



American Association of Motor Vehicle Administrators

TWIR THE WEEK IN REVIEW

aamva.org

movemag.org

October 6, 2014

IN THIS ISSUE

TWIRcast



LET'S GET SOCIAL



OUR SPONSORS



E-Odometer Task Force Meeting



The E-Odometer Task Force met at Penn's Landing in Philadelphia Pennsylvania for a two day meeting to continue to develop their report on electronic odometer disclosures. The Task Force met with a heavy agenda and made a lot of progress on the report to take into account the stakeholder feedback, new information gained and comments heard from the conferences this summer. The Task Force anticipates making additional edits to the report and submitting it to the vehicle and law enforcement standing committee for additional input in early October before the final production is completed later this fall. For more on AAMVA's vehicle programs, [visit here](#).

Using CDLIS Reports to be Green by September 2015: Register for the Webinar Today

According to MAP-21, states are required to be green by September 2015. AAMVA invites its members to attend a webinar "Using CDLIS Reports to be Green by September 2015". The webinar aims to provide current recipients of CDLIS reports with an overview of reports and training resources that are currently available. The Webinar is **only available to AAMVA members** and is scheduled to take place on Thursday, October 9th at 2:00 EDT. [Register now](#) for this webinar and learn how CDLIS reporting can help your jurisdiction become green.



CONTACT US



4401 Wilson Blvd., Suite 700
Arlington, Virginia 22203
703-522-4200

Members-Only Webinar: NMVTIS State Web Interface (SWI) Training

Register now for the webinar, NMVTIS State Web Interface (SWI) Training, October 15th from 2:00-3:00 PM (EDT). Learn the quick and easy benefits of the NMVTIS State Web Interface (SWI) Training. The SWI application allows state users to perform instant title verification against NMVTIS, using a web browser and an internet connection. The SWI application also has a Help Desk feature that allows state users to make data corrections to their Title and Brand data submitted in error. The system also features a hierarchical role base security model that allow state administrators to manage the addition and removal of users in their DMV community. This webinar is for **AAMVA jurisdiction and federal government members only**. [Click here](#) to login and register for the webinar.

Courtesy Verification Program (CVP) Expansion

AAMVA is pleased to announce the expansion of its Courtesy Verification Program (CVP) with the addition of a new laboratory partner that will now be offering a base set of tests aimed at assisting in assessing card durability and predictive service life. Exponent, Inc. (NASDAQ - EXPO) will now be providing a valuable service, which is free to the issuing authorities, that has long been needed to assist them with better understanding what potential performance issues their cards may encounter. Core tests will include: visual examination; cross-hatch tape; static stress; surface abrasion; UV exposure; and, corner impact tests. Similar to the existing CVP testing a report will be generated that will then be sent to the issuing authority outlining the performance results and possible recommendations. For more information on the CVP contact Geoff Slagle, Director of Identity Management, gslagle@aamva.org – (703) 342-7459. About Exponent - <http://www.exponent.com/>

MOVE Web Exclusive: Pat Crahan



Visit Movemag.org to read a new web exclusive article on the career of Chair's Award of Excellence winner, Pat Crahan of U-Haul, a fixture in the AAMVA Community. Read about his accomplishments, career, and his future plans - which include plenty of time with his wife Velva. Visit Movemag.org for more!

Share Information With Other Jurisdictions

Please respond to these surveys from Virginia, Connecticut, Arizona, Oregon, Utah, Illinois, and California. The jurisdictions that have already responded are listed after each survey.

- [Queue Management Solution](#) (Ends 10/28/2014)
- [Training Employees on New Commercial Test System](#) (Ends 10/17/2014)
- [3-Wheeled Motorcycle Endorsement](#) (Ends 10/23/2014) Responses received from BC, MO, NJ, VT, WA.
- [Disabled Persons Permanent Placard](#) (Ends 10/17/2014) Responses received from FL, NJ, UT, VA, VT, WA.
- [Ride-Share Programs](#) (Ends 10/31/2014) Response received from NJ.
- [Streamlining Fees](#) (Ends 10/21/2014) Responses received from AZ, BC, FL, ID, LA, SC, VA, VT, WA.
- [CDL Medical Waiver](#) (Ends 10/24/2014) Responses received from AZ, BC, HI, IL, IN, KY, LA, MN, NY, VA, WA.
- [Implied Consent and Chemical Testing](#) (Ends 10/16/2014) Responses received from AK, BC, CA, CT, LA, MN, NE, OR, UT, VA, WA.
- [Contaminated Documents](#) (Ends 10/10/2014) Responses received from CT, FL, ID, KY, LA, MN, MO, NE, NJ, UT, VT, WA.

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 or call Janice Dluzynski at 703-908-5842. All online surveys can be found on the AAMVA Web site at <http://www.aamva.org/Survey/User/SurveyDefault.aspx>.

CA RUC Legislation

California Signs Road Usage Charge Pilot Program Legislation – California Governor Jerry Brown signed CA Senate Bill 1077 on September 29th. This legislation requires the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee to study alternatives to the gas tax and make recommendations to the Secretary of Transportation on the design of a road usage charge pilot program. The Advisory Committee is also tasked with identifying and evaluating issues related to the potential implementation of a road usage charge program in California by January 1, 2017. The pilot program is established to:

- Analyze alternative means of collecting road usage data, including at least one alternative that does not rely on electronic vehicle location data
- Collect a minimum amount of personal information including location tracking information necessary to implement the program
- Ensure that process for collecting, managing, storing, transmitting and destroying data are in place to protect the integrity of the data and safeguard the privacy of drivers.

Full [bill text](#) and information are available through the California legislature's web site. Oregon concluded a similar road usage charge pilot in July of 2013, with documentation on the pilot available [here](#).

GHSA: "Big Three" Highway Safety Challenges Top State Safety Chief's Agenda

[Kendell Poole, Director of the Tennessee Governor's Highway Safety Office](#), was re-elected for a third term as chairman of the Governors Highway Safety Association (GHSA), at the association's [Annual Meeting](#), held earlier this month in Grand Rapids, Michigan. GHSA is the national nonprofit organization that represents the state and territorial state highway safety offices across the country. Under Poole's leadership, GHSA will continue to focus on assisting state implementation of highway safety programs authorized under [MAP-21 \(Moving Ahead for Progress in the 21st Century\)](#), the federal highway bill which provides needed resources to states to keep America's roads safe, and work with Congress to advocate for a long-term reauthorization of this critical legislation. In addition, GHSA will continue to provide national leadership on key highway safety issues, including drunk and drug-impaired driving, occupant protection, distracted driving and pedestrian safety. Chairman Poole noted GHSA remains committed to addressing the "Big 3" highway safety issues: [impaired driving](#), [occupant protection](#) and [speeding](#). For more information, visit [ghsa.org](#)

Notice of Regulatory Guidance on FMCSA Hearing Standard

The Federal Motor Carrier Safety Administration (FMCSA) has posted the following notice of regulatory guidance: Applicability of Language Requirement to Drivers Who Do Not Meet the Hearing Standard. FMCSA provides regulatory guidance concerning the applicability of the driver qualification requirement that interstate drivers must be able to read and speak the English language sufficiently to converse with the general public and respond to official inquiries to drivers who do not meet the Agency's hearing standard. The guidance explains that the English-language rule should not be construed to prohibit operation of a commercial motor vehicle (CMV) by hearing impaired drivers who can read and write in the English language but do not speak, for whatever reason. While the Federal Motor Carrier Safety Regulations (FMCSRs) prohibit individuals who do not meet the hearing standard from operating CMVs in interstate commerce, FMCSA has granted exemptions to a number of hearing-impaired individuals. Some hearing impaired drivers have advised the National Association of the Deaf that they have been told by State licensing agency officials that they do not meet the English language requirement essentially because they do not speak. This guidance is intended to address the perceived conflict between the exemptions and the manner in which FMCSA regulations are being applied to hearing impaired drivers. This guidance is effective October 1, 2014. For more information, visit the [Federal Register](#).