program.

[Download Brochure](#)

[Watch Video](#)

Tips to Optimize Benefits

- ❑ Talk with AAMVA about:
 - ✓ Participating using the Fully Integrated Online approach.
 - ✓ Maintaining NMVTIS data integrity (e.g. data synchronization).
 - ✓ Using performance metrics.
 - ✓ Applying Best Practices.
 - ✓ Using revenue credits to enhance your participation.
- ❑ Use NMVTIS for verification of ALL transactions — in-state title transactions, out-of-state title transactions, dealer assignments, lender and dealer verifications, updates, corrections, and other title transactions.
- ❑ Talk with your state law enforcement agencies regarding how to coordinate use of NMVTIS information to best protect your customers and enhance business and investigator processes.
- ❑ Encourage your customers to obtain a NMVTIS Vehicle History Report prior to making used car buying decisions by showing the "NMVTIS Vehicle History for Consumers" video in your agency lobby and posting it on your state website.
- ❑ Conduct outreach in your state to those businesses required to report vehicles deemed junk, salvage, and insurance total loss to NMVTIS. Consider coordinating federal NMVTIS requirements with state legislation/regulations for these businesses to report to NMVTIS.

What Types of Vehicles are Reported to NMVTIS?

Automobiles, buses, trucks, motorcycles, motor homes and truck tractors are reported.


Federal and international law enforcement agencies report that auto theft generates funds for organized crime and terrorist activities.

NMVTIS Benefits

Based on the collection of data received through an inquiry into NMVTIS, the state can identify title inconsistencies, errors, or other issues that can be used to determine whether a title presented is valid and whether to issue a new title or if the vehicle is safe for on-road operation.

Participating states report these benefits:

- ✓ Identification of:
 - Stolen and "cloned" vehicles.
 - Missing vehicle brands.
 - Fraudulent activity (e.g. odometer reading altered on title).
- ✓ Vehicle data assisted local and state law enforcement with title fraud and vehicle-related investigations.
- ✓ Enhanced customer service (e.g. title discrepancies resolved).
- ✓ Efficiency for motor vehicle agencies (e.g. cost savings due to automated processing).
- ✓ JIS data assisted in title process decision-making.



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

NMVTIS
National Motor Vehicle Title Information System
810 7th Street, NW, Washington, DC 20531
(202) 416-3879 • NMVTIS@doj.gov
www.vehiclehistory.gov


The U.S. Department of Justice (DOJ) is responsible for the oversight of the NMVTIS program. The American Association of Motor Vehicle Administrators (AAMVA) represents NMVTIS on behalf of DOJ.
8/9/19 10:20:29

National Motor Vehicle Title Information System

Working for States



National Motor Vehicle Title Information System (NMVTIS)



NMVTIS
National Motor Vehicle Title Information System
www.vehiclehistory.gov


NMVTIS: Working for States

The companion brochure and video were developed to facilitate communication within a state to explain what NMVTIS is designed to do, how a state participates and benefits from it, and how AAMVA can help a state get the most from its participation.

[Download Brochure](#)


[Watch Video](#)

The U.S. Department of Justice is responsible for the oversight of the implementation and operation of the National Motor Vehicle Title Information System (NMVTIS). NMVTIS is designed to protect consumers from fraud and unsafe vehicles and to keep stolen vehicles from being resold.



Check NMVTIS Before You Buy!

Are You About to Buy a Flood or Junk/Salvage Car?



NMVTIS
National Motor Vehicle Title Information System

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

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

The U.S. Department of Justice (DOJ) is responsible for the oversight of the NMVTIS program. The American Association of Motor Vehicle Administrators (AAAMVA) operates NMVTIS on behalf of DOJ.

NMVTIS
National Motor Vehicle Title Information System
www.vehiclehistory.gov

REV 12-2019

Check NMVTIS Before You Buy!

This brochure was developed to raise awareness regarding the benefits of purchasing a NMVTIS vehicle history report. States are encouraged to provide hard copies in their public offices.

[Download Brochure](#)

English: [Watch the Video](#) | [Download the Zip File](#)


Closed Captioned: [Watch the Video](#) | [Download the Zip File](#)

Spanish: [Watch the Video](#) | [Download the Zip File](#)

Closed Captioned: [Watch the Video](#) | [Download the Zip File](#)


[Download a zip file with ALL FOUR videos.](#)

The U.S. Department of Justice is responsible for the oversight of the implementation and operation of the National Motor Vehicle Title Information System (NMVTIS). NMVTIS is designed to protect consumers from fraud and unsafe vehicles and to keep stolen vehicles from being resold.



Help Prevent Crime & Save Lives

Report VINs to NMVTIS



NMVTIS
National Motor Vehicle Title Information System

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

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

The U.S. Department of Justice (DOJ) is responsible for the oversight of the NMVTIS program. The American Association of Motor Vehicle Administrators (AAAMVA) operates NMVTIS on behalf of DOJ.

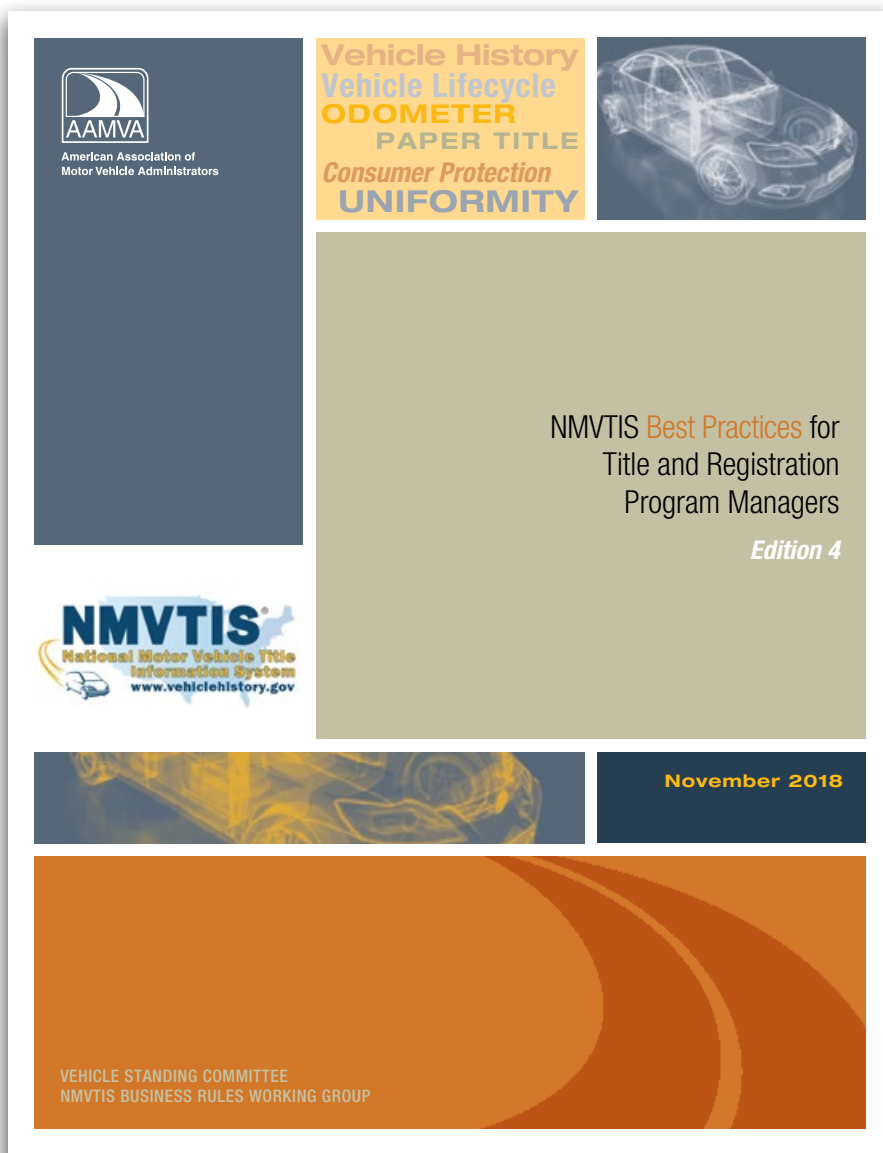
NMVTIS
National Motor Vehicle Title Information System
www.vehiclehistory.gov

REV 12-2019

NMVTIS: Help Prevent Crime & Save Lives

This brochure was developed to help spread the word about NMVTIS reporting requirements to state entities that obtain/buy junk, salvage, and/or total loss vehicles (junk and salvage yards, auto recyclers, etc.).

[Download Brochure](#)



NMVTIS Best Practices for Title and Registration Program Managers - Edition 4

Best practices were developed by the NMVTIS State Program Subcommittee to help title and registration program managers align NMVTIS with a jurisdiction's title practices.

[Download Document](#)



NMVTIS

The National Motor Vehicle Title Information System (NMVTIS) is an electronic system that provides consumers with valuable information about a vehicle's condition and history. Prior to purchasing a used vehicle, users may access NMVTIS to find information about the vehicle's title, most recent odometer reading, brand history and whether the vehicle has been deemed a junk or salvage vehicle and is in the possession of a junk or salvage yard, or determined to be an insurance total loss. This information is very valuable to any consumer looking to purchase a used vehicle.

NMVTIS was created to:

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

APPROVED NMVTIS DATA PROVIDERS

Approved NMVTIS Data Providers, operate under contract with AAMVA. Only approved data providers are authorized to sell NMVTIS Vehicle History Reports and display the NMVTIS logo. The listing of all current approved data providers can be found here, [Approved NMVTIS Data Providers](#).

Continued on back

Consumer Access: Become an Approved NMVTIS Data Provider

This flyer explains the business model and process to apply to become an Approved NMVTIS Data Provider. Only approved Providers are authorized to sell NMVTIS vehicle history reports and display the NMVTIS logo.

[Download Flyer](#)



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
<https://vehiclehistory.bja.ojp.gov>