



American Association of Motor Vehicle Administrators

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### New Issue of MOVE Magazine Now Available



The Spring 2016 issue of AAMVA's MOVE Magazine is now available! This issue features articles on:

#### Data Defense

How DMVs are striving for stronger protection of digital data

#### Stately Success

A flexible, state-driven development process proves successful for the state-to-state program

Check your mailbox for the hard copy of the new issue of MOVE Magazine, and visit [movemag.org](http://movemag.org) for the digital version featuring content you can only see

online!

### 2016 Region II Conference Next Week!

The [2016 Annual Region II Conference](#) will take place next week in Louisville, Kentucky, June 12-15. The conference provides a terrific opportunity for attendees to discuss issues confronted each day by motor vehicle and law enforcement agencies. There's still time to register to join us in Louisville! Visit the [Region II Conference Website](#) to learn more.

### Presentations from CDL Coordinators/IT Managers Workshop Now Online

The presentations from the [2016 AAMVA/FMCSA CDL Coordinators/IT Managers Workshop](#) are [now available on AAMVA's Web site](#) (requires login). This year's workshop took place in Chicago, Illinois, April 26-28. Visit the presentations page to view and download the presentations.

### Arkansas Becomes the 6th State to Use State-to-State Verification Service (S2S)

AAMVA congratulates Arkansas on successfully implementing the [State-to-State Verification Service \(S2S\)](#) during the weekend of June 4, 2016 and on becoming the 6<sup>th</sup> participant using the new service. Arkansas will now be able to use SPEXS to perform its CDLIS and S2S functions. Arkansas can now track pointer

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## OUR EVENTS

### JUNE

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[Register online today!](#)

### JULY

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### AUGUST

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## OUR WEBINARS

### JUNE

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information related to its Base Driver Licenses, Permit for Base Driver Licenses, and Identification Cards. This supports, among other features, limiting a person to only one driver's license. All migration activities have been completed as per schedule. CDLIS and S2S services are fully operational now. Other jurisdictions will begin using S2S in the upcoming months, and AAMVA looks forward to supporting them during their onboarding process. Through S2S, it is now possible to identify persons that hold credentials in different states at the same time. This includes the case where a CDL driver holds a CDL in one state and a non-CDL credential, e.g. a base driver's license, in another state. S2S states typically resolve such situations by either deleting the non-CDLIS pointer, or by performing a CSOR on the CDLIS pointer. Such actions may be accompanied by telephone and/or email contact between the two states involved. Importantly, whenever a new S2S state goes live, CDLIS-only states may for some time afterwards observe a higher than usual number of CSOR transactions emanating from the S2S state. AAMVA will shortly be hosting new webinars to elaborate on this topic.

### S2S Training is Now Available to ALL States

State-to-State training is now available to all states. Previously this training was available only for participating jurisdictions. The State-to-State (S2S) Verification Service is a means for states to electronically check with all other participating states to determine if the applicant currently holds a driver license or identification card in another state. State participation in S2S is voluntary. To enroll in S2S training, please visit <http://www.aamva.org/systems-training/>

### New Version of PDPS Master Specification Published

As a result of the joint efforts of AAMVA and NHTSA, and the invaluable assistance of the NDR Working Group, we have published a new version of the PDPS Master Specification to the AAMVA website (<http://www.aamva.org/PDPS/>).

This new release (r2.0.4.1) of the document, includes changes approved by the NDR Working Group and NHTSA to correct the credential issue and expiration dates business rules and a few minor typographical errors. As with the previous version, the corrected document describes the functionality of the system as it is today; therefore, no changes or adjustments on the part of the PDPS participants is expected. We are developing a webinar to walk through the new specifications format. Announcement of the webinar will be posted soon.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or [helpdesk@aamva.org](mailto:helpdesk@aamva.org).

## JURISDICTION NEWS

### Pennsylvania Takes Steps to Lead On Autonomous Vehicle Development, Testing with Newly Established Task Force, Legislation

Citing the future anticipated benefits to travel safety, the environment and mobility, PennDOT Secretary Leslie S. Richards joined elected, industry and other transportation officials to mark the state's continued and progressive steps as a national leader in the safe, innovative development of autonomous and connected vehicle technologies. Richards spoke at an event in Pittsburgh before the first meeting of a newly established Autonomous Vehicles Testing Policy Task Force that will collaboratively develop guidance that PennDOT will use when drafting autonomous vehicle policy. PennDOT is chairing the task force, which is comprised of state, federal and private-industry officials such as the Federal Highway Administration, AAA, Carnegie Mellon University (CMU) and Uber Technologies. [Get more information here.](#)

7, 22 | [BASIC Title VI Program Information](#)

2:00 - 3:00 pm ET

## SYSTEMS TRAINING

### JUNE

20 | [SPEXS Overview](#)

22 | [SPEXS AMIE Transactions](#)

23 | [SPEXS NIEM Transactions](#)

24 | [SPEXS Batch Transactions](#)

27 | [SPEXS Bulk Load Process](#)

29 | [SPEXS WebUI & Reports](#)

30 | [SPEXS State Procedures Manual](#)

## OUR SURVEYS

Please respond to these surveys from New Jersey, Quebec, California, Connecticut, and Virginia.

[Agency Customer Reduction](#) (Ends 06/29/2016) Responses received from DC, FL, LA.

[Knowledge Test Delivery](#) (Ends 06/24/2016) Responses received from AR, DC, FL, IL, KS, LA, MO, NE, NY, OH, VA, VT, WA, WI.

[System Reengineering or Replacement](#) (Ends 06/22/2016) Responses received from AL, AR, GA, LA, ME, MN, NH, OH, OK, OR, SC, UT, VA, VT, WY.

[Driver Abstract](#) (Ends 06/14/2016) Responses received from AR, DC, GA, IA, IL, LA, MD, MI, MN, MS, NE, NH, C, TX, VA, VT, WV.

[Visual Field Policies or Codes](#) (Ends 06/15/2016) Responses received from AR, CA, DC, FL, IL, KS, LA, ME, MI, MN, MO, MS, ND, NE, NY, PA, SC, TX, VT, WA.

## FEDERAL NEWS

### DOT Requests Comment on National Multimodal Freight Network

The U.S. Department of Transportation (DOT) has released [a notice and request for comment](#) on their obligation under the Fixing America's Surface Transportation (FAST) Act to establish a National Multimodal Freight Network (NMFN) to assist states in strategically directing resources toward improved system performance for the efficient movement of freight on the NMFN; inform freight transportation planning; assist in the prioritization of Federal investment; and assess and support federal investment to achieve the national multimodal freight policy goals and the national highway freight program goals described by federal law. The Under Secretary of DOT has been directed to establish an interim NMFN within 180 days of the FAST Act's enactment. This notice establishes an interim NMFN per the statutory requirements and solicits public comment to help inform the final NMFN that will be designated by December 4, 2017 per statutory requirement. Comments are due on or before September 6, 2016, jurisdictions submitting comments are requested to copy [governmentaffairs@amva.org](mailto:governmentaffairs@amva.org).

### NHTSA Submits Information Request for Driver-Vehicle Crash Warning Systems for Commercial Vehicles

The National Highway Traffic Safety Administration (NHTSA) has released [a request](#) for approval of an information request for 60 Class A commercial driver's license holders in Virginia, West Virginia, North Carolina and Tennessee to complete an eligibility questionnaire on crash warning systems for commercial motor vehicles. These crash warning systems have been available for more than 20 years and can include features such as forward collision and lane departure warnings and use a variety of sensor technologies (such as radar) to determine the crash risk of a collision. Crash warning systems are designed to warn the driver to take action to avoid or mitigate a potential crash. These systems have a number of differences in how collision warnings are visually presented and the manner in which the alerts sound. NHTSA feels that certain warning interfaces are more effective than others during crash-imminent situations, and NHTSA seeks to examine the impact of crash warning systems as they pertain to commercial motor vehicle safety and hopes this information request will allow them to evaluate the systems and assess the effectiveness of these driver-vehicle interfaces for heavy trucks and motorcoaches.

### USDOT FastLane Blog: Protecting Pedestrians with Connected Vehicle Technology

*From Transportation Secretary Anthony Foxx*

When it comes to vehicle safety, we often envision protecting the lives of occupants traveling inside a vehicle. But while roadway fatalities have successfully declined in recent years, the number of pedestrian and bicyclist fatalities have increased. In 2014, there were [4,884 pedestrians](#) killed and an estimated 65,000 injured in traffic crashes in the United States. On average, a pedestrian was killed every 2 hours and injured every 8 minutes in traffic crashes.

As such, I declared pedestrian and bicyclist safety a top priority for the USDOT and the deployment of [connected vehicle technology](#) has the potential to yield significant safety benefits for all pedestrians including cyclists, people in wheelchairs, children in strollers and passengers getting on and off of buses. [Read more at the USDOT's FastLane Blog.](#)

### **School Bus Endorsement Holders**

(Ends 06/15/2016) Responses received from AL, AR, CA, DC, FL, ID, IL, IN, KS, LA, MD, ME, MI, MN, MO, NE, NH, SC, TX, UT, VA, VT, WA, WV.

**CDL Third Party Testing** (Ends 06/10/2016) Responses received from AB, AR, AZ, CA, CT, DE, FL, IA, ID, IL, IN, KS, KY, LA, MA, ME, MI, MN, MO, ND, NE, NH, NJ, NM, NY, OH, RI, SC, SD, TX, UT, VA, VT, WA, WI.

These jurisdictions appreciate your assistance with their research. If you need a Web password or have any questions about using the survey tool, please send an e-mail to [webportalsupport@aamva.org](mailto:webportalsupport@aamva.org) or call Janice Dluzynski at 703-908-5842. All online surveys can be found on the AAMVA Web site [here](#).

## **PARTNER NEWS**

### **TRB: Automated Vehicles Symposium 2016 - Register Now**

TRB is co-sponsoring the Workshop on the Future of Road Vehicle Automation on July 19-21, 2016, in San Francisco, California. This event will focus on challenges and opportunities related to the increasing automation of motor vehicles as well as the environments in which they operate. The workshop will build on previous workshops providing updates on the state-of-the-art in road vehicle automation research. The workshop will feature two poster sessions. [Registration is open](#). Visit [www.automatedvehiclessymposium.org](http://www.automatedvehiclessymposium.org) for more information.

### **Texas A&M Study: Revolutionizing Our Roadways: Consumer Acceptance and Travel Behavior Impacts of Automated Vehicles**

The Texas A&M Transportation Institute has released a report that highlights opinions about how the general population would respond self-driving cars, including people who may change their travel behavior and impacts of automated vehicles on traffic congestion. [Read more here](#).

### **AAA: Driving Under the Influence of Alcohol and Marijuana: Beliefs and Behaviors, United States, 2013-2015**

The AAA Foundation for Traffic Safety has released a report that estimates of the prevalence of self-reported use and driving under the influence of alcohol and marijuana, and related perceptions and beliefs among drivers 18 and older in the United States. [Read more here](#).

