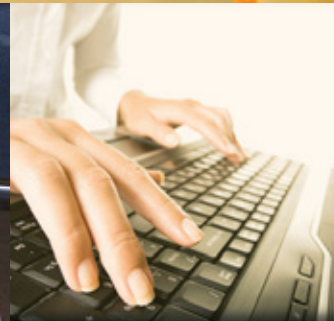
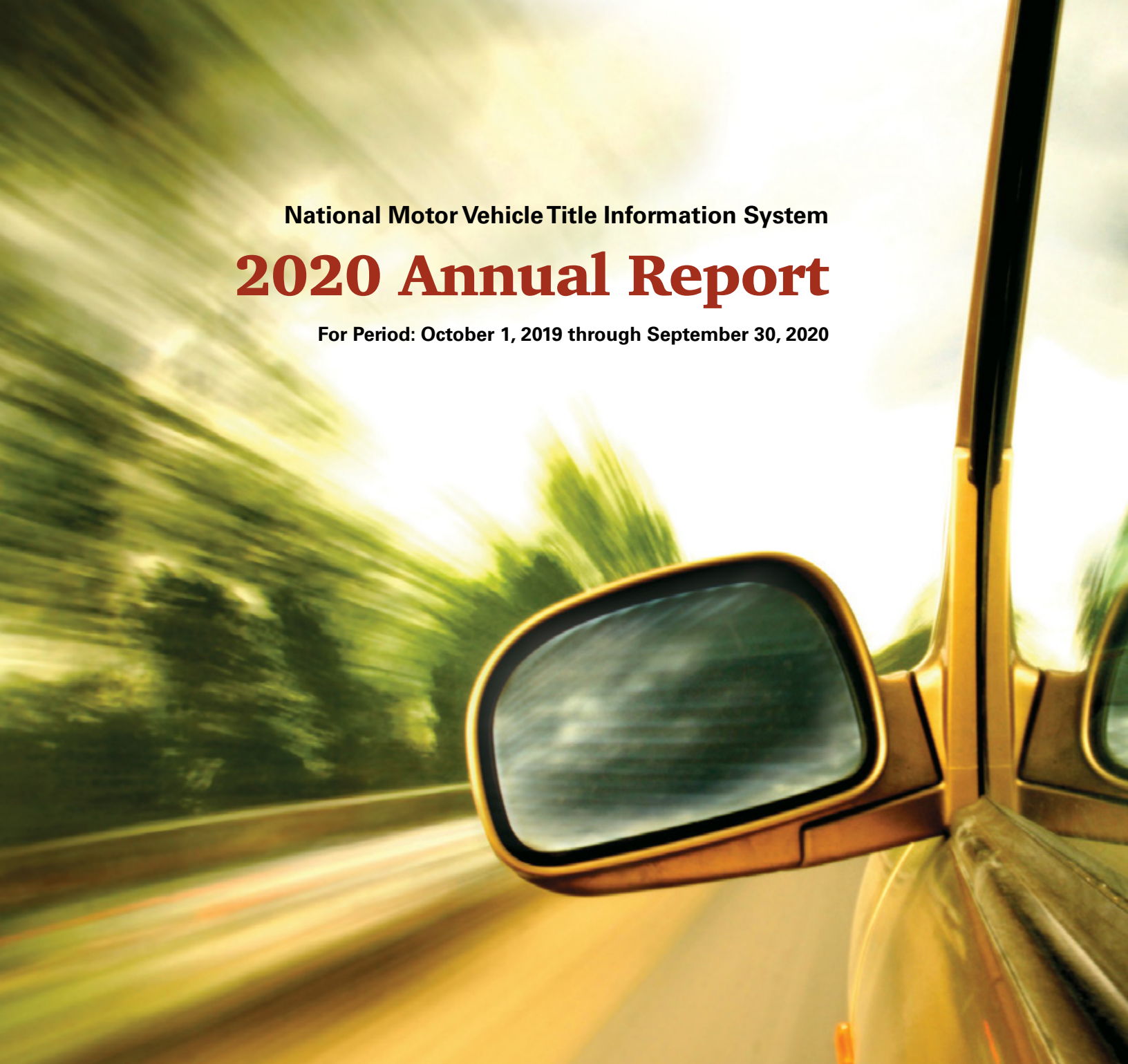
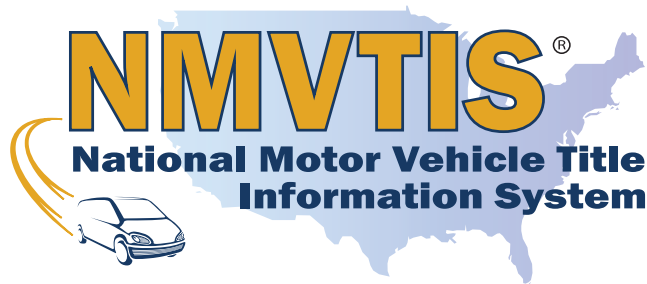


National Motor Vehicle Title Information System

2020 Annual Report

For Period: October 1, 2019 through September 30, 2020





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.

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PREFACE

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 2020 Annual Report is the twelfth publication, covering **October 1, 2019 through September 30, 2020** (“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 2021, this report details the performance of NMVTIS during the twelve-month reporting period. Future annual reports will also cover twelve-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 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 [red hyperlinks](#) to go to the referenced websites and pages in the report.

MESSAGE FROM THE NMVTIS OPERATOR

On behalf of the Board of Directors of the American Association of Motor Vehicle Administrators (AAMVA), I am pleased to present the twelfth 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 U.S. Department of Justice, Bureau of Justice Assistance.

Throughout this reporting period, 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. Despite the unusual conditions brought on by the COVID-19 pandemic, many states advanced to become fully Participating, including states that received funding under a grant program established in 2018 and augmented in 2019. In addition to progress on state participation, AAMVA hosted the first NMVTIS State Users Workshop in February. The workshop brought together representatives from all state user groups: vehicle/titling, law enforcement, and information technology; and met the objective of strengthening states' use of NMVTIS and advancing program standards. As part of the closing session, attendees expressed enthusiasm for continuing the opportunity to network and connect with their NMVTIS counterparts from other states. In a similar spirit of engagement, AAMVA held two Stakeholder Webinars during the reporting period, where attendees received system performance and program updates including DOJ's compliance and enforcement efforts. The positive attendee feedback underscored the value of continuing the webinar as a forum for stakeholders to exchange information and discuss NMVTIS.

From a technology perspective, NMVTIS continued to enhance system efficiency by completing migration of both production environments (primary and secondary) to the Microsoft Azure Government Cloud. All of this was completed while maintaining 99.8% system uptime, processing approximately eighteen million online transactions and approximately eight million batch transactions monthly.

As we closed out the year, AAMVA and the U.S. Department of Justice continued to work through key issues toward finalizing the details of a renewed operating (cooperative) agreement. The current agreement was extended through October 31, 2025.

NMVTIS continued as the trusted source for state vehicle title and brand history data and junk, salvage, and insurance total loss information for stakeholders. As with all previous reports, we could not prepare this report without the generosity of many individuals and organizations providing information and guidance. I appreciate their valuable contributions, and I expect you will find the report informative.



“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.”

Anne Ferro, *President & CEO*

EXECUTIVE SUMMARY

This reporting period of October 1, 2019 through September 30, 2020 showed continued progress in all NMVTIS program areas:

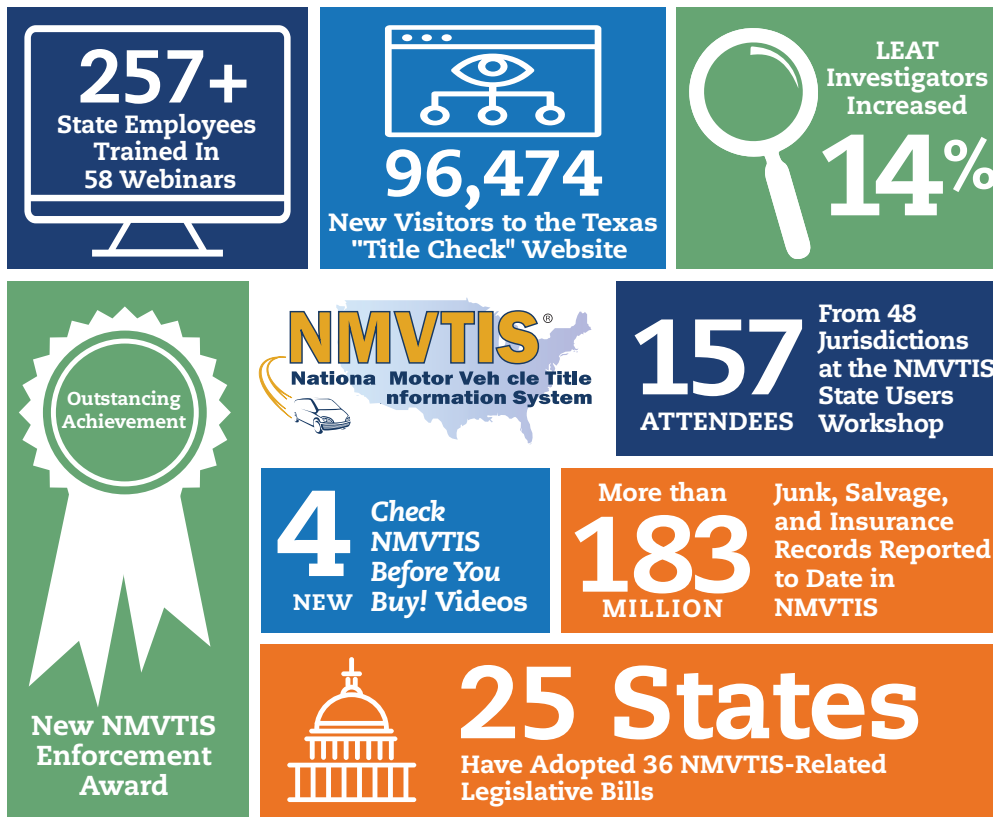
- State Program
- Junk, Salvage, and Insurance Reporting Program ([see Glossary](#))
- Consumer Access Program
- Law Enforcement Access Program

This reporting period was a remarkable and challenging time due to the COVID-19 pandemic which changed how DMV ([see Glossary](#)) customers and all NMVTIS stakeholders conducted business. Despite the changed landscape and lulls in activity in some program areas, NMVTIS continued to fulfill its legislative purpose. The reliance and value on NMVTIS data remained strong, as demonstrated by the benefits reported by stakeholders published in this report. Stakeholders again reported improved data quality, cross-state coordination, and increased awareness efforts.

Achievements during this reporting period include:

- AAMVA hosted an inaugural NMVTIS State Users Workshop with 157 attendees from forty-eight jurisdictions.
- U.S. motor vehicle title data represented in the system remained at 96%.
- AAMVA continued to deliver multiple NMVTIS-related webinars to familiarize state agencies with new system tools and features, training more than 257 state employees across fifty-eight webinars.
- States and AAMVA continued efforts to increase consumer awareness of the value of purchasing a vehicle history report before buying a used vehicle.
- Participation Management Concept pilot was initiated, enrolling nine states representing the various state participation approaches ([see Glossary](#)).
- Additional sworn and non-sworn investigators were added to expand the number of users of the Law Enforcement Access Tool.
- AAMVA established and held semi-annual NMVTIS Stakeholder Webinars, featuring updates from AAMVA and DOJ.
- States credited NMVTIS automation with increased data quality, enhanced customer service, agency savings, and detection of potentially stolen and unsafe vehicles, along with other benefits.
- To enhance system efficiency, AAMVA successfully migrated both NMVTIS production environments (primary and secondary) to the Microsoft Azure Government Cloud while maintaining 99.8% system uptime, processing approximately eighteen million online transactions and approximately eight million batch transactions monthly.
- States earned more than \$1.7 million in revenue credits from the sale of vehicle history reports by Approved NMVTIS Data Providers.
- NMVTIS-related legislation was passed in three states and introduced in six states.

HIGHLIGHTS DURING REPORTING PERIOD



Click on a statistic above to navigate to that program section.

STATE PROGRAM

- Three states moved from Providing Data Only to Participating ([see Glossary](#)).
- AAMVA continued to support states that are reengineering their NMVTIS application interface as part of modernizing their titling systems.
- NMVTIS State Program Subcommittee (SPS) rolled out the pilot of the Participation Management Concept (PMC).
- SPS, NMVTIS Operations Monthly Forum and State Business Points of Contact convened to discuss ways to enhance NMVTIS functionality.
- SPS and the NMVTIS Law Enforcement Subcommittee (LESC) met for the fifth consecutive year.
- AAMVA hosted an inaugural NMVTIS State Users Workshop with 157 attendees from forty-eight jurisdictions.

HIGHLIGHTS DURING REPORTING PERIOD *(Continued)*

JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM

- AAMVA continued to provide states with expanded junk, salvage, insurance (JSI) information to update state title records.
- States continued to introduce and adopt NMVTIS-related legislation.
- Twenty-five states have adopted thirty-six NMVTIS-related legislative bills, to date.
- Bureau of Justice Assistance (BJA) and AAMVA continued to explore various system enhancements, which in part will assist reporting entities in submitting final disposition actions.
- More than 183 million junk, salvage, and insurance records, representing more than eighty-seven million unique VINs, were reported to date in NMVTIS.

CONSUMER ACCESS PROGRAM

- States increased efforts to heighten consumer awareness of vehicle history reports and used car buying guidelines.
- Four new *Check NMVTIS Before You Buy!* short videos were made available to jurisdictions to share with their customers; Texas ran videos on televisions in its regional centers' lobbies.
- There were 96,474 new visitors to the "Title Check" page of the Texas DMV website.

LAW ENFORCEMENT ACCESS PROGRAM

- AAMVA and BJA continued to discuss additional features for the NMVTIS Law Enforcement Access Tool (LEAT).
- LEAT access was provided to Services Alberta, Special Investigations Unit to assist investigations on vehicle crimes in Canada.
- LEAT continued to expand system access to sworn and non-sworn investigators, with user numbers increasing 14%, from 6,261 to 7,122.
- Discussions continued regarding access to Customs and Border Protection vehicle export data and Federal Bureau of Investigation (FBI) incident-based reports.
- LESC developed a NMVTIS Enforcement Award to recognize outstanding achievement while conducting a NMVTIS investigation or using NMVTIS LEAT to enhance an investigation.
- LEAT search was expanded to display the reporting entity field "Individuals."

KEY NMVTIS STAKEHOLDERS

Key NMVTIS Stakeholders

DEPARTMENT OF JUSTICE

Within the U.S. 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 works in partnership with the system operator, AAMVA, and 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.

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)

KEY NMVTIS STAKEHOLDERS *(Continued)*

STATES

State titling agencies perform title verifications and report title, brand, and state vehicle 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 twenty-four 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 [DOJ's NMVTIS website](#).

LAW ENFORCEMENT AND DMV INVESTIGATORS

Law enforcement and DMV 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 and DMV investigative 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, SALVAGE, AND INSURANCE ENTITIES

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 monthly. An insurance carrier must report any automobiles of the current model year or any of the four prior model years it has determined to be a total loss under the law of the applicable jurisdiction, or designated as a total loss by the insurance company under the terms of its policies. By reporting the required information on junk, salvage, and total loss 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.

OTHER

Other entities interested and/or involved in NMVTIS-related activities include industry associations (e.g., salvage pools, recycling, auto auctions, dealers), other federal and foreign agencies (e.g., Environmental Protection Agency, Mexico's Ministry of Transport), and independent organizations focused on consumer protection and reducing vehicle-related crimes.

A nighttime photograph of a city skyline with a multi-level highway interchange in the foreground. The sky is a deep blue, and the city lights are visible. The highway has long-exposure light trails from cars, showing white and red streaks. The text is overlaid on the image in a large, white, sans-serif font.

Benefits

Overview

**Vehicle
Information**

Legislation

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:

- 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.

NMVTIS VEHICLES

AUTOMOBILES



BUSES



TRUCKS



MOTORCYCLES



MOTOR HOMES



TRUCK TRACTORS



SECTION 1: OVERVIEW *(Continued)*

- 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.

Several 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 [Exhibit 8](#). 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 Program (NSVRP) and the National Insurance Crime Bureau (NICB), have also recognized the benefits of NMVTIS.

| 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

SECTION 1: OVERVIEW *(Continued)*

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 \$8,885,338; State User Fees Contributed \$5,600,000

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 shall be financially self-sustaining, operating without federal funding. The system earned \$8,499,634 in revenue during this period. This revenue was used to cover \$8,885,338 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.



Integrity

Compliance

**Program
Areas**

**Critical
Data**

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 [Exhibit 4](#).

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

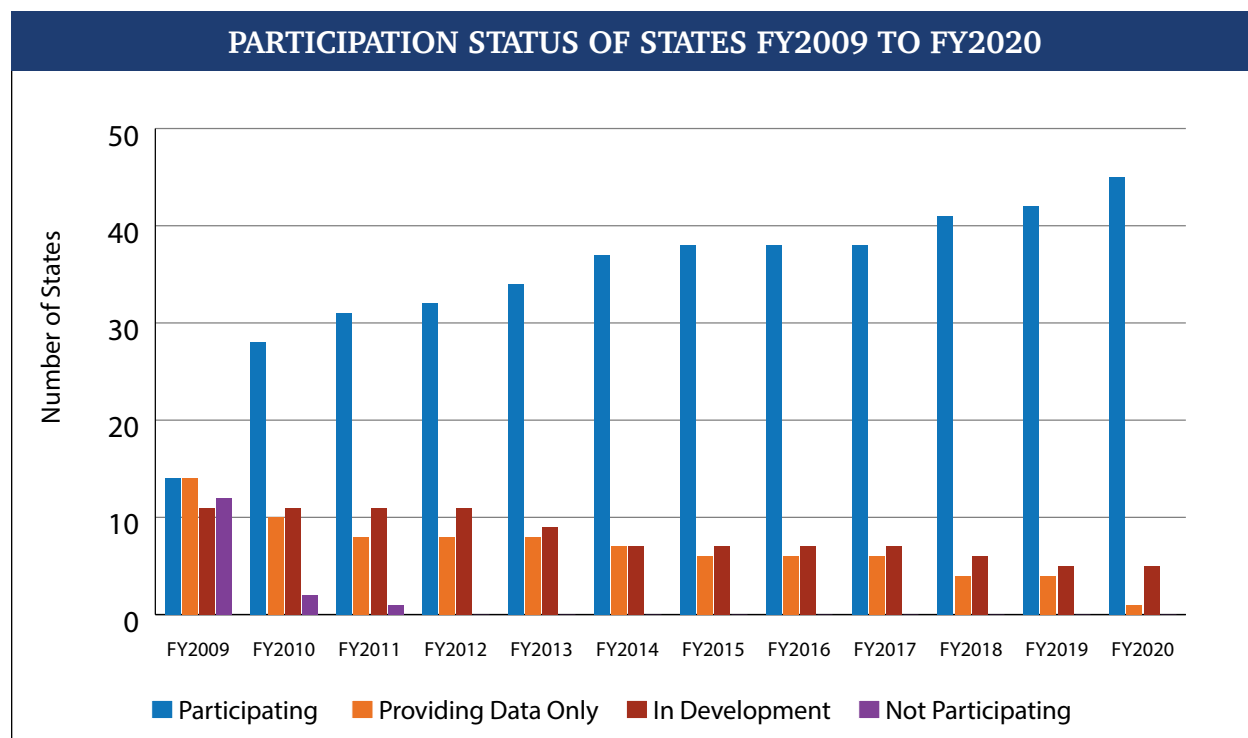
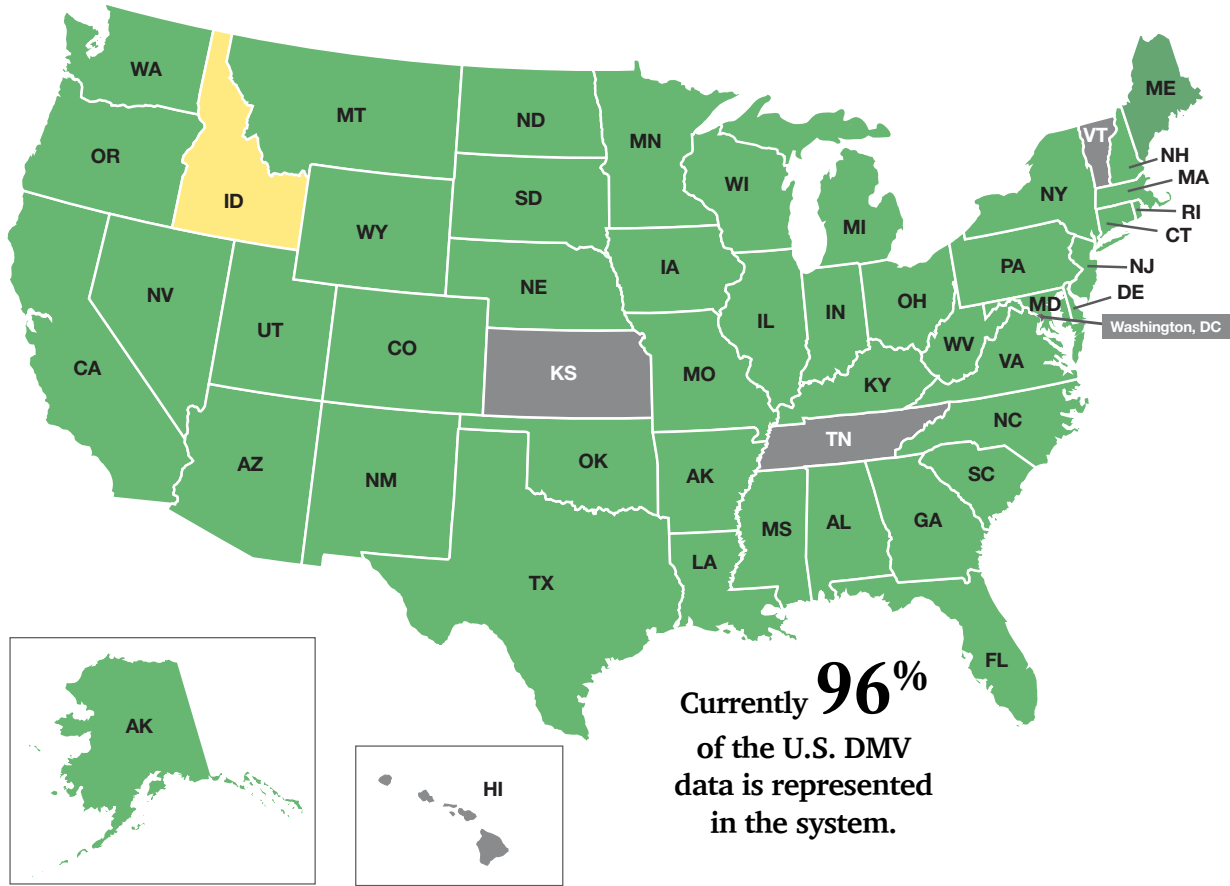


Figure 2

STATE MOTOR VEHICLE ADMINISTRATION OVERALL COMPLIANCE



- **45 States Participating** – states that provide data and inquire into system before issuing new titles
- **1 State 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 ten years. In FY2019, Oregon became a Participating state and brought the vehicle data represented in NMVTIS to 96%. During this report period, California, Maryland, and Massachusetts moved from Providing Data Only to Participating. Vehicle data represented in the system remained at 96% (see Figure 4).

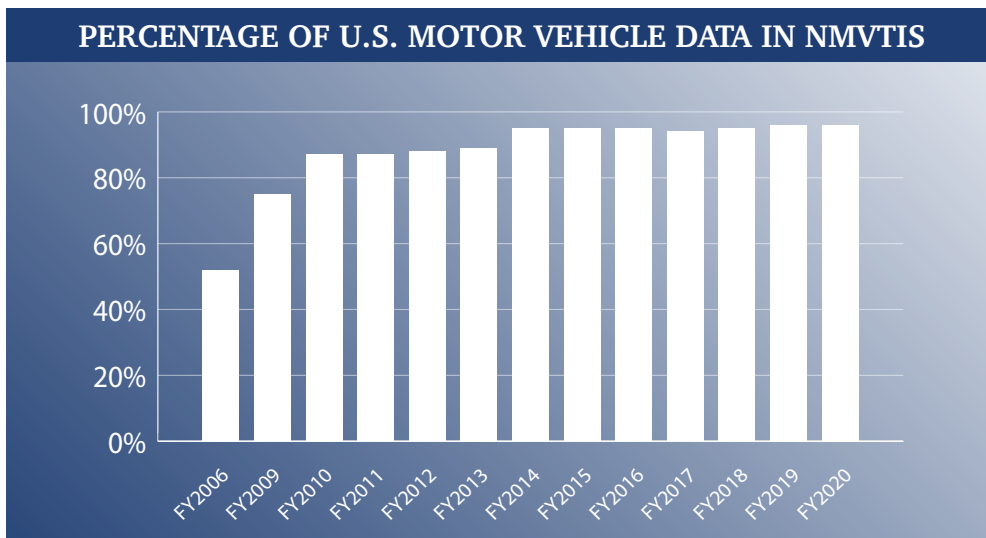


Figure 4

AAMVA continued to support states reengineering their NMVTIS application interface as part of modernizing their titling systems. Though not all jurisdictions are currently Participating, some are in the planning stages or In Development moving toward full participation (District of Columbia, Idaho, Kansas, 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 title history. With forty-six states providing data to NMVTIS, there was an increase during this reporting period of nearly twenty-one million current title records and more than eighty-one million title history records. In total, there are more than 599 million current title records and more than 897 million title history records in the system (see Figures 5 and 6).

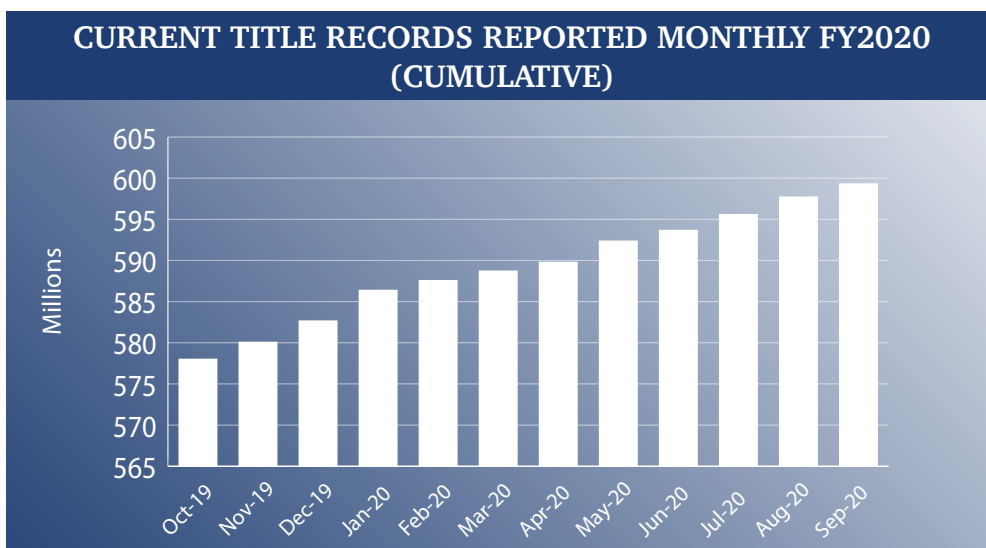


Figure 5

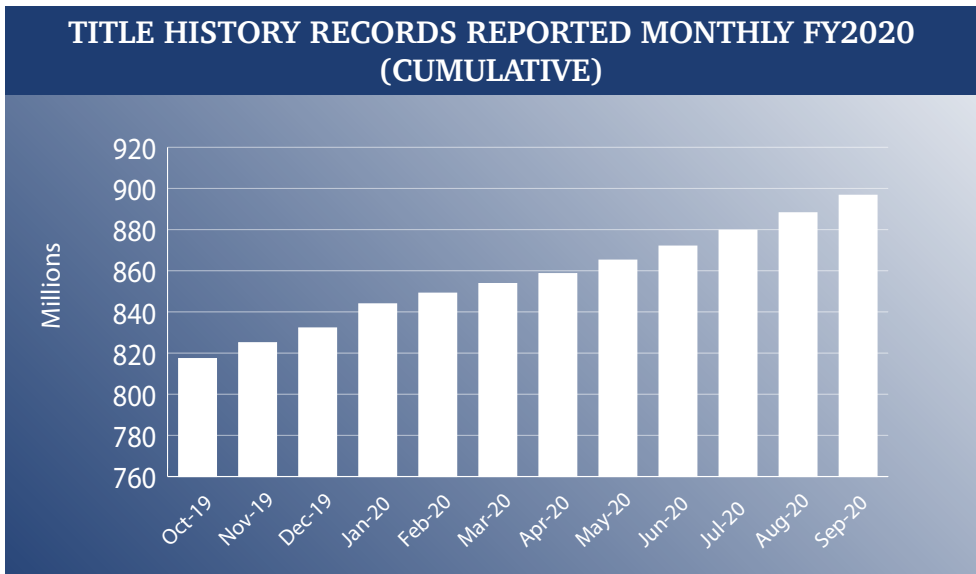


Figure 6

Over the past twelve years, current title records in the system increased nearly 104% (see [Figure 7](#)). In FY2009, current title records numbered 293 million; they reached more than 599 million during this reporting period.

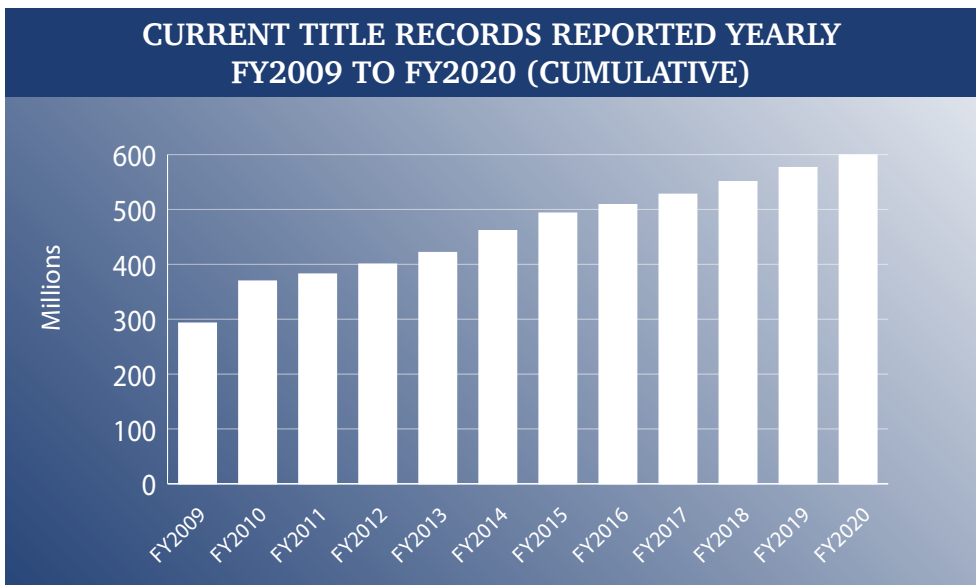


Figure 7

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

SECTION 2: STATE (Continued)

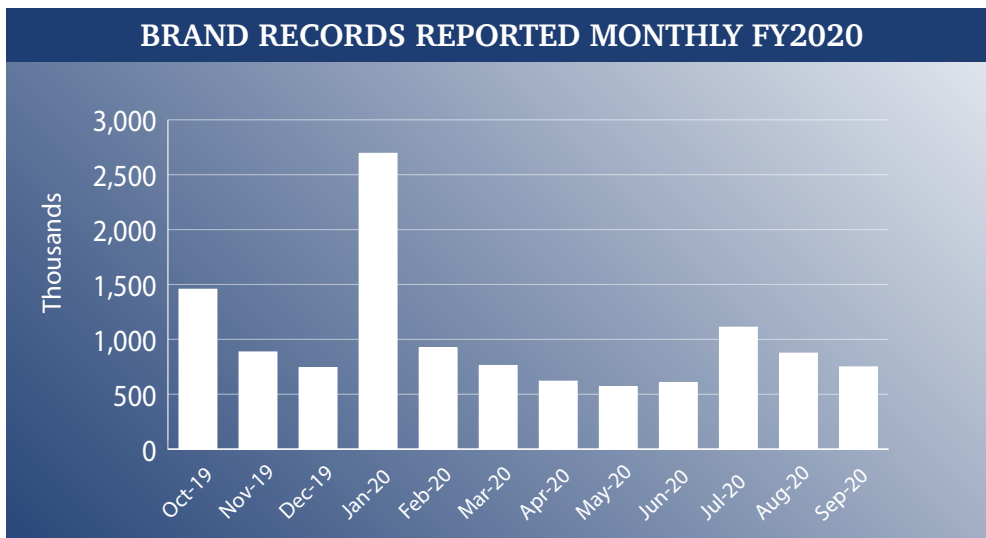


Figure 8

There are more than sixty vehicle brands captured in NMVTIS as of September 30, 2020; the top seven are shown below. The “Others” category includes the remaining brands (see Figure 9).

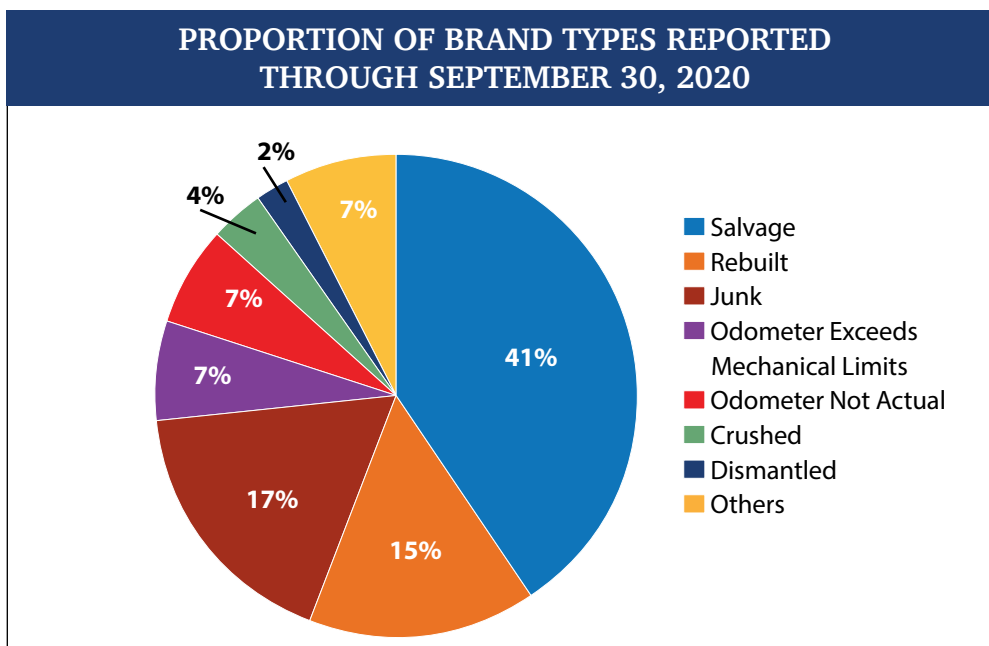


Figure 9

Reporting of brand types has increased from more than fifty-nine million in FY2010 to more than 158 million in this reporting period, an increase of 167% (see Figure 10).

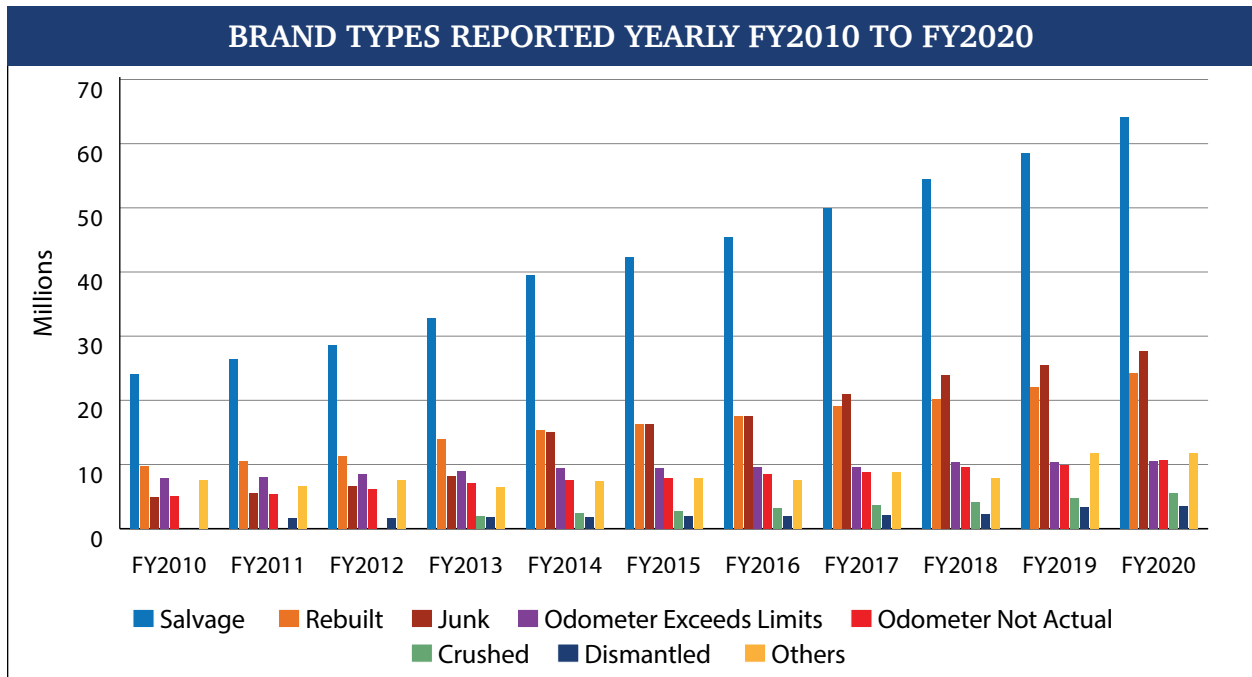


Figure 10

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 over 700,000 and reflect the vehicles traded in under the Consumer 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 (605), which reflects GSA’s reporting of Junk or Salvage brands for federal crash, test/scrap, or salvaged vehicles that are sold to the public. More detail on GSA’s reporting can be found under [Stakeholder Collaboration](#) in this report.

“NMVTIS is an invaluable resource that helps Colorado serve her citizens more effectively every day.

JENNY ADLER
 Operations Manager, Vehicles
 Services Section, Colorado
 Department of Motor
 Vehicles

SECTION 2: STATE (Continued)

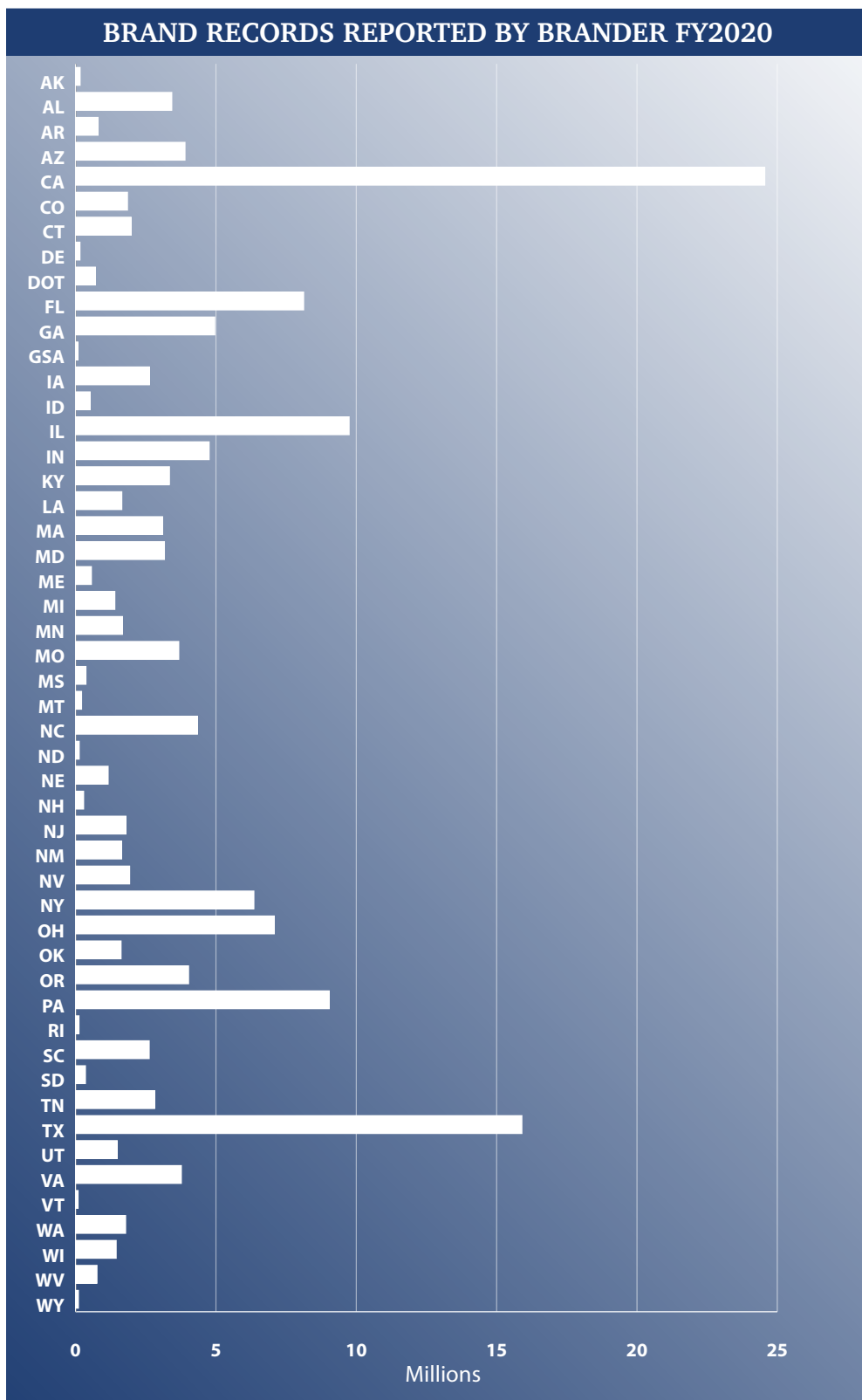


Figure 11

SECTION 2: STATE *(Continued)*

During this reporting period more than 254 million state transactions (inquiries, title updates, and brand updates) were conducted (see Figure 12), an increase of nearly 10% over the more than 230 million transactions during the last reporting period.

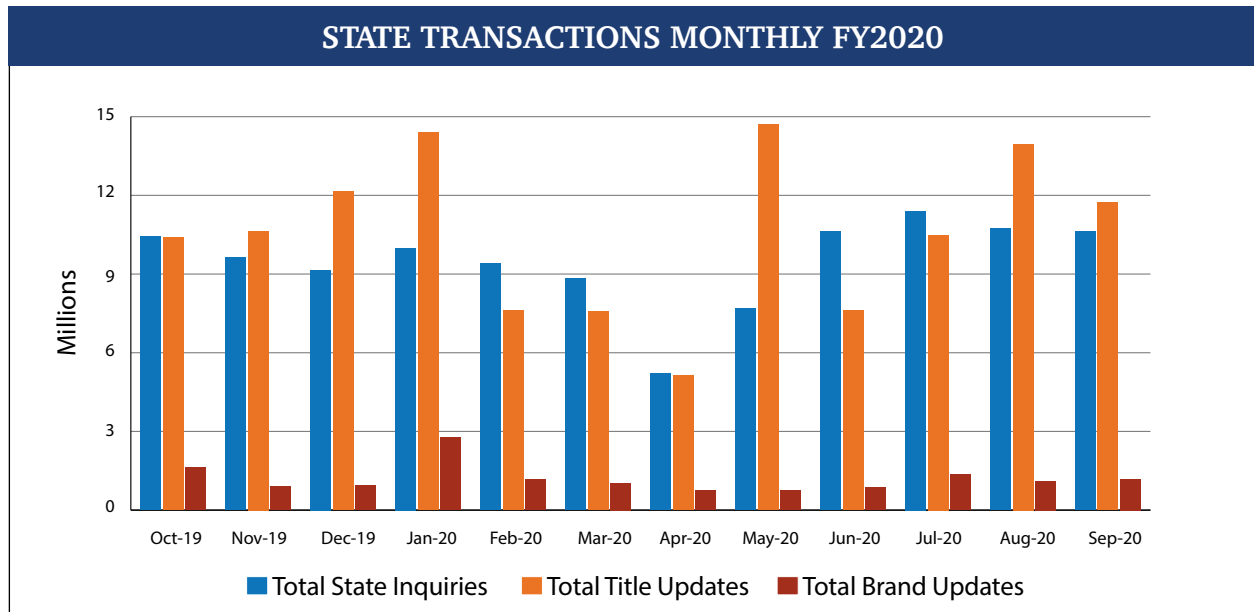


Figure 12

Over the past ten years, state-conducted transactions have increased more than 247%. In FY2009, transactions numbered approximately seventy-three million and during this reporting period transactions exceeded 254 million (see Figure 13).

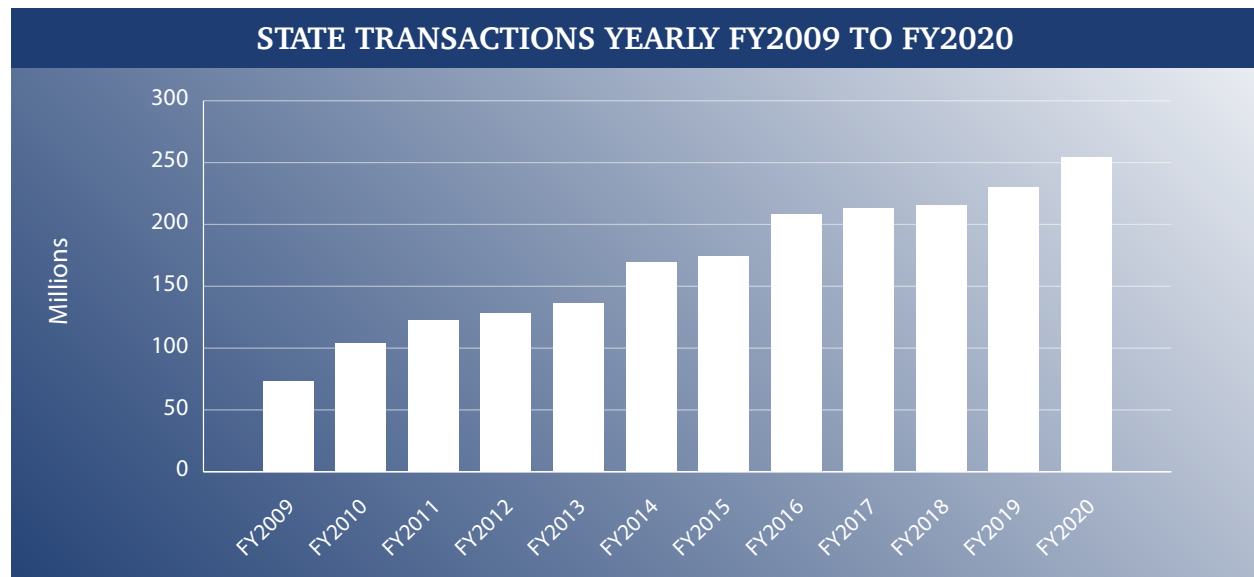


Figure 13

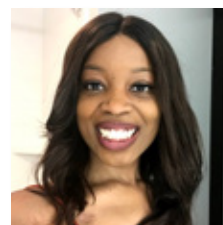
NMVTIS State Program Subcommittee (SPS)

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 encourage jurisdictions to develop consistent system-related business policies and practices, AAMVA established the NMVTIS Business Rules Working Group. In 2018, the entity changed its status from a working group to a full-time subcommittee of the Vehicle Standing Committee 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* 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 twelve 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 states participate in the system and how they can derive optimal benefits from it. During this period, the SPS focused on policy issues that will be affected by modernization of NMVTIS. In previous reporting periods, the SPS made the recommendation for AAMVA to develop a *Check NMVTIS Before You Buy!* brochure and companion four-minute-long video to increase public awareness of NMVTIS. These were made available to jurisdictions in previous reporting periods, with the video offered in English and Spanish. In this reporting period, the SPS assisted in the development of four short videos highlighting key messages from the full-length version. These forty-five-second infomercials were rolled out in English to jurisdictions for use in their DMV waiting areas and/or to post on their website for viewing by the public ([see State Awareness section](#)). The videos will be rolled out in Spanish during the next reporting period.

“The Indiana Bureau of Motor Vehicles uses NMVTIS to work diligently to assist our customers, local law enforcement, and court representatives with the information they need to resolve an issue. NMVTIS concise data has helped protect our state and consumers from vehicle-related fraud. It has considerably helped Indiana consumers with valuable information regarding a vehicle's condition and history before purchasing a car.

TANEIKA MCGUIRE
Deputy Director of Titles,
Indiana Bureau of Motor
Vehicles



Participation Management Concept (PMC) *(formerly Performance Management Concept)*

During previous reporting periods, the SPS developed a Participation Management Concept (PMC) to help states monitor system activity and provide information describing how each state participates in NMVTIS. The concept would assist states in fully maximizing their 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 were approved by AAMVA's Vehicle Standing Committee. During this reporting period, the PMC pilot was initiated and included enrolling nine states representing the various state participation approaches. The pilot included a website leading to an interactive map providing access to specific state information. In addition, pilot states received applicable monitoring reports regarding their NMVTIS operational activities. All pilot states participated in a pre-pilot survey to establish a baseline of expectation for the pilot. Once the pilot is completed in December 2020, the states will complete a post-pilot survey to compare results with the first survey.

NMVTIS Webinar Training for Jurisdictions

State Web Interface (SWI) Training

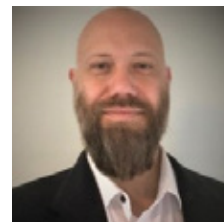
AAMVA continued to deliver State Web Interface (SWI) training to states, enabling them to correct their own title and brand records securely through the interface. States have reported their titling processes are more efficient and NMVTIS data integrity is improved because of their ability to make self-service data corrections. 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 twenty-eight SWI webinars, with more than 122 participants representing thirty-one states.

NMVTIS Suspense Resolution for Online States

AAMVA delivered a two-part webinar training for NMVTIS Suspense Resolution for online states for both the AAMVA Message Interchange Envelope (AMIE) and web service-based versions. During this period, AAMVA held thirty suspense resolution webinars, with more than 135 participants representing twenty-three states.

“ We use NMVTIS daily in our office to investigate fraud and determine if titles being presented in Florida are valid. Numerous fraudulent titles being presented have been rejected or cancelled due to the information NMVTIS provides. It is a very powerful system and necessary to perform our job.

MICHAEL RENNIE
Fraud Mitigation Program
Manager, Bureau of Motorist
Services Support, Division
of Motorist Services, Florida
Department of Highway
Safety and Motor Vehicles



SECTION 2: STATE *(Continued)*

NMVTIS Business Points of Contact

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 for state business staff to participate ad-hoc in the NMVTIS information technology discussion. As a result, AAMVA established a new liaison role for jurisdictions – the NMVTIS Business Point of Contact (POC). Establishing a NMVTIS POC within each jurisdiction and bringing them together periodically provides AAMVA and jurisdictions with the capacity 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 conference calls with the NMVTIS PsOC served as a forum for NMVTIS updates and feedback, fostering ongoing operational collaboration among the states. In December 2019, and April and July of 2020, 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 each of these conference calls.

NMVTIS State Users Workshop

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 PsOC calls and found benefit in bringing the NMVTIS PsOC and other NMVTIS stakeholders together for an in-person meeting. During the previous reporting period, 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 together the vehicle titling personnel, law enforcement, DMV investigators, and IT discipline staff involved in the daily operations of NMVTIS to share expectations, challenges, and successes regarding the NMVTIS program. The workshop would emphasize the important role the jurisdictions' DMV investigators and 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, a budget was developed, a venue was selected, and attendees were identified, invited, and registered from the three disciplines for each of the states. An agenda was created for the workshop sessions, and approval from DOJ was sought and obtained. On February 5 and 6, 2020, AAMVA held its first-ever NMVTIS State Users Workshop in Tampa, Florida. There were 157 attendees from forty-eight jurisdictions in attendance. Georgia Steele, Ed.D, from Georgia's

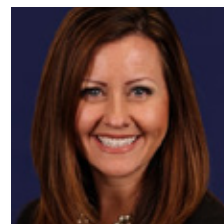
Department of Revenue (DOR) and former President of AAMVA Region 2, was the keynote speaker. Dr. Steele provided insights on how NMVTIS works to protect against fraud and theft and prevents unsafe vehicles from being titled, and the role each state plays in that effort. The workshop format enabled vehicle titling, information technology, and law enforcement users (including DMV investigators) to focus on their specific aspects of NMVTIS. The workshop was primarily developed for jurisdiction staff members who work every day in NMVTIS operations in their state. Topics ranged from the use of NMVTIS Best Practices, help desk issues, and NMVTIS modernization to vehicle fraud prevention, with a focus on small group discussion. Workshop participants were asked to address topics to improve NMVTIS. The feedback obtained from the workshop resulted in a list of member-driven solutions, which have been referred to the SPS to assess and prioritize for implementation.

NMVTIS Program Income Funding

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 in 2018 and Oregon completed development in 2019. The District of Columbia and Kansas requested and were granted additional extensions, with the agreement to be Participating during the next report period. In 2018, 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 funding as state funds were already allocated for NMVTIS implementation. The remaining states (Idaho, Maryland, and Vermont) were awarded allocations totaling \$375,000. Idaho and Maryland met the agreed-upon requirements leading to full participation in NMVTIS during this reporting period and Vermont, along with Kansas, were still In Development. The District of Columbia gave up its funding and continues to be In Development. The NMVTIS state program income

“Criminals continue to take advantage of innocent consumers in the wake of the COVID-19 pandemic and natural disasters. Consumers in Texas and across the nation have an easy way to protect themselves from title fraud, odometer discrepancies, and brand issues. Obtaining a title history report through NMVTIS is one of the most important steps you should take before buying a used vehicle.

WHITNEY BREWSTER
Executive Director, Texas
Department of Motor
Vehicles



SECTION 2: STATE *(Continued)*

allocations closed during this reporting period with requests for extension no longer available.

BENEFITS

States Report Positive Results Through NMVTIS Participation

States that inquire into NMVTIS (i.e., conduct a title verification check) receive data on the specific vehicle, the current title, any brand information, JSI information, and whether the vehicle is reported stolen. Based on this information, the state determines whether to issue a new title. When a vehicle is retitled, NMVTIS is updated to show the current state of title. During this reporting period, the following states reported a wide range of benefits from participating in NMVTIS (detail for each state can be found in [Exhibit 2](#)):

“By lowering the occurrence of taking incorrect titles, NMVTIS works great for Alaska!”

KATIE SMITH
Administrative Assistant,
Alaska Department of Motor
Vehicles

| | 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/ Investigative Processes |
|-------------|--------------------------------------|---|---------------------------|--|--|---|--|
| Alabama | ★ | ★ | ★ | ★ | ★ | ★ | ★ |
| Alaska | | | ★ | | | ★ | ★ |
| Arizona | | | ★ | | | | |
| California | | | ★ | | | | |
| Colorado | ★ | ★ | ★ | ★ | ★ | ★ | |
| Connecticut | ★ | ★ | ★ | ★ | ★ | ★ | ★ |
| Florida | ★ | ★ | ★ | ★ | ★ | ★ | |
| Georgia | ★ | ★ | ★ | ★ | ★ | ★ | ★ |
| Idaho | | | ★ | | | | |
| Illinois | | | ★ | | | | |
| Indiana | ★ | ★ | ★ | ★ | ★ | | ★ |

SECTION 2: STATE *(Continued)*

| | 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/ Investigative Processes |
|---------------|--------------------------------------|---|---------------------------|--|--|---|--|
| Iowa | ★ | ★ | ★ | ★ | ★ | ★ | ★ |
| Maine | | | ★ | | | | |
| Maryland | ★ | ★ | ★ | ★ | ★ | ★ | ★ |
| Minnesota | ★ | ★ | ★ | ★ | ★ | ★ | ★ |
| Mississippi | ★ | ★ | ★ | ★ | ★ | ★ | ★ |
| Missouri | ★ | ★ | ★ | ★ | ★ | ★ | |
| Montana | | ★ | ★ | | ★ | ★ | ★ |
| Nebraska | ★ | ★ | ★ | ★ | ★ | ★ | ★ |
| Nevada | ★ | ★ | ★ | ★ | ★ | ★ | ★ |
| New Hampshire | ★ | ★ | ★ | | ★ | ★ | ★ |
| New Jersey | ★ | ★ | ★ | ★ | ★ | ★ | ★ |
| New York | | | ★ | | | | |
| North Dakota | | | ★ | | | | ★ |
| Pennsylvania | ★ | ★ | ★ | | | ★ | ★ |
| South Dakota | | | ★ | | | | |
| Texas | | ★ | ★ | | ★ | ★ | |
| Utah | ★ | ★ | ★ | ★ | ★ | ★ | ★ |
| Virginia | | ★ | ★ | ★ | ★ | ★ | ★ |
| West Virginia | ★ | ★ | ★ | ★ | ★ | ★ | ★ |
| Wisconsin | ★ | ★ | ★ | ★ | ★ | ★ | ★ |
| Wyoming | ★ | ★ | ★ | | ★ | ★ | ★ |

PAYING USER FEES

States Paid \$5.6 Million Toward the Cost of Operating the System in FY2020

In accordance with the NMVTIS Final Rule, requiring twelve 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. FY2020 state fees were calculated using this fee model. Key tenets of the NMVTIS state fees include:

- State fees cover an increasing percentage of total NMVTIS operational costs each year and are subject to annual review;
 - Based on review of projected FY2020 costs and revenue, state fees will cover a maximum of 74% of NMVTIS system operating costs in FY2020.
- An equitable fifty-one-tier structure assigns each jurisdiction a portion of total system operating costs. The structure is calculated using each state's number of registered vehicles (as reported by jurisdictions to the Federal Highway Administration) as a percentage of the total U.S. registered vehicle population. The resulting percentage is used to determine each state's portion of overall state fees.
- The remaining percentage of operating costs will be covered by a combination of other sources of funding, including Consumer Access Provider program income, and AAMVA member funds.

“ This tool is of great benefit to law enforcement, titling and registration services, and the public at large as it identifies vehicle issues in Connecticut before a vehicle is registered and titled.

DANIEL SILBO
Manager, Vehicle and
Business Regulations,
Connecticut Department
of Motor Vehicles

2020 FRAUD INVESTIGATION

Investigators from the Orange County, Florida, Sheriff's Office (OCSO) attended a webinar hosted by the Regional Organized Crime Information Center (ROCIC) and AAMVA regarding the use of the NMVTIS Law Enforcement Access Tool (LEAT), which is accessible through RISSNET. OCSO detectives attempted to locate a vehicle tied to a homicide suspect that had been abandoned by the suspect in another part of the state. Initial attempts to locate the vehicle were not successful. Using information from NMVTIS LEAT and ROCIC's information-sharing services, the investigators were able to locate the suspect's vehicle.

SECTION 2: STATE *(Continued)*

- States in compliance with NMVTIS will receive a 50% credit of the revenue collected by AAMVA for each consumer access transaction that results in data returned for a VIN pointing to that state as the current state of title.

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, forty-six eligible states earned more than \$1.7 million in credits, a 32% decrease from the prior period (see Figure 14) which may be tied to consumers not purchasing vehicle history reports during the COVID-19 pandemic.

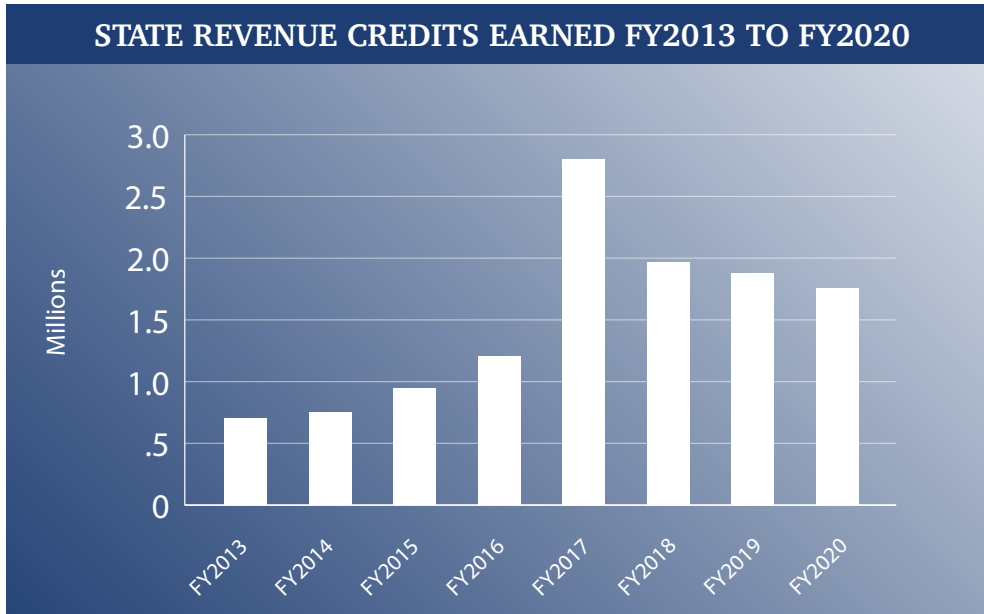


Figure 14

2020 FRAUD INVESTIGATION

Last year the Utah and Texas NMVTIS help desks worked in tandem to identify several instances of stolen vehicles with fraudulent titles. The key investigator was none other than NMVTIS!

A customer attempting to title a vehicle in Texas surrendered what appeared to be a Utah title as proof of ownership. As part of the Texas titling process a NMVTIS check was completed. There was no record of the Utah title in NMVTIS, so Texas contacted Utah to have its title added to NMVTIS.

Upon receiving the request from Texas, the Utah help desk investigated the situation further and found the VIN was valid, however the Utah title information was throwing up red flags. Utah requested that Texas pull the title so that it could be examined. It was an exceptional forgery. Had Texas not utilized a NMVTIS check prior to titling, and had Utah not researched the matter further, this title would have easily passed inspection in another state as being valid.

Over the course of several months, the two help desks continued to work together and identified multiple vehicles that had been stolen. The titles were all being manufactured by the same entity and an obvious pattern started to emerge.

Without exceptional communication, expertise, and teamwork by NMVTIS help desks in two different states, and most importantly, taking the time to use NMVTIS as a precursor to titling, several vehicles would have been fraudulently titled.

DANA JOHNSON, Programs Manager, Utah Division of Motor Vehicles

Junk, Salvage, and Insurance Reporting Program

Number of Records Reported Continued to Increase; More Than Eighty-Eight Million Unique VINs Reported to Date

In addition to state motor vehicle titling agencies, the Anti Car Theft Act requires that 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 records reported to the JSI reporting program during this report period was lower than the last 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. (ADD)
- ISO ClaimSearch Solutions

During this reporting period, a total of 17.8 million records were reported by junk, salvage, and insurance entities ([see Figure 15](#)). This was a decrease of 1.5 million (-8 %) from FY2019.

“ NMVTIS has been extremely helpful to our Department in identifying vehicles that are not branded appropriately which ultimately aids in keeping vehicles safer on Georgia roads.

ROBERT WORLE
Assistant Director, Georgia
Department of Revenue,
Motor Vehicle Division

SECTION 2: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*

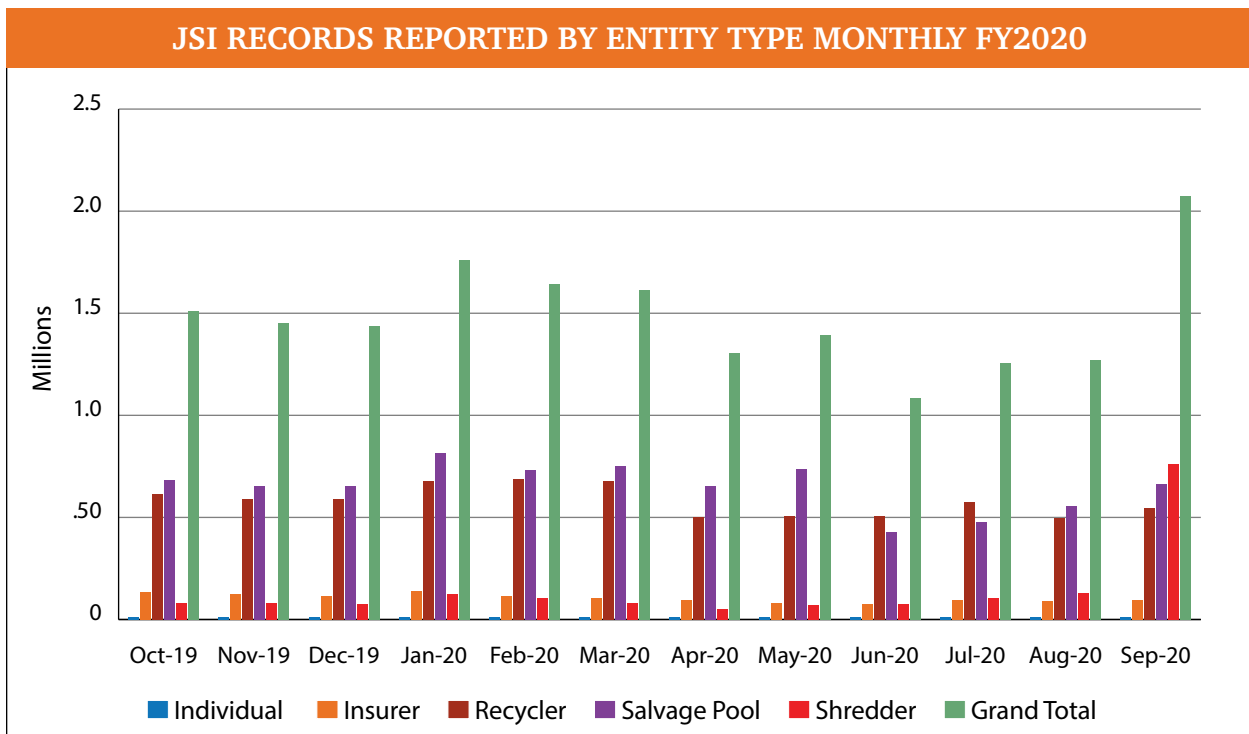


Figure 15

A total of more than 183 million junk, salvage, and insurance records, representing more than eighty-seven 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 various disasters such as flood/fires. This reporting period did not see a high number of these events, which may have contributed to the reduction from the last reporting period, which was an exceptional year for natural disasters.

SECTION 2: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*

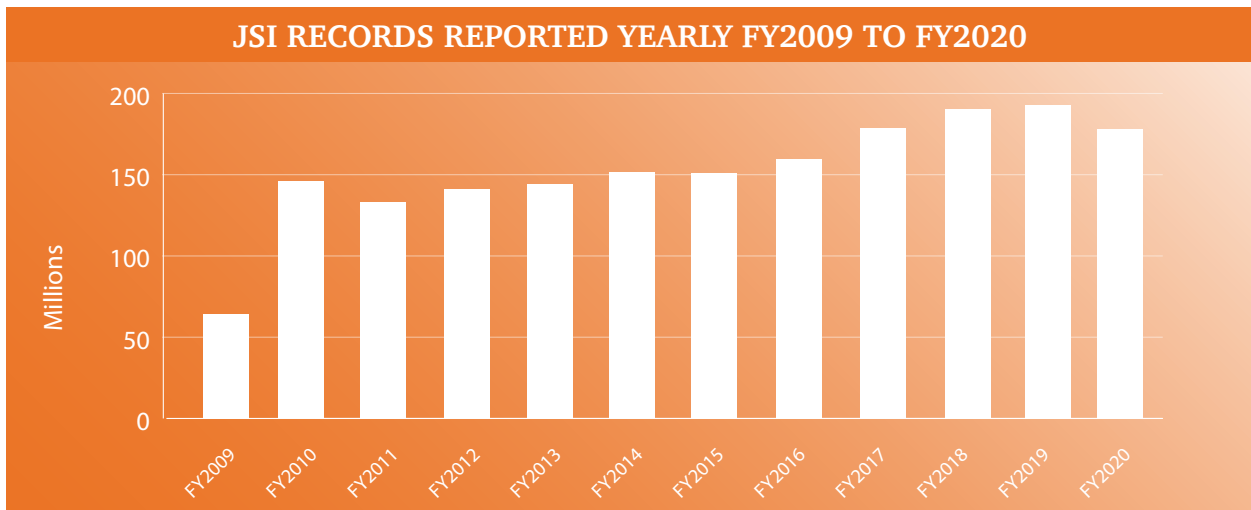


Figure 16

The annual average number of junk, salvage, and insurance records reported to NMVTIS each year since FY2010 is about sixteen million, an increase from last year’s annual average. Recyclers and salvage pools continue to report the majority of records, with a slight shift as salvage pools reported more than recyclers for the first time (see Figure 17).

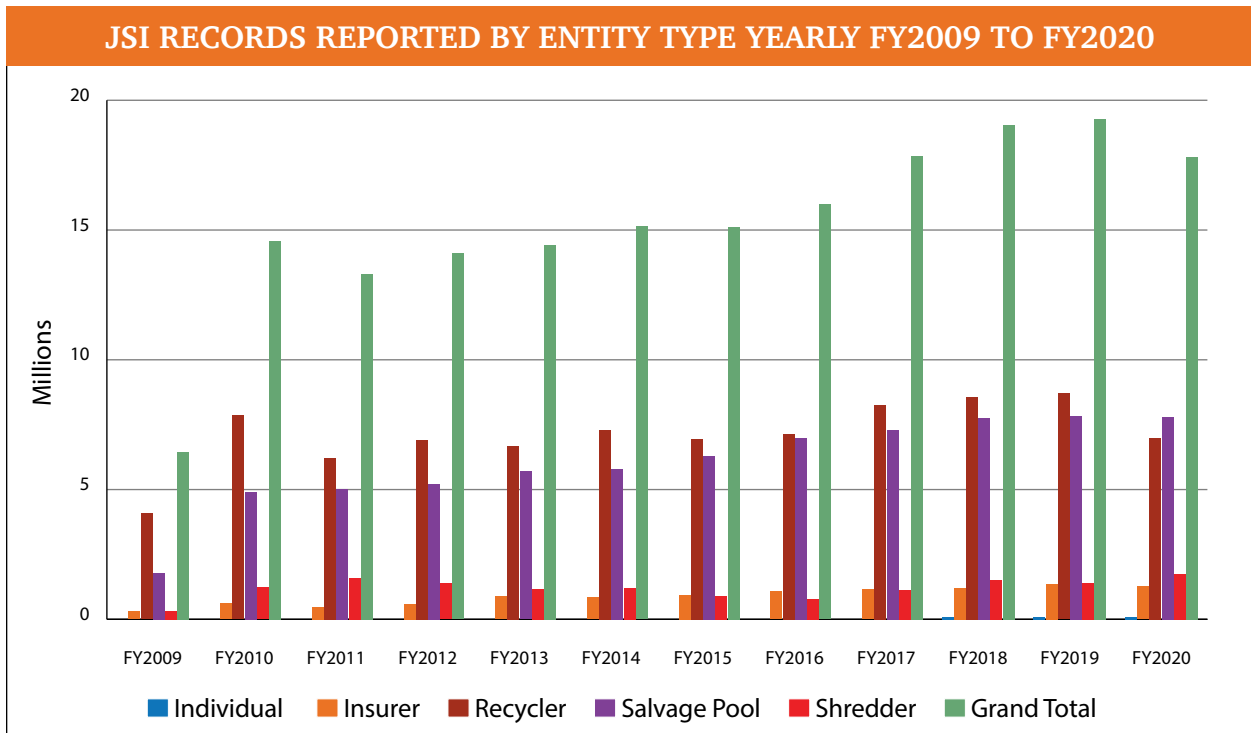


Figure 17

SECTION 2: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*

For the vehicle disposition breakdown of the 183 million total records reported to date, see [Figure 18](#) and [Figure 19](#).

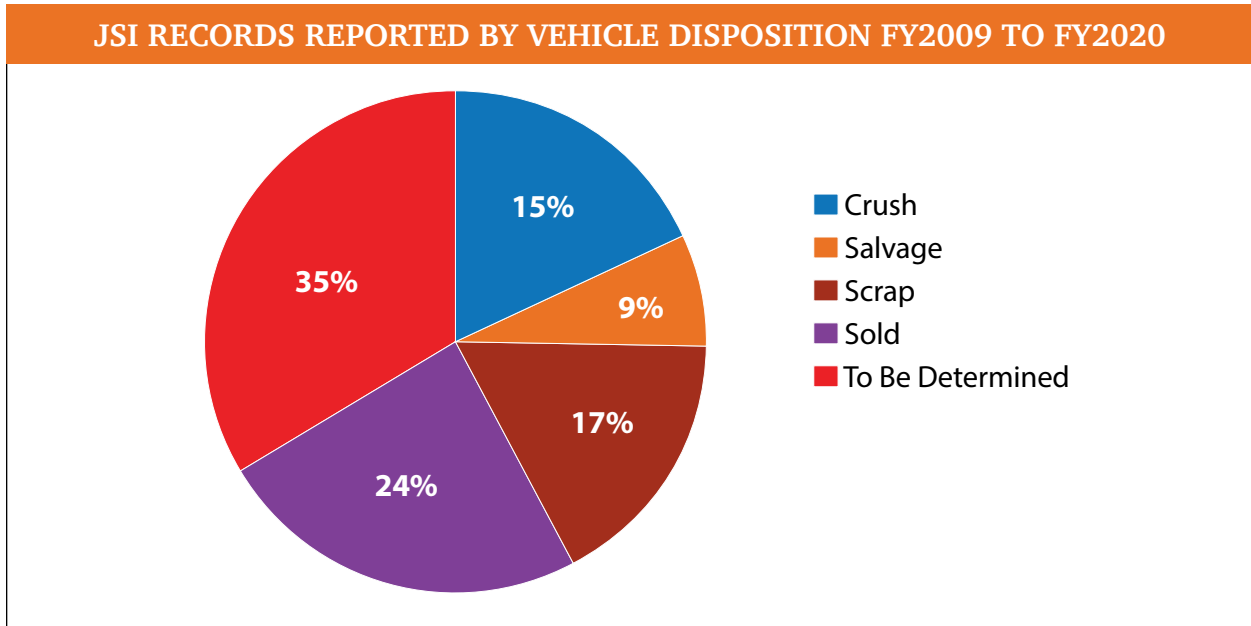


Figure 18

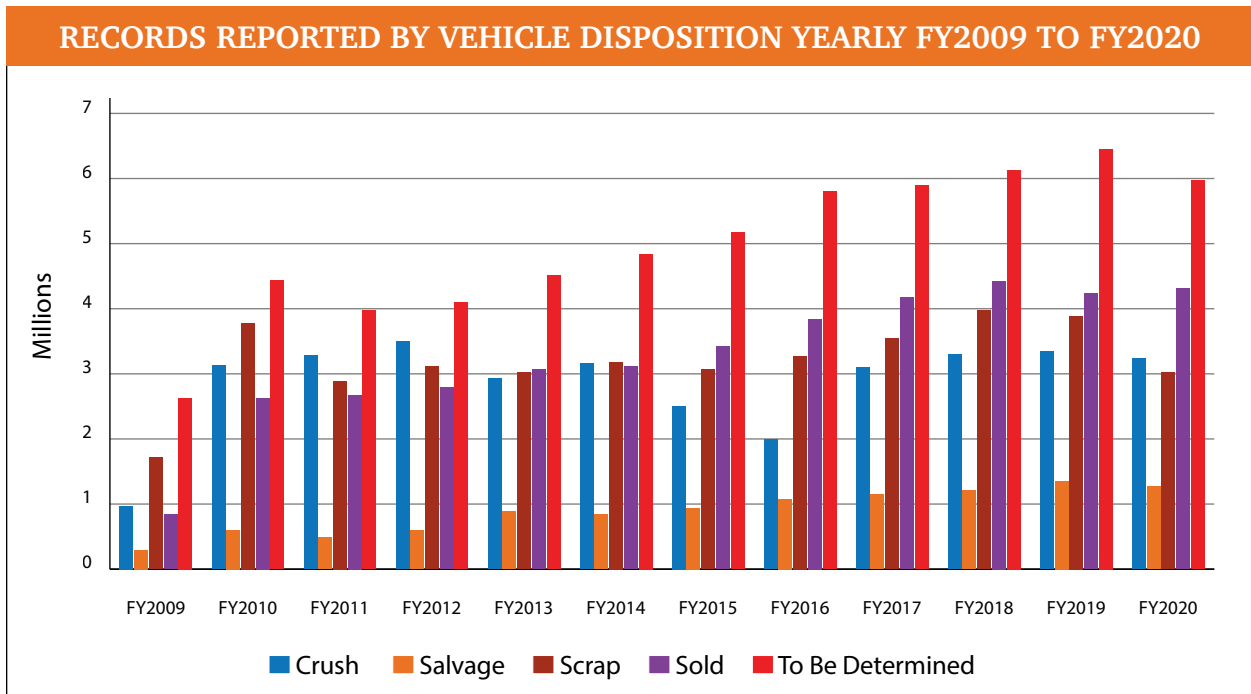


Figure 19

SECTION 2: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*

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. Some reporting 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 updates when the disposition is known. This period's results were consistent with the last period.

Reviewing the historic trend ([see Figure 19](#)), the To Be Determined and Scrap disposition status saw reductions compared to the prior reporting period. This may be a result of compliance enforcement efforts to complete the reporting process with several reporting entities. The two-step reporting practice contributes to the high rate of To Be Determined dispositions in this and prior reporting periods. During this period, efforts continued to address situations where vehicles reported with a To Be Determined may have been reported in error. This work will continue as part of ongoing operations and maintenance and data integrity activities.

An average of just above 4,500 entities reported each month through this period ([see Figure 20](#)). This was an average reduction of 300 entities reporting monthly over previous reporting periods. It is unclear if this reduction was a result of the economic downturn from the COVID-19 pandemic or other factors.

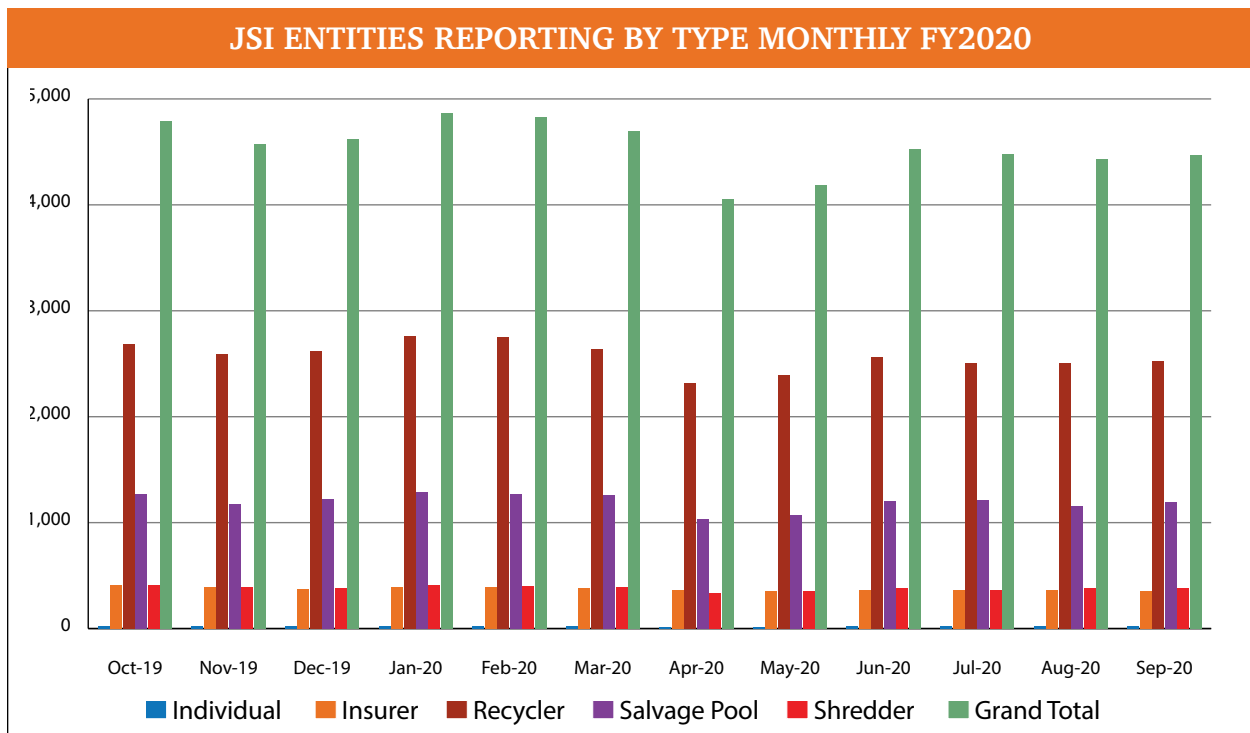


Figure 20

SECTION 2: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*

Of the JSI entities, recyclers continue to lead the way in reporting vehicles into NMVTIS year-to-year ([see Figure 21](#)).

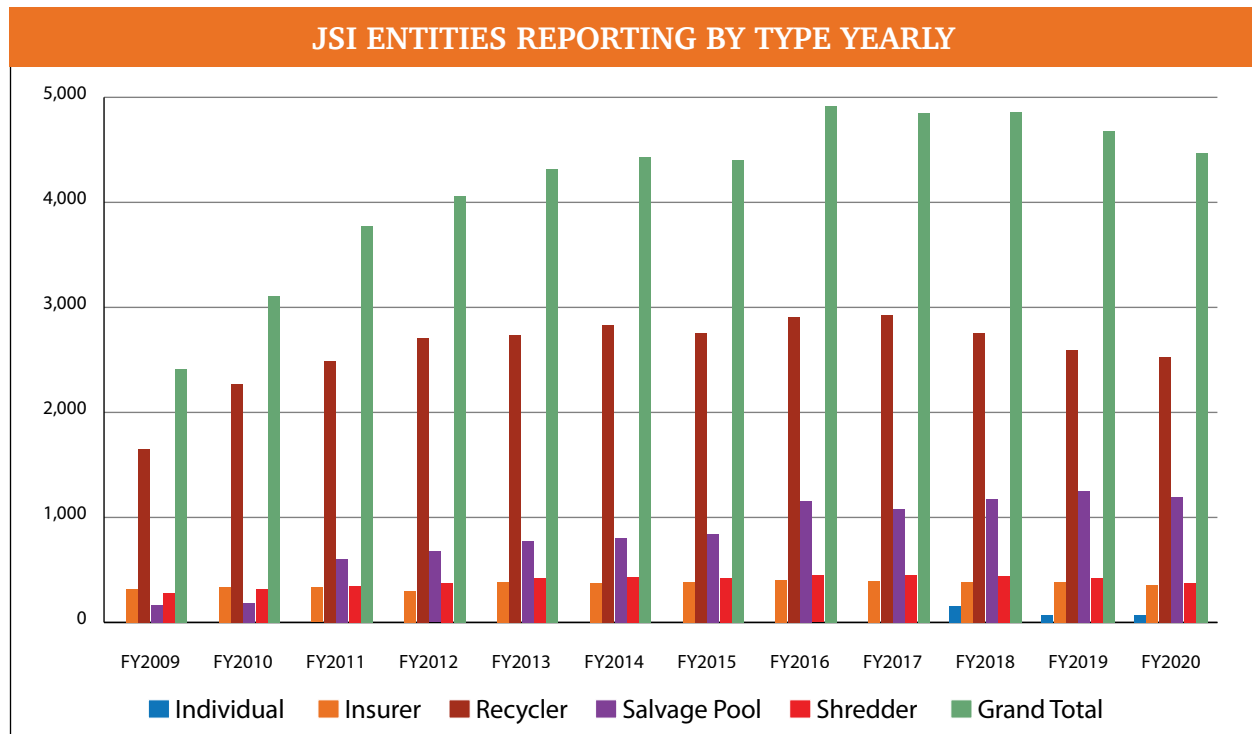


Figure 21

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), Georgia’s exclusive consolidated state/federal data provider and a NMVTIS Data Consolidator. ADD 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 have declined after the initial peak in FY2014. This reporting period saw a reduction in businesses reporting – from 179 to 103 (42% decrease) – with a decrease of 8% in the number of records reported overall ([see Figures 22 and 23](#)).

**SECTION 2: JUNK, SALVAGE, AND INSURANCE
REPORTING PROGRAM** *(Continued)*

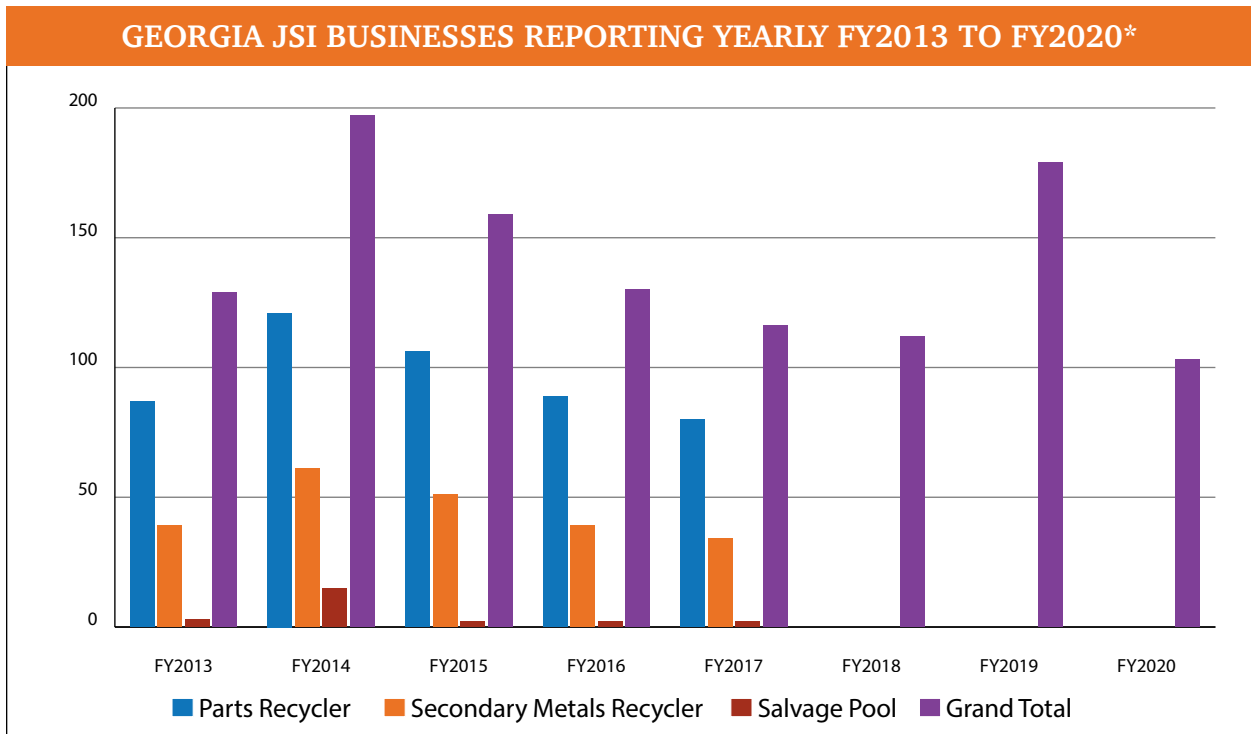


Figure 22
*Detailed business type breakdown is no longer captured, as of FY2018

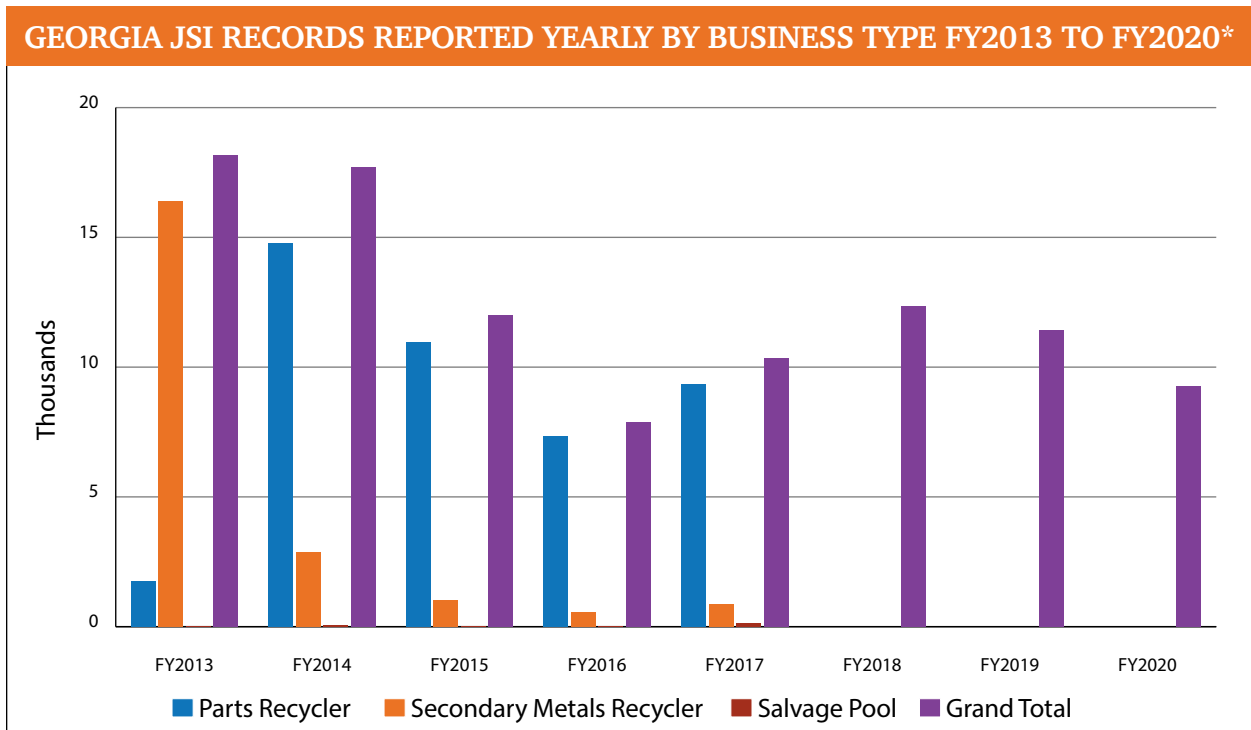


Figure 23
*Detailed business type breakdown is no longer captured, as of FY2018.

SECTION 2: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*

Tennessee Department of Revenue

During the reporting period, Tennessee continued the contractual arrangement with ADD to provide consolidated reporting, which became effective July 1, 2016. The reporting period is the second full year of reporting under this arrangement. During this period, 163 businesses submitted 109,928 records through the process – an 8% 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 220 theft alerts during the period.

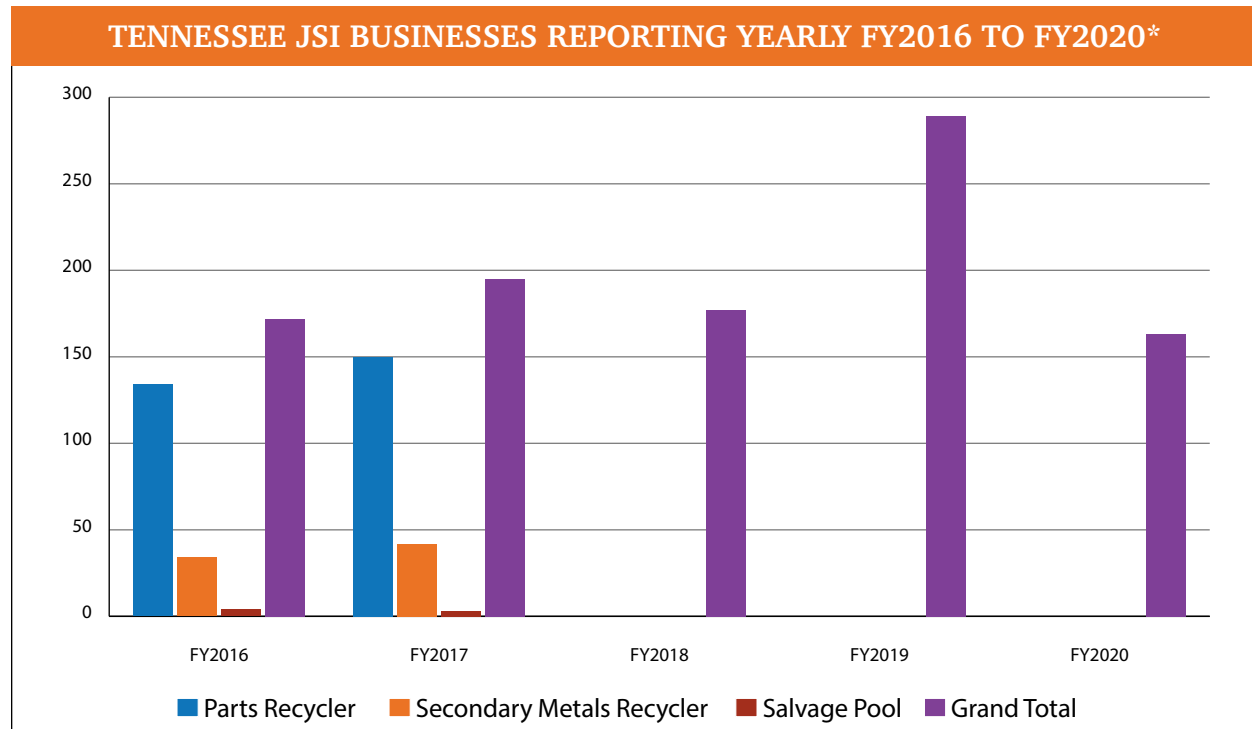


Figure 24

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

SECTION 2: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*

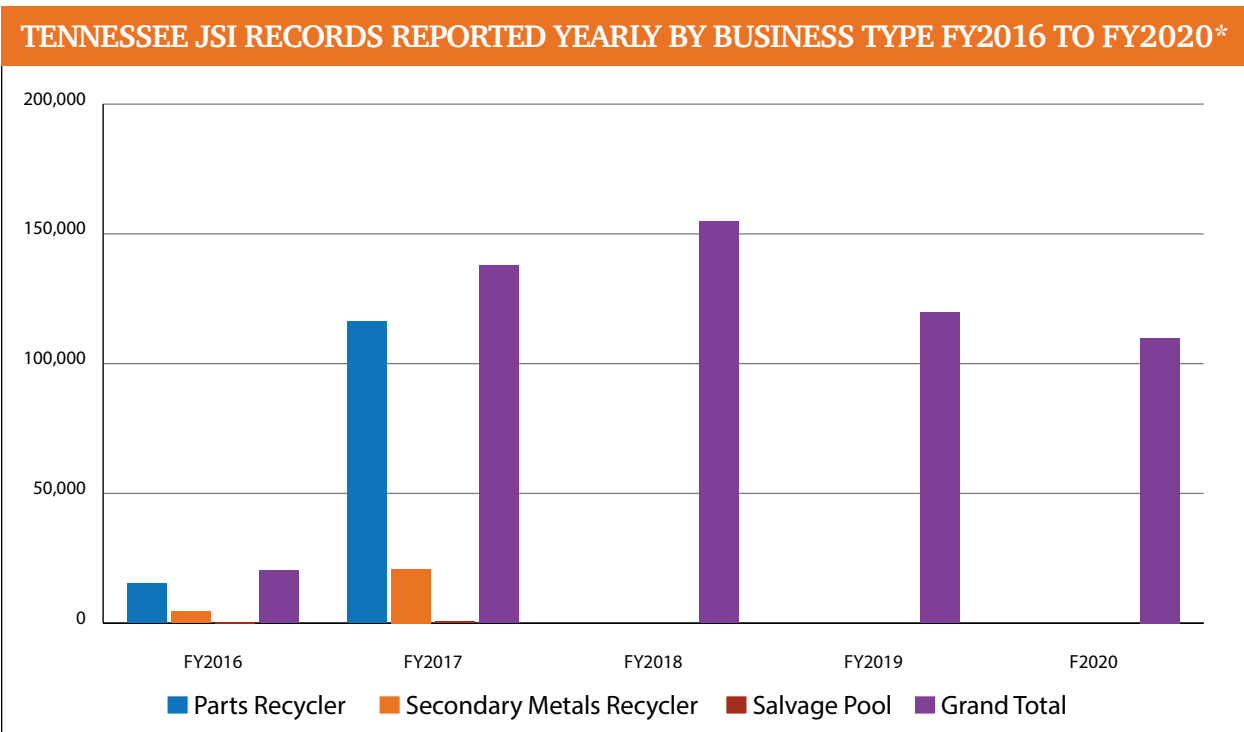


Figure 25

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

1. State becomes a Data Consolidator under contract with AAMVA;
2. 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.

Implementing the third option – for NMVTIS to serve as the single point of reporting – 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.

To support Alabama Department of Revenue (DOR), AAMVA agreed to conduct a pilot program to enable DOR to take on responsibility of a data

SECTION 2: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*

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 further deferred during this reporting period. The rewrite of the application began during the last reporting period, but was delayed pending final outcomes from the AAMVA/DOJ Cooperative Agreement. Policy issues are to be discussed with stakeholders as part of the rewrite in the next reporting period, with results to be incorporated in the rewrite planning and development. The pilot, enabling states to report on behalf of their reporting entities, will be revisited once the system application rewrite is implemented.

In the interim, states still can 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

New York continued to receive weekly extract files from the NMVTIS central site to supplement the state's DMV program for managing destroyed vehicles during the reporting period. Vehicles reported with a disposition of Crush or Scrap by reporting entities with business addresses in the state were included in the weekly extract. This information was used to update the state title records.

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.

Other

During this reporting period, states continued to report use of JSI data for research and investigative purposes ([see Exhibit 2](#)).

STATE LEGISLATIVE EFFORTS

During the reporting period, Florida had two pieces of legislation that were adopted in the last reporting period and became effective in October 2019 and January 2020. Two other states, Utah and Virginia, each introduced and adopted one piece of NMVTIS-related legislation. In addition, six states (Arizona, California, Colorado, New Jersey, Virginia, and West Virginia) introduced a combined eight pieces of legislation that were not adopted. All legislation introduced addressed a

“ NMVTIS continues to be a valuable tool that alerted Iowa DOT to more than 3,000 vehicles in the past year that had undisclosed damage and may have been subject to a title designation. This provides the best information to current and future owners of the vehicle about possible problems or issues.

TONYA BISHOP
Vehicle Registration and
Title System Administrator,
Iowa Department of
Transportation

SECTION 2: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*

variety of circumstances in which NMVTIS information is used by states and the public in making retitling or purchase decisions, as well as enforcement of state reporting. To date, twenty-five states have adopted thirty-six NMVTIS-related legislative bills.

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 dates 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 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.

“New Hampshire would be lost without NMVTIS. This tool is depended upon throughout the titling process. Brands are not missed when you have NMVTIS! New Hampshire loves NMVTIS – it’s hard to imagine issuing titles without it!

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



SECTION 2: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*

- The independent entity shall maintain for a minimum of three years the records related to the thirty-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.



UTAH

UT SB 120: Introduced February 10, 2020; Adopted March 28, 2020; Effective May 12, 2020

- A motor vehicle may not be offered, auctioned, sold, leased, transferred, or exchanged by an owner, a manufacturer, dealer, motor vehicle auction, or consignor to a motor vehicle auction with the knowledge that it is a salvage vehicle without prior written disclosure being given to any prospective purchaser. The following disclosure language shall be contained in each contract for sale or lease of a salvage vehicle to a purchaser or shall be contained in a form affixed to a contract, lease, bill of sale, or any other document that transfers title:
 - “This disclosure statement must be given by the seller to the buyer every time this vehicle is knowingly resold with a salvage certificate or total loss history:
 - Disclosure statement: vehicle identification number (VIN) year: make: model:
 - Salvage or total loss vehicle—not for resale without disclosure
 - Warning: this vehicle has a salvage or total loss history which may materially affect the value, safety and/or condition of the vehicle. Because of its condition the manufacturer’s warranty or service contract on this vehicle may be affected. This [salvage] vehicle may not be safe for operation unless properly repaired.
 - Some states may require an inspection before this vehicle is registered. The state of Utah may require this vehicle to be permanently branded as a rebuilt salvage vehicle. Other states may also permanently brand the certificate of title. You may ask the seller of the vehicle to see a copy of the national motor 112 vehicle title information system (NMVTIS) vehicle history report. You may also independently obtain the report by checking NMVTIS online at www.vehiclehistory.gov.”

“ NMVTIS access continues to support our jurisdiction by ensuring facts related to a vehicle’s disposition and brands are available, which helps to ensure the customer is provided with the correct data. It further establishes a service and expectation from our customers and helps the customer make an informed decision when purchasing a vehicle.

SCOTT SHENK
Vehicle Registration
Division Manager,
Pennsylvania Department
of Transportation, Bureau of
Motor Vehicles

SECTION 2: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*



VIRGINIA

VA HB 1092: Introduced January 7, 2020; Adopted April 6, 2020; Effective April 6, 2020

- Repeals the provision that whenever the Department of Motor Vehicle Commissioner issues a certificate of title for a motor vehicle, he may notify the National Motor Vehicle Title Information System or any other nationally recognized system providing similar information.

However, the Commissioner may release information in the Department's record through any American Association of Motor Vehicle Administrators service program created for the purpose of the exchange of information to any business, government agency, or authorized agent who would otherwise be authorized to receive the information requested.

PROPOSED LEGISLATION:



ARIZONA

**AZ SB 1353 – From HOUSE Committee on RULES:
Do pass constitutional and in proper form – May 20, 2020**

- Repeals the provision that the director shall incorporate by reference the National Motor Vehicle Title Information System prescribed in 28 Code of Federal Regulations, part 25, subpart B, and a peace officer may enforce its provisions.



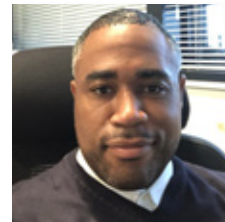
CALIFORNIA

**CA AB 2111 – To ASSEMBLY Committees on
TRANSPORTATION and JUDICIARY – February 27, 2020**

- Existing law prohibits a dealer from displaying or offering for sale at retail a used vehicle unless the dealer first obtains a vehicle history report from the National Motor Vehicle Title Information System (NMVTIS). The NMVTIS Data Provider may include in the vehicle history report additional history information obtained from resources other than NMVTIS.
- This bill would provide that a dealer is not liable to a party to an actual or potential vehicle sale or lease for the accuracy of, or any errors or omissions contained in, a vehicle history report, as defined, if the inaccuracies, errors, or omissions contained in the report are not based on information provided to the vehicle history report provider by that dealer.

“ NMVTIS has been an asset to our state in improving efficiency.

MADISON LUMPKIN
Deputy Administrator,
Central Operations,
Maryland Motor Vehicle
Administration



SECTION 2: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*



COLORADO

CO HB 1337 – From HOUSE Committee on TRANSPORTATION & LOCAL GOVERNMENT: Postponed indefinitely – May 27, 2020

- The bill requires automobile recyclers to report each motor vehicle received by the recycler to the National Motor Vehicle Title Information System.



NEW JERSEY

NJ AB 2634 – To ASSEMBLY Committee on CONSUMER AFFAIRS – February 13, 2020

- It shall be an unlawful practice for a dealer to sell or offer for sale to a consumer a used motor vehicle “as is,” unless:
 - the used motor vehicle which has been declared a total loss by an insurance company, or reported as a total loss in a National Motor Vehicle Title Information System history report, and with respect to which the consumer, at or prior to the time of sale, has been advised in writing that the used motor vehicle has been declared a total loss; or
 - the used motor vehicle which has been issued a salvage certificate of title in accordance with the provisions of P.L.1983, c.323 (C.39:10-31 et seq.) or reported as a salvage vehicle in a National Motor Vehicle Title Information System history report, and with respect to which the consumer, at or prior to the time of sale, has been advised in writing that the used motor vehicle is a salvage vehicle.

“NMVTIS serves as an integral part of the New Jersey Motor Vehicle Commission’s titling process. The data provided is used to assist in investigations and to ensure accurate title documents are issued to New Jersey residents.

RYAN EVANS
Supervisor, Management
Operation Services, New
Jersey Motor Vehicle
Commission



VIRGINIA

VA SB 755 – Stricken from docket – January 16, 2020

- Requires the Department of Motor Vehicles to attach a disclosure to the title of any vehicle that is reported to the National Motor Vehicle Title Information System (NMVTIS) noting that such vehicle has been reported to NMVTIS and how to obtain more information about the history of the vehicle. The disclosure on Department letterhead will read as follows:
- “CAUTION: According to a vehicle history report issued by the National Motor Vehicle Title Information System (NMVTIS), this vehicle has been reported as a total loss or carries a designation that may materially affect the value, safety, or condition of the vehicle. Because of its condition, the manufacturer’s warranty or service contract on this vehicle may be affected. Ask your dealer to see a copy of the NMVTIS vehicle history report. You may also independently obtain the report by checking NMVTIS online at www.vehiclehistory.gov.”

SECTION 2: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*



WEST VIRGINIA

WV HB 4473 – To HOUSE Committee on FINANCE – January 22, 2020

- Provides tax credits to individuals or automotive dealerships that donate eligible vehicles for certain low-income individuals. An eligible vehicle must include a vehicle history report ran through NMVTIS to prove it is not a junk or salvage vehicle, and the certificate of title contains no brand information for the vehicle and the dealer has no knowledge or reason to believe the vehicle is or should have been branded.

WV HB 4547 – To HOUSE Committee on TECHNOLOGY AND INFRASTRUCTURE – January 27, 2020

- Provides tax credits to individuals or automotive dealerships that donate eligible vehicles for certain low-income individuals. An eligible vehicle must include a vehicle history report ran through NMVTIS to prove it is not a junk or salvage vehicle, and the certificate of title contains no brand information for the vehicle and the dealer has no knowledge or reason to believe the vehicle is or should have been branded.

WV SB 621 – To SENATE Committee on FINANCE – January 27, 2020

- Provides tax credits to individuals or automotive dealerships that donate eligible vehicles for certain low-income individuals. An eligible vehicle must include a vehicle history report ran through NMVTIS to prove it is not a junk or salvage vehicle, and the certificate of title contains no brand information for the vehicle and the dealer has no knowledge or reason to believe the vehicle is or should have been branded.

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

“NMVTIS is like having a friend in each jurisdiction that can tell you what the title in front of you should look like. If jurisdictions are reporting to NMVTIS in an accurate and timely manner, you have an extra level of assurance that the title you are about to issue will be accurate according to the vehicle history.

DANA JOHNSON
Programs Manager, Utah
Division of Motor Vehicles



SECTION 2: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*

COMPLIANCE EFFORTS

Throughout the reporting period, the Bureau of Justice Assistance (BJA) continued to monitor and respond to inquiries regarding a range of potential compliance issues, conducting follow up whenever indicated. BJA continued to collaborate with AAMVA on various system enhancements, which in part will assist reporting entities in submitting final disposition actions.

To increase awareness and implementation of NMVTIS reporting requirements, including JSI reporting, BJA participated in stakeholder webinars with AAMVA in November 2019 and May 2020. As part of the update, DOJ encouraged use of violation reports to increase collaboration with law enforcement and DMV investigators around the nation to address potential non-compliance issues and prompt resolution.

To continue to ensure that all fields are available to the Law Enforcement Access Tool (LEAT) users under the JSI Reporting Entities tab, the inclusion of the “N” corresponding letter for “Searching by Reporting ID,” which represents Individuals, has now been included and this information is now retrieved as part of the search results set.

2020 REGIONAL INFORMATION SHARING SYSTEM (RISS) SERVICES FRAUD INVESTIGATION

Detectives with the St. Lucie County, Florida, Sheriff’s Office Auto Crimes Unit were investigating an automobile theft ring that had been operating in the area. Detectives utilized NMVTIS to verify information about one of the vehicles and confirm it as stolen. As a direct result of the detectives’ use of NMVTIS, the stolen vehicle was recovered. Arrest warrants were also obtained for the suspects involved in the automobile theft ring. The investigation is ongoing.

Consumer Access Program

Reduction 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.

The Consumer Access Program was adversely affected by the economic impact of the COVID-19 pandemic during the reporting period. Monthly transaction volumes averaged one million transactions (see Figure 26). The year-over-year comparison (see Figure 27) illustrates a 7.4% decrease from the last reporting period. Given the impact of the COVID-19 pandemic on the economy, this reduction was much less than anticipated. From March through May 2020, the program saw the lowest monthly billed transaction volume during the reporting period; however, transaction volume gradually increased, although not back to prior or planned levels. Additionally, the transaction volume was also impacted by the unexpected exit of two Approved NMVTIS Data Providers.

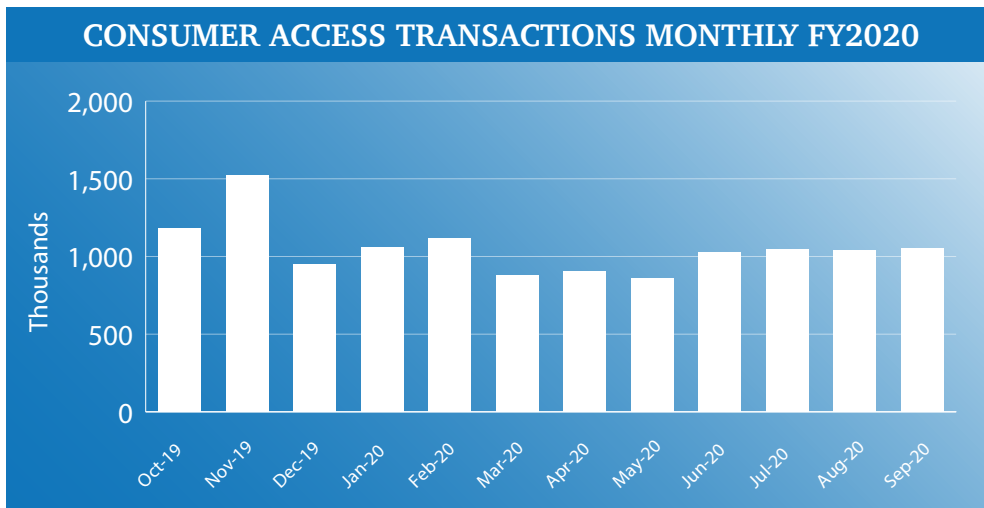


Figure 26

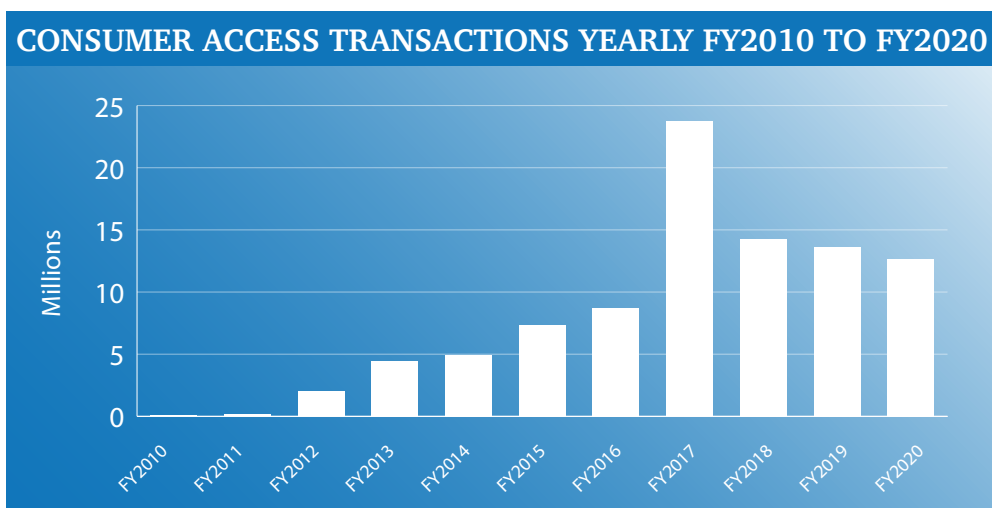


Figure 27

Approved NMVTIS Data Providers

At the start of the reporting period there were fifteen Providers participating in the program that contributed to the overall volume, supporting individual and commercial consumers, such as motor vehicle dealers and insurers. Ten of the fifteen Providers sold to both user groups, while the remaining five Providers sold to only automotive dealers primarily in the state of California in support of AB 1215, as well as other dealer customers nationwide. Two Providers exited the program in the first and second quarters of the period, respectively, leaving thirteen Providers in production during the reporting period.

AAMVA continued to encourage states to post on their public-facing websites the [public awareness video](#), *Check NMVTIS Before You Buy!*, developed and rolled out to states and Providers during previous reporting periods. Feedback from states suggested that in addition to the full-length videos, shorter versions would also be of value. As mentioned in the [State Program](#) section, four video shorts were created of approximately forty-five seconds each, reflecting key messages from the full-length video. These were shared with states for use in agency waiting areas and posting on state agency websites to increase consumer awareness.

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

OTHER

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 12,681 views compared with 10,788 views during the previous reporting period.

SECTION 2: CONSUMER ACCESS *(Continued)*

TxDMV refers customers to the “Title Check” website on the mail tab of all Texas Certificates of Title; there were 398,475 page views, including 96,474 new visitors to the “Title Check” website. Several of the NMVTIS videos about the importance of obtaining a NMVTIS vehicle history report prior to purchasing a used vehicle have been added to the televisions in TxDMV Regional Service Centers lobbies for customers to view.

2020 FRAUD INVESTIGATION

The live field access to NMVTIS has been an asset to the Heart of Texas Auto Theft Task Force. We are a combined law enforcement group on a grant with the Texas Motor Vehicle Crime Prevention Authority (MVCPA). We assist the Texas Department of Motor Vehicles by conducting law enforcement verifications (VTR68-A) on vehicles across central Texas when Texas titles are needed: for example, if there is an out-of-state vehicle that comes in state; if there is a break in title ownership; or if no title is found. We have been able to recover stolen vehicles that have been purged out of TCIC/NCIC, with time. We have also recovered stolen vehicles with fraudulent titles from Arizona and Louisiana that are sold on Facebook marketplace and Craigslist.

Because the majority of patrol officers do not have access to purged stolen vehicle information in the field, we would like to see NMVTIS access added to national and Texas databases to make that data remotely available for every law enforcement agency.

HOWARD STINEHOUR, Commander, Heart of Texas Auto Theft Task Force, Burnet County Sheriff's Office

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 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.

“NMVTIS SWI is easy to use, I found it very intuitive to pick up and I like being able to help other states and update things right away.”

KATE WELLENSTEIN
Transportation Customer
Representative,
Wisconsin Department of
Transportation



2020 FRAUD INVESTIGATION

Hanahan, South Carolina Police Department (HPD) investigators interviewed the victim of an automobile theft but questioned certain details of the case. Investigators contacted the ROCIC staff for assistance. Through RISSNET, HPD investigators accessed NMVTIS and entered the stolen vehicle's VIN. Investigators determined the vehicle had been sold as scrap and the victim had falsely reported the vehicle as stolen. Warrants were obtained and the subject was charged. The case is awaiting court action.

Law Enforcement Access Program

Users of the Law Enforcement Access Tool (LEAT) Increased 14% from the Prior Reporting Period

The NMVTIS LEAT is a distributed federated search tool with the ability to query any VIN-searchable data source in any location if 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), records of 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 provide the state’s title information, as well as the vehicle’s VIN, based on the state title number. The user can then click on the VIN and the system does a VIN-based search of all data sources and provides the user the same results as using the VIN search tool. Another feature of the LEAT is to search JSI reporting entity information. The addition of the JSI report ensures 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.

During this reporting period, 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.

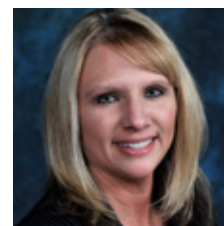
LEAT allows users to search as many as five VINs on the initial inquiry page and to perform bulk searches ranging from six to 10,000 VINs. In the results from a LEAT bulk search, the user has the option to receive a PDF file for each VIN along with Excel spreadsheets summarizing the results, which can be used to assist in analyzing the data. Some users are limited on the data they can access based on the permissions provided by the data owner.

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

The number of LEAT users rose 14% from 6,261 in FY2019 to 7,122 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

“Thank goodness for NMVTIS during the COVID-19 pandemic, without the ability to get instant verifications with jurisdictions’ limited “in office” staff I don’t know where Wyoming would have been!

SHANNON DEGRAZIO
NMVTIS Jurisdiction
Administrator, Wyoming
Department of
Transportation



personnel in Canada, continue to access LEAT through two secure law enforcement portals: the Regional Information Sharing Systems (RISS) and the FBI's Law Enforcement Enterprise Portal (LEEP). During the reporting period, access to LEAT for Service Alberta, Special Investigations Unit had been in the works for

INTERVIEW: LES CRAVENS, NORTH AMERICAN EXPORT COMMITTEE



Les Cravens is a member of the North American Export Committee (NAEC) and NMVTIS Law Enforcement Subcommittee, and Director of Law Enforcement and Compliance Policy, Auto Data Direct, Inc.

AAMVA: Can you please tell us about the work of NAEC, in general, and as it relates to the NMVTIS? Specifically, what value does NMVTIS information bring to the NAEC community?

CRAVENS: Since 1995, the NAEC has worked to support law enforcement and private industries looking to combat the export of stolen vehicles from countries in North America with one of the focuses being to have ports develop plans to interdict stolen and fraudulently obtained vehicles. In more recent years, NAEC has been working to promote the use of NMVTIS by Customs and Border Protection during their interdiction efforts and make the export data that identifies the date and port of export available through the NMVTIS Law Enforcement Access Tool.

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

CRAVENS: Moving forward, NAEC plans on expanding its networking and promotion efforts, including promotion of the IAATI Vehicle Cross Border Crimes committee, and the enforcement of the NMVTIS regulation (Title 28 - Part §25.56) that requires the entity purchasing the salvage vehicles to report them into NMVTIS and identify if the vehicle was intended for export out of the United States.

SECTION 2: LAW ENFORCEMENT ACCESS *(Continued)*

some time and was finally provided access. This is a great accomplishment in helping AAMVA's Canadian law enforcement partners utilize NMVTIS to investigate vehicle crimes in Canada.

With 861 new users added during this reporting period, the average number of new users annually since FY2010 grew to 742 from 647 last reporting period.

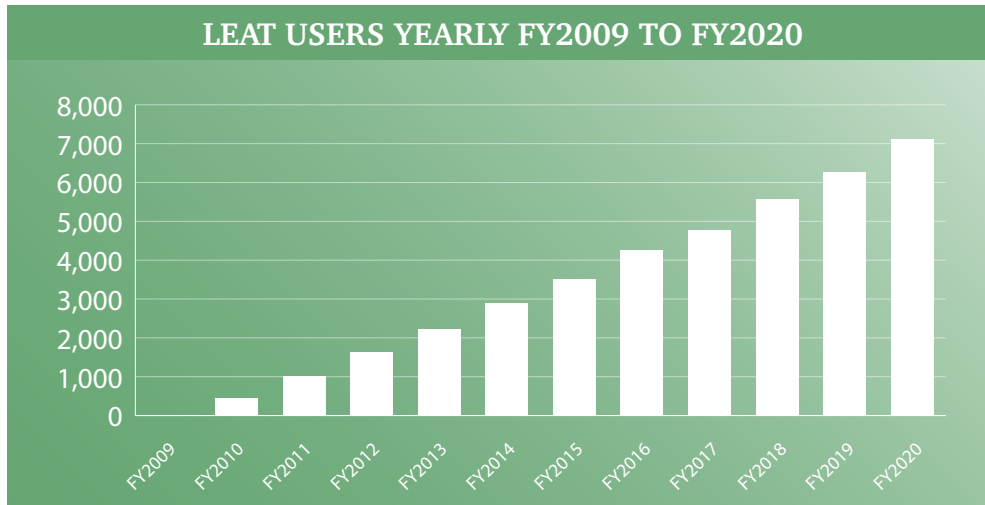


Figure 28

During the reporting period LEAT inquiries decreased from 1,201,346 in FY2019 to 373,300 in this reporting period. The reduction is likely a result of the impact of the COVID-19 pandemic on enforcement activity, as well as normal fluctuation. Nearly four million LEAT inquiries have been conducted between inception and FY2020 ([see Figure 29](#)).

2020 FRAUD INVESTIGATION

Missouri's help desk worked with other NMVTIS jurisdictions to research potential fraud. In one case Missouri received confirmation from Florida the surrendered Florida title was fraudulent and in another, Georgia confirmed the surrendered Georgia title was fraudulent. All information regarding the vehicles and title transactions was forwarded to the Missouri Department of Revenue Criminal Investigation Bureau.

KAREN DUDENHOEFFER, *Manager, Motor Vehicle Bureau, Missouri Department of Revenue*

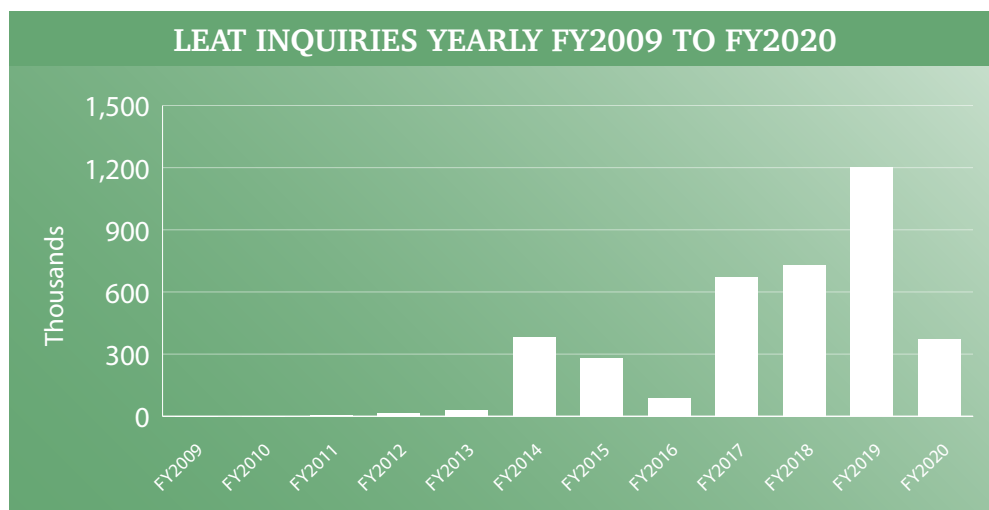


Figure 29

Law Enforcement Subcommittee (LESC)

In FY2020, AAMVA's NMVTIS Law Enforcement Subcommittee (LESC), comprised of law enforcement personnel, industry experts, and federal partners, continued to support and encourage use of NMVTIS LEAT. LESL members provided presentations for AAMVA webinars and other trainings and conferences to educate attendees on effective methods of using NMVTIS LEAT and to provide case studies in successful use of the tool (see Exhibit 6). Members updated the NMVTIS LEAT contact list and began documenting jurisdiction NMVTIS enforcement and compliance legislation, providing law enforcement and DMV investigators with resources to enhance vehicle research and investigations.

2020 FRAUD INVESTIGATION

In many jurisdictions across the country, the use of lien sale title transfers to fraudulently obtain a title continues to rise; often this process is used by suspects wanting to obtain a title and remove an existing brand or active lien. The use of NMVTIS LEAT has provided a cost-free avenue for law enforcement and DMV Investigators to easily identify the current state of title and any prior condition or active lien.

LES CRAVENS, *Director of Law Enforcement and Compliance Policy, Auto Data Direct, Inc.*

INTERVIEW: AL LAMBERTI, REGIONAL INFORMATION SHARING SYSTEMS



Al Lamberti is Law Enforcement Coordinator, Regional Organized Crime Information Center (one of six Regional Information Sharing Systems (RISS) centers), and member of the NMVTIS Law Enforcement Subcommittee.

AAMVA: Can you please tell us about the work of RISS, in general, and as it relates to NMVTIS?

LAMBERTI: NMVTIS is one of the many investigative tools/resources provided by RISS to our nation's law enforcement investigators. RISS and the six regional centers provide investigative support in criminal cases for member agencies and vehicle crimes are one of the various types of crimes investigators regularly focus on. NMVTIS, coupled with the "Vehicle Theft Investigators" SharePoint site on the RISS portal, provided valuable resources to vehicle crime investigators.

AAMVA: What value do law enforcement users obtain from use of NMVTIS and accessing it through RISS?

LAMBERTI: Accessing NMVTIS via RISSNET provides an advantage to vehicle crime investigators since it allows for "Single Sign On" access to RISS resources. In addition to NMVTIS, investigators can access RISSIntel and other intelligence resources simultaneously without having to sign into other information databases. Many investigators already have a RISSNET account and utilize it to access investigative resources, so accessing NMVTIS is a seamless transition.

INTERVIEW: AL LAMBERTI, REGIONAL INFORMATION SHARING SYSTEMS

(Continued)

AAMVA: *What opportunities do you see for law enforcement users moving forward working with AAMVA/DOJ, in support of NMVTIS?*

LAMBERTI: *In the quest for more proactive, predictive, and intelligence-led policing, many law enforcement agencies are standing up Real Time Crime Centers (RTCC) to provide better and more efficient services to their communities. Having access to an investigative tool such as the NMVTIS Law Enforcement Access Tool (LEAT) provides a valuable real-time resource to intelligence analysts assigned to the RTCC. NMVTIS can provide valuable information in real time 24/7/365 to responding law enforcement personnel on the front line when a vehicle is involved.*

There have been success stories this year resulting from front-line investigators having real-time access to LEAT. Since vehicle exports are a significant part of the commerce in U.S. ports, the availability and access to NMVTIS LEAT is a critical investigative tool. It is vital to stemming the tide of illicit vehicles being smuggled out of the country.

Moving forward, NMVTIS can be made to be even more effective by adding the subscription capability to LEAT allowing law enforcement personnel the ability to flag suspect vehicles and provide alerts or notifications to other investigators. Additionally, the development of a NMVTIS LEAT app can enhance its accessibility and availability to front-line law enforcement personnel.

SECTION 2: LAW ENFORCEMENT ACCESS *(Continued)*

To encourage and promote the use of NMVTIS LEAT, the LESC developed an NMVTIS Enforcement Award. This award will be given annually at the AAMVA Annual International Conference (AIC) to recognize outstanding achievement while conducting an NMVTIS investigation or in the use of NMVTIS LEAT to enhance an investigation. This award will be presented for the first time at the 2021 AAMVA AIC. The LESC continued researching NMVTIS success stories and suggestions for program enhancements, providing law enforcement and DMV investigators with updated tools and resources to strengthen vehicle-related crime investigations.

2020 CHP FRAUD INVESTIGATION

NMVTIS was helpful in locating a 2007 Toyota Prius which was junked following a 2008 collision in Illinois. This vehicle was purchased in California by the victims at a used car dealership and brought to CHP for a VIN inspection prior to being registered. The inspection revealed this vehicle had changed hands multiple times, been titled in multiple states, and was now a VIN-switched 2009 Toyota Prius with a thirteen-digit VIN. It was previously issued a rebuilt salvage title in Indiana and lastly a new rebuilt branded title in Kentucky.

The CHP Officers in Inland Division gave praise to NMVTIS and the ISO ClaimSearch Solutions database, which helped them track down the title history of this vehicle. CHP put a stop on both VINs to disallow them to be reregistered or titled again until the case is resolved.

BLAKE SCHNABEL, Sergeant, California Highway Patrol, Field Support Section, Vehicle Theft Unit

BENEFITS

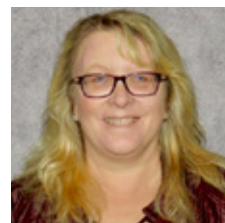
NMVTIS Provides Data Helpful to Investigations

The NMVTIS Law Enforcement Access Tool provides law enforcement and DMV investigators 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 assist investigating officers in identifying vehicle theft rings, additional criminal enterprises, and vehicles used in other related crimes.

This search tool also allows users to view junk and salvage vehicle data submitted by businesses and anyone required to report to NMVTIS, as well as providing information regarding compliance with NMVTIS by these entities. This is a valuable resource for agencies investigating criminal activity with a vehicle connection.

“NMVTIS ensures to our customers they are given the most recent and valid title from the state of issuance and that the odometer reading is properly carried forward. It also helps reduce human error.

SANDY O'DAY
Title Supervisor, South
Dakota Division of Motor
Vehicles



2020 REGIONAL INFORMATION SHARING SYSTEM (RISS) SERVICES FRAUD INVESTIGATION

An investigator with the U.S. Department of State, Diplomatic Security Service, based in Miami, was conducting a fraud investigation and needed information regarding a suspect. The investigative analyst assigned to the division was attempting to locate the suspect and identify any vehicles he may be driving. The analyst accessed NMVTIS via RISSNET and was able to obtain information regarding the location of the suspect and vehicles owned by him. The analyst considers immediate access to NMVTIS critical to this type of investigation.



Collaboration

Awareness

Outreach

Value

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 (SPS) and the NMVTIS Law Enforcement Subcommittee (LESC). During this reporting period AAMVA established semi-annual NMVTIS Stakeholder Webinars. These webinars, hosted by AAMVA, included updates from AAMVA and DOJ, and were intended to reengage with the NMVTIS stakeholder community after the NMVTIS Advisory Board (NAB) fulfilled its mission and its legislative charter in September 2016.

BJA awareness efforts included staff participation in the following:

- NMVTIS Law Enforcement Subcommittee annual meeting in February
- International Association of Chiefs of Police (IACP) Vehicle Crimes Committee meeting in October and June

AAMVA hosted fifty-eight webinars to familiarize state agencies with new system tools and features; 257 personnel participated. More information can be found under the **State Program** section of this report.

As reported in previous reporting periods, print and online ads have been run in law enforcement publications and DOJ and AAMVA staff have worked with the Public Broadcasting Service (PBS) to develop a *Spotlight On* segment to promote public awareness of NMVTIS. Details on these efforts are in **Exhibit 5**.

A detailed listing of outreach events conducted by Law Enforcement Subcommittee members (including DOJ and AAMVA) during this reporting period appears in **Exhibit 6**. In addition to in-person events, the LESC provides an ongoing LEAT advertisement to run monthly in the International Association of Auto Theft Investigators (IAATI) Vehicle Crimes 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.

FRAUD DETECTION AND REMEDIATION

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

The FDR training program provides in-depth training to educate attendees on the latest techniques in fraud deterrence and detection. The program provides detailed examples and explanations of document authentication techniques to identify security features of motor vehicle titles, personal identification, and supporting documents. FDR also contains a specific training module titled “NMVTIS Investigation Tools,” which contains information on how the NMVTIS LEAT functions, what information it contains, and how to gain access. FDR is an invaluable resource for jurisdictions in their fight against fraud to enhance program and product integrity.

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

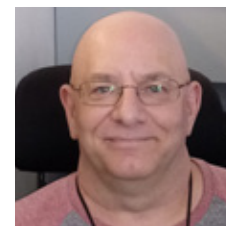
STATE AWARENESS EFFORTS

As of the end of this reporting period, twenty-five 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:** <http://www.iowadot.gov/mvd/buyingselling/vehicle-disposal>
- **Kansas:** <https://www.ksrevenue.org/dovindex.html>
- **Maine:** www.maine.gov/sos/bmv/titles/nmvtis.html
- **Mississippi:** [https://www.dor.ms.gov/Shared%20Documents/Verify%20Title%20\(1\).pdf](https://www.dor.ms.gov/Shared%20Documents/Verify%20Title%20(1).pdf)
- **Missouri:** <http://dor.mo.gov/motorv/nmvtis/>
- **Montana:** <https://dojmt.gov/driving/buying-or-selling-a-vehicle/>
- **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>
- **Utah:** <https://dmv.utah.gov/general/fraud-alerts>

“Following and maintaining brand history along with observing odometer disclosures are two of the most important items when trying to track and observe a vehicle history. Without either one, fraud could be present. NMVTIS makes this simpler by supplying both.”

SHAWN HALL
NMVTIS Lead, West Virginia
Division of Motor Vehicles



SECTION 3: OTHER AREAS *(Continued)*

- **Virginia:** <https://www.dmv.virginia.gov/vehicles/#nmvtis.asp>
- **Wisconsin:** <http://wisconsin.gov/Pages/dmv/vehicles/vhcl-rcd-hst/vehicle-history.aspx>
- **Wyoming:** http://www.dot.state.wy.us/home/titles_plates_registration.html

Additionally, as mentioned in the **State Program** section, AAMVA has encouraged jurisdictions to use the full-length and short *Check NMVTIS Before You Buy!* videos in DMVs and on state public-facing websites. Customers will benefit from searching the same system that their state motor vehicle agency checks prior to titling a vehicle. The following fifteen states have reported using the videos:

- **Alabama** – Link for video in English is posted on the first website listed above.
- **California** – Videos in English and Spanish are posted on the California Highway Patrol website listed above.
- **Colorado** – Link for video in English is posted on the second website listed above.
- **Indiana** – Link for video in English is posted on the website listed above.
- **Kansas** – Link for videos in English and Spanish are posted on the website listed above.
- **Maine** – Video in English is posted on the Bureau of Motor Vehicles website listed above.
- **Mississippi** – Links for videos in English and Spanish are posted on the website listed above.
- **Nebraska** – Link for video in English is posted on the website listed above.
- **North Dakota** – Link for video in English is posted on the website listed above.
- **Pennsylvania** – Link for video in English is posted on the website listed above.
- **South Dakota** – Link for video in English is posted on the website listed above.
- **Texas** – Added several of the short videos to the televisions in the lobbies of its Regional Service Centers for customers to view.
- **Utah** – Link for videos in English and Spanish are posted on the website listed above.
- **Virginia** – Link for video in English is posted on the website listed above.
- **Wyoming** – Videos in English and Spanish are posted on the website listed above.

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 last 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. During the reporting period thirteen vehicles were branded by the GSA for a total of 605 vehicles branded by GSA in NMVTIS ([see Figure 11, Brand Records Reported by Brander](#)).



Revenue

Funding

Financials

Internal Controls

SECTION 4: FINANCIAL REPORTS

Financial Reports

Operating Expenditures Totaled \$8,885,338; State User Fees Contributed \$5,600,000

During the FY2020 reporting period, program revenue was comprised largely of consumer access and state user fees. Under federal law, NMVTIS shall be self-sustaining – that is, operated without federal funding. The program earned \$8,499,634 in revenue during this period, which was used to cover \$8,885,338 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, 2020.

| NMVTIS FY2020 INCOME STATEMENT | |
|--------------------------------------|----------------------|
| Revenue | \$8,499,634 |
| Expenses* | \$8,885,338 |
| Operating Margin | (\$385,704) |
| Other Income/(Expense) | (\$105,523) |
| Net Temporarily Restricted Revenue** | (\$906,483) |
| NET LOSS | (\$1,397,710) |

Figure 30

* NMVTIS Modernization expenses of \$247,726 were incurred during FY2020. This activity is being funded by designated reserves, set aside by AAMVA's Board of Directors to support the enhancement and modernization of NMVTIS.

** Generally Accepted Accounting Principles treatment that allows AAMVA to show program funds placed into restriction or released from restriction (Program Income and Operational Funds) on its Income Statement. Temporarily restricted funds (cash) of \$906,483 were used to offset operational expenses as approved by the U.S. Department of Justice (DOJ). These funds are from prior year(s) reserves generated by the program and are not revenues generated in FY2020. As such, the recorded use of these funds is reversed at the bottom of the Profit and Loss Statement to eliminate an impact to the Net Income/(Loss) calculation.

NMVTIS REVENUE

NMVTIS funding in FY2020 was derived primarily from state user fees of \$5,600,000 and Consumer Access Program fees of \$3,749,097, and revenue released from restriction of \$906,483. During FY2020, forty-six states were eligible to receive credits for a share of the Consumer Access Program fees, earning a total of \$1,755,946 (see Figures 31 and 32).

SECTION 4: FINANCIAL REPORTS *(Continued)*

| PROGRAM REVENUE | | |
|----------------------------------|--------------------|-------------|
| Category | Total | % |
| State User Fees | \$5,600,000 | 65.9% |
| Consumer Access | \$3,749,097 | 44.1% |
| Jurisdictional Revenue Share | (\$1,755,946) | -20.7% |
| Net Temporary Restricted Revenue | \$906,483 | 10.7% |
| TOTAL | \$8,499,634 | 100% |

Figure 31

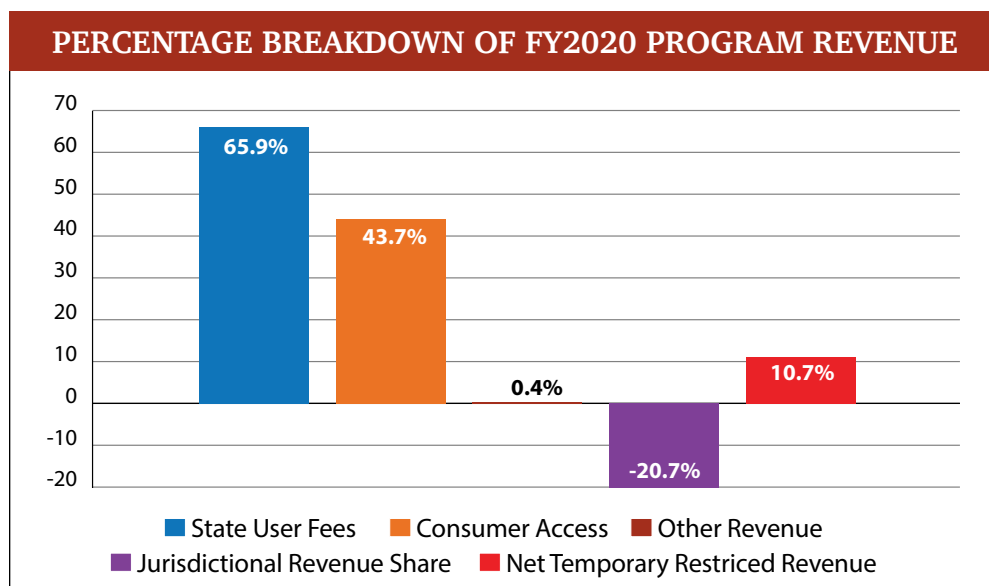


Figure 32

NMVTIS OPERATING EXPENSES

NMVTIS initiatives and their associated costs segmented ([see Figure 33](#)):

- **Operations** — Support of the day-to-day functioning of the NMVTIS platform represents \$7,411,920 or 83.4% of program costs
- **Program Income** — Activities approved in collaboration with U.S. DOJ to further the transmission and use of NMVTIS data between both users and Providers of the system represent \$645,518 or 7.3% of program costs
- **Implementation** — Activities associated with supporting states and Consumer Access Approved NMVTIS Data Providers in their efforts to implement the NMVTIS platform represent \$580,174 or 6.5% of program costs
- **Modernization** — Activities necessary to enhance and further the technology of the system represent \$247,726 or 2.8% of program costs

SECTION 4: FINANCIAL REPORTS *(Continued)*

Figure 33: Percentage Breakdown by Initiative

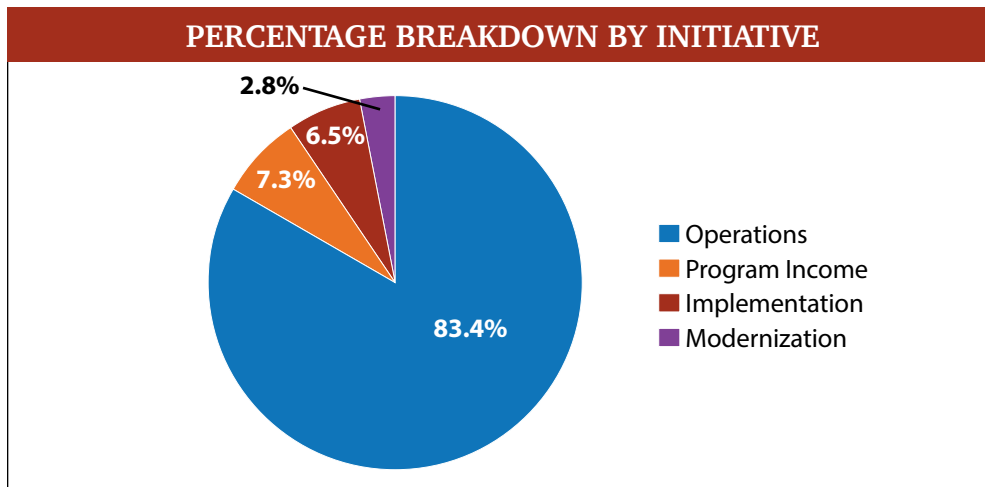


Figure 33

NMVTIS functional cost breakdown (see Figures 34 and 35):

| PROGRAM EXPENSES | | |
|---------------------|--------------------|---------------|
| Program Expenses | Total | % |
| Direct Labor/Fringe | \$4,309,216 | 48.5% |
| Data Center/Network | \$760,769 | 8.6% |
| Other Direct Costs | \$1,487,202 | 16.7% |
| Indirect Costs | \$2,328,152 | 26.2% |
| TOTAL | \$8,885,338 | 100.0% |

Figure 34

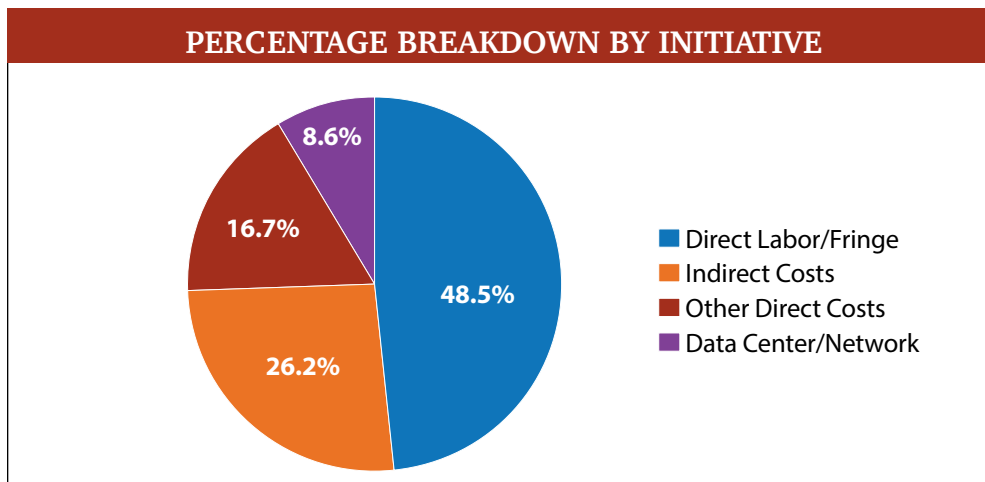


Figure 35



Sustainability

Compliance

Looking Ahead

Milestones

Looking Ahead

AAMVA/DOJ Finalize a Revised Cooperative Agreement; NMVTIS Modernization Planning and Execution Continues; All Jurisdictions Within Contiguous U.S. will be Fully Participating in NMVTIS; AAMVA Continues to Host Key Stakeholder Events; Three New Approved NMVTIS Data Providers Join the Consumer Access Program

Revised AAMVA/DOJ Cooperative Agreement

The cooperative agreement was scheduled to expire on December 31, 2019, and discussions continued in the later part of FY2020, resulting in an extension through October 31, 2020. The expectation is to have a renewed agreement in place prior to expiration of the latest extension. Current and future system modernization and financial sustainability continue as key topics of discussion for the renewed cooperative agreement.

System Improvement Activities Continue

Having completed migration to the Cloud, AAMVA will leverage the flexibility and efficiency gained toward planning for system modernization. By applying an iterative approach to development, AAMVA modernization activities will better support and respond to user requirements. The coming year will also continue with the rewriting of the junk/salvage and insurance (total loss) reporting system application.

Participation

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. All jurisdictions in the contiguous United States are expected to become fully Participating in NMVTIS by the end of the next reporting period. Through the ongoing training and outreach underway by the LESC, law enforcement users of the NMVTIS LEAT will continue to grow as they see concrete examples of the benefits of including LEAT as a key resource for investigations. Greater involvement of state and local law enforcement in JSI reporting continues to be a goal of the LESC. The opportunity to bolster DOJ's JSI compliance enforcement responsibilities may result in greater and more complete reporting by all required entities.

Stakeholder Engagement

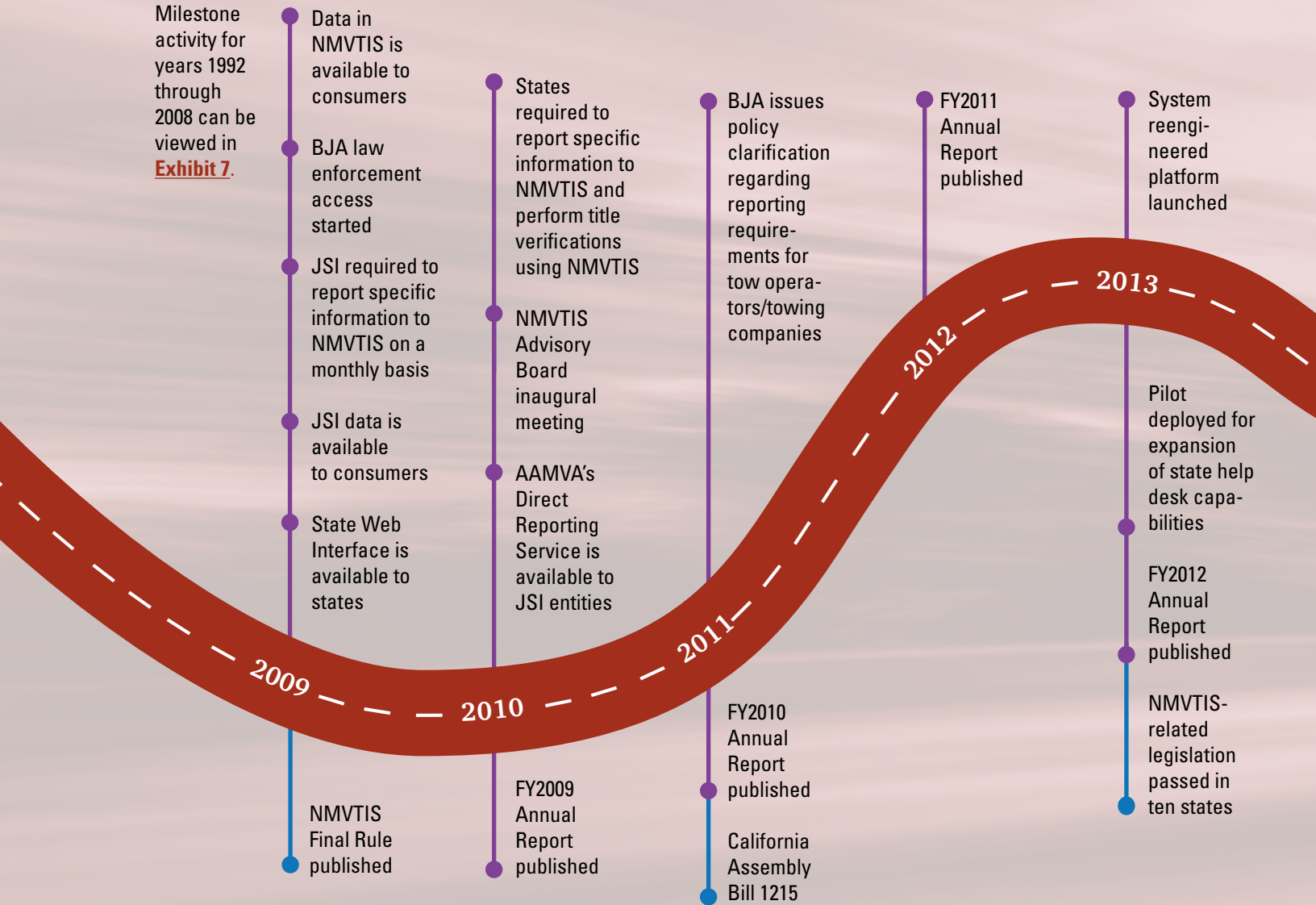
AAMVA will continue stakeholder engagement efforts by holding two stakeholder webinars to provide the NMVTIS community with updates on system performance and key initiatives. As the rewrite of the junk/salvage and insurance (total loss) reporting system application moves forward, AAMVA will complete outreach to the stakeholder community on several proposed enhancements. Requirements will then be finalized, and development will continue.

Overall, the next year will be a mix of optimism and focus. With AAMVA renewing the cooperative agreement with DOJ, state participation nearing 100%, new technology platforms leveraged for operations and maintenance, continued system modernization efforts, and hopefully an end to the COVID-19 pandemic, AAMVA is looking forward to continued engagement with NMVTIS stakeholders to deliver on the NMVTIS mission.

SECTION 6: NMVTIS MILESTONES

- Program Activity
- NMVTIS Legislation

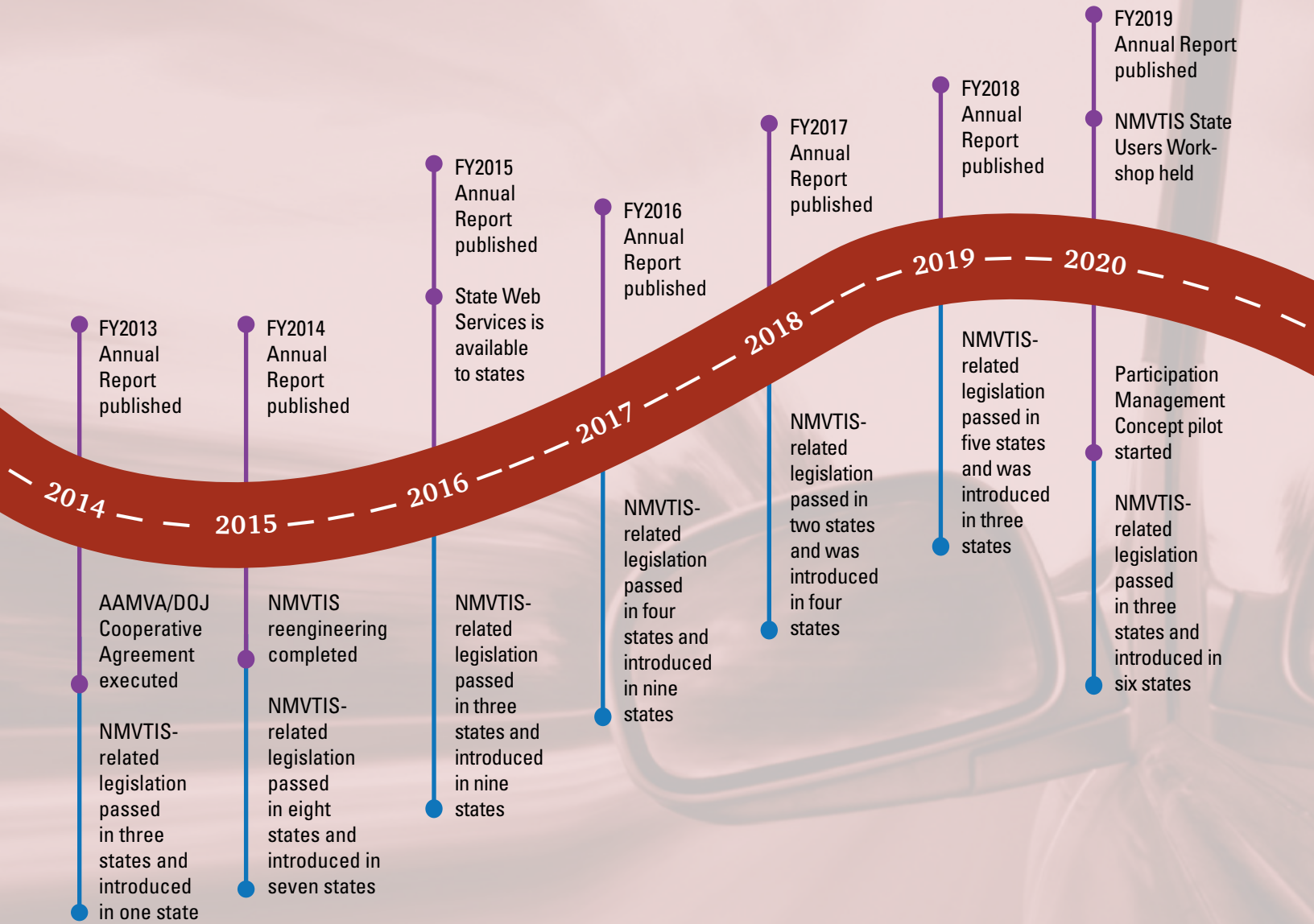
Milestone activity for years 1992 through 2008 can be viewed in [Exhibit 7](#).



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 |

SECTION 6: NMVTIS MILESTONES *(Continued)*



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

SECTION 7: APPENDIX

Note: Annual Reports, Correspondence, Press, and Reports (General) dated prior to 2020 can be viewed in [Exhibit 8](#). For Notices, please refer to DOJ's NMVTIS [website](#).

LEGISLATION

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

PRESS

- [Sun Independent – BBB Warning: Vehicle Title Scams \(August 2020\)](#)
- [Deseret News - Don't Fall For This New Scam When Selling Your Car \(January 2020\)](#)

REPORTS – FINANCIAL

- [NMVTIS Independent Auditor's Report for the Period October 1, 2019 – September 30, 2020](#)

RESOURCES

- [Check NMVTIS Before You Buy! Brochure \(Rev. 2019\)](#)
- Check NMVTIS Before You Buy! Videos (September 2020):
 - English [Uncaptioned](#) (zip)
 - ◇ [Full video](#)
 - ◇ [Short 1](#)
 - ◇ [Short 2](#)
 - ◇ [Short 3](#)
 - ◇ [Short 4](#)
 - English [Captioned](#) (zip)
 - ◇ [Full Video](#)
 - ◇ [Short 1](#)
 - ◇ [Short 2](#)
 - ◇ [Short 3](#)
 - ◇ [Short 4](#)
 - Spanish [Captioned](#) (zip)
 - ◇ [Full Video](#)
 - ◇ [Short 1](#)
 - ◇ [Short 2](#)
 - ◇ [Short 3](#)
 - ◇ [Short 4](#)

SECTION 7: APPENDIX *(Continued)*

- [NMVTIS: Help Prevent Crime & Save Lives Brochure \(Rev. 2019\)](#)
- [NMVTIS: Law Enforcement & Vehicle Title Investigator Guide \(Rev. 2020\)](#)
- [NMVTIS: Law Enforcement Access Tool Video \(2019\)](#)
- [NMVTIS: Working for States Brochure \(Rev. 2019\)](#)
- [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](#)

SECTION 8: EXHIBITS

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

As discussed in the Message from the NMVTIS Operator, the AAMVA Board of Directors established key principles to guide the proposed revision of the cooperative agreement:

- 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.

SECTION 8: EXHIBITS *(Continued)*

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

- **Alabama:** Stolen vehicle hits prompted investigations.
- **Colorado:** Stolen vehicle hits identified while conducting title verification.
- **Connecticut:** 957 stolen vehicle hits prompted investigations.
- **Florida:** Thirty-one stolen vehicle hits prompted investigations.
- **Georgia:** Stolen vehicle hits prompted investigations.
- **Indiana:** 1,716, stolen vehicle hits prompted investigations.
- **Iowa:** 251 stolen vehicle hits prompted investigations; fifty-eight were recovered by the Iowa DOT Bureau of Investigations or outside law enforcement.
- **Maryland:** Stolen vehicle hits prompted investigations.
- **Minnesota:** Stolen vehicle hits prompted investigations.
- **Mississippi:** 182 stolen vehicle hits identified while conducting title verification.
- **Missouri:** 2,730 stolen vehicle hits prompted investigations.
- **Montana:** Stolen vehicle hits identified while conducting title verification.
- **Nebraska:** Stolen vehicle hits identified while conducting title verification.
- **Nevada:** Stolen vehicle hits prompted investigations.
- **New Hampshire:** 319 stolen vehicle hits prompted investigations.
- **New Jersey:** Stolen vehicle hits prompted investigations.
- **Pennsylvania:** 136 stolen vehicle hits prompted investigations.
- **Utah:** Stolen vehicle hits prompted investigations.
- **Wisconsin:** 109 stolen vehicle hits prompted an investigation.
- **West Virginia:** Nine stolen vehicle hits prompted investigations.
- **Wyoming:** Stolen vehicle hits identified while conducting title verification.

Vehicle Brands Identified and Carried Forward Using NMVTIS

- **Alabama:** Carried forward missing brands.
- **Colorado:** Carried forward missing brands.
- **Connecticut:** Investigated and/or carried forward 35,855 missing brands.
- **Florida:** Sixty odometer fraud complaints received by the Motor Vehicle Fraud Unit prompted investigations; thirty-four of those titles were either branded “Not Actual” or were flagged for correction. Vehicles previously reported as junk were prevented from returning to the road.
- **Georgia:** Carried forward missing brands.
- **Indiana:** Carried forward 39,937 missing brands.

SECTION 8: EXHIBITS *(Continued)*

- **Iowa:** Carried forward missing brands.
- **Maryland:** Carried forward missing brands.
- **Minnesota:** Carried forward missing brands: included were vehicles previously reported as junk, which were identified and prevented from returning to the road.
- **Mississippi:** Carried forward 18,367 missing brands.
- **Missouri:** Carried forward eighty-nine missing brands.
- **Montana:** Carried forward missing brands: included were vehicles previously reported as junk, which were identified and prevented from returning to the road.
- **Nebraska:** Carried forward missing brands.
- **Nevada:** Carried forward missing brands.
- **New Hampshire:** Carried forward 19,516 missing brands.
- **New Jersey:** Carried forward missing brands.
- **Pennsylvania:** Carried forward missing brands.
- **South Dakota:** Carried forward missing brands.
- **Texas:** Carried forward 19,693 missing brands: 1,355 out-of-state titles surrendered did not contain brands; 2,274 previously issued Texas titles were missing brands; 262 vehicles that lacked ownership evidence and were processed under a bond, court order, or foreclosure lien were identified as missing brands; 15,708 transactions were caught in which a processing clerk failed to carry forward a brand. Before new titles were issued, ninety-four vehicles previously reported as junk were identified and prevented from returning to the road.
- **Utah:** Carried forward missing brands: included were vehicles previously reported as junk, which were identified and prevented from returning to the road.
- **Virginia:** Carried forward missing brands.
- **West Virginia:** Carried forward more than 100 missing brands. Many vehicles previously reported as junk were identified and prevented from returning to the road.
- **Wisconsin:** Carried forward missing brands.
- **Wyoming:** Carried forward missing brands.

Enhanced Customer Service Attributed to NMVTIS Use

- **Alabama:** Ensured the most accurate title documents were issued to Alabama residents; help desk resolved title and brand issues with other NMVTIS jurisdictions, improving customer service and enhancing record integrity. Also informed customers when searches revealed brands not on titles and/or more current titles than the title presented to the state, and provided link for customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **Alaska:** Ensured the most accurate title documents were issued to Alaska residents; verified whether the most current title was presented to the state; prior to titling, identified whether the vehicle was stolen or deemed junk.
- **Arizona:** Provided link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **California:** Provided link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.

SECTION 8: EXHIBITS *(Continued)*

- **Colorado:** NMVTIS automation reduced the number of recalled titles, ensured the most accurate title documents were issued to Colorado residents, and provided link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **Connecticut:** Ensured the most accurate title documents were issued to Connecticut residents; junk vehicles were identified prior to titling.
- **Florida:** NMVTIS is frequently used to resolve title fraud issues, ensuring the most accurate title documents for out-of-state victims as well as Florida residents. Florida's help desk resolved title and brand issues with other NMVTIS jurisdictions, improving customer service and enhancing record integrity, and informed customers when searches revealed brands not on titles and/or more current titles than the title presented to the state. Also, NMVTIS automation has reduced wait times.
- **Georgia:** Ensured the most accurate title documents were issued to Georgia residents. Georgia's help desk resolved title and brand issues with other NMVTIS jurisdictions, improving customer service and enhancing record integrity, and informed vehicle owners of missing brands.
- **Idaho:** Provided link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **Illinois:** Provided link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **Indiana:** Ensured the most accurate title documents were issued to Indiana residents; junk vehicles were identified prior to titling.
- **Iowa:** Ensured the most accurate title documents were issued to Iowa residents.
- **Maine:** Provided link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **Maryland:** Ensured the most accurate title documents were issued to Maryland residents; Maryland's help desk resolved title and brand issues with other NMVTIS jurisdictions, improving customer service and enhancing record integrity.
- **Minnesota:** Ensured the most accurate title documents were issued to Minnesota residents. Minnesota's help desk resolved title and brand issues with other NMVTIS jurisdictions, improving customer service and enhancing record integrity, and informed customers when searches revealed brands not on titles and/or more current titles than the title presented to the state.
- **Mississippi:** Ensured the most accurate title documents were issued to Mississippi residents, and reduced wait times. Mississippi's help desk resolved title and brand issues with other NMVTIS jurisdictions, improving customer service and enhancing record integrity, and informed customers when searches revealed brands not on titles and/or more current titles than the title presented to the state. Mississippi also provided a link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **Missouri:** Ensured the most accurate title documents were issued to Missouri residents. Missouri's help desk resolved title and brand issues with other NMVTIS jurisdictions, improving customer service and enhancing record integrity, and informed vehicle owners of missing brands. Also, provided link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.

SECTION 8: EXHIBITS *(Continued)*

- **Montana:** Ensured the most accurate title documents were issued to Montana residents. Montana's help desk resolved title and brand issues with other NMVTIS jurisdictions, improving customer service and enhancing record integrity, and informed customers when searches revealed brands not on titles and/or more current titles than the title presented to the state. Montana also provided a link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **Nebraska:** NMVTIS automation reduced wait times and ensured the most accurate title documents were issued to Nebraska residents. Also, provided link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **Nevada:** Informed customers when NMVTIS searches revealed brands not on titles and/or more current titles than the title presented to Nevada. Provided link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **New Hampshire:** Ensured the most accurate title documents were issued to New Hampshire residents; provided link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **New Jersey:** Ensured the most accurate title documents were issued to New Jersey residents. New Jersey's help desk resolved title and brand issues with other NMVTIS jurisdictions, improving customer service and enhancing record integrity, and informed customers when searches revealed brands not on titles and/or more current titles than the title presented to the state.
- **New York:** Provided link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **North Dakota:** Informed customers when searches revealed brands not on titles and/or more current titles than the title they presented to state. Provided link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **Pennsylvania:** Ensured the most accurate title documents were issued to Pennsylvania residents and provided link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **South Dakota:** NMVTIS automation reduced wait times and ensured the most accurate title documents were issued to South Dakota residents. South Dakota's help desk resolved title and brand issues with other NMVTIS jurisdictions, improving customer service and enhancing record integrity. South Dakota also provided a link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **Texas:** Inquiries revealed 95,829 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. Provided link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **Utah:** Ensured the most accurate title documents were issued to Utah residents, and has reduced wait times. Utah's help desk resolved title and brand issues with other NMVTIS jurisdictions, improving customer service and enhancing record integrity, and informed customers when searches revealed brands not on titles and/or more current titles than the title presented to the state. Utah also provided a link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.

SECTION 8: EXHIBITS *(Continued)*

- **Virginia:** Ensured the most accurate title documents were issued to Virginia residents, and has reduced wait times. Virginia's help desk resolved title and brand issues with other NMVTIS jurisdictions, improving customer service and enhancing record integrity, and informed customers when searches revealed brands not on titles and/or more current titles than the title presented to the state. Virginia also provided a link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **West Virginia:** Ensured the most timely and accurate title documents were issued to West Virginia residents.
- **Wisconsin:** Ensured the most accurate title documents were issued to Wisconsin residents, and provided link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.
- **Wyoming:** Ensured the most accurate title documents were issued to Wyoming residents. Wyoming's help desk resolved title and brand issues with other NMVTIS jurisdictions, improving customer service and enhancing record integrity, and informed customers when searches revealed brands not on titles and/or more current titles than the title presented to the state. Wyoming also provided a link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.

Potential "Cloned" Vehicles Identified Using NMVTIS

- **Alabama:** Cloned VINs prompted investigations.
- **Colorado:** Cloned VINs prompted investigations.
- **Connecticut:** Cloned VINs prompted investigations.
- **Florida:** Thirty-one cloned VINs prompted investigations.
- **Georgia:** Cloned VINs prompted investigations.
- **Indiana:** Cloned VINs prompted investigations.
- **Iowa:** Thirteen cloned Canadian VINs prompted investigations.
- **Maryland:** Cloned VINs prompted investigations.
- **Minnesota:** Cloned VINs prompted investigations.
- **Mississippi:** Cloned VINs prompted investigations.
- **Missouri:** Cloned VINs prompted investigations.
- **Nebraska:** Cloned VINs prompted investigations.
- **Nevada:** Cloned VINs prompted investigations.
- **New Hampshire:** Cloned VIN prompted an investigation.
- **New Jersey:** Cloned VINs prompted investigations.
- **Utah:** Cloned VINs prompted investigations.
- **Virginia:** Cloned VINs prompted investigations.
- **West Virginia:** Cloned VIN prompted an investigation.
- **Wisconsin:** 130 cloned VINs prompted investigations.

Potential Fraudulent Activity Identified Using NMVTIS

- **Alabama:** NMVTIS automation ensured the most accurate title documents were issued to Alabama residents.
- **Colorado:** NMVTIS automation ensured the most accurate title documents were issued to Colorado residents; junk vehicles were identified prior to titling.
- **Connecticut:** NMVTIS automation ensured the most accurate title documents were issued to Connecticut residents.
- **Florida:** Thirty-four title records were corrected to reflect the odometer reading as “Not Actual.”
- **Georgia:** NMVTIS automation identified title, odometer, brand and/or VIN discrepancies that could be investigated.
- **Indiana:** NMVTIS automation ensured the most accurate title documents were issued to Indiana residents; junk vehicles were identified prior to titling.
- **Iowa:** Thirteen cloned vehicles were identified and titled using counterfeit out-of-state titles which included Canadian VIN information. Fourteen odometer rollback cases were worked involving multiple victims. Twenty-six titles were found to be either fake or washed.
- **Maryland:** NMVTIS automation ensured the most accurate title documents were issued to Maryland residents.
- **Minnesota:** NMVTIS automation identified title, odometer, brand and/or VIN discrepancies that could be investigated.
- **Mississippi:** NMVTIS automation ensured the most accurate title documents were issued to Mississippi residents.
- **Missouri:** Fraudulent title documentation was submitted on two occasions, resulting in the vehicle and title transactions to be forwarded to the Missouri Department of Revenue Criminal Investigation Bureau.
- **Montana:** NMVTIS automation identified title, odometer, brand and/or VIN discrepancies that could be investigated.
- **Nebraska:** NMVTIS automation ensured the most accurate title documents were issued to Nebraska residents; junk vehicles were identified prior to titling.
- **Nevada:** NMVTIS automation ensured the most accurate title documents were issued to Nevada residents.
- **New Hampshire:** NMVTIS automation identified brand and VIN discrepancies that could be investigated.
- **New Jersey:** NMVTIS automation ensured the most accurate title documents were issued to New Jersey residents.
- **Texas:** Thirty-seven fake or fraudulent titles were identified; ninety-five titles had odometers altered; fifteen titles had brands tampered with or altered. An additional 2,364 superseded titles ([see Glossary](#)) were surrendered, and 7,099 odometer discrepancies identified and are pending further verification of either title tampering or data entry errors. Ninety-four vehicles previously reported as junk were identified and prevented from returning to the road.
- **Utah:** NMVTIS automation identified title, odometer, brand and/or VIN discrepancies that could be investigated, ensuring the most accurate title documents were issued to Utah residents.

SECTION 8: EXHIBITS *(Continued)*

- **Virginia:** NMVTIS automation ensured the most accurate title documents were issued to Virginia residents.
- **West Virginia:** More than twenty incidents have been identified. A recycler that crushed vehicles identified through NMVTIS as stolen was reported to the FBI.
- **Wisconsin:** NMVTIS automation identified cloned VINs and fraudulent documents submitted that were investigated.
- **Wyoming:** NMVTIS automation identified title, odometer, brand and/or VIN discrepancies that could be investigated ensuring the most accurate title documents were issued to Wyoming residents.

Enhancements for Motor Vehicle Titling Agencies Attributed to NMVTIS

- **Alabama:** NMVTIS automation made titles more accurate.
- **Alaska:** NMVTIS automation made titles more accurate.
- **Colorado:** NMVTIS automation saved time and money and made titles more accurate.
- **Connecticut:** NMVTIS automation saved money in mitigating fraud and made titles more accurate.
- **Florida:** NMVTIS automation made titles more accurate, saved time and money, and assisted in clearing cases/alerts.
- **Georgia:** NMVTIS automation made titles more accurate.
- **Iowa:** NMVTIS automation assisted in clearing cases/alerts.
- **Maryland:** NMVTIS automation made titles more accurate, assisted in clearing cases/alerts, and saved time and money.
- **Minnesota:** NMVTIS automation made titles more accurate, assisted in clearing cases/alerts, and saved time and money.
- **Mississippi:** NMVTIS automation saved time and money, made titles more accurate, and assisted in clearing cases/alerts.
- **Missouri:** NMVTIS automation made titles more accurate and assisted in clearing cases/alerts.
- **Montana:** NMVTIS automation made titles more accurate.
- **Nebraska:** Labor costs of approximately \$50,000 were saved due to NMVTIS automation.
- **Nevada:** NMVTIS automation made titles more accurate.
- **New Hampshire:** NMVTIS automation saved time and money and made titles more accurate.
- **New Jersey:** NMVTIS automation assisted in clearing cases/alerts in investigations.
- **Pennsylvania:** The Stolen indicator in NMVTIS records allowed Pennsylvania to avoid inappropriately titling vehicles with a total market value of \$360,000. NMVTIS automation made titles more accurate.
- **South Dakota:** NMVTIS automation made titles more accurate, assisted in clearing cases/alerts, and saved time and money.
- **Texas:** As of December 2019, vehicles with an odometer brand of Not Actual Mileage and Exceeds Mechanical Limits were maintained on the Texas vehicle record and reported to NMVTIS even once the vehicle became exempt from odometer disclosure, which was responsible for an increase in brand errors this reporting period.

SECTION 8: EXHIBITS *(Continued)*

- **Utah:** NMVTIS automation made titles more accurate, assisted in clearing cases/alerts, and saved time and money.
- **Virginia:** NMVTIS automation made titles more accurate, assisted in clearing cases/alerts, and saved time and money.
- **West Virginia:** NMVTIS automation saved time and money.
- **Wisconsin:** NMVTIS automation made titles more accurate.
- **Wyoming:** NMVTIS automation made titles more accurate and assisted in clearing cases/alerts.

JSI Data Assisted in Business and/or Investigative Processes

- **Alabama:** Data was used to verify junk and salvage vehicles from other states ensuring the appropriate brand was attached to a specific VIN and the appropriate type of title was issued.
- **Alaska:** Data was used to verify junk and salvage vehicles from other states ensuring the appropriate brand was attached to a specific VIN and the appropriate type of title was issued.
- **Connecticut:** Data was used to verify junk and salvage vehicles from other states ensuring the appropriate brand was attached to a specific VIN and the appropriate type of title was issued.
- **Georgia:** Data was used to verify junk and salvage vehicles from other states ensuring the appropriate brand was attached to a specific VIN and the appropriate type of title was issued.
- **Indiana:** Data was used to verify junk and salvage vehicles from other states ensuring the appropriate brand was attached to a specific VIN and the appropriate type of title was issued.
- **Iowa:** Identified 3,125 vehicles with a junk/salvage/insurance flag ensuring the appropriate type of title was issued.
- **Maryland:** Data assisted in investigations and was used to verify junk and salvage vehicles from other states ensuring the appropriate brand was attached to a specific VIN and the appropriate type of title was issued.
- **Minnesota:** Data assisted in investigations and was used to verify junk and salvage vehicles from other states ensuring the appropriate brand was attached to a specific VIN and the appropriate type of title was issued.
- **Mississippi:** Data was used to verify salvage and junk vehicles from other states ensuring the appropriate brand was attached to a specific VIN and the appropriate type of title was issued; prevented fifty-five junk vehicles from being titled and registered and returning to public highways.
- **Montana:** Data was used to assist in investigations.
- **Nebraska:** Data was used to assist in investigations and ensure the appropriate brand was attached to a specific VIN and the appropriate type of title was issued.
- **Nevada:** Data was used to verify junk and salvage vehicles from other states ensuring the appropriate brand was attached to a specific VIN and the appropriate type of title was issued.

SECTION 8: EXHIBITS *(Continued)*

- **New Hampshire:** Data was referenced on 19,840 occasions to assist in ensuring the appropriate brand was attached to a specific VIN and the appropriate type of title was issued; prevented junk vehicles from being titled and registered.
- **New Jersey:** Data was used to assist in investigations and ensure the appropriate brand was attached to a specific VIN and the appropriate type of title was issued.
- **North Dakota:** Data was used to assist in investigations and to ensure the appropriate brand was attached to a specific VIN and type of title was issued.
- **Pennsylvania:** Data was used to assist in research.
- **South Dakota:** Data was used to verify junk and salvage vehicles from other states ensuring the appropriate brand was attached to a specific VIN and the appropriate type of title was issued.
- **Utah:** Data was used to assist in investigations.
- **Virginia:** Data was used to assist in investigations.
- **West Virginia:** Data was used to assist in research and investigations.
- **Wisconsin:** Data was used on an almost daily basis to assist in research and investigations.
- **Wyoming:** Data was used to assist in investigations and to ensure the appropriate brand was attached to a specific VIN. Data was also used to identify dealerships 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, 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.
- To the extent reasonably feasible, employing standards-based information exchange methods that can be used by NMVTIS stakeholders and are developed by such organizations as the Internet Engineering Task Force (IETF), the Open API Specification (OAS), the National Information Exchange Model (NIEM) and the Global Reference Architecture (GRA), and other future industry standards/practices.
- 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.

SECTION 8: EXHIBITS *(Continued)*

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 twenty-four 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.

SECTION 8: EXHIBITS *(Continued)*

1. Online Integrated

Online integrated 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 aspects 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 resources must fully understand NMVTIS system requirements and state processes, to ensure they are mapped correctly and appropriate procedures are put in place. The approach is cost-effective in the long run, as integration of the NMVTIS process into the state titling system reduces the manual processing required with the Batch Data Processing approach (described below). In addition, tight integration of the NMVTIS process into the state titling process provides higher assurance 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

This approach is generally less complex and costly to develop and implement than the integrated approach since it does not require full integration of a state's titling applications. However, it still requires that state and system operator 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 NMVTIS 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.

- **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 daily.

SECTION 8: EXHIBITS *(Continued)*

- **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).

SECTION 8: EXHIBITS *(Continued)*

EXHIBIT 5: PRINT AND BANNER ADS IN LAW ENFORCEMENT PUBLICATIONS

As mentioned 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 FY2015 and FY2016 in *American Police Beat* magazine, as well as in *Police* magazine. It is included here for reference.

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; ISI 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 FY2015 and FY2016 on the websites of those publications, as well as on the site for *Police Chief* magazine.

www.vehiclehistory.gov

National Motor Vehicle Title Information System
A proven reliable database for law enforcement vehicle investigations

In FY2015, the NMVTIS Advisory Board recommended engaging PBS to develop a *Spotlight On* segment to promote public awareness of NMVTIS. Procurement for services was completed during the FY2017 reporting period and DOJ and AAMVA staff worked with PBS to finalize the script and complete video and audio production during FY2018.

SECTION 8: EXHIBITS *(Continued)*

EXHIBIT 6: OUTREACH AND AWARENESS EVENTS

| DATE | VENUE & FOCUS |
|---------------|---|
| Ongoing | Maryland Auto Theft Prevention Authority – NMVTIS presentation for vehicle crime investigations |
| | Missouri Department of Revenue – NMVTIS training for peace officers |
| October 2019 | Automotive Safety Recall Best Practices Summit – NMVTIS presentation |
| | Florida Rebuilt Inspector Re-certification Course – NMVTIS presentation (23 attendees) |
| | Broward Police Academy – In-service Auto Theft Course – NMVTIS presentation (28 attendees) |
| November 2019 | Miami-Dade Police Department – Auto Theft Symposium – NMVTIS presentation (30 attendees) |
| | New York Auto Theft Prevention Authority/Insurance Fraud Conference – NMVTIS presentation (280 attendees) |
| | Florida Rebuilt Inspector Re-certification Course – NMVTIS presentation (23 attendees) |
| August 2020 | Southeast states ROCIC members – NMVTIS LEAT training (over 300 attendees) |

SECTION 8: EXHIBITS *(Continued)*

EXHIBIT 7: NMVTIS MILESTONES ARCHIVE

Note: Milestone activity beginning in 2009 can be viewed in [NMVTIS Milestones](#).

- NMVTIS Legislation
 - Validation Reports
 - Program Activity
-
- 1992: Anti Car Theft Act
 - 1996: Anti Car Theft Improvements Act (oversight of NMVTIS transfers from DOT to DOJ)
 - 1999: General Accounting Office recommends BJA conduct a NMVTIS cost-benefit analysis
 - 1999: NMVTIS State Pilot Program conducted
 - 1999: Memorandum of Understanding executed by BJA and AAMVA
 - 2000: AAMVA publishes the NMVTIS Pilot Evaluation Report
 - 2001: Logistics Management Institute (LMI) publishes NMVTIS Cost-Benefit Analysis Project Report
 - 2006: Integrated Justice Information Systems (IJIS) Institute issues its Technology Assistance Report (assessment of NMVTIS technology)

SECTION 8: EXHIBITS *(Continued)*

EXHIBIT 8: APPENDIX ARCHIVE

Note: Legislation, Press, Reports (Financial), and Resources referenced in the 2020 annual report can be viewed in the [Appendix](#).

CORRESPONDENCE

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

PRESS

- [Abc7news.com – Car Thieves Clone VINs, Fool Drivers into Buying Stolen Vehicles \(April 2019\)](#)
- [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? \(December 2016\)](#)

SECTION 8: EXHIBITS *(Continued)*

- [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 – GENERAL

- **Note:** *Annual Reports dated prior to 2020 are listed on the [DOJ NMVTIS website](#).*
- [IJIS Institute Technology Assistance Report \(2006\)](#)
- [LMI Cost-Benefit Analysis Report \(2001\)](#)
- [NMVTIS Pilot Evaluation Report \(2000\)](#)

SECTION 9: ACRONYMS KEY

ACRONYMS

AAMVA – American Association of Motor Vehicle Administrators
AIC – Annual International Conference
ADD – Auto Data Direct, Inc.
BJA – Bureau of Justice Assistance
CHP – California Highway Patrol
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
IACP – International Association of Chiefs of Police
IATTI – International Association of Auto Theft Investigators
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

SECTION 10: GLOSSARY

GLOSSARY

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 [DOJ's NMVTIS website](#).

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.

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.

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)

DMV

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

Junk, Salvage, and Insurance (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

SECTION 10: GLOSSARY *(Continued)*

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 if 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 FY2020 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-six jurisdictions participated at some level during this report period. Four 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 [Exhibit 2/State Benefits](#) section.)

SECTION 11: NMVTIS INFORMATIONAL MATERIALS

Are there conditions for a purchase that does not require title history or report as required?
 No. There is no requirement for a purchase to be reported to NMVTIS. The only requirement is that the vehicle be reported to NMVTIS by the seller or the buyer. The only exception is for vehicles that are being sold to a dealer or a fleet. In these cases, the vehicle must be reported to NMVTIS by the dealer or fleet manager.

How do I report a vehicle?
 Reporting a vehicle to NMVTIS is a simple process. You can report a vehicle online at www.nmvtis.gov or by calling 1-800-455-4777. You will need the vehicle's VIN, make, model, and year to report it. Once you have reported the vehicle, you will receive a report that you can use to verify the vehicle's history.

How do I identify and investigate a vehicle?
 To identify a vehicle, you can use the VIN to look up the vehicle's history. You can also use the VIN to look up the vehicle's title history. To investigate a vehicle, you can use the VIN to look up the vehicle's accident history, odometer readings, and other information.

Vehicle information program contact:
 Doug J. Taylor, Director
 NMVTIS Program Office
 1111 N. West 10th, Oklahoma City, OK 73107
 Email: doug@nmvtis.gov
 800.455.4777

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](#)

Tip to Optimize Results:
 • Reporting a vehicle to NMVTIS is a simple process. You can report a vehicle online at www.nmvtis.gov or by calling 1-800-455-4777. You will need the vehicle's VIN, make, model, and year to report it. Once you have reported the vehicle, you will receive a report that you can use to verify the vehicle's history.

NMVTIS Benefits:
 • Provides a comprehensive view of a vehicle's history, including title, accident, and odometer readings.
 • Helps identify vehicles with a history of accidents, odometer tampering, or other issues.
 • Provides a more accurate picture of a vehicle's value and condition.

What Types of Vehicles are Reported to NMVTIS?
 All vehicles, including cars, trucks, and motorcycles, are reported to NMVTIS. The only exception is for vehicles that are being sold to a dealer or a fleet.

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](#)

Vehicle History Matters
Vehicle LIBRARY
DOOMSTER
PAPER TITLE
Common/Provision
UNIFORMITY

NMVTIS Best Practices for Title and Registration Program Managers
 Edition 4

NMVTIS
 National Motor Vehicle Title Information System

November 2018

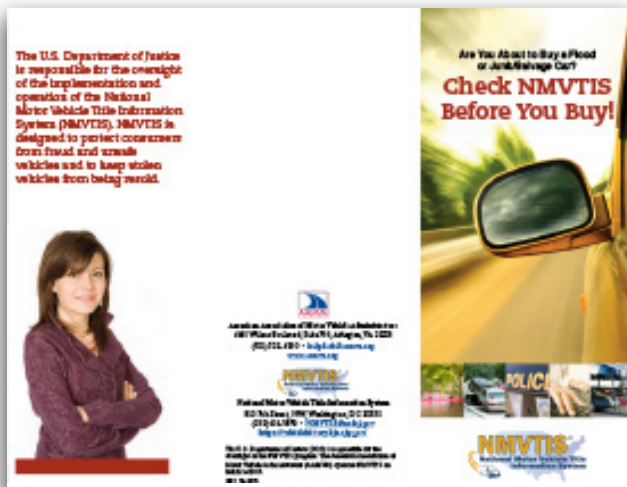
www.nmvtis.gov

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](#)

SECTION 11: NMVTIS INFORMATIONAL MATERIALS *(Continued)*



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 and display videos in their public offices and on agency websites.

[Download Brochure](#)

English:

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

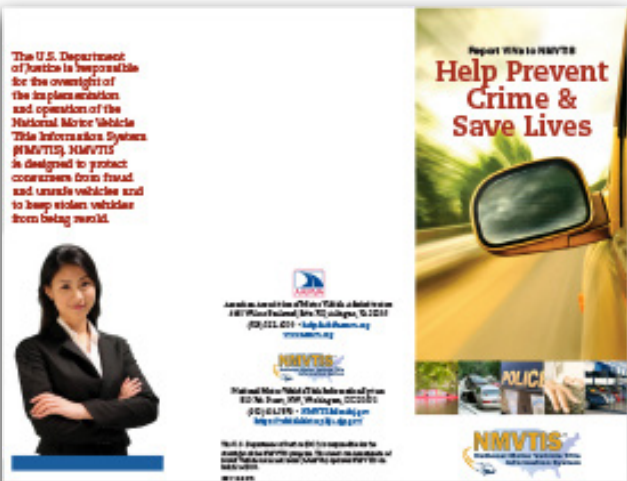
Closed Captioned:

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

Spanish Closed Captioned:

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

Note: For short video links, see [page 74](#).



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](#)



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>