National Motor Vehicle Title Information System
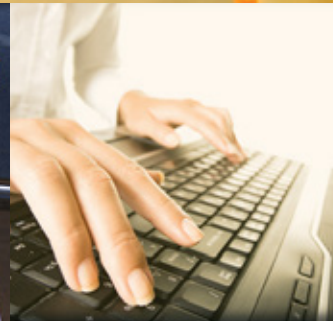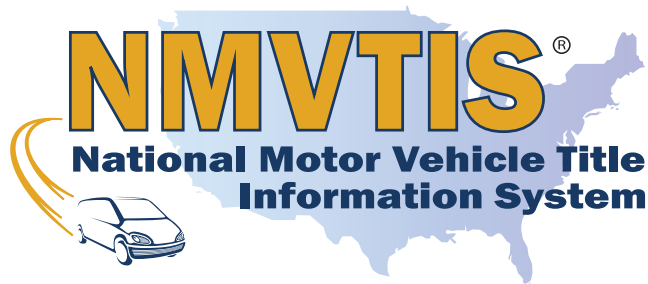
2022 Annual Report

For Period: October 1, 2021 through September 30, 2022

NMVTIS®
National Motor Vehicle Title Information System

NMVTIS®
National Motor Vehicle Title
Information System

INTERACTIVE TABLE OF CONTENTS

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 2022 Annual Report is the fourteenth publication, covering October 1, 2021, through September 30, 2022 (FY2022). FY2022 was agreed upon between the system operator and the U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Assistance (BJA), and corresponds with the federal fiscal year and AAMVA's audit cycle.

Published in August 2023, this report details the performance of NMVTIS during FY2022. Future annual reports will also cover fiscal year 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 the U. S. Department of Justice (DOJ's) website at **https://vehiclehistory.bja.ojp.gov**.

INTERACTIVITY OF THIS REPORT: When reading this report online, click on the **orange hyperlinks** to go to the referenced websites and pages in the report.

NOTES:
- For purposes of this report, references to the term "state" means all fifty states and the District of Columbia.
- For some figures, Y2Y comparisons 2017 and prior, can be viewed in the NMVTIS **2021 Annual Report**.

On behalf of the Board of Directors of the American Association of Motor Vehicle Administrators (AAMVA), I am pleased to present the fourteenth annual report for the National Motor Vehicle Title Information System (NMVTIS). This report is provided to system stakeholders, documenting NMVTIS' ongoing success in achieving goals outlined in the 1992 Anti Car Theft Act.

This report highlights the system's performance, accomplishments, revenue, and expenses, as required by federal law. AAMVA is committed to its ongoing role as a strong and effective system operator, under a cooperative agreement with the U.S. Department of Justice, Bureau of Justice Assistance.

During FY2022, 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. NMVTIS reached another major milestone in state participation, with fifty of the fifty-one states now fully Participating. These states (see **Glossary**) represent over 99% of the vehicles registered in the U.S. NMVTIS improved its collaboration with states, its technology vendors, and AAMVA to enhance state system development and implementation protocols. AAMVA held two stakeholder webinars, providing system performance and program updates, including DOJ's compliance and enforcement efforts. Positive attendee feedback and engagement validated the webinars' continued value as a forum to exchange information and discuss NMVTIS.

A rewrite of the Junk, Salvage, and Insurance (JSI) total loss reporting program system application began during the year. The rewrite introduced several enhancements to improve the effectiveness of data reporting methods. Full implementation of the enhancements was deferred into FY2023 as AAMVA continued to work with our third-party partners.

The Consumer Access Program continued to perform strongly. Demand for vehicle history reports which include NMVTIS information exceeded plans. This demand was likely driven by continued demand for used cars, as supply chain issues continued to affect the availability and price of new vehicles. Other contributing factors for the growth were the performance of two new Approved NMVTIS Data Providers and near total state participation.

NMVTIS successfully maintained 99.99% system uptime, while conducting daily operational activities and releasing system enhancements. Enhancements included the release of the initial Junk, Salvage, and Insurance (JSI) application rewrite, and the replacement of older processes with newer cloud computing. These enhancements led to improved data points and improved system uptime.

> **"**NMVTIS reached another major milestone in state participation, with fifty of the fifty-one states now fully Participating.**"**
>
> ANNE FERRO
> President & CEO

One key accomplishment for FY2022 was approval of a recommended fee model submitted by a committee of state representatives. This effort was essential to ensure consistent funding for ongoing system operations and maintenance, as well as future system improvements. The AAMVA Board of Directors and the Department of Justice approved the new model, which ensures NMVTIS operations will be fully funded while ongoing system improvements occur in parallel. The new funding model will take effect for FY2024.

During the year, AAMVA's Board established an ad hoc committee to look at overall NMVTIS governance. This Committee is expected to provide recommendations in FY2023 on two questions: 1) whether a more formal governance structure for NMVTIS is needed; and 2) if so, what that would entail.

Overall, AAMVA continued to meet its contractual obligations. 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 always, this report could not be prepared without the generous guidance and information provided by many individuals and organizations. I appreciate their valuable contributions, and I expect you will find the report informative.

Anne Ferro, *President & CEO*

This reporting period of October 1, 2021 through September 30, 2022 (FY2022) showed continued progress in all four NMVTIS program areas:

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

FY2022 showed increased activity in all program areas, with noteworthy rises in the Consumer Access and Law Enforcement Access Programs. The value derived from the system is demonstrated by the benefits reported by states and law enforcement, as well as consumer interest. AAMVA continued to improve system efficiency while supporting nearly 100% of the vehicle population represented in NMVTIS.

Achievements during FY2022 include:

- U.S. motor vehicle title data represented in the system continued at 99%.
- NMVTIS grew to contain more than two billion records.
- AAMVA transitioned from live to recorded NMVTIS-related webinars to familiarize state agencies with system tools and features, training more than 197 state employees.
- States and AAMVA continued efforts to inform consumers of the value of purchasing a vehicle history report before buying a used vehicle.
- AAMVA's Board of Directors established an ad hoc committee to look at overall NMVTIS governance.
- AAMVA's Board of Directors and U.S. Department of Justice approved a new funding model to become effective in FY2024.
- Participation Management Concept rollout continued to all states.
- Additional sworn and non-sworn investigators became users of the Law Enforcement Access Tool.
- AAMVA continued to hold semi-annual NMVTIS Stakeholder Webinars, featuring updates from AAMVA and DOJ.

4 DATABASES CONTAIN:

- **Title** - 636M Records
- **Title History** - 1B Records
- **Brand** - 179M Records
- **Junk, Salvage & Insurance** - 221M Records

Over 2 Billion
Total Records as of 2022!

- 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 maintained 99.99% system uptime while conducting daily operational activities and releasing system enhancements.

- States earned more than $2.5 million in revenue credits from the sale of vehicle history reports by Approved NMVTIS Data Providers, a 23% increase over FY2021.

- NMVTIS-related legislation was introduced in six states and passed in four states.

STATE PROGRAM

- The District of Columbia completed development and is fully Participating in NMVTIS.
- Fifty states Participated in NMVTIS and one is In Development (see **Glossary**).
- AAMVA continued to support states that are re-engineering their NMVTIS application interface as part of modernizing their titling systems.
- Forty-nine states were enrolled and trained in use of the map, profile, and monitoring reports in the Participation Management Concept (PMC).
- NMVTIS State Program Subcommittee (SPS), NMVTIS Operations Monthly Forum, and State Business Points of Contact convened to discuss ways to enhance NMVTIS functionality.
- The NMVTIS SPS and Law Enforcement Subcommittees (LESC) met for the seventh consecutive year.

JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM

- AAMVA continued to provide states with junk, salvage, and insurance (JSI) information to update state title records.
- States continued to introduce and adopt NMVTIS-related legislation.
- Twenty-five states have adopted forty NMVTIS-related legislative bills, to date.
- AAMVA began development and implementation of the JSI batch application rewrite, introducing several enhancements to improve effectiveness of data reporting methods.
- More than 221 million junk, salvage, and insurance records, representing more than 102 million unique VINs, were reported to date in NMVTIS.
- Development continued on implementation of two new dispositions – "Retained" and "Parts."

CONSUMER ACCESS PROGRAM

- States increased efforts to inform consumers of vehicle history reports and used car buying guidelines.
- There was a 37% increase in transactions from FY2021, moving from 14.3 to 19.7 million.
- There was a 176% increase in new visitors to the "Title Check" page of the Texas DMV website, moving from 158,174 in FY2021 to 436,943 in FY2022.
- Approved NMVTIS Data Providers and AAMVA continued to explore opportunities to expand NMVTIS data in new markets and promote new uses for NMVTIS information.

176%
Increase in New Visitors to the Texas "Title Check" Website

LEAT Inquiries Increased 107%

197
State Employees Trained in Webinars

50 STATES
Participated in NMVTIS

NMVTIS®
National Motor Vehicle Title Information System

NMVTIS Enforcement Award

More than **221 MILLION**
Junk, Salvage, and Insurance Records Reported to Date in NMVTIS

37%
Increase in Transaction Volume

25 States
Have Adopted 40 NMVTIS-Related Legislative Bills

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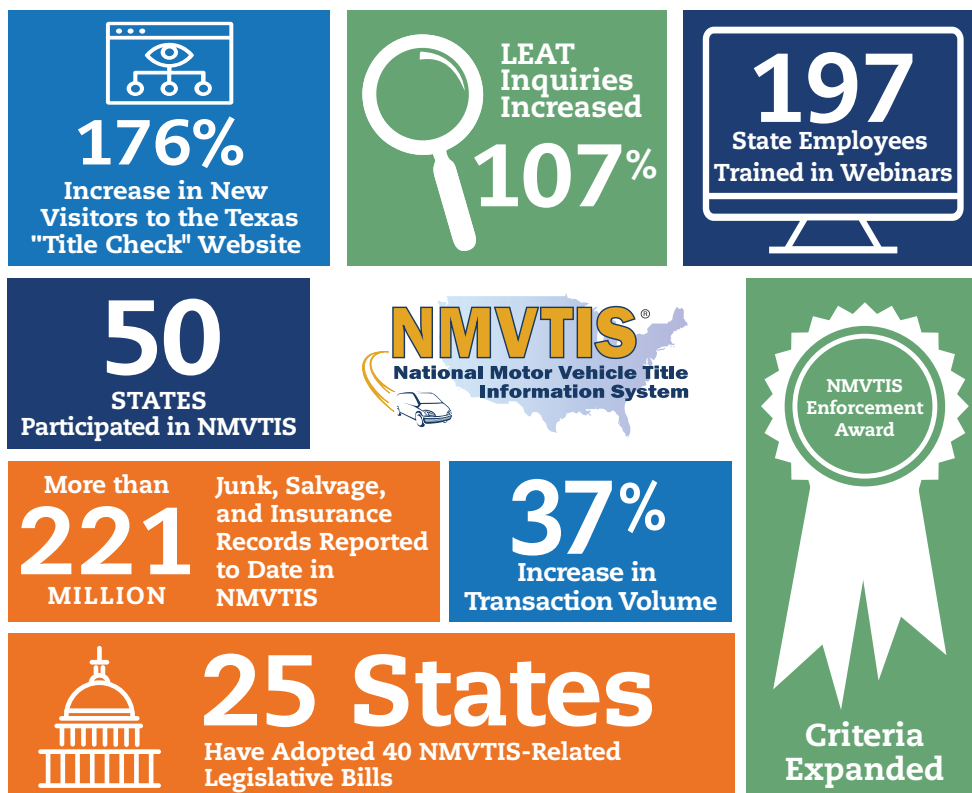
Click on a statistic above to navigate to that program section.

LAW ENFORCEMENT ACCESS PROGRAM

- The number of sworn and non-sworn investigators gaining system access via the Law Enforcement Access Tool (LEAT) continued to expand, with user numbers increasing 11%, from 8,026 to 8,940.
- LEAT inquiries increased 107%, growing from 517,856 to 1,073,448.
- AAMVA and BJA continued to discuss additional features for the NMVTIS LEAT.
- Criteria for the NMVTIS Enforcement Award was broadened to include all investigators who actively use the LEAT to conduct fraud investigations, regardless of jurisdiction.

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), state and local law enforcement agencies, and state DMVs investigators 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)
- Insurance Services Office - ISO ClaimSearch Solutions

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 vehicle history report provided by Approved NMVTIS Data Providers. 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 and historical state of title with title issue 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 vehicle history reports which include NMVTIS information 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 **AAMVA** and **DOJ NMVTIS** websites.

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. Using LEAT, investigators can conduct bulk searches of up to 10,000 VINs in a single query.

JUNK, SALVAGE, AND INSURANCE ENTITIES

All individuals and entities meeting the NMVTIS definition for junkyard and salvage yard and 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 state, 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 help 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.

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, and 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; and
- protect consumers from unsafe vehicles.

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

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:

- fulfills the definition of a junk or salvage automobile according to the regulations
- has an active registration and an active title
- has an active title

NMVTIS VEHICLES

AUTOMOBILES

BUSES

TRUCKS

MOTORCYCLES

MOTOR HOMES

TRUCK TRACTORS

- has an active registration as proof of ownership

The Anti Car Theft Act specifically covers "automobiles" as defined in 49 U.S.C. 32901(a). That definition, which is part of the fuel economy laws, was most recently amended by the Energy Independence and Security Act of 2007, Public Law No. 110–140, and includes passenger cars, multipurpose passenger vehicles, and trucks, with a gross vehicle weight rating of 10,000 pounds or less.

Participating states, however, have been providing information to NMVTIS on other types of motor vehicles possessing VINs, such as motorcycles and various work trucks. Information on these other types of motor vehicles is very useful to the users of NMVTIS, and law enforcement organizations including DOJ have strongly encouraged states to continue to provide information on such vehicles to reduce the theft of such vehicles.

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

Therefore, while states only are required to report on automobiles, they are strongly encouraged to continue reporting to NMVTIS information on all motor vehicles possessing VINs in their state titling systems.

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

AAMVA has historically worked closely with DOJ on the 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 (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.

Since NMVTIS began in 1996, several validation studies have been conducted to identify its benefits and/or potential cost savings to stakeholders. Links to these are provided in **Exhibit 6**. NMVTIS has received support across a wide range of beneficiaries, including but not limited to the following:

Law Enforcement	Consumer Protection	Vehicle and Auto Industry	Independent Crime Prevention
International Association of Chiefs of Police (IACP)	State Attorneys General	AAMVA	National Salvage Vehicle Reporting Program (NSVRP)
National Sheriffs' Association (NSA)	Consumers for Auto Reliability and Safety (CARS)	National Automobile Dealers Assoc. (NADA)	National Insurance Crime Bureau (NICB)
International Assoc. of Auto Theft Investigators (IAATI)	Consumer Federation of the Southeast	National Independent Auto Dealers Assoc. (NIADA)	
North American Export Committee (NAEC)	National Consumer Law Center		

SYSTEM OPERATOR AND RESPONSIBILITIES

AAMVA Continues as an Effective System Operator

The Anti Car Theft Act of 1992 authorized the U.S. Department of Transportation (DOT) to appoint a third-party operator of NMVTIS. Under 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 done so.
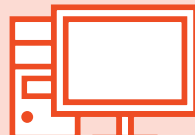
5 USERS GROUPS / 11 APPLICATIONS

States	5 Applications
Approved NMVTIS Data Providers	2 Applications
Law Enforcement	1 Application
JSI Data Consolidators	2 Applications
U.S. Department of Justice	1 Application

FUNDING

NMVTIS Expenses Totaled $10,095,237; State User Fees Contributed $5,599,999

During FY2022, program revenue primarily came from consumer and state user fees (see the **Financial Reports** section).

Federal law requires NMVTIS to sustain itself financially, operating without federal funding. During FY2022, the system earned $8,686,032 in revenue which was used to cover $10,095,237 in expenses. Total expenses include system modernization costs of $1,409,206 which are currently covered by AAMVA Board Designated Funds. AAMVA continues to explore and evaluate new revenue opportunities to support ongoing financial sustainability.

GOVERNANCE

NAB Fulfilled its Mission

BJA oversees NMVTIS operations, as required by federal law and regulations. The NMVTIS Advisory Board (NAB) was established under provisions of the Federal Advisory Committee Act, as amended, 5 U.S.C., App. 2, tasked with advising BJA regarding program operation and administration issues. These included 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

Under the NMVTIS Final Rule, BJA gathered 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 increase its effectiveness and financial sustainability.

From 2010 to 2016, the NAB members served two-year terms, meeting both in person and online. They represented key program stakeholders including states, consumers, law enforcement agencies, insurance carriers, auto recyclers, junk and salvage yards, auto industry groups, technology partners, and organizations focused on reducing vehicle-related crime, as well as the operator. The NAB fulfilled its mission and its legislative charter expired September 2016.

Integrity

Compliance

Program Areas

Critical Data

State Program

The District of Columbia Fully Integrates NMVTIS into Titling System; 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 3**.

AAMVA published its first annual report on NMVTIS for FY2009. It showed fourteen states Participating, fourteen states Providing Data Only, eleven states In Development, and twelve states Not Participating. Since that time, participation has steadily increased (Figure 2). During FY2022, fifty states were Participating, while one was In Development (**Figure 3**).
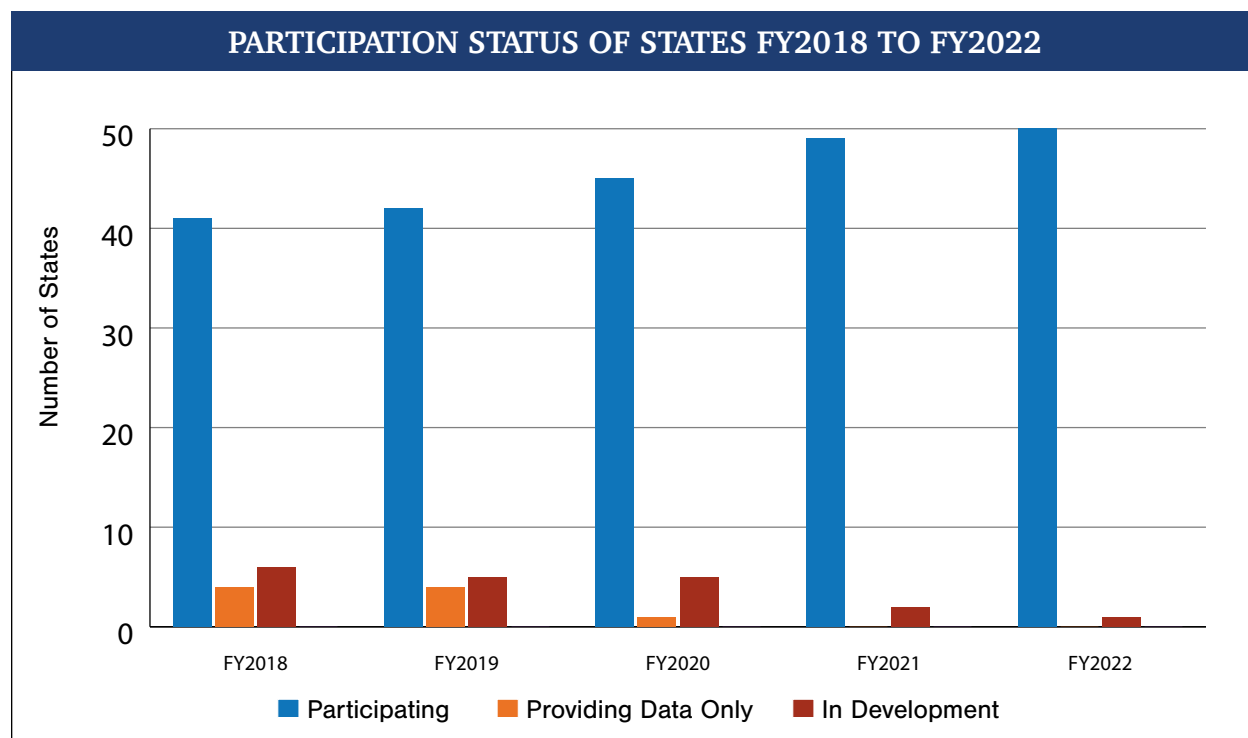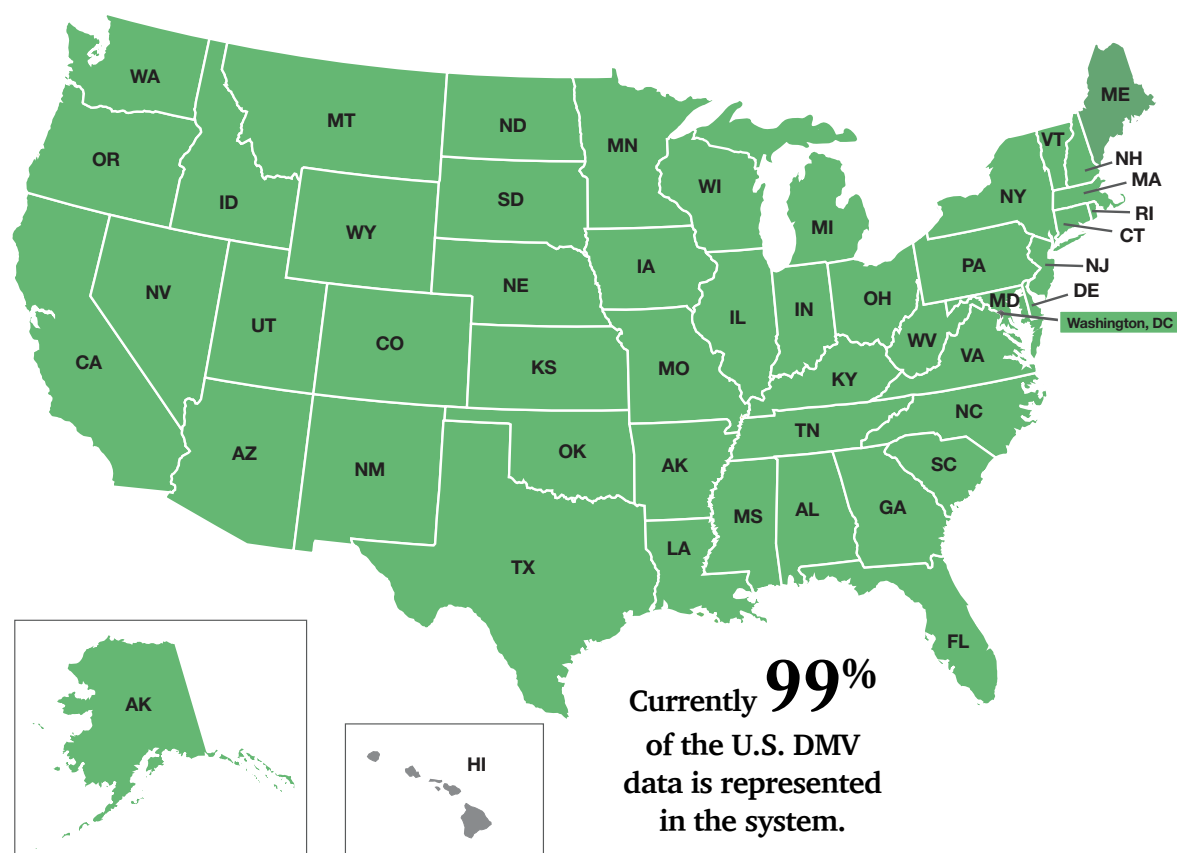

PARTICIPATION STATUS OF STATES FY2018 TO FY2022

Figure 2

STATE MOTOR VEHICLE ADMINISTRATION OVERALL COMPLIANCE

Currently **99%** of the U.S. DMV data is represented in the system.

🟢 **50 States Participating** (includes the District of Columbia) – states that provide data and inquire into the system before issuing new titles

⚪ **1 State in Development**

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 by the Participating states. In FY2021, vehicle data represented in the system reached the significant milestone of 99% and increased slightly in FY2022, with the District of Columbia becoming fully Participating. (**Figure 4**).

PERCENTAGE OF U.S. MOTOR VEHICLE DATA IN NMVTIS
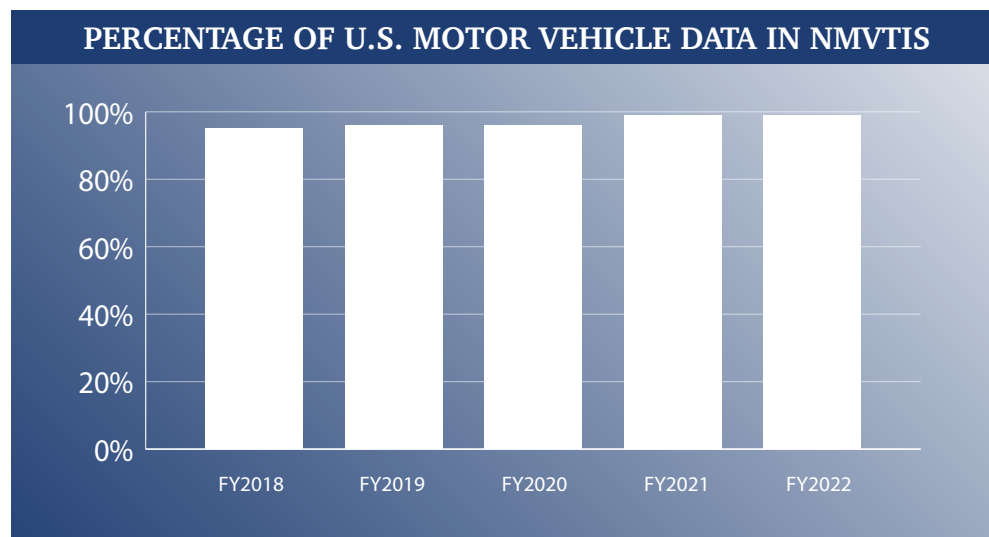
Figure 4

During FY2022, AAMVA continued to support states re-engineering their NMVTIS application interface as part of modernizing their titling systems.

Over the past thirteen years, current title records reported yearly in the system increased nearly 117% (Figure 5), from 293 million in FY2009 to 636 million in FY2022. In FY2022, fifty states provided nearly eighteen million current title records and more than seventy-seven million title history records, yielding totals of more than 636 million current title records and more than one billion title history records in the system (**Figure 6** and **Figure 7**). Brand records captured in NMVTIS also increased during FY2022, with nearly 10.3 million brand records added (**Figure 8**).

CURRENT TITLE RECORDS REPORTED MONTHLY FY2022 (CUMULATIVE)

Figure 5

CURRENT TITLE RECORDS MONTHLY FY2022 (CUMULATIVE)

Figure 6

TITLE HISTORY RECORDS MONTHLY FY2022 (CUMULATIVE)
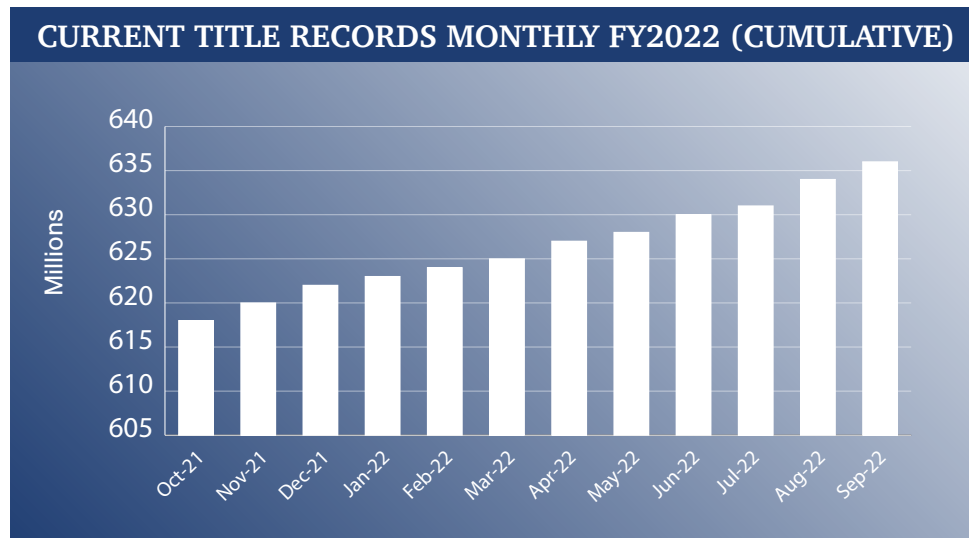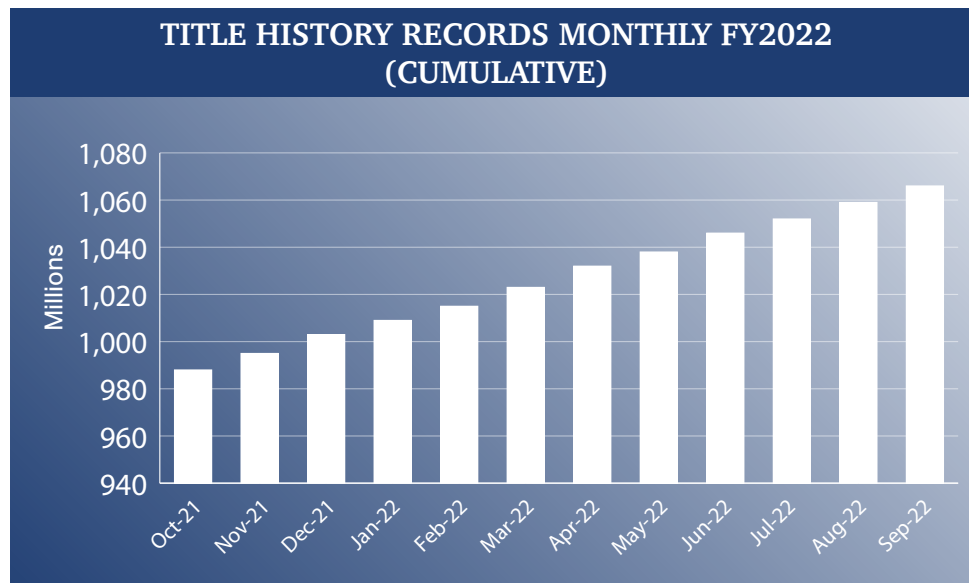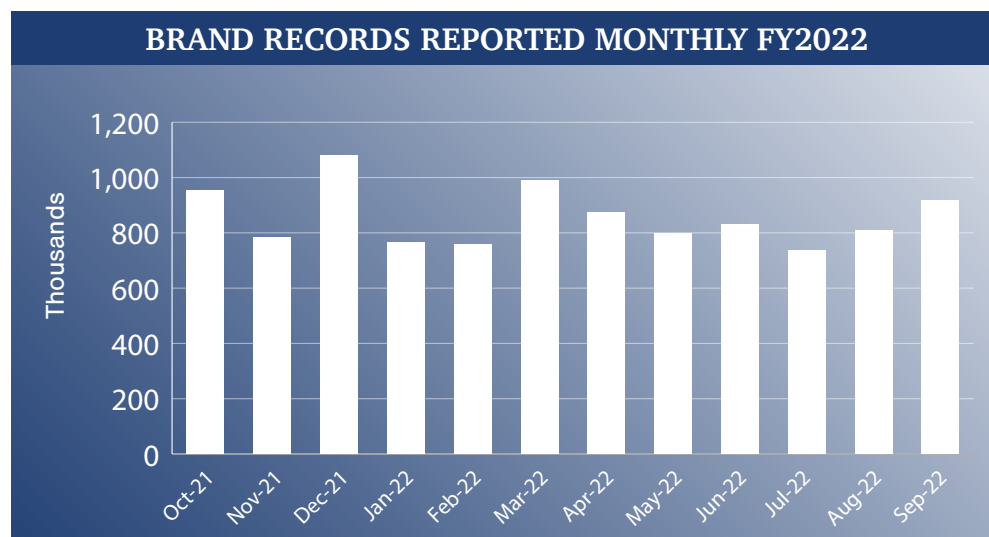

Figure 7

BRAND RECORDS REPORTED MONTHLY FY2022
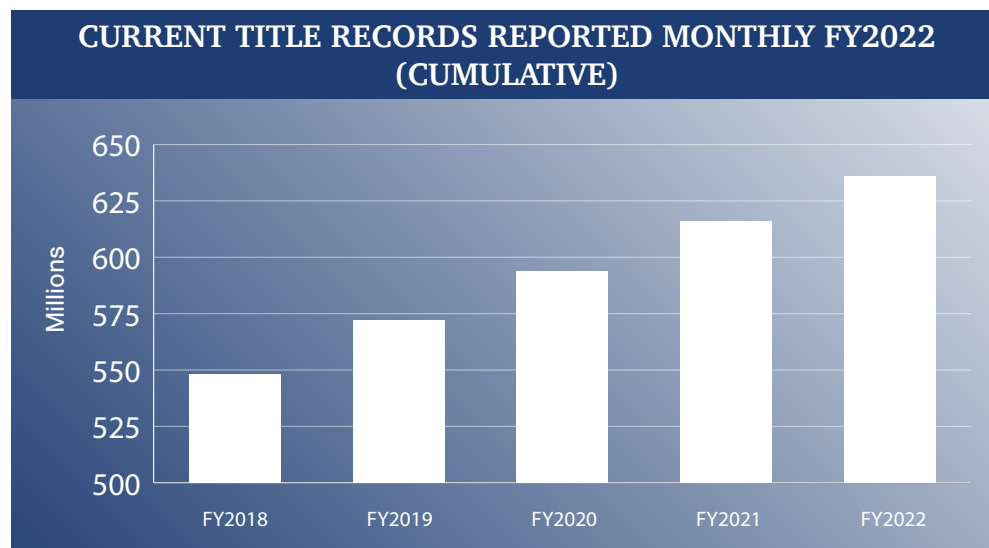
Figure 8

States have their own branding and vehicle status policies and regulations that are considered when they are In Development or updating NMVTIS. These are mapped to a standard set of NMVTIS brands to ensure consistency and standard interpretation nationwide. NMVTIS brands and definitions are developed in collaboration with the states and are related to events affecting the safety and value of the vehicles. For example, a "Salvage" brand in NMVTIS indicates the vehicle would need to meet certain state requirements (repair and inspection) to be retitled and put back on the road, while the "Odometer Not Actual" brand indicates a discrepancy with the odometer information.

More than sixty NMVTIS vehicle brands have been captured as of September 30, 2022; the top seven are shown below. Three of the top seven denote a safety concern with the vehicle that could affect the vehicle's eligibility to be retitled for on-road use. These brands are Junk, Crushed, and Dismantled, and represent 24% of brands as of the end of FY2022. The Others category includes the remaining brands (**Figure 9**).

Reporting of brand types has risen from more than fifty-nine million in FY2010 to more than 179 million in FY2022, an increase of 202%. Over the last five years, there was an increase of 35%, moving from a total of 132.6 million in FY2018 to more than 179 million (**Figure 10**).

PROPORTION OF BRAND TYPES REPORTED THROUGH SEPTEMBER 30, 2022

Salvage 41%, Rebuilt 15%, Junk 18%, Odometer Exceeds Mechanical Limits 6%, Odometer Not Actual 7%, Crushed 4%, Dismantled 2%, Others 7%
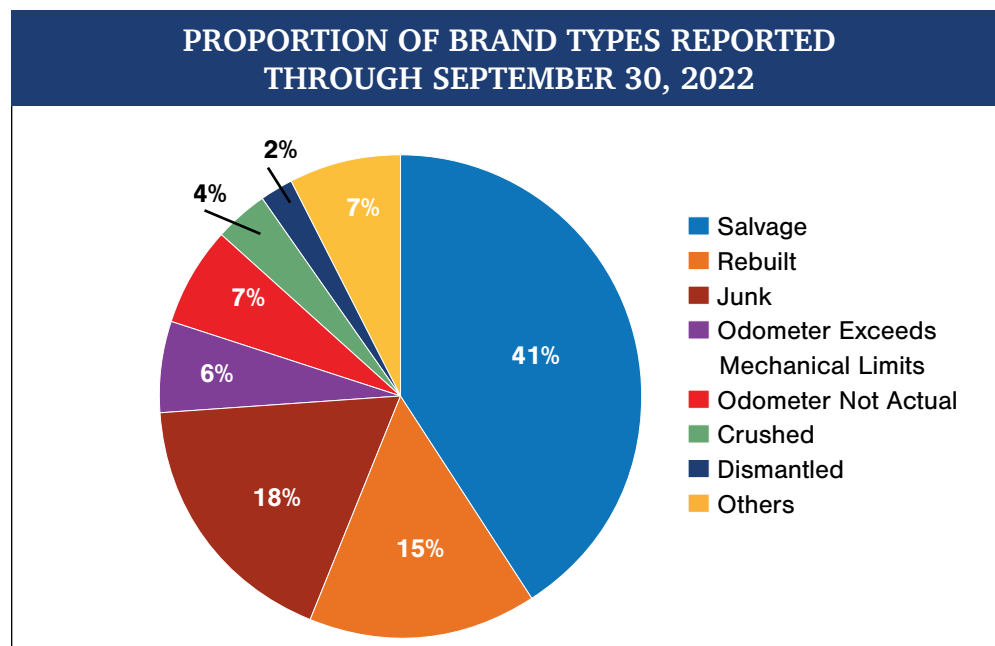
Figure 9

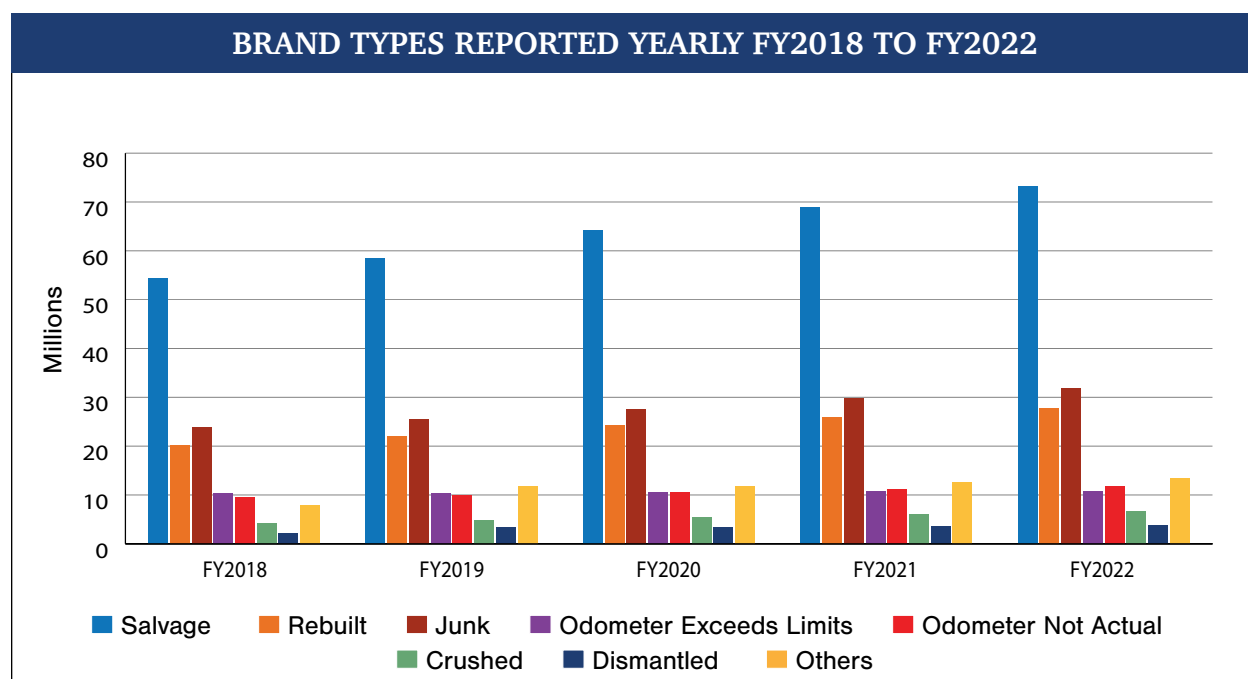**BRAND TYPES REPORTED YEARLY FY2018 TO FY2022**

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) (**Figure 11**).
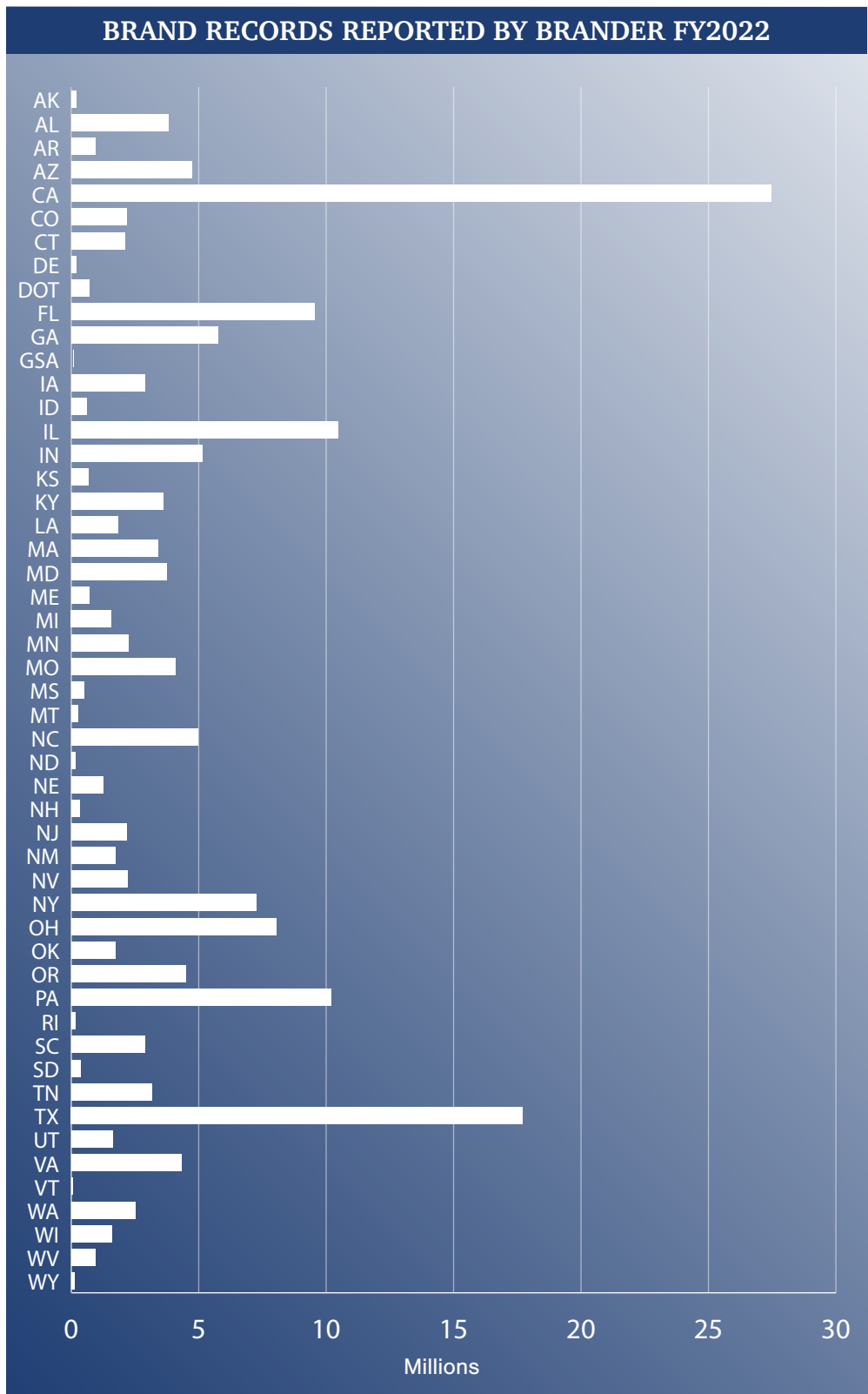
BRAND RECORDS REPORTED BY BRANDER FY2022

Figure 11

California continues to lead with the most brand records, followed by Texas, Illinois, and Pennsylvania. DOT branding reflects the more than 700,000 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 has provided the fewest brands (644), 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.

During FY2022, more than 260 million state transactions (inquiries, title updates, and brand updates) were conducted (Figure 12), a decrease of 7% from more than 279 million transactions during FY2021.
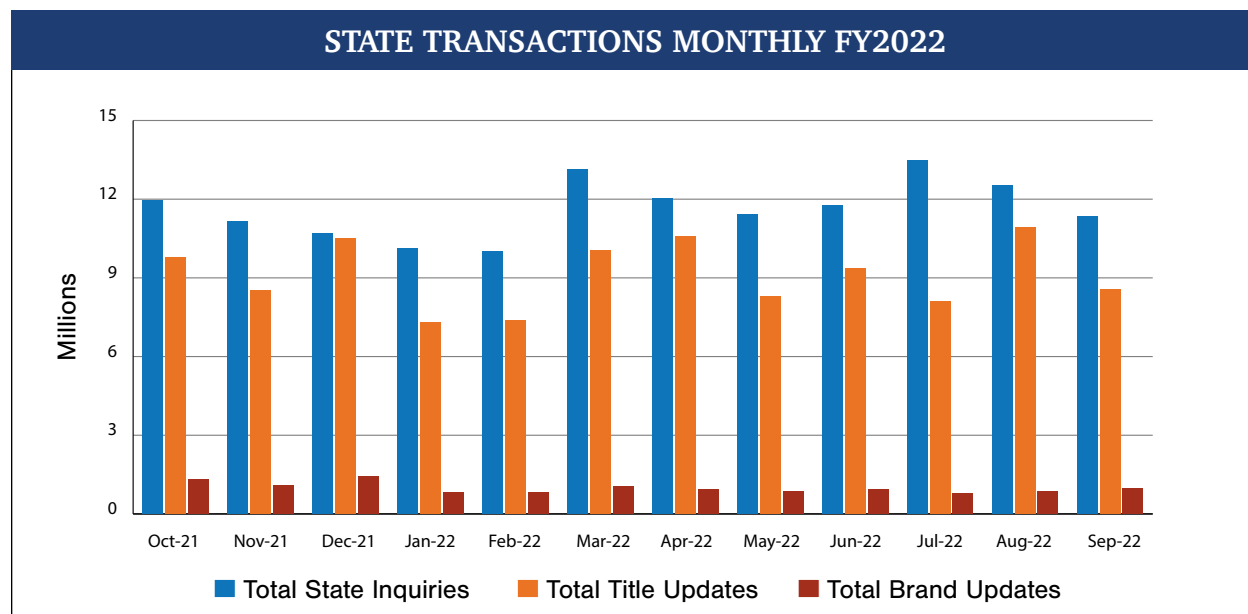

Figure 12

Over the past thirteen years, state-conducted transactions have increased more than 256%. In FY2009, transactions numbered approximately seventy-three million; during FY2022 transactions exceeded 260 million (**Figure 13**).

INTERVIEW: RICHARD HOLCOMB, RETIRED COMMISSIONER OF VIRGINIA DEPARTMENT OF MOTOR VEHICLES

AAMVA spoke with Richard Holcomb, about Virginia's participation in NMVTIS as a pilot state and now.

AAMVA: *As someone who witnessed the very beginning of NMVTIS, please tell us about what prompted the development of the system. What challenges was it designed to address?*

HOLCOMB: *Virginia wasn't alone (in) seeing a problem with the criminal element coming in and title washing. Unfortunately the state, and more importantly, our customers, were getting defrauded as a result of that. Congress stepped forward (and) passed the Anti-Car Theft Improvements Act of 1992. One of our Congressmen from Northern Virginia, Frank Wolf, was Chair of the House Appropriations Subcommittee on Transportation, we got the funding, and AAMVA was picked as the operator of the system. We were happy to join with AAMVA's effort on this.*

AAMVA: *What went into building NMVTIS? Who was involved in getting NMVTIS off the ground?*

HOLCOMB: *I congratulate Congress for funding, and we got an earmark from Frank Wolf for Virginia to participate. Our vehicle business team (and) our IT team implement(ed) what had been piloted and the lessons learned from the pilot, putting it together and rolling it out. My IT team might say it was a little more challenging, but to me, it seemed to go very well and get out very quickly, and as more states came on, the more and more bene-fits we saw for all involved.*

The pilot ran from 1998–2000 so we would have rolled out right at the end of the pilot – I think we were the very first state to go live. I left the DMV in June of 2001, and we had the program stood up by that time.

INTERVIEW: RICHARD HOLCOMB, RETIRED COMMISSIONER OF VIRGINIA DEPARTMENT OF MOTOR VEHICLES *(Continued)*

AAMVA: *We've seen participation in NMVTIS grow and soon, hopefully, 100% of all U.S. jurisdictions will be participating. How does it feel to see how participation has grown over the years?*

HOLCOMB: *The pilot went tremendously well, and anytime you've got AAMVA, and the Virginia IT staff together, you get something great. The more contiguous states we got, the more benefit we saw for the state, law enforcement, and our customers.*

The next step is to build the bridge into the thirteen Canadian jurisdictions because there are a lot of vehicles that change owner-ship across the border and it would be wonderful to be able to have a bridge built into their systems so that if someone bought a vehicle from a Canadian, it could be run through the system (NMVTIS).

I'm excited to have been a part of the start and challenge the staff to take it even further to other AAMVA jurisdictional members.

When all this started, I had a lot more hair, a little less weight, but it has been worth the wait, and I could not be more excited. There is so much green on that (NMVTIS Participation) map now, and it will be completely green soon. It's been a long time coming, but gosh it's been worth the wait. Every consumer we've protected from buying a car that was damaged or stolen because of this great system has AAMVA, the Feds, and all the DMVs across the country to thank for being part of a great, great program to protect consumers. This program has made a difference. I could not be prouder to have been a part of it. Now with nearly 100% participation, we need to transition our thinking to things like modernization, or additional use cases, and sustainability.
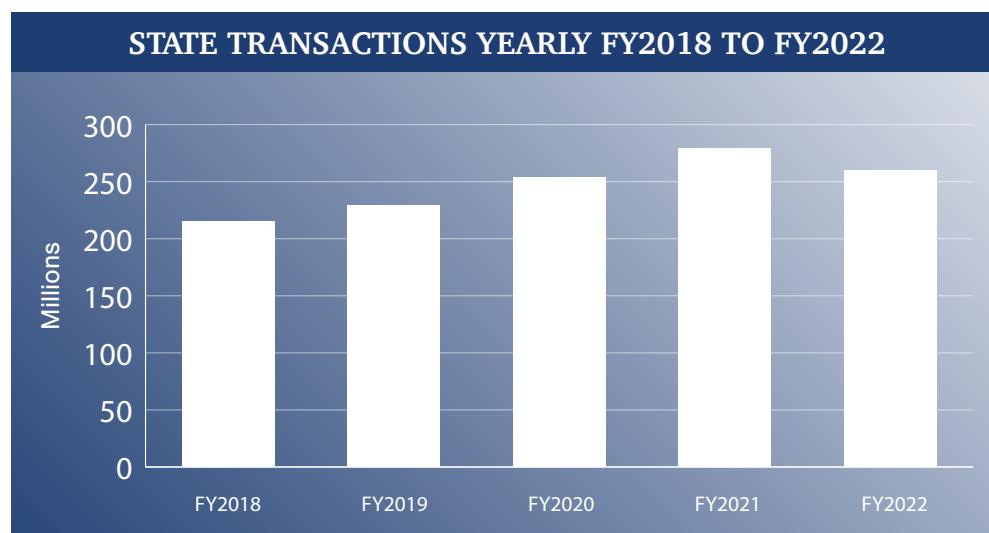
STATE TRANSACTIONS YEARLY FY2018 TO FY2022

Figure 13

NMVTIS State Program Subcommittee (SPS)

In the summer of 2012, to help resolve business issues related to NMVTIS and encourage states to develop consistent system-related business policies and practices, AAMVA established the NMVTIS Business Rules Working Group. In 2018, the Working Group changed its status to a full-time subcommittee of the Vehicle Standing Committee and was rebranded as the NMVTIS State Program Subcommittee (SPS). Members include AAMVA 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 their state's title practices with NMVTIS, the SPS has developed and published in March 2014, the *NMVTIS Best Practices for Title and Registration Program Managers in DMVs*. Since that time, the publication has grown to become a key resource for states. **Edition 4** was published in November 2018 with additions or revisions to twelve chapters. This document will continue to evolve as the subcommittee identifies new topics and revises or adds recommendations for best practices.

> " We would be lost if we didn't have NMVTIS. We use it daily and depend on the information available."
>
> LORETTA FOWLER
> Adm Branch Manager,
> Department of Vehicle
> Regulation, Kentucky
> Division of Motor Vehicle
> Licensing

This year the SPS identified the following four issues to address concerning NMVTIS. These issues were assigned to subgroups within the SPS:
    1) Using Non-Titling Transactions in NMVTIS
    2) Using Fraud Alerts
    3) Decreasing AAMVA Help Desk Tickets
    4) Including Imported Vehicle Verification in NMVTIS

The Non-Titling Transactions in NMVTIS subgroup conducted a state survey to determine interest using NMVTIS in such transactions and such guidance from DOJ to determine whether using NMVTIS for non-titling transactions was permitted. While DOJ agreed the uses were reasonable, research indicated that funding them would increase costs. The subcommittee did not recommend the use of NMVTIS for non-titling transactions, concluding its work. The other three subgroups continue their work and are expected to report recommendations in FY2023.

Participation Management Concept (PMC)
During previous reporting periods, the SPS developed a Participation Management Concept (PMC) to increase the efficiency and effectiveness of the system and help states fully maximize the benefits of their NMVTIS participation by:

- monitoring system activity to provide data on each state's participation; and

- enabling greater information sharing and evaluation.

The SPS developed specifications for a PMC pilot, which were approved by AAMVA's Vehicle Standing Committee.
In FY2021, the PMC was recommended and approved by AAMVA's Board of Directors to be rolled out to all fifty-one states. The rollout would be conducted in two parts. The first part involved providing training and access to the map and profile; the second part would provide monitoring reports documenting their NMVTIS activity. In FY2021, five states (Massachusetts, North Dakota, Rhode Island, Utah, and Washington) were provided training and access to the map and profile. During FY2022, personnel in all but two of the remaining states were trained and given access to the map, profile, and monitoring reports.

> " More Texas consumers are taking the time to do their homework before buying a used vehicle. NMVTIS helps buyers protect themselves from title fraud and potential title issues by allowing them to access important information through the TxDMV Title Check feature."

DANIEL AVITIA
Executive Director, Texas Department of Motor Vehicles
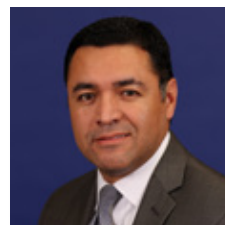
INTERVIEW: BOYD DICKERSON-WALDEN, RETIRED CHIEF INFORMATION OFFICER, FLORIDA DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES, INFORMATION SYSTEMS ADMINISTRATION

AAMVA spoke with Boyd Dickerson-Walden, about Florida's participation in NMVTIS as a pilot state and now.

AAMVA: *Were you part of the decision to have Florida partici- pate in the NMVTIS pilot? If so, what prompted you and others in Florida to decide to become a pilot jurisdiction?*

DICKERSON-WALDEN: I was not necessarily in a lead- ership role at that time, but certainly was in on discussions as to how we could participate. Yes, I would say that I was part of the decision. We worked closely with the Miami-Dade Auto Theft Task Force (people like Les Cravens and Trooper Tony Bartolome) who were huge supporters of NMVTIS in the early days and helped influence decision makers on its value. As you are probably aware, in state government, you can't do anything without funding and legislative authority. So, influencers like I just named helped secure those from our legislature.

AAMVA: *What problems or challenges were you hoping NMVTIS would help your agency address? What benefits did you see after implementation, and do you see in ongoing operations?*

DICKERSON-WALDEN: Florida was involved so heavily because of the rampant theft, odometer fraud, and brand washing in South Florida. That's why the Miami-Dade Auto Task Force was so interested. Do I think that what we have done has made a difference? Absolutely. However, fraud is one of those things that is very difficult to measure. I can measure whether the fraud that I know about is reduced but how do I measure what I don't know? We have some information over the years where fraud rings were broken up, etc. because of NMVTIS.

AAMVA: *As an early adopter of NMVTIS, what went into*

INTERVIEW: BOYD DICKERSON-WALDEN, RETIRED CHIEF INFORMATION OFFICER, FLORIDA DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES, INFORMATION SYSTEMS ADMINISTRATION *(Continued)*

building the system? Who was involved in getting NMVTIS off the ground for Florida?

DICKERSON-WALDEN: That would be me again. I was also responsible for the IT systems during that time, but I also participated in the early working group/committee on NMVTIS where we developed the framework by which the states would operate. We met regularly at AAMVA headquarters and obviously it created a tremendous feeling of ownership for the program. People like Joe Owsiak from Virginia and Priscilla Vaughan from New Hampshire were a couple of people I can remember.

AAMVA: *We've seen participation in NMVTIS grow and hopefully, 100% of all U.S. states will soon be participating. How does it feel to see how participation has grown over the years?*

DICKERSON-WALDEN: This is not funny, but it was almost like whack-a-mole. As problem states came into NMVTIS, fraud in those states would decline and then pop up in another state not in NMVTIS. So, the pressure to join NMVTIS kept shifting which is also a testament to the program. It works. I saw tremendous effort by the AAMVA staff in promoting a not-so-popular program with the states. Now with nearly 100% participation, we need to transition our thinking to things like modernization, or additional use cases, and sustainability. To this point, the focus was understandably on participation.

NMVTIS Webinar Training and Information Sharing for Jurisdictions

State Web Interface (SWI) Training

AAMVA continued to deliver State Web Interface (SWI) training to states, enabling personnel 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 with self-service data correction features.

During FY2022, AAMVA replaced live webinars for SWI training through recordings, using a Learning Management System (LMS).

NMVTIS Suspense Resolution for Online States

AAMVA has offered a two-part webinar training program on NMVTIS Suspense Resolution for online states using the AAMVA Message Interchange Envelope (AMIE) and web service-based versions. During FY2022, these webinar training programs were also transitioned to the LMS platform, with 197 attendees completing Suspense Resolution and SWI training.

NMVTIS Business Points of Contact

In 2016, AAMVA recognized the need for states 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 states: the NMVTIS Business Point of Contact (POC). Establishing a NMVTIS POC within each state and bringing them together periodically enables AAMVA and states to collaborate on NMVTIS-related issues. The POCs serve as liaisons for their states on NMVTIS-related issues, coordinate outreach to AAMVA as needed, and have an in-depth understanding of their states' title system, including integration with NMVTIS. Quarterly conference calls with the NMVTIS POCs served as a forum for NMVTIS updates and feedback, fostering ongoing operational collaboration among the states.

In February and November of 2022, NMVTIS POCs 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 states. More than fifty-two participants representing twenty-two states participated on these conference calls.

NMVTIS Operations Monthly Forum

In 1997, AAMVA invited state representatives from the technology sector to attend a monthly conference call on processing issues and concerns. During this meeting of the NMVTIS Information Technology (IT) Working Group, AAMVA

> " NMVTIS is helpful when we run our reports; we can catch potential brand errors and correct them before the title prints. I hope Rhode Island goes Fully Integrated Online. It would be so beneficial."
>
> CATHY D'AMICO
> Chief of Motor Vehicle Certification, Rhode Island Division of Motor Vehicles

facilitated the discussion and provided system status updates. Over the years, the invitation was expanded to include representatives from the states' business side of NMVTIS to increase collaboration. In October 2017, AAMVA changed the name of the Working Group to the NMVTIS Operations Monthly Forum to better reflect its role and responsibilities. The NMVTIS Operations Monthly Forum continues to bring together IT and business representatives from Participating states to raise and address operational and technical issues. During FY2022, twelve monthly conference calls were held, with an average of twenty-four states represented each month.

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 limitations of state user conference calls and decided, with the approval of DOJ, to hold the first NMVTIS States Users Workshop in FY2020. Workshop participants included state users from three disciplines: vehicle titling, law enforcement, and information technology, along with AAMVA staff. The outcome of this Users Workshop was a listing of state-identified items that have been implemented or are planned for future modernization efforts. During FY2022, the AAMVA Board of Directors and DOJ approved funding for a second NMVTIS State Users Workshop in FY2023. The workshop would follow a format similar to that used for the FY2020 Workshop, with representatives from each state and AAMVA staff. The state representatives would be from three disciplines: vehicle titling, law enforcement, and information technology. Planning for the workshop began in FY2022, with the SPS and the LESC identifying session topics and developing an attendee list.

> " Recovery of multiple stolen/cloned vehicles this past year was a direct result of NMVTIS providing our front-line clerks with the ability to identify fraudulent title documents. Without NMVTIS these vehicles would not have been recovered."
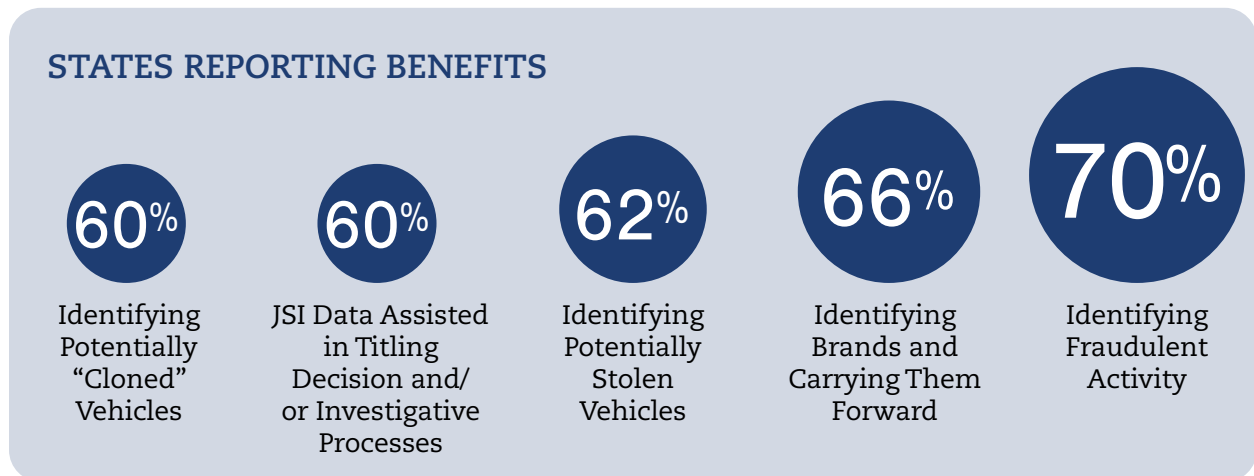>
> BETTY JOHNSON
> Division Administrator,
> Nebraska Department of
> Motor Vehicles
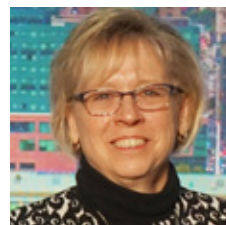
BENEFITS

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. This vehicle information provides inherent benefits for a jurisdiction Participating in NMVTIS, such as enhancements for the DMV (e.g., assisting in clearing cases/alerts) and in improved customer service (e.g., ensuring the most accurate title documents are issued to residents). During FY2022, states reported additional benefits from participating in NMVTIS (detail for each state can be found in **Exhibit 1**).

STATES REPORTING BENEFITS

60%	60%	62%	66%	70%
Identifying Potentially "Cloned" Vehicles	JSI Data Assisted in Titling Decision and/or Investigative Processes	Identifying Potentially Stolen Vehicles	Identifying Brands and Carrying Them Forward	Identifying Fraudulent Activity

Alaska – 10 cloned VINs prompted investigations

Florida – 75 vehicles identified as stolen and recovered, 45 incidents of odometer fraud were identified

Indiana – 1,446 stolen hits prompted investigations, 46,782 brands identified as missing and carried forward

Kentucky – 20 brands identified as missing and carried forward

Minnesota – 6 cloned VINs prompted investigations

Texas – 197 incidents of fraud detected, 28,726 brands identified as missing and carried forward

PAYING USER FEES

States Paid $5.6 Million Toward the Cost of Operating the System in FY2022

In accordance with the NMVTIS Final Rule, requiring twelve months' advance notification before charging state fees, AAMVA formally notified all state motor vehicle titling agencies that state user fees would be waived for FY2011 and FY2012 and reinstated in FY2013.

During FY2014, AAMVA revised the state fee model to charge states for an increased portion of system costs. That fee model has been in effect since FY2015.

Key tenets of the NMVTIS state fees include:

- 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 states to the Federal Highway Administration (FHWA) 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 is covered by other NMVTIS revenue, including Consumer Access Provider user fees and operational funds.
- States in compliance with NMVTIS 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.

In FY2021 an adjustment was made to the state user fee model increasing the percentage of operating costs covered by state user fees, as well as reducing the percentage credit of the revenue collected by AAMVA for each consumer access transaction to 47%.

New Funding Model

During FY2022, the AAMVA Board of Directors and DOJ approved a new funding model for NMVTIS. The new funding model will come into effect in FY2024. Since states must be notified of user fees at least twelve months in advance, they were notified during FY2022 of their FY2024 state user fees, calculated under the new funding model. The key tenets of the new funding model include:

State User Fees:
- Will cover all NMVTIS Operation and Maintenance (O&M) expenses.
- Will be allocated using a progressive six-tier structure calculated using each state's number of registered vehicles (as reported by states to the FHWA) as a percentage of the total U.S. registered vehicle population.

Consumer Access User Fees:

- Fees would be used to fund future system modernization/continuous improvement

- Any surplus would be used to fund Jurisdiction Revenue Credits at 50%, program reserves, etc. States receive a 50% credit of the revenue collected by AAMVA for each consumer access transaction resulting in data returned to the Approved NMVTIS Data Provider, for a VIN pointing to that state as the current state of title.

States Earn Revenue Credits

The state user fee model allows states that provide title and brand data to NMVTIS to earn fee credits from revenue earned by AAMVA when NMVTIS records for vehicles titled in those states are sold to Approved NMVTIS Data Providers. Each year AAMVA notifies states of the DOJ Eligible 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

- developing state capacity to participate fully in other ways.

During FY2022, fifty eligible states earned more than $2.5 million in credits, a 23% increase from FY2021 (Figure 14). This is tied to the increase in demand for vehicle history reports that include NMVTIS information, and may reflect consumers re-entering the market to purchase vehicles during the third year of the COVID-19 pandemic.

> " NMVTIS has been a real-life saver for Wyoming. I don't know what we would do without it!!"
>
> SHANNON DEGRAZIO
> NMVTIS Jurisdiction
> Administrator, Wyoming
> Department of
> Transportation

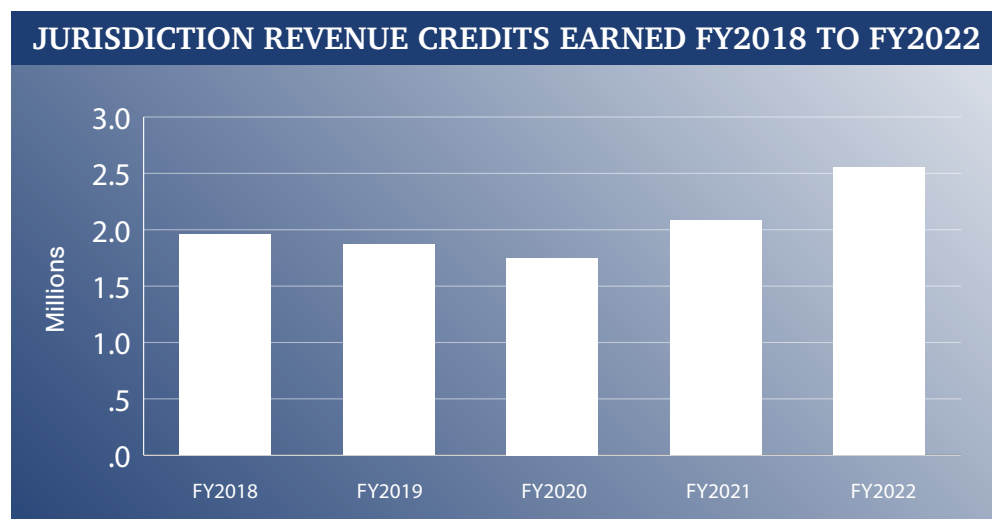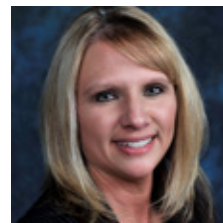**JURISDICTION REVENUE CREDITS EARNED FY2018 TO FY2022**

Figure 14

Junk, Salvage, and Insurance Reporting Program

Number of Records Reported Continued to Increase; More Than 102 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. 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 and other entities required to report to NMVTIS:

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

During FY2022, more than 18.9 million records were reported by junk, salvage, and insurance entities (**Figure 15**). This was a 4.5% reduction from the 19.8 million in FY2021. This figure may be lower than expected given an eventful year of flooding across the U.S., from torrential rains in Alabama, to a bomb cyclone and an atmospheric river in the Pacific, to Hurricanes Ian and Fiona in the Atlantic. It is expected that reporting of any impacted vehicles, particularly those that occurred at the end of FY2022, will be captured during the first quarter of FY2023. DOJ is expected to issue a reminder notice to entities regarding their reporting obligations.

> "Connecticut strives to streamline and modernize our title processes, including utilizing all aspects of NMVTIS. NMVTIS is a very helpful tool that helps the agency identify stolen vehicles, verify title brands, and JSI information."
>
> AUDREY HALL
> Division Chief, Vehicle and Business Regulation, Connecticut Department of Motor Vehicles

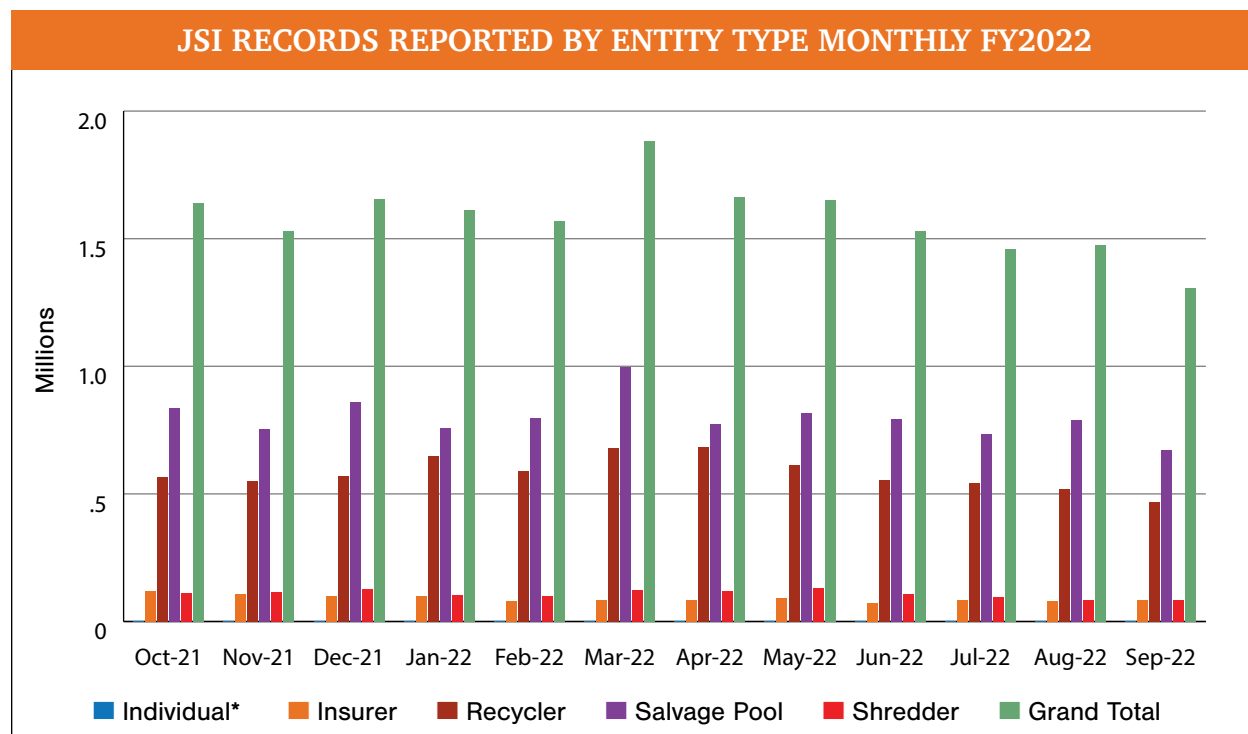**JSI RECORDS REPORTED BY ENTITY TYPE MONTHLY FY2022**

Figure 15

*The monthly Individual volume is minimal therefore it does not display in the chart.

A total of more than 221 million junk, salvage, and insurance records, representing more than 102 million unique VINs, were reported in NMVTIS from FY2009 to the end of FY2022. Nearly 43% of those records were reported from FY2018 to FY2022 (**Figure 16)**. The ongoing growth may be a result of improvements in reporting entities' awareness, driven by state legislative and compliance enforcement efforts, and reporting related to various disasters such as floods and fires.

JSI RECORDS REPORTED YEARLY FY2018 TO FY2022
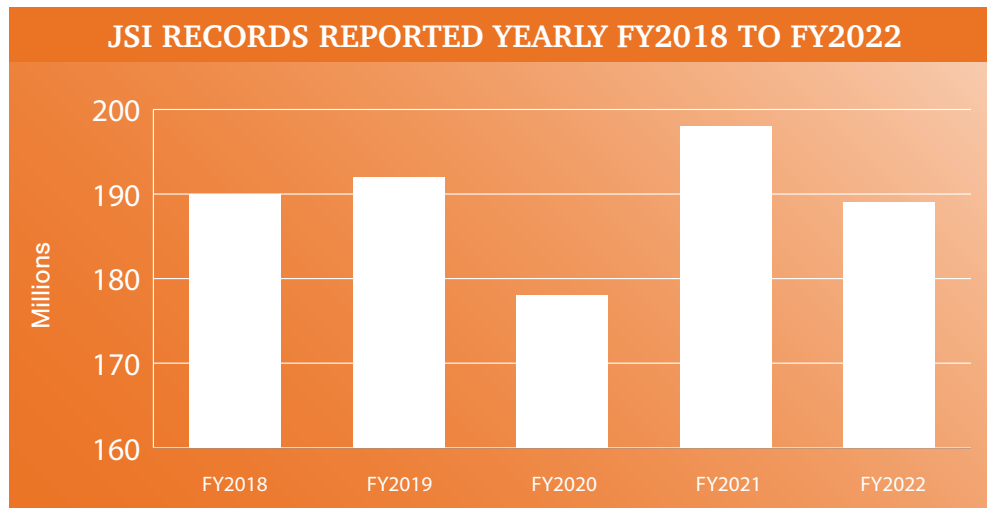
Figure 16

The annual average number of junk, salvage, and insurance records reported to NMVTIS since FY2010 remains at the sixteen million level. All but two of the reporting entity types saw a reduction in the number of reports. The recyclers saw an increase from 6.95 million in FY2021 to 6.99 million in FY2022. (Figure 17).

JSI RECORDS REPORTED BY ENTITY TYPE YEARLY FY2018 TO FY2022
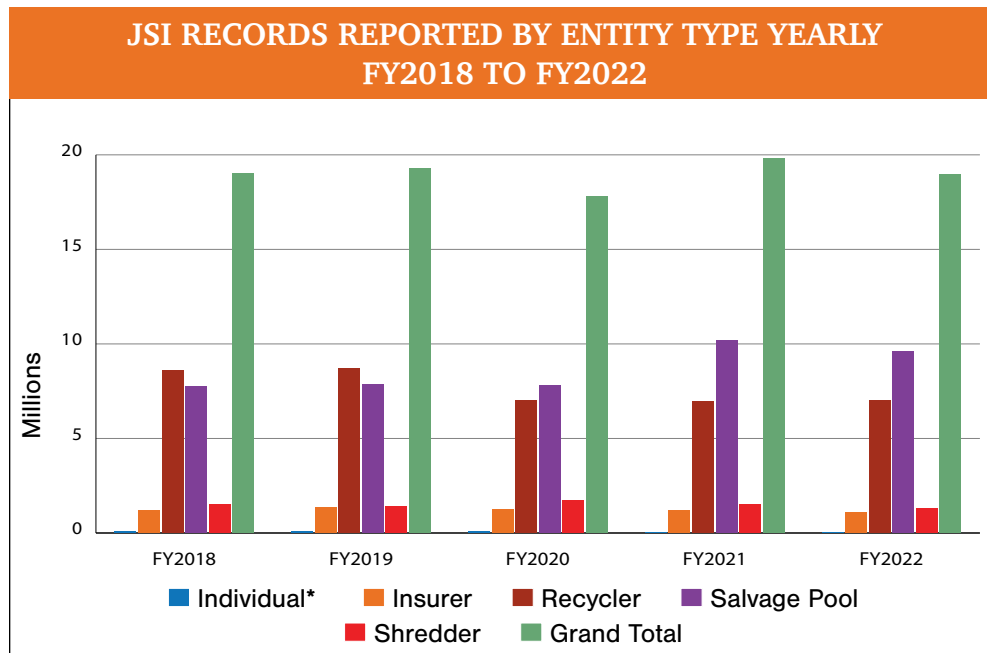
Figure 17

The yearly Individual volume is minimal therefore it does not display in the chart.

For the vehicle disposition breakdown of the 18.9 million total records reported in FY2022, see **Figure 18**.

Of the vehicles reported during FY2022, 64% completed the reporting process with one of the final dispositions of Crush, Salvage, Scrap, or Sold reported to

JSI RECORDS REPORTED BY VEHICLE DISPOSITION FY2022

Figure 18

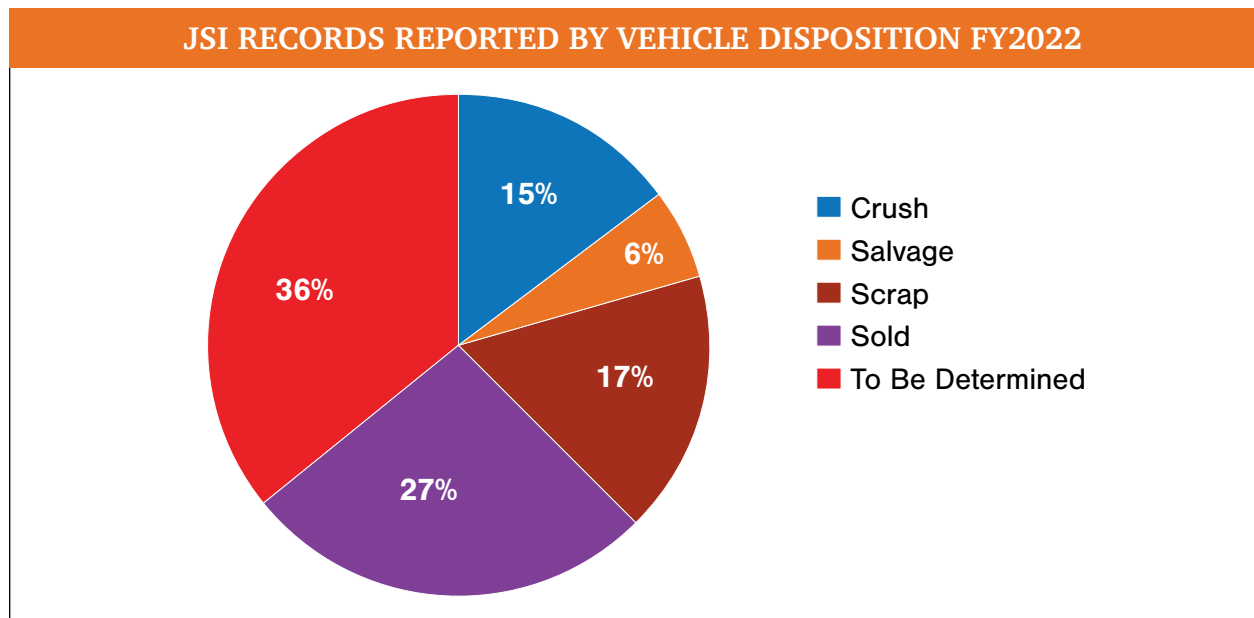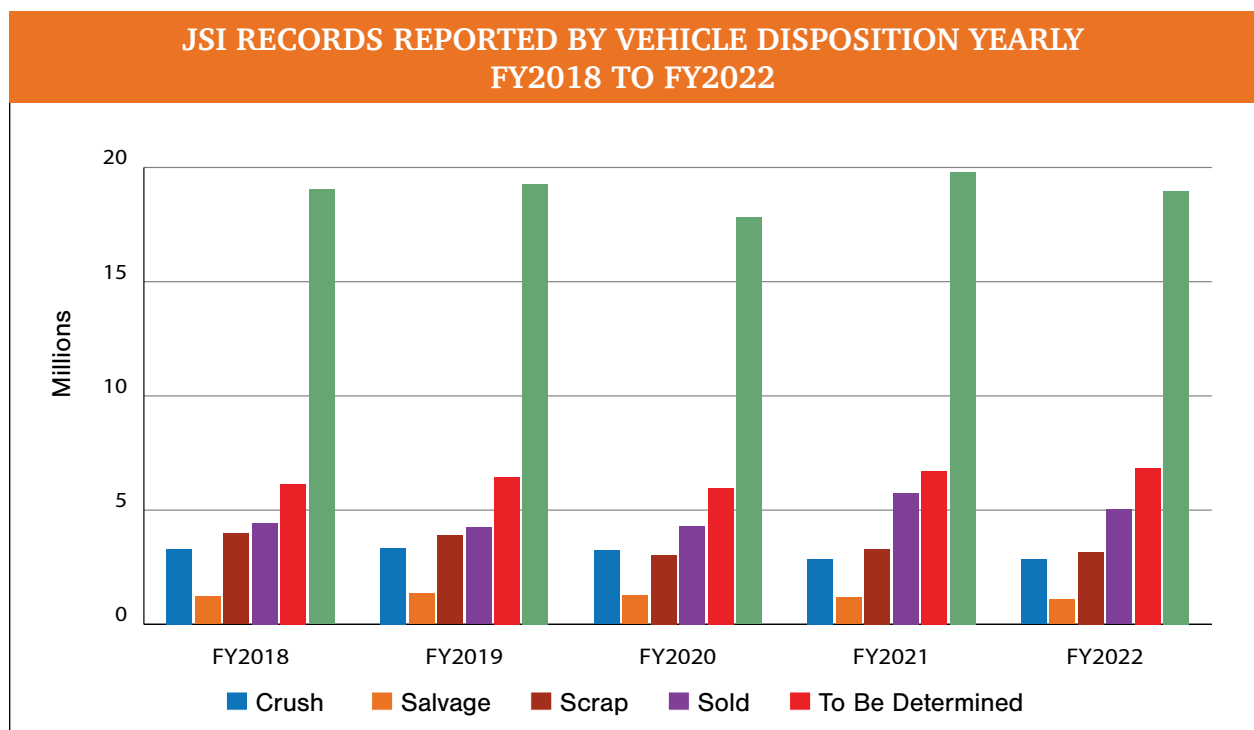### JSI RECORDS REPORTED BY VEHICLE DISPOSITION YEARLY FY2018 TO FY2022

Figure 19

NMVTIS. The remaining 36% 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 updated when the disposition is known. FY2022 results were consistent with FY2021.

Reviewing the historic trend (**Figure 19**), the number of records with Crush, Salvage, Scrap, and Sold disposition statuses decreased compared to FY2021. The two-step reporting practice contributed to the high rate of To Be Determined dispositions in FY2022 and prior reporting periods. Incomplete reporting can be considered as not meeting the reporting requirements.

During FY2021, as a result of consultation with stakeholders, two new dispositions were to be added to the program requirements. The stakeholders explained some vehicles are insurance total losses that result in the vehicle owner and insurer agreeing to the owner retaining the vehicle. However, this agreement may occur after the vehicle has been held in the inventory of the reporting entity and been subsequently reported to NMVTIS. The reporting entity is unable to complete the process as the current dispositions do not adequately address the situation. Based on stakeholder feedback, a new "Retained" disposition is expected to address the high rate of incomplete reports with the To Be Determined disposition. The new dispositions of "Retained" and "Parts" were approved to be added to the current dispositions of Scrap, Crush, Sold and Salvage.

Development of the new dispositions continued during FY2022. The system changes to all the program areas – state, consumer access, law enforcement, and junk, salvage, and insurance were completed and implemented. However, there were delays in readiness by the Data Consolidators and the vendor systems that submit
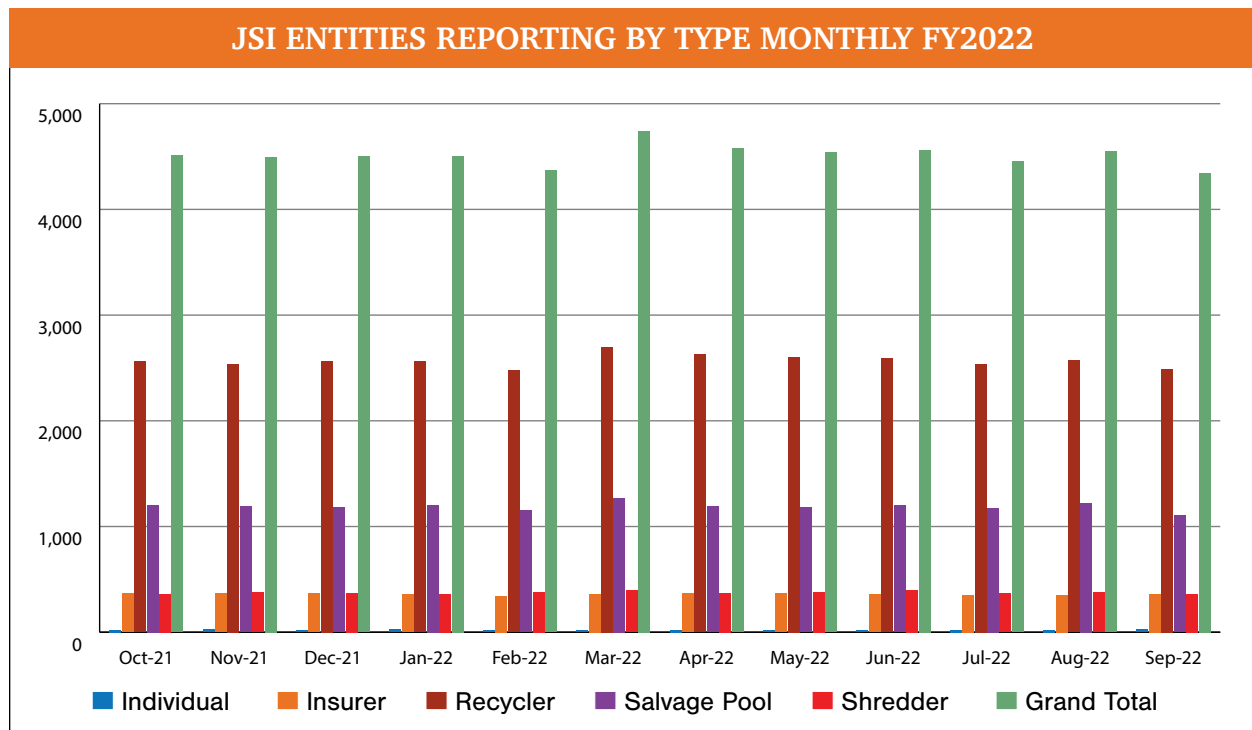

JSI ENTITIES REPORTING BY TYPE MONTHLY FY2022

Figure 20

information from their customers. As a result, implementation will occur in FY2023.

An average of just over 4,500 entities continued to report each month through FY2022 (**Figure 20**). However, there was a reduction during the last month of FY2022.

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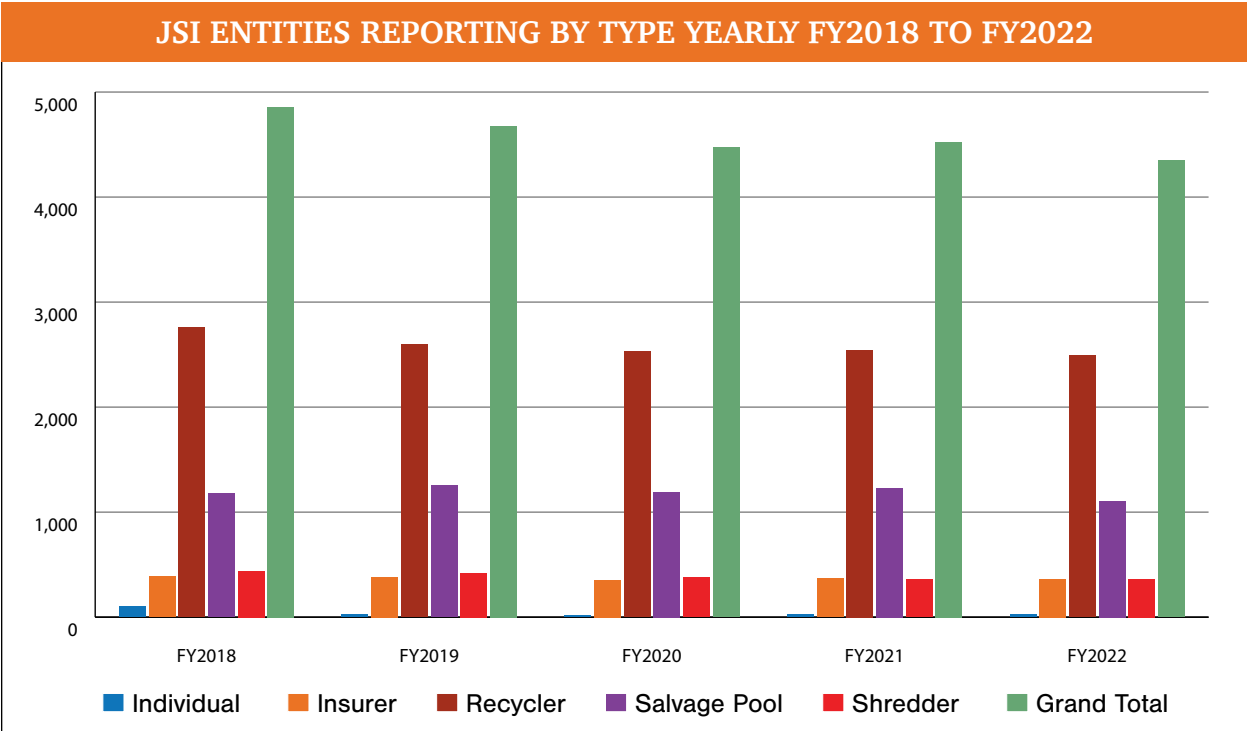

JSI ENTITIES REPORTING BY TYPE YEARLY FY2018 TO FY2022

Legend: Individual, Insurer, Recycler, Salvage Pool, Shredder, Grand Total

Figure 21

STATES AND JSI REPORTING

Georgia Department of Revenue

During FY2022, 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 entities.

The number of Georgia businesses that reported and the number of records reported through this arrangement has been variable since inception and continues.

FY2022 saw a 25% increase in the number of businesses reporting, from 179 in FY2021 to 224. It is important to note that not all entities report each month; however, all 224 businesses reported at some point during FY2022. At the same time, the 104,876 records reported were a slight increase over the 103,800 reported in FY2021. The fluctuations seen for FY2018-FY2022 may be tied to variability in metal prices and the increased demand for catalytic converters (Figure 22 and **Figure 23**). During FY2022, metal prices were high, until the beginning of the summer when fears of an economic slowdown resulted in changes in pricing.

GEORGIA JSI BUSINESSES REPORTING YEARLY FY2018 TO FY2022
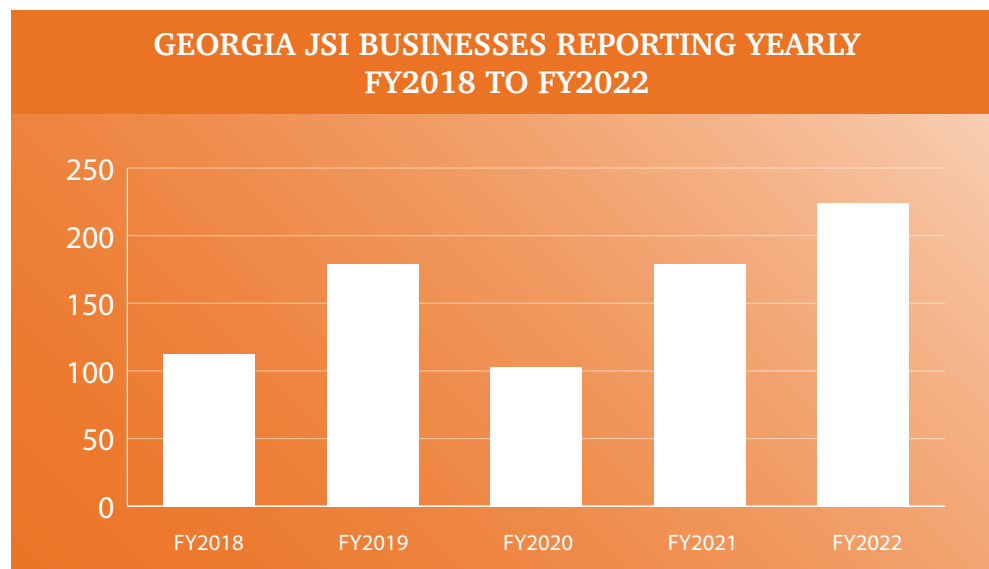
Figure 22

Tennessee Department of Revenue

Starting July 1, 2016, Tennessee Department of Revenue (DOR) entered a contractual arrangement with ADD to provide consolidated reporting. Since inception the number of businesses reporting has varied, however, during FY2022, 237 businesses reported, thirty-six less than FY2021. These entities submitted 142,957 records, 10% less than reported during FY2021. (**Figure 24** and **Figure 25**).

As part of its contractual arrangement, ADD provides DOR with a nightly national theft check on reported vehicles against all the vehicles reported that day. In the event of a theft alert, the report is verified by Tennessee law enforcement and the reporting business is notified. There were 256 theft alerts during FY2022, a 24% reduction compared to 339 in FY2021. This reduction may be attributed to DOR's increased monitoring of the businesses and the awareness of the theft check.
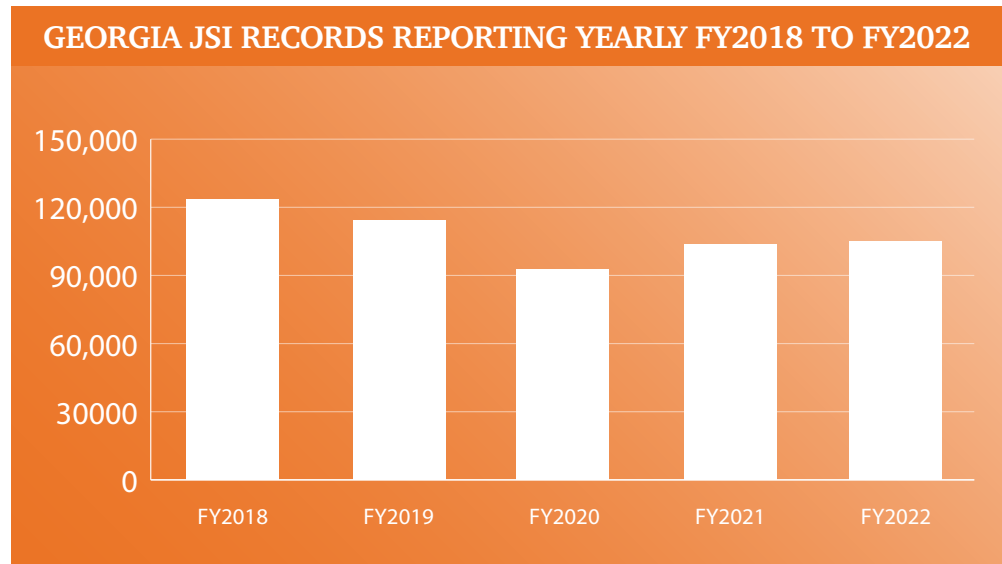
GEORGIA JSI RECORDS REPORTING YEARLY FY2018 TO FY2022

Figure 23

TENNESSEE JSI RECORDS REPORTING YEARLY FY2018 TO FY2022

■ Grand Total (Parts Recycler, Secondary Metals Recycler, Salvage Pool)
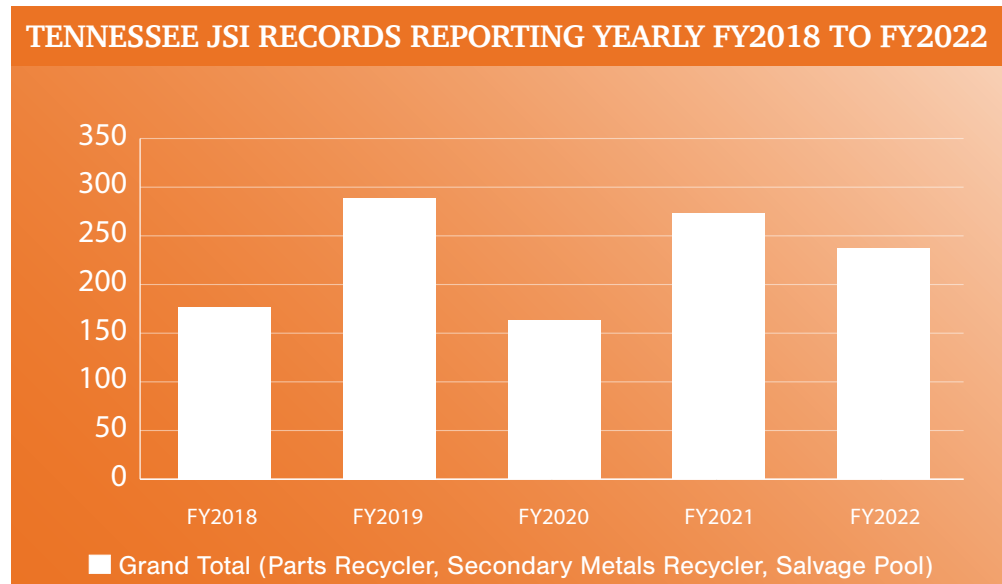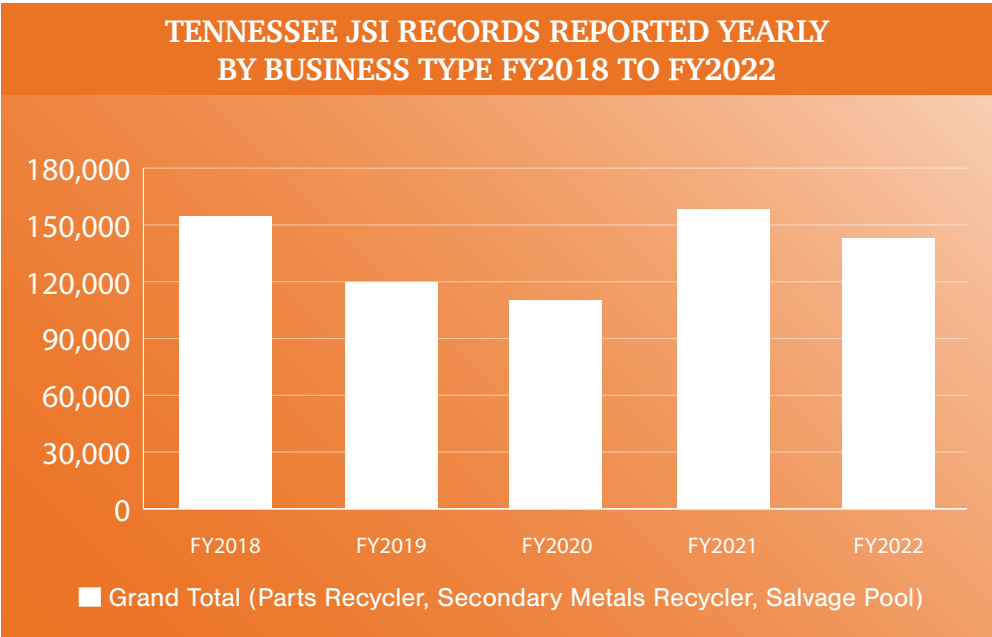
Figure 24

Figure 25

States Reporting on Behalf of JSI Entities

During prior reporting periods, AAMVA worked with states to identify their options in 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 FY2022. Additionally, Alabama has a state requirement to report scrap recyclers' and dismantlers' information to NMVTIS on behalf of the businesses.

To support the Alabama Department of Revenue (DOR), AAMVA agreed to conduct a pilot program to enable DOR to take on the role of a data consolidator, providing data reporting service to entities in Alabama for a period of two years while costs for ongoing support were monitored. The pilot was further deferred during FY2022. The rewrite of the application began during FY2019 but was delayed pending final outcomes from the AAMVA/DOJ Cooperative Agreement. 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 can still 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 FY2022. The extract files included vehicles reported with a disposition of Crush or Scrap by reporting entities with business addresses in the state; this information was used to update the state title records.

Iowa and New Hampshire

During FY2022, 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. Additionally, many states continued to report using JSI data for research and investigative purposes (**Exhibit 1**).

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.

COMPLIANCE EFFORTS

Throughout FY2022, the Bureau of Justice Assistance (BJA) monitored and responded to inquiries regarding potential compliance issues. In anticipation of the approaching hurricane and severe weather season in the fall of 2022, BJA proactively urged reporting entities to promptly report automobiles falling within the JSI criteria.

In addition, BJA continues to collaborate with AAMVA on system enhancements, which in part will assist reporting entities in submitting the dispositions of junk/salvage automobiles. In FY2023, AAMVA anticipates two newly established NMVTIS junk/salvage and insurance (total loss) vehicle dispositions: 1) Dismantled for Parts (Parts); and 2) Owner Retained (Retained). Once in place, BJA and AAMVA will engage in stakeholder outreach to encourage compliance on the submission of the dispositions.

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 been included and this information is retrieved as part of the search results set.

Consumer Access Program

Growth in Transactions

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

The Consumer Access Program experienced a significant increase in transaction volume during FY2022. Monthly volume averaged 1.6 million transactions (Figure 26), a 33% increase over FY2021. The year-over-year comparison (Figure 27) illustrates a 37% increase over FY2021, rising from 14.3 to 19.7 million transactions.
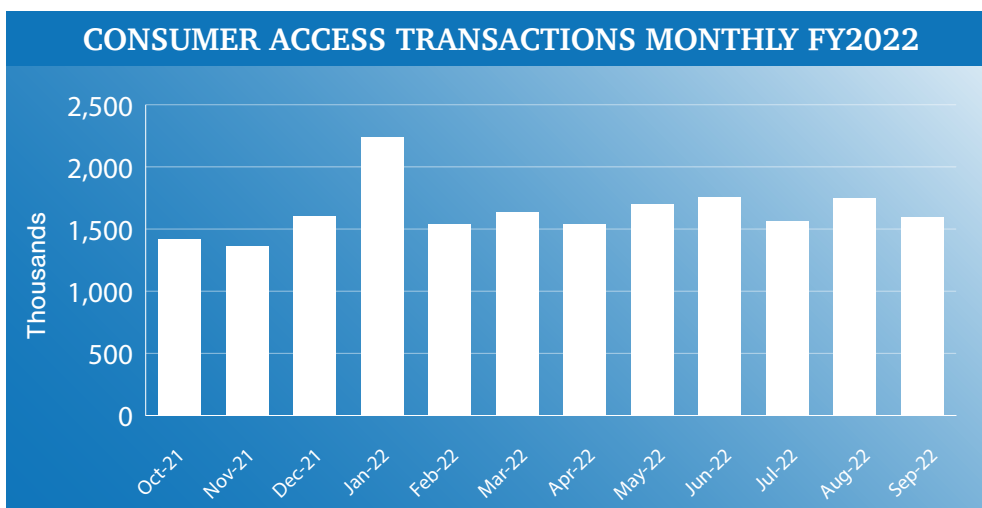

CONSUMER ACCESS TRANSACTIONS MONTHLY FY2022

Figure 26

CONSUMER ACCESS TRANSACTIONS YEARLY FY2018 TO FY2022
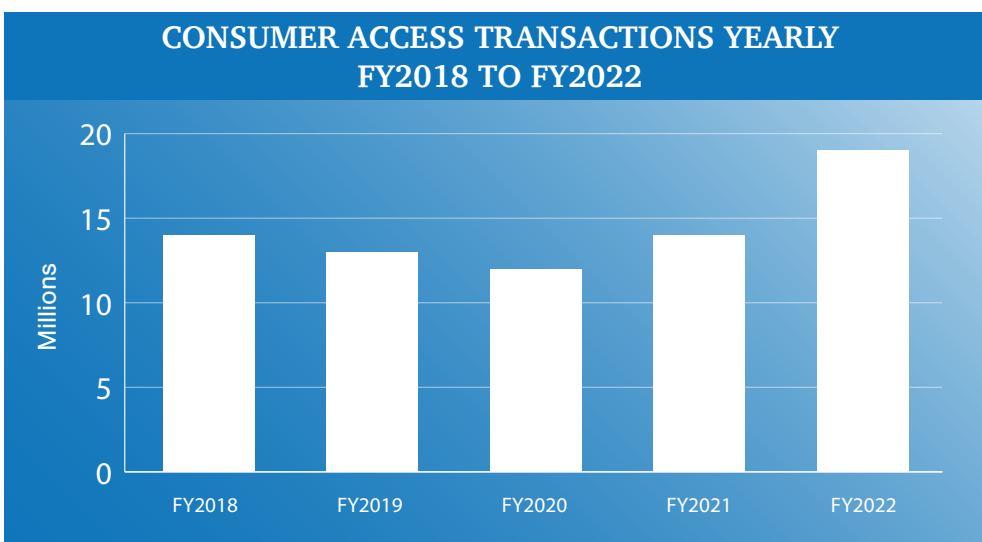
Figure 27

Approved NMVTIS Data Providers

The NMVTIS Consumer Access Program began FY2022 better than planned, with a continuation of steady transaction volume growth during the first quarter and into the latter half of the second quarter. Overall, the program finished the year with the second highest annual volume since inception, and also 2.7 million higher than planned for the year. The growth can be attributed partially to continued supply chain issues in the new car sector, which continued to drive demand for used vehicles. The demand for used vehicles resulted in demand from dealers and individual purchasers for vehicle history reports. Another contributing factor to transaction growth was the continued use of NMVTIS in support of vehicle safety recall campaigns.

During FY2022, seventeen Approved NMVTIS Data Providers ("Provider(s)") were in operation for all or part of the fiscal year. Two Providers were approved in FY2021, completed development, and joined the program during FY2022. Another Provider approved during FY2021 also completed development, but deferred moving into production until FY2023. The unit price rate increase of 6.2%, approved in FY2021, was implemented during FY2022. DOJ and AAMVA completed work on the official NMVTIS website as well as AAMVA's website to improve transparency of the Providers' additional URLs. A total of six additional URLs from Providers were added and are now displayed on both AAMVA and DOJ's NMVTIS websites with the associated Provider. Although there are seventeen Providers, there are now twenty-three approved websites where NMVTIS data is available as part of a vehicle history report provided by an Approved NMVTIS Data Provider.

AAMVA continued to encourage states to post the public awareness video, **Check NMVTIS Before You Buy!** on their public-facing websites. In FY2021, four short videos 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.

> " NMVTIS has been crucial in Bumper's journey in helping consumers understand the history of a vehicle before point of purchase. Since adding NMVTIS data to our vehicle history reports, Bumper customers have shared positive experiences of discovering potential fraud, salvaged vehicles and other instances of incorrect vehicle information in their car-buying research. Using NMVTIS data has given Bumper a competitive edge but more importantly, it provides a true value to our customers by giving them a more complete picture of a vehicle's history from a trusted source."

ALESSANDO MANNINO
Director of Product, Bumper

OTHER

Texas Department of Motor Vehicles

In FY2014, the Texas Department of Motor Vehicles (TxDMV) restructured its website to inform citizens 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 FY2022, the *Don't Buy a Wreck – Do a Title Check!* video had 12,391 views compared with 13,936 views during FY2021.

TxDMV refers customers to its "Title Check" website on the "Mail" tab of all Texas Certificates of Title. During FY2022 there were 564,205 page views, a 6% decrease over 600,564 views in FY2021. Of note, however, there were also 436,943 new visitors to the "Title Check" website, a 176% increase from the 158,174 in FY2021. Several of the NMVTIS videos about the importance of obtaining a vehicle history report that includes NMVTIS information before purchasing a used vehicle have been added to the televisions in TxDMV Regional Service Centers lobbies for customers to view.

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, junkyard, 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 with 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.

> " It is a privilege to be an Approved NMVTIS Data Provider. From the application process to launching our data product, AAMVA's attention, support, and guidance were felt every step of the way. Quality data, an efficient back end, and easy to integrate API processes allowed us to improve the quality of service we provide to our customers significantly. Our mission is to make data easy for end users, and AAMVA is an incredible help on that journey!"
>
> LEVON GASPARIAN
> Founder & CEO, InfoPay

Law Enforcement Access Program

Law Enforcement Access Tool (LEAT) Inquiries Increased 107% from FY2021

The NMVTIS LEAT is a distributed federated search tool giving authorized users the ability to query any VIN-searchable data source in any location. Two of LEAT's major data sources are the NMVTIS central file and the Junk, Salvage, and Insurance 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
- NICB Counterfeit and Known Clone databases

LEAT can perform a federated search of suspected flood-damaged vehicles and U.S. Department of Transportation's CARS (Car Allowance Rebate System) data, and provide a VIN analysis of the manufacturer's information.

Within LEAT, the user can perform a VIN-based search of all data sources in two ways: 1) using the VIN search tool; and 2) searching by state title number to access the state's title information and the vehicle's VIN, then clicking on the VIN.

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 a bulk search method. 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.

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. Involvement by these agencies supports the U.S. Department of Justice's JSI enforcement efforts.

During FY2022, users continued to recommend features to enhance the LEAT search tool and to expand functionality to further assist law enforcement investigations. This includes modifications to improve the search functionality, add additional response sets, and explore new data sets to be included. In addition to search tool

> " NMVTIS makes it harder for individuals to commit fraud and provides customers in Indiana with protection from title fraud and the discovery of purchases of stolen vehicles."
>
> TANEIKA MCGUIRE
> Deputy Director of Titles,
> Indiana Bureau of Motor Vehicles
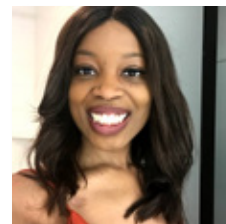
improvements, the LEAT program continues to add federal, state, local, tribal, and territorial users.

The number of LEAT users rose 11% from 8,026 in FY2021 to 8,940 at the end of FY2022 (Figure 28). LEAT users include law enforcement officers (federal, state, local, tribal, and territorial), military investigators, and non-sworn state DMV investigators from the U.S. The user base for LEAT is not limited to the U.S., and users have been approved from Canadian sworn law enforcement agencies like Service Alberta's Special Investigation Unit. To ensure this data is limited to sworn law enforcement officers and non-sworn state DMV investigators, access to LEAT can only be attained if a user is verified by either the Regional Information Sharing Systems (RISS) or the FBI's Law Enforcement Enterprise Portal (LEEP). These are Secure But Unclassified (SBUs) systems that provide vetting for all users. Additional information about LEAT and how to become a LEAT user can be found at **https://vehiclehistory.bja.ojp.gov/nmvtis_law_enforcement**.

LEAT USERS YEARLY FY2018 TO FY2022
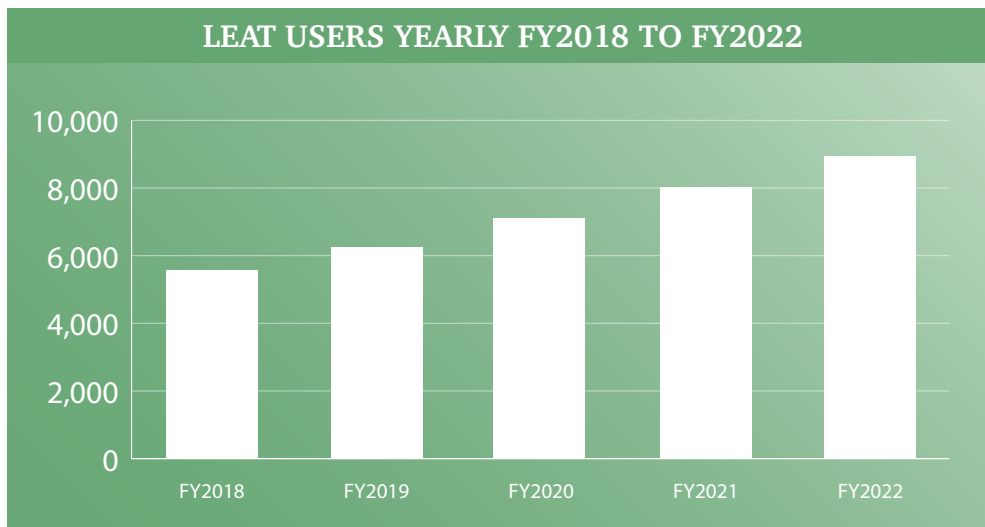
Figure 28

During FY2022, 914 new LEAT users were added. The average number of new users annually since FY2010 grew from 669 in FY2021 to 688 in FY2022. This continued growth in LEAT users is tied to efforts of the NMVTIS Law Enforcement Subcommittee to educate and raise awareness.

LEAT inquiries increased 107% from 517,856 in FY2021 to 1,073,448 in FY2022. The increase is likely a result of the impact of the COVID-19 pandemic on enforcement activity, as well as normal fluctuation. Since inception in FY2009 and through FY2022, over 5.4 million LEAT inquiries were conducted, with nearly four million in the last five years (**Figure 29**).
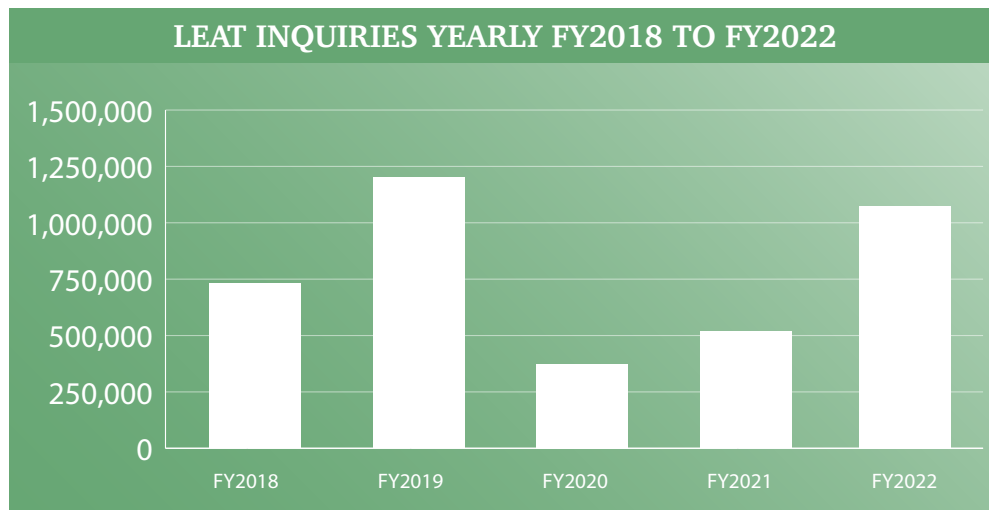
LEAT INQUIRIES YEARLY FY2018 TO FY2022

Figure 29

NMVTIS Law Enforcement Subcommittee (LESC)

In FY2022, AAMVA's NMVTIS Law Enforcement Subcommittee (LESC), composed of law enforcement personnel, industry experts, and federal partners, continued to support and encourage use of NMVTIS LEAT. LESC members provided presentations for training events and conferences to educate attendees on effective methods of using NMVTIS LEAT and to provide case studies in successful use of the tool (**Exhibit 4**). Members updated the NMVTIS LEAT contact list and continued documenting state NMVTIS enforcement and compliance legislation, providing law enforcement and DMV investigators with resources to enhance vehicle research and investigations.

To encourage and promote the use of NMVTIS LEAT, the NMVTIS LESC revised the NMVTIS Enforcement Award criteria to include all investigators, regardless of jurisdiction. This revision was presented to, and approved by, the Law Enforcement and Vehicle Standing Committees and upon Board approval will take effect in FY2024.

The LESC revised the Law Enforcement and Vehicle Title Investigator Guide (aka the NMVTIS LE Brochure) to be an electronic document instead of a printed brochure. The new PDF version is more easily shared with investigators and provides a no-cost option for dissemination. The new document also includes many internet links to investigator resources.

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.

> " We utilize NMVTIS to ensure accurate titling and branding in addition to consumer protection and assisting in investigations. NMVTIS is an invaluable tool."
>
> **KEVIN KIHN**
> Deputy Director, Vehicle Services, Colorado Division of Motor Vehicles

BENEFITS

NMVTIS Provides Data Helpful to Investigations

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

This search tool also allows users to view junk and salvage data 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 is an essential tool for Minnesota's Division of Driver and Vehicle Services. It helps our division to reduce and catch fraud, keep accurate records, and most importantly it helps us to provide accurate and effective service to our customers.

More accurate records lead to a better reputation and more citizen trust with our state's DMV."

BRANDON WALTERS
Title and Registration
Supervisor, Minnesota Driver
and Vehicle Services

Awareness

Collaboration

Outreach

Value

Outreach and Awareness of NMVTIS

NMVTIS Awareness Efforts Continued

Outreach and awareness efforts during FY2022 were focused broadly on the law enforcement community. In addition, AAMVA staff provided regular NMVTIS updates to the AAMVA Board of Directors, the NMVTIS State Program and Law Enforcement Subcommittees (SPS and LESC). NMVTIS updates were also provided at eight monthly AAMVA Fraud Awareness calls. Additionally, AAMVA hosted ten NMVTIS Operations Monthly Forum calls where as many as thirty-nine states participated. Two calls were also held with state NMVTIS Business Points of Contacts to ensure open communication and increased awareness of current operational and strategic issues.

AAMVA also hosted two NMVTIS Stakeholder Webinars. These webinars covered updates from AAMVA and DOJ and were intended to re-engage with the NMVTIS stakeholder community after the NMVTIS Advisory Board (NAB) fulfilled its mission and its legislative charter in September 2016. During FY2022 the two webinars had a total of 260 attendees representing state motor vehicle agencies, law enforcement, industry associations, vendor partners, and federal agencies.

AAMVA replaced live webinars with recorded Learning Management System (LMS) training to familiarize state agencies with system tools and features; 197 personnel participated. More information can be found under the **State Program** section of this report.

A detailed listing of outreach events conducted by Law Enforcement Subcommittee members (including DOJ and AAMVA) during FY2022 appears in **Exhibit 4**. 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. Details regarding additional print and online ads published earlier than FY2022 can be found in the *NMVTIS FY2021 Annual Report*.

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 NMVTIS can be used by motor vehicle agencies to detect fraud and stolen vehicles, how to use NMVTIS LEAT functions, what information NMVTIS LEAT contains, and how to gain access. FDR is an invaluable resource for states in their fight against fraud to enhance program and product integrity.

The FDR training program was developed during the FY2015 reporting period. All states continued to use the FDR program during FY2022. As part of AAMVA Fraud Awareness efforts with motor vehicle agencies and law enforcement, regular updates were presented on NMVTIS program performance. Additionally, states continued to identify opportunities to enhance vehicle title information and to encourage the use of NMVTIS as a resource for the motor vehicle community to detect and deter fraud. NMVTIS continued to be on the agenda for monthly Fraud Awareness calls for both the law enforcement community as well as vehicle and driver program personnel.

STATE AWARENESS EFFORTS

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

- **Alabama:** **National MV Title Information System - Alabama Department of Revenue**
- **Arizona:** **When buying used cars, avoid headaches by doing your research | Department of Transportation (azdot.gov)**, **Does that used car pass the smell test? | Department of Transportation (azdot.gov)** and **Buying and Selling Your Vehicle | Department of Transportation (azdot.gov)**
- **California:** **https://www.dmv.ca.gov/portal/dmv/detail/vr/nmvtis_check** and **Avoiding Vehicle Theft (ca.gov)**
- **Colorado:** **https://www.colorado.gov/pacific/dmv/out-state-titles** and **https://www.colorado.gov/pacific/dmv/buying-and-selling**
- **District of Columbia:** **https://dmv.dc.gov/node/1118876**
- **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**
- **Minnesota:** **https://dps.mn.gov/divisions/dvs/forms-documents/Documents/BuyingorSellingMotorVehicle_Just_the_Facts.pdf**
- **Mississippi:** **Verify Title (1).pdf (ms.gov)**
- **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:** **Flood Damaged Vehicles (nv.gov)** and **http://www.dmvnv.com/insuranceagents.htm**
- **New Hampshire:** **https://www.nh.gov/safety/divisions/dmv/title/anti-theft.htm#nmvtis**
- **New York:** **New York DMV | Let the Buyer be Aware (ny.gov)**

- **North Dakota:** https://www.dot.nd.gov/divisions/mv/vehicle.htm#vehicle-history-check
- **Pennsylvania:** NMVTIS (pa.gov)
- **South Dakota:** All Vehicles - Title, Fees & Registration | South Dakota Department of Revenue (sd.gov)
- **Texas:** http://www.txdmv.gov/titlecheck
- **Utah:** https://dmv.utah.gov/general/fraud-alerts
- **Vermont:** https://dmv.vermont.gov/NMVTIS
- **Virginia:** https://www.dmv.virginia.gov/vehicles/general/buy-sell
- **West Virginia:** https://transportation.wv.gov/DMV/Vehicle-Services/Titles/Pages/default.aspx
- **Wisconsin:** http://wisconsindot.gov/Pages/dmv/vehicles/vhcl-rcd-hst/vehicle-history.aspx
- **Wyoming:** http://www.dot.state.wy.us/home/titles_plates_registration.html

Additionally, as mentioned in the **State Program** section, AAMVA continued to encourage States 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 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 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 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 FY2021, 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 FY2022, thirty-two vehicles were branded by the GSA for a total of 644 vehicles branded by GSA in NMVTIS ([**Figure 11**](#)).

STATE LEGISLATIVE EFFORTS

During FY2022, six states – California, Colorado, New Jersey, South Carolina, Virginia, and West Virginia – introduced NMVTIS-related legislation. Five of the bills introduced were related to broader application of NMVTIS to support states and the public in making more informed retitling or purchase decisions. Four of the bills introduced were adopted with effective dates during FY2022 or FY2023. To date, there have been thirty-nine NMVTIS-related legislative bills adopted by states.

ADOPTED LEGISLATION:

CALIFORNIA

CA A 1871: Introduced February 8, 2022; Adopted September 30, 2022; Effective January 1, 2023

- The bill would require a vehicle history report, as defined, to clearly and conspicuously disclose contact information of the vehicle history report provider, by which a consumer can submit an inquiry regarding the vehicle history information contained in the report, as specified. The bill specifies a process by which the vehicle history report provider would be required to confirm and respond to inquiries.

OHIO

OH S 162: Introduced April 15, 2021; Adopted December 22, 2021; Effective March 23, 2022

- When a vehicle is removed from private property in accordance with this section, within three business days of the removal, the towing service or storage facility from which the vehicle may be recovered shall cause a search to be made of either of the following to ascertain the identity of the owner and any lienholder of the vehicles:
  - The records of the bureau of motor vehicles.
  - The records of any vendor or vendors, approved by the registrar of motor vehicles, that are capable of providing real-time access to owner and lienholder information.

- The towing service or storage facility may search the NMVTIS system in order to determine the state in which the vehicle is titled. The entity that provides the record of the owner and any lienholder under this division shall ensure that such information is provided in a timely manner.

 ## SOUTH CAROLINA

SC H 3729: Adopted by HOUSE May 12, 2022; CONFERENCE Committee Report

- Before a vehicle is sold, the proprietor, owner, or operator of any towing company, storage facility, garage, or repair shop, or any person who repairs or who furnishes material for repairs to the article must apply to the appropriate titling facility for the name and address of any owner or lienholder. including the appropriate titling facility may include, but is not limited to:
  - the Department of Motor Vehicles;
  - a vendor authorized by the DMV to provide real-time access to title and lienholder information;
  - if the vehicle is not titled in South Carolina, a vendor authorized to provide title and lienholder information from the state of last title as revealed in a search of the National Motor Vehicle Title Information System (NMVTIS);
  - a vendor authorized by that state to provide real-time access to the most current title and lienholder information; or
  - the Department of Natural Resources.

 ## VIRGINIA

VA H 1122: Introduced January 12, 2022; Adopted April 11, 2022; Effective July 1, 2022

- The Commissioner shall furnish vehicle information for a manufactured home to a prospective purchaser of such manufactured home, a real estate agent, or a loan officer provided that any requester completes an application therefor, provides sufficient information to identify the manufactured home, and pays the fee prescribed by the Commissioner.
- Such information furnished by the Commissioner may be provided from the Department's own records or may be obtained by the Commissioner through the National Motor Vehicle Title Information System or any other nationally recognized system providing similar information.

PROPOSED LEGISLATION:

COLORADO

CO S 9: Introduced January 12, 2022. Note: Various versions contained NMVTIS compliance requirements for recyclers but were removed in subsequent and the adopted versions.

- The bill establishes procedures for the evaluation and certification of aftermarket catalytic converters and enacting measures to address the theft of catalytic converters. Section 5 requires each auto parts recycler to consult the National Motor Vehicle Title Information System for each catalytic converter that the auto parts recycler acquires from the recycling of a motor vehicle in order to determine whether the catalytic converter is stolen.

NEW JERSEY

NJ A 1546: Introduced January 11, 2022; To ASSEMBLY Committee on CONSUMER AFFAIRS

- 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:

(1) 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

(2) 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.

WEST VIRGINIA

WV H 2540: Introduced January 12, 2022; To HOUSE Committee on FINANCE

- The legislation 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.

Revenue

Funding

Financials

Internal Controls

Financial Reports

Operating Expenditures Totaled $10,095,237; State User Fees Contributed $5,599,999

During FY2022, program revenue consisted 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 $8,686,032 in revenue during FY2022, which was used to cover $10,095,237 in operating expenses (Figure 30). Total expenses include system modernization costs of $1,409,206, which are currently covered by AAMVA Board Designated Funds.

All financial information presented is derived from an independent financial audit conducted for the fiscal year ended September 30, 2022.

NMVTIS FY2021 INCOME STATEMENT	
Revenue	$8,686,032
Expenses*	($10,095,237)
Operating Income	($1,409,206)
Investment Income	($3,648)
Other Income/ (Expense)	$3,648
Net Temporary Restricted Revenue**	$199,724
NET LOSS	**($1,209,482)**

Figure 30

* Includes NMVTIS Modernization expenses of $1,409,206 incurred during FY2022. This activity is 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 (Operational Reserves) on its Income Statement.

NMVTIS REVENUE

NMVTIS funding in FY2022 was derived primarily from state user fees of $5,599,999 and Consumer Access Program fees of $5,839,441. During FY2022, fifty states were eligible to receive credits for a share of the Consumer Access Program fees, earning a total of $2,557,333 (**Figure 31** and **Figure 32**).

NMVTIS REVENUE		
Category	**Total**	**%**
State User Fees	$5,599,999	64%
Consumer Access	$5,839,441	67%
Jurisdictional Revenue Share[3]	($2,557,333)	–29%
Net Temporary Restricted Revenue	($196,075)	–2%
TOTAL	**$8,686,032**	**100%**

Figure 31
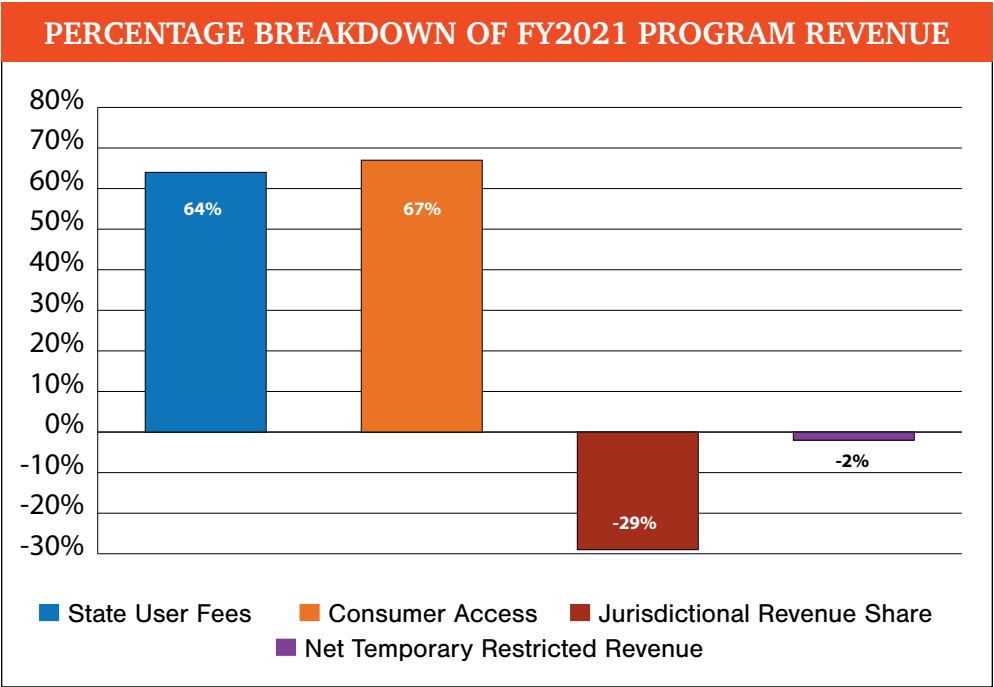
Figure 32

NMVTIS OPERATING EXPENSES

NMVTIS initiatives and their associated costs segmented (**Figure 33**):

- **Operations —** Support of the day-to-day functioning of the NMVTIS platform represents $8,225,706 or 81% 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 $460,326 or 5% of program costs.

- **Modernization —** Activities necessary to enhance and further the technology of the system represent $1,409,206 or 14% of program costs.

PERCENTAGE BREAKDOWN OF FY2022 OPERATING EXPENSES BY INITIATIVE

- Operations — 81%
- Implementation — 5%
- Modernization — 14%
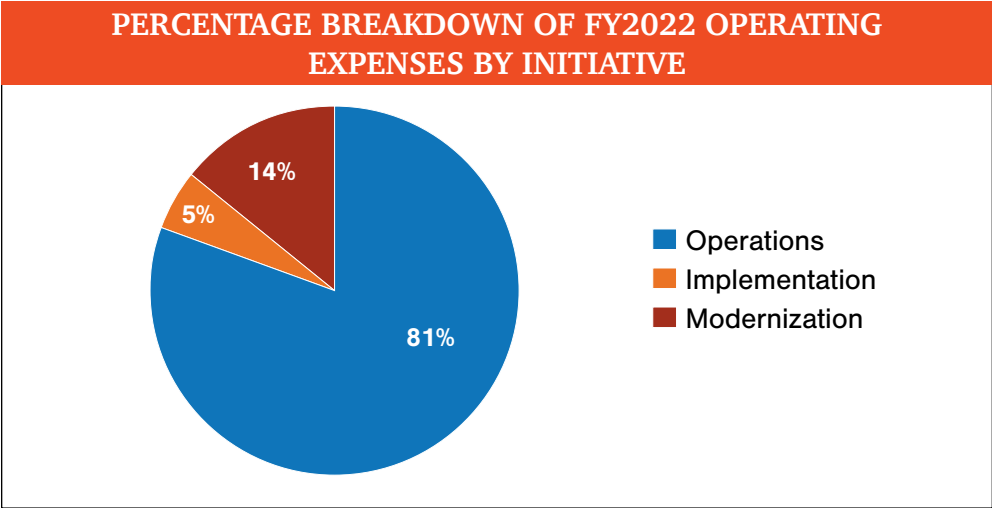
Figure 33

PROGRAM EXPENSES

Program Expenses	Total	%
Direct Labor/Fringe	$5,242,321	52%
Data Center/Network	$1,182,704	12%
Other Direct Costs	$1,056,002	10%
Indirect Costs	$2,614,210	26%
TOTAL	**$10,095,237**	**100.0%**

Figure 34

PERCENTAGE BREAKDOWN OF FY2021 OPERATING EXPENSES BY COST CATEGORY

- Direct Labor/Fringe — 52%
- Data Center/Network — 12%
- Other Direct Costs — 10%
- Indirect Costs — 26%

Figure 35

Compliance

Sustainability

Looking
Ahead

Milestones

Looking Ahead

All U.S. States Will Be Fully Participating in NMVTIS; State Users to Participate in Second NMVTIS State Users Workshop; Continuation of System Improvements; Stakeholder Engagement; Financial Sustainability Established; A New Approach to NMVTIS Governance Under Review
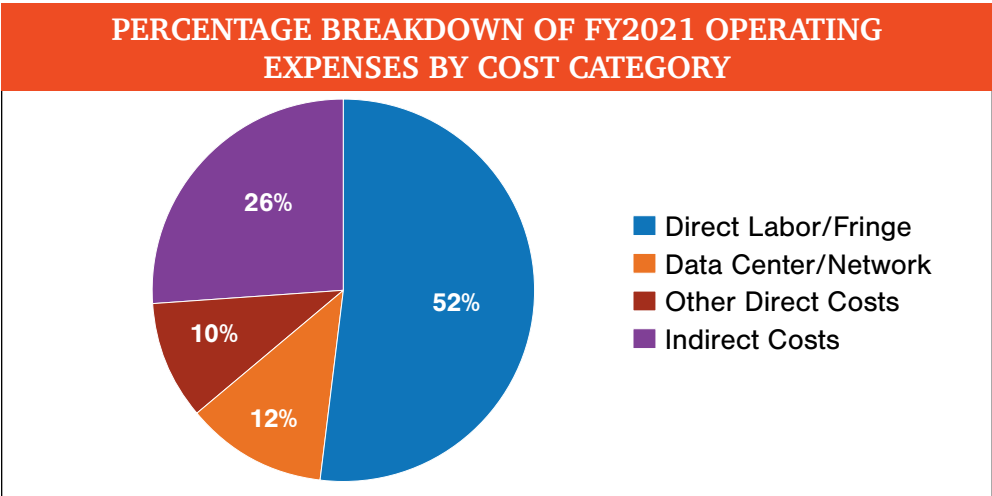
Participation

AAMVA will continue to support states as they rewrite/modernize their title systems to enable more effective participation in NMVTIS. AAMVA will continue to explore and implement the most efficient approach for Hawaii to participate in the system.

Through ongoing training and outreach by the LESC, law enforcement's reliance on the NMVTIS LEAT will continue to grow as users realize the benefits of including LEAT as a key resource for investigations. The LESC continues to pursue greater involvement of state and local law enforcement in JSI reporting. The opportunity to bolster DOJ's JSI compliance enforcement responsibilities may result in greater and more complete reporting by all required entities.

NMVTIS State Users Workshop

Building on the success of the first NMVTIS State Users Workshop in February 2020, AAMVA plans to host a second workshop during FY2023. The theme of the event is "Looking Forward," and the program will be designed for vehicle title, law enforcement, and information technology representatives to engage and discuss current challenges and future opportunities for NMVTIS.

System Improvement Activities Continue

As NMVTIS continues to increase use of cloud services and infrastructure, AAMVA will leverage the flexibility and efficiency gained by using a cloud environment. By applying an iterative approach to development, NMVTIS enhancement activities will better support and respond to user requirements. The coming year will also complete modernization and enhancement of the JSI Batch Application Rewrite and State Web Interface, release the NMVTIS RESTful solution (see **Glossary**), and update and create new reports for state users.

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. The webinars will focus on topics requested by stakeholders as well as other areas of interest from the System Operator's perspective.

Sustainability

The new funding model approved in FY2022 places NMVTIS' future financial stability on sound footing. The model, which was established to be fair, objective, sustainable, and easy to implement, ensures NMVTIS operations will be fully funded and provides for ongoing funding of system improvements. Notification of the new fees, effective FY2024, was issued.
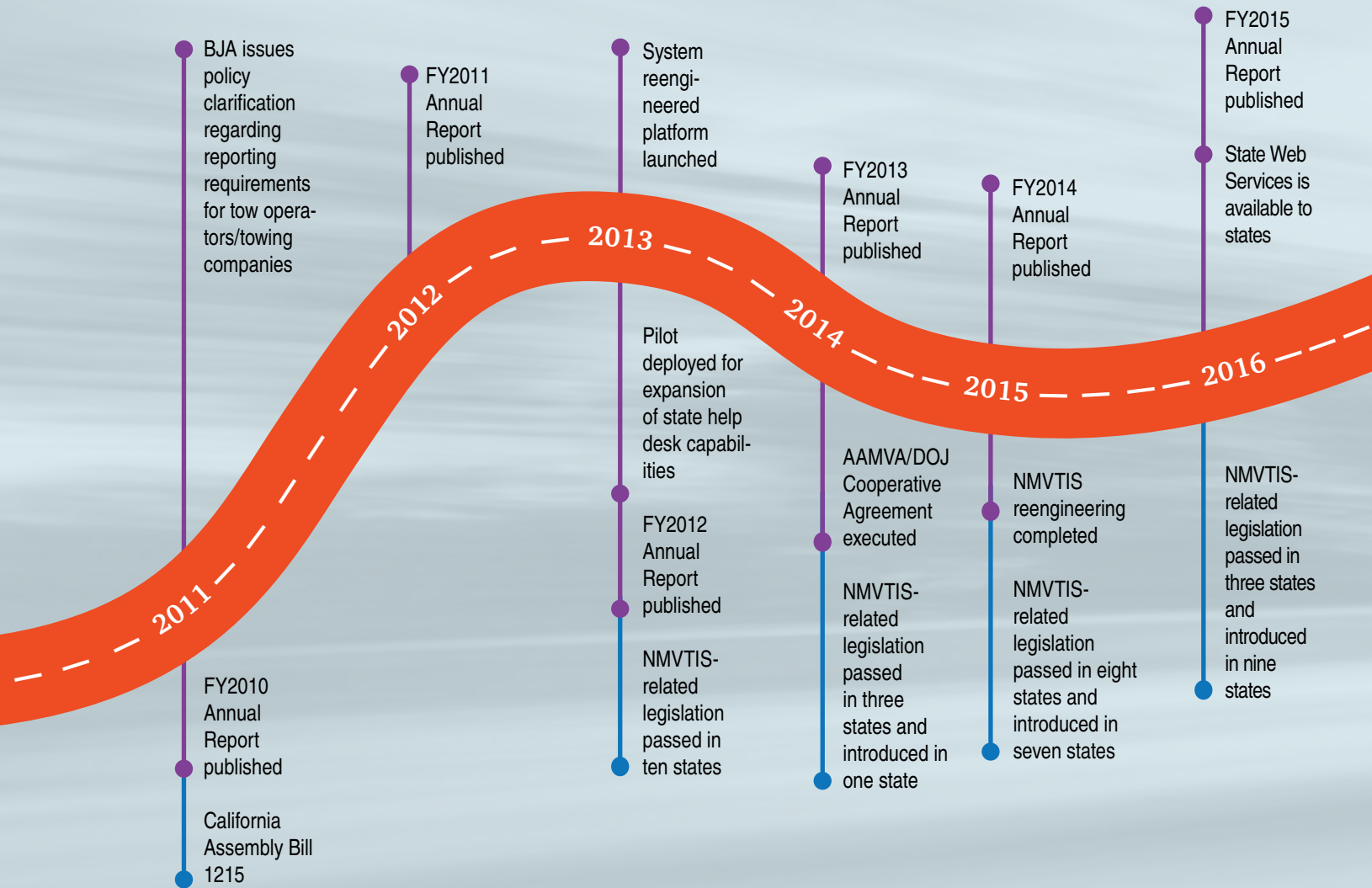
Governance

The AAMVA Board of Director's Ad Hoc Committee on Governance recommendation, if approved, will be reviewed with DOJ and work to establish a NMVTIS Strategic Governance Committee during FY2023.
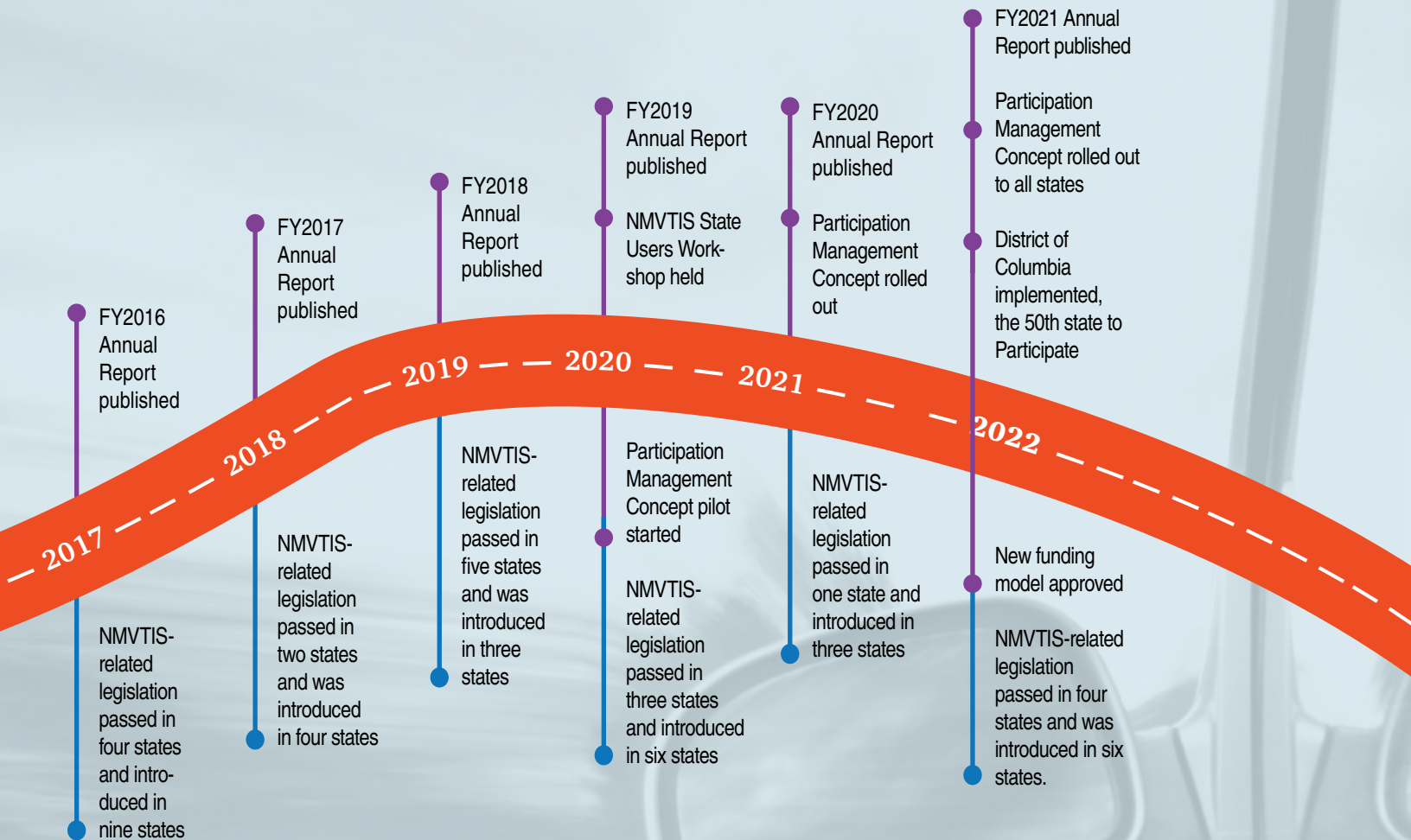
● Program Activity

● NMVTIS Legislation

Milestone activity for years 1992 through 2009 can be viewed in **Exhibit 5**.

2011

2012

2013

2014

2015

2016

● BJA issues policy clarification regarding reporting requirements for tow operators/towing companies

● FY2010 Annual Report published

● California Assembly Bill 1215

● FY2011 Annual Report published

● System reengineered platform launched

● Pilot deployed for expansion of state help desk capabilities

● FY2012 Annual Report published

● NMVTIS-related legislation passed in ten states

● FY2013 Annual Report published

● AAMVA/DOJ Cooperative Agreement executed

● NMVTIS-related legislation passed in three states and introduced in one state

● FY2014 Annual Report published

● NMVTIS reengineering completed

● NMVTIS-related legislation passed in eight states and introduced in seven states

● FY2015 Annual Report published

● State Web Services is available to states

● NMVTIS-related legislation passed in three states and introduced in nine states

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

FY2016 Annual Report published

NMVTIS-related legislation passed in four states and introduced in nine states

— 2017 — — — 2018 — — — 2019 — — — 2020 — — — 2021 — — — — 2022 — — —

FY2017 Annual Report published

NMVTIS-related legislation passed in two states and was introduced in four states

FY2018 Annual Report published

NMVTIS-related legislation passed in five states and was introduced in three states

FY2019 Annual Report published

NMVTIS State Users Workshop held

Participation Management Concept pilot started

NMVTIS-related legislation passed in three states and introduced in six states

FY2020 Annual Report published

Participation Management Concept rolled out

NMVTIS-related legislation passed in one state and introduced in three states

FY2021 Annual Report published

Participation Management Concept rolled out to all states

District of Columbia implemented, the 50th state to Participate

New funding model approved

NMVTIS-related legislation passed in four states and was introduced in six states.

2008
BJA awards grants to one state and AAMVA

2009
BJA s 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

Appendix

Note: Annual Reports, Correspondence, Press, and Reports (General) dated prior to 2022 can be viewed in **Exhibit 6**. For Notices, please refer to DOJ's NMVTIS website. **DOJ's NMVTIS website.**

LEGISLATION
- **California Assembly Bill (AB) 1215** (2012)
- **NMVTIS Final Rule** (2009)
- **Anti Car Theft Improvements Act** (1996)
- **Anti Car Theft Act** (1992)

PRESS
- **State of Indiana - Attorney General Todd Rokita warns Hoosiers to beware of purchasing flood-damaged vehicles** (October 2021)
- **Louisiana State Police - Joint Investigation Leads to the Recovery of Multiple Stolen Vehicles** (October 2021)
- **Patch – Fraud Alert Doylestown PA** (October 2021)
- **EIN Presswire - DC DMV Joins National Program that Protects Consumers from Title Fraud, Unsafe Vehicles** (December 2021)
- **GovTech - Digitizing Vehicle Titles Is the Way Forward for States** (January 2022)
- **State of Tennessee – Buying a Vehicle with a Tax Refund? Keep Scammers Out of the Driver's Seat!** (February 2022)
- **Denver ABC – Colorado regulators find 'systemic issue" with Carvana** (April 2022)
- **Forbes Advisor – Should You Buy a Car with A Salvage Title?** (May 2022)
- **Motor Biscuit – What Is a Mechanic's Lien and How Do You Get Rid of It?** (June 2022)
- **Forbes Advisor – The Complete Guide to Buying A Car Out Of State** (June 2022)
- **EIN Presswire – DMV News You Can Use** (July 2022)

REPORTS – FINANCIAL
- **NMVTIS Audit Fiscal Year 2022** (January 2023)

RESOURCES
- **Check NMVTIS Before You Buy! Brochure (Rev. 2021)**
- **Check NMVTIS Before You Buy! Videos (September 2020 – Available in shorts and full-length in English Captioned/Uncaptioned and Spanish Captioned)**
- **NMVTIS: Help Prevent Crime & Save Lives Brochure** (Rev. 2021)

- **NMVTIS: Law Enforcement & Vehicle Title Investigator Guide** (Rev. 2022)
- **NMVTIS: Law Enforcement Access Tool Video** (2019)
- **NMVTIS: Working for States Brochure** (Rev. 2021)
- **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!** (November 2014)

WEBSITES
- **AAMVA NMVTIS Website**
- **DOJ NMVTIS Website**

Exhibits

EXHIBIT 1: STATE BENEFITS

During FY2022, states reported a wide range of benefits from participating in NMVTIS[1]. A summary of highlights can be found in the **State Program/Benefits** section of this report:

	Potential Stolen Vehicles Identified	Vehicle Brands Identified and Carried Forward	Potential "Cloned" Vehicles Identified	Potential Fraudulent Activity Identified	JSI Data Assisted in Business	Enhanced Customer Service	Enhancements for Motor Vehicle Titling Agencies
Alabama	★	★	★	★	★	★	★
Alaska			★	★	★	★	★
Arizona						★	★
Arkansas						★	★
California	★	★		★		★	★
Colorado	★	★	★	★	★	★	★
Connecticut	★	★	★	★	★	★	★
Delaware	★	★	★	★	★	★	★
D.C.	★	★		★	★	★	★
Florida	★	★	★	★		★	★
Georgia	★	★	★	★	★	★	★
Idaho						★	★
Illinois						★	★
Indiana	★	★	★	★	★	★	★
Iowa	★	★	★	★	★	★	★
Kansas						★	★
Kentucky		★		★		★	★
Louisiana						★	★
Maine	★	★	★	★	★	★	★
Maryland	★	★	★	★	★	★	★
Massachusetts						★	★
Michigan	★	★	★	★	★	★	★
Minnesota	★	★	★	★	★	★	★

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[1] Benefits displayed are consolidated from reporting by states to date.

	Potential Stolen Vehicles Identified	Vehicle Brands Identified and Carried Forward	Potential "Cloned" Vehicles Identified	Potential Fraudulent Activity Identified	JSI Data Assisted in Business	Enhanced Customer Service	Enhancements for Motor Vehicle Titling Agencies
Mississippi	★	★	★	★	★	★	★
Missouri	★	★	★	★		★	★
Montana	★	★	★	★	★	★	★
Nebraska	★	★	★	★	★	★	★
Nevada	★	★	★	★	★	★	★
New Hampshire	★	★	★	★	★	★	★
New Jersey	★	★	★	★	★	★	★
New Mexico						★	★
New York	★	★	★	★	★	★	★
North Carolina	★	★	★	★	★	★	★
North Dakota					★	★	★
Ohio						★	★
Oklahoma						★	★
Oregon						★	★
Pennsylvania	★	★	★	★	★	★	★
Rhode Island			★	★		★	★
South Carolina						★	★
South Dakota						★	★
Tennessee	★	★	★	★	★	★	★
Texas	★	★		★		★	★
Utah	★	★	★	★	★	★	★
Vermont	★	★		★	★	★	★
Virginia		★	★	★	★	★	★
Washington						★	★
West Virginia	★	★	★	★	★	★	★
Wisconsin	★	★	★	★	★	★	★
Wyoming	★	★	★	★	★	★	★

Potential Stolen Vehicles Identified Using NMVTIS

- **Colorado, Connecticut, Delaware, District of Columbia, Kansas, Minnesota, Missouri, Nebraska, New York, North Carolina, Pennsylvania, Tennessee, Vermont, West Virginia, Wyoming:** Stolen vehicle hits prompted investigations.

- **Florida:** Vehicle hits prompted investigations and resulted in the seizure and/or recovery of seventy-five stolen vehicles.

- **Indiana:** 1,446 stolen vehicle hits prompted investigations.

- **Iowa:** 268 stolen vehicle hits resulted in 60 recovered vehicles.

Vehicle Brands Identified and Carried Forward Using NMVTIS

- **Colorado, Kansas, Minnesota, Wyoming:** Carried forward missing brands including vehicles previously reported as junk, which were identified and prevented from returning to the road.

- **Connecticut, Delaware, District of Columbia, Missouri, Nebraska, New York, North Carolina, Pennsylvania, Tennessee, Vermont, West Virginia:** Carried forward missing brands

- **Florida:** Eighty-five odometer fraud complaints received by the Motor Vehicle Fraud Unit prompted investigations; forty-five of those titles were either branded "Not Actual" or were flagged for correction.

- **Indiana:** Carried forward 46,782 missing brands.

- **Kentucky:** Carried forward twenty missing brands, including vehicles that had the odometer rolled back.

- **Texas:** Carried forward 28,726 missing brands, including vehicles previously reported as junk, which were identified and prevented from returning to the road: 2,051 out-of-state titles surrendered did not contain brands, 1,669 previously issued Texas titles were missing brands, 333 vehicles that lacked ownership evidence and were processed under a bond, court order, or foreclosure lien were identified as missing brands, and 23,346 transactions were caught in which a processing clerk failed to carry forward a brand. Texas also identified 1,327 vehicles previously reported as "Not Actual" mileage that are now "Exempt" from odometer disclosure. Texas also reapplied the "Not Actual" mileage brand, as appropriate.

Enhanced Customer Service Attributed to NMVTIS Use

- **Alabama, Indiana:** Ensured the most accurate title documents were issued to residents and provided a link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.

- **Alaska, Kentucky:** Ensured the most accurate title documents were issued to state residents.

- **Arizona, California, Idaho, Illinois, Iowa, Maine, Massachusetts, Mississippi, Montana, Nevada, New Hampshire, North Dakota, South Dakota, Utah, Virginia:** Provided a link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.

- **Colorado, Delaware, District of Columbia, Kansas, Minnesota, Pennsylvania, Wyoming:** Ensured the most accurate title documents were issued to residents. Their help desks resolved title and brand issues with other NMVTIS states, 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. They also provided a link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.

- **Connecticut:** NMVTIS automation reduced wait times and ensured the most accurate title documents were issued to Connecticut residents; help desk resolved title and brand issues with other NMVTIS states, thus 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.

- **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 states, thus 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.

- **Missouri:** Ensured the most accurate title documents were issued to Missouri residents and informed customers when searches revealed brands not on titles and/or more current titles than the title presented to the state. Missouri also provided a link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.

- **Nebraska:** NMVTIS automation identified stolen vehicles and ensured the most accurate title documents were issued to Nebraska residents. Nebraska's help desk resolved title and brand issues with other NMVTIS states, improving customer service and enhancing record integrity. Nebraska also informed customers when searches revealed brands not on titles and/or more current titles than the title presented to the state, and provided a link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.

- **New York, West Virginia:** NMVTIS automation reduced wait times and ensured the most accurate title documents were issued to residents. Their help desks resolved title and brand issues with other NMVTIS states, thus 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. They also provided a link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.

- **North Carolina:** NMVTIS automation reduced wait times and ensured the most accurate title documents were issued to North Carolina residents. North Carolina's help desk resolved title and brand issues with other NMVTIS states, thus 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.

- **Rhode Island, Tennessee:** Ensured the most accurate title documents were issued to residents. Their help desk resolved title and brand issues with other NMVTIS states, thus 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.

- **Texas:** Ensured the most accurate title documents were issued to Texas residents. Inquiries revealed 131,337 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. Texas also provided a link to customers to purchase a NMVTIS vehicle history report, which provided valuable information prior to purchase.

- **Vermont:** Ensured the most accurate title documents were issued to Vermont residents. While conducting research in one case, NMVTIS revealed a previous title was branded salvage for a bonded title application. Vermont's help desk resolved title and brand issues with other NMVTIS states, thus 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.

- **Wisconsin:** Wisconsin's help desk resolved title and brand issues with other NMVTIS states, thus improving customer service and enhancing record integrity, and 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, Colorado, Connecticut, Delaware, Indiana, Kansas, Missouri, Nebraska, New York, North Carolina, Pennsylvania, Tennessee, West Virginia, Wyoming:** Cloned VINs prompted investigations.

- **Alaska:** Ten cloned VINs prompted investigations.

- **Florida:** Seventy-five cloned VINs prompted investigations.

- **Iowa:** Eight cloned VINs prompted investigations.

- **Minnesota:** Six cloned VINs prompted investigations.

Potential Fraudulent Activity Identified Using NMVTIS

- **Alabama, Alaska, Delaware, New York, Pennsylvania, Tennessee, Vermont, West Virginia:** Fraudulent incidents were identified, ensuring the most accurate title documents were issued to state residents.

- **Colorado, Connecticut, District of Columbia, Kansas, Kentucky, Minnesota, Missouri, Nebraska, Wyoming:** NMVTIS automation identified title, odometer, and brand discrepancies that could be investigated, ensuring the most accurate title documents were issued to residents.

- **Florida:** Forty-five title records were corrected to reflect the odometer reading as "Not Actual," ensuring the most accurate title documents were issued to Florida residents.

- **Indiana:** 302,071 fraudulent incidents were identified, ensuring the most accurate title documents were issued to Indiana residents.

- **Iowa:** Twelve fraudulent incidents were identified, ensuring the most accurate title documents were issued to Iowa residents.

- **Texas:** Ninety-nine fake or fraudulent titles were identified, 91 titles had odometers altered, and seven titles had brands tampered with or altered. An additional 3,309 superseded titles (see **Glossary**) were surrendered, and 10,789 odometer discrepancies identified and are pending further verification of either title tampering or data entry errors. NMVTIS automation ensured the most accurate title documents were issued to Texas residents.

Enhancements for Motor Vehicle Titling Agencies Attributed to NMVTIS

- **Alabama:** NMVTIS automation made titles more accurate and saved time and money.

- **Alaska, Florida, Indiana, Kansas, Kentucky, Missouri, North Carolina, Rhode Island, Tennessee:** NMVTIS automation made titles more accurate.

- **Colorado, Connecticut, Delaware, District of Columbia, Minnesota, West Virginia:** NMVTIS automation made titles more accurate, saved time and money, and assisted in clearing cases/alerts.

- **Nebraska, New York, Pennsylvania, Vermont, Wyoming:** NMVTIS automation made titles more accurate and assisted in clearing cases/alerts.

- **Texas:** Exploring the potential with AAMVA to conduct NMVTIS checks prior to issuance of temporary tags.

JSI Data Assisted in Business Processes

- **Alabama, Colorado, Connecticut, Delaware, District of Columbia, Kansas, Minnesota, New York, Tennessee, Vermont, West Virginia, Wyoming:** 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.

- **Alaska, 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:** Data was used to verify the appropriate type of title was issued, with over 60% of DMV edits reviewed attributed to JSI data.

- **Nebraska:** Data assisted in investigations.

- **North Carolina:** Data was referenced on 32,951 occasions to assist in ensuring the appropriate brand was attached to a specific VIN and the appropriate type of title was issued, preventing junk vehicles from being titled and registered.

EXHIBIT 2: SPECIFIC SERVICES PROVIDED BY THE NMVTIS OPERATOR

Specific to state agencies, the operator must:
- make available at least two methods of verifying title information using NMVTIS.
- enable states to share all information in NMVTIS obtained on a specific vehicle.
- provide states with the greatest amount of flexibility in such things as data standards, mapping, and connection methods.

Specific to law enforcement, the operator must:
- ensure state and local law enforcement agencies have access to all title, brand, and junk, salvage, and insurance information in or available through NMVTIS through a VIN search, including limited personal information collected by NMVTIS.
- allow law enforcement agencies to make inquiries based on other search criteria in the system, including the organizations reporting data to the system; individuals owning, supplying, purchasing, or receiving such vehicles (if available); and export criteria.

Specific to consumer access, the operator must:
- ensure a means exists to allow insurers and prospective purchasers to access NMVTIS information, including information regarding title history (if the state participates in NMVTIS); brands, insurance, junk and salvage history; and odometer readings. Such access shall be provided to individual consumers in a single-VIN search and to commercial consumers in a single- or batch-VIN search with multiple VINs.

Further, the operator must:
- establish and at least annually collect user fees from the states and other users of NMVTIS data to pay for its operation.
- not release any personally identifiable information to any entity other than states and law enforcement.
- maintain a privacy policy that describes the uses and disclosures of such personally identifiable information.
- use appropriate security measures such as encryption if transmitting personally identifiable information over the Internet, and limit access to such information only to those with legitimate need.
- to the extent reasonably feasible, employ 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.

EXHIBIT 3: 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 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 two approaches below (Online Integrated and Batch Data Processing). Some states have developed the batch data processing model approach first and migrated to the online integrated approach, while other states have moved directly to the online integrated approach. The decision appears to be a factor of time, funding, and opportunity. The NMVTIS Final Rule does not stipulate which approach a state must take to meet its requirements.

1. **Online Integrated**

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 process. As a result, the integrated approach is typically implemented when a state is planning to modernize 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 correctly integrated 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, states provide to AAMVA extract files that includes their title and brand data. Next, the title and brand data are loaded into NMVTIS. From that point forward, states with fully integrated access to NMVTIS have their title transaction updates sent to NMVTIS in realtime. Additionally, these states receive real-time notifications through NMVTIS when a vehicle from their state is retitled in another compliant state. States can also build the help desk tools required to perform data corrections to their title and brand data in NMVTIS.

- **Title Verification:** The online integrated approach provides access to NMVTIS central site data (Title, Brand, and JSI) that is maintained by AAMVA, as well as theft data maintained by NICB and vehicle data maintained on the state's titling system.

2. **Batch Data Processing**

The batch data processing approach is generally less complex and costly to develop and implement than the online integrated approach since it does not require full integration of a state's titling applications. However, the batch approach still requires that state and system operator resources fully understand the NMVTIS requirements and state processes to ensure they are correctly integrated and appropriate procedures are put in place. This is intended to be 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:** States provide initial batch files of their title and brand data to AAMVA to load into NMVTIS. After the initial load, states provide daily update files to keep data current. The batch files are transmitted to AAMVA via a Secure File Transfer Protocol.

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

EXHIBIT 4: OUTREACH AND AWARENESS EVENTS*

DATE	VENUE & FOCUS
May 2022	International Association of Chiefs of Police (IACP) Tech Conference – NMVTIS LEAT training (30 attendees)
	Miami-Dade Vehicle Crimes for Patrol Officers Course – NMVTIS LEAT training (24 attendees)
June 2022	National Odometer and Title Fraud Enforcement Association (NOTFEA) Annual Conference – NMVTIS LEAT training (50 attendees)
August 2022	International Association of Auto Theft Investigators (IAATI) Annual Conference – NMVTIS LEAT training (90 attendees)
November 2022	Miami-Dade Police Department, Auto Theft Symposium – NMVTIS LEAT training (36 Attendees)
December 2022	Miami-Dade Vehicle Crimes for Patrol Officers Course – NMVTIS LEAT training (28 Attendees)

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

EXHIBIT 5: NMVTIS MILESTONES ARCHIVE

Note: Milestone activity beginning in 2010 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)

- ● 2009: Data in NMVTIS is available to consumers

- ● 2009: BJA law enforcement access started

- ● 2009: JSI required to report specific information to NMVTIS on a monthly basis

- ● 2009: JSI data is available to consumers

- ● 2009: State Web Interface is available to states

- ● 2009: NMVTIS Final Rule published

- ● 2010: States required to report specific information to NMVTIS and perform title verifications using NMVTIS

- ● 2010: NMVTIS Advisory Board inaugural meeting

- ● 2010: AAMVA's Direct Reporting Service is available to JSI entities

- ● 2010: FY2009 Annual Report published

EXHIBIT 6: APPENDIX ARCHIVE

Note: Legislation, Press, Reports (Financial), and Resources referenced in the 2022 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
- **E&E News – Used Car Exports Threaten Climate Goals** (May 2021)
- **Autoevolution – Tropical Storm Fred Means a Strained Used Car Market Will Be Awash in Damaged Vehicles** (August 2021)
- **Autoevolution – How to Legally Get Possession of Abandoned Vehicles in Alabama and Alaska** (September 2021)
- **Autoevolution – In Less Than Two Months You Can Title an Abandoned Car in Arizona or Arkansas** (September 2021)
- **Office of Georgia Attorney General – Carr Warns of Flood-Damaged Vehicles Being Sold in the Wake of Hurricane Ida** (September 2021)
- **JC Post – Geary County Treasurer Provides Information to the Breakfast Optimists** (September 2021)
- **WTMJ4.com – As Many As 3,800 Flooded Vehicles are in Use Right Now in Wisconsin, According to Carfax** (September 2021)
- **Autoevolution – Tropical Storm Fred Means a Strained Used Car Market Will Be Awash in Damaged Vehicles** (August 2021)
- **E&E News – Used Car Exports Threaten Climate Goals** (May 2021)
- **Sun Independent – BBB Warning: Vehicle Title Scams** (August 2020)
- **Deseret News – Don't Fall for This New Scam When Selling Your Car** (January 2020)
- **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)
- **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. Press Release – Auto Data Direct 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 2021 are listed on the* **DOJ NMVTIS website**.

- **IJIS Institute Technology Assistance Report** (2006)
- **LMI Cost-Benefit Analysis Report** (2001)
- **NMVTIS Pilot Evaluation Report** (2000)

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
IAATI – International Association of Auto Theft Investigators
IACP – International Association of Chiefs of Police
IJIS – Integrated Justice Information Systems
ISO – ISO ClaimSearch Solutions
JSI – Junk, Salvage, and Insurance
LE – Law Enforcement
LEAT – Law Enforcement Access Tool
LEEP – Law Enforcement Enterprise Portal
LESC – Law Enforcement Subcommittee
NAB – NMVTIS Advisory Board
NADA – National Automobile Dealers Association
NAEC – North American Export Committee
NCIC – National Crime Information Center
NHTSA – National Highway Traffic Safety Administration
NIADA – National Independent Automobile Dealers Association
NICB – National Insurance Crime Bureau
NMVTIS – National Motor Vehicle Title Information System
NSA – National Sheriffs' Association
NSVRP – National Salvage Vehicle Reporting Program
OJP – Office of Justice Programs
RISS – Regional Information Sharing System
RCMP – Royal Canadian Mounted Police
SPS – State Program Subcommittee
SWI – State Web Interface
U.S.C. – United States Code
VIN – Vehicle Identification Number

Glossary

AAMVAnet™

AAMVA's telecommunication network that enables government agencies and private sector businesses to share information and data securely.

Approved NMVTIS Data Providers

Approved NMVTIS Data Providers are companies that agree to provide vehicle history reports that contain NMVTIS information 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 **AAMVA** and **DOJ** NMVTIS websites.

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)

Department of Motor Vehicles (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 "junkyard" and "salvage yard" is not exhaustive. If an entity satisfies the definition of a junkyard or salvage yard (i.e., an individual or entity engaged in the business of acquiring or owning junk automobiles or salvage automobiles for resale in their entirety or as spare parts; or rebuilding, restoration, or crushing) and the entity handles five or more junk automobiles or salvage automobiles per year, then the entity has a NMVTIS reporting obligation.

JSI entities are only required to report on automobiles deemed junk or salvage but may also report on other types of vehicles included in NMVTIS 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 FY2022, 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.

RESTful Solution

NMVTIS RESTful State Web Services application simplifies real-time system-to-system communication between states, NMVTIS, and NMVTIS stakeholders. The NMVTIS RESTful solution allows states to modernize their titling systems and does not require a specific application language or operating system to integrate with NMVTIS.

State Participation

"Participating" refers to states that provide data and inquire into NMVTIS before issuing new titles. Fifty states Participated during FY2022. "In Development" refers to states working with AAMVA toward implementation. One state was In Development and had not yet loaded data into the system in FY2022, 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 1/State Benefits** section.)

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
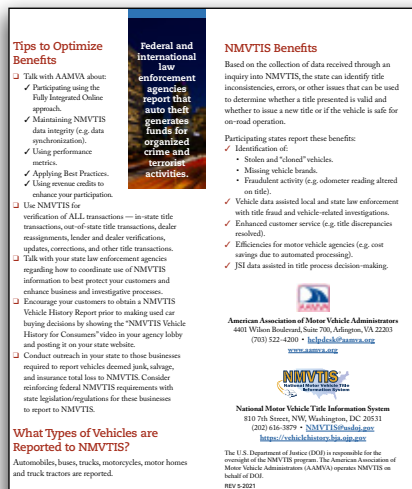
NMVTIS: Working for States

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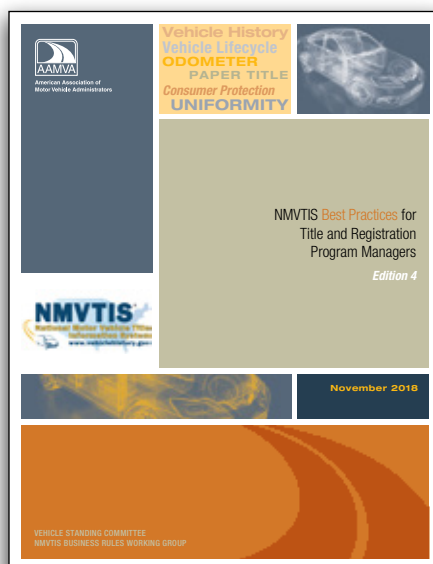
NMVTIS Best Practices for Title and Registration Program Managers - Edition 4

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

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
Watch the Videos

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 application 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