Motor Carrier Working Group Update
Objectives:

- Develop a report, including an analysis to determine gaps in motor carrier services support that AAMVA should consider fulfilling and that warrant the AAMVA community’s focus that are not already within the scope of other motor-carrier government and non-profit organizations.

- Identify potential opportunities for AAMVA to expand its services and support to members who work on motor carrier related issues.
Timeline - 2016

• Board established in January

• Held numerous conference calls February - December

• Working Group met in-person - April and October

• Telephone interviews conducted with stakeholders June - September

• Jurisdictional survey conducted July - August

• Completed report to the Board - December
Working Group Members

Robert Rowland, Chair
Massachusetts Registry of Motor Vehicles

Wayne Davis
Virginia Department of Motor Vehicles

William Harbeson
Texas Department of Motor Vehicles

Peter Hurst
Ontario Ministry of Transportation

Christopher Kiyoshi
Idaho Transportation Department

Dawn Lietz
Nevada Department of Motor Vehicles

Inspector Patrick Morris
Michigan State Police

Duane Williams
Montana Department of Transportation

Robert Ide, Board Advisor
Vermont Department of Motor Vehicles

Support:

Cathie Curtis, AAMVA

Brett Robinson, Highway Safety Services, LLC
(Consultant)
Provided great input and support for the Working Group’s effort:

Tim Adams, CEO, IRP  
Allison Rougeau, Executive Director, CCMTA  
Lonette Turner, CEO, IFTA  
Collin Mooney, Executive Director, CVSA
Gap analysis finding:

- 8 areas of interest
- 12 potential opportunities for AAMVA

Based on Gap Analysis, the Working Group developed 14 multi-point recommendations.
1. Establish a communication mechanism between jurisdictions to assist them with educational and outreach activities within their jurisdiction.

2. Offer relevant networking opportunities and forums at AAMVA related workshops and meetings on Motor Carrier emerging issues.

3. Conduct Motor Carrier Sessions and roundtables at AAMVA Conferences, Workshops, conference calls and web meetings.

4. Generate dialog with the other key stakeholders on Motor Carrier Services initiatives and projects to identify opportunities to collaborate.
5. Establish a framework for communication with the jurisdictions on motor carrier activities.

a. Establish AAMVA as a resource to jurisdictions on motor carrier issues and solutions.

b. Provide networking opportunities for jurisdictions with the motor carrier community.

c. Pursue the development of a detailed jurisdictional motor carrier contact list within AAMVA that provides a description of how government-provided motor carrier services are organized within each jurisdiction.

d. Educate jurisdictions on new technologies that assist in motor carrier services (e.g., Electronic Logging Devices (ELD’s), roadside screening and electronic credentialing).

e. Provide AAMVA motor carrier services articles to truck and bus trade publications.

f. Provide a forum for discussion on proposed rulemakings in advance of deadline submissions.

*g. Develop a motor carrier fraud training module within the AAMVA Fraud Detection and Remediation (FDR) training program on motor carrier documents (e.g., chameleon carriers).
6. Promote and participate in the development of real-time roadside wireless electronic verification systems (e.g., a Motor Carrier Electronic Data Verification System).

7. Establish and maintain an AAMVA Motor Carrier Library that contains, but is not limited to resources, research reports, surveys, best practices etc.

8. Determine whether other national organizations have initiated efforts related to TNCs and establish a new working group to research, evaluate and develop a report on the impacts of commercial TNCs with regards to safety and regulatory oversight.
9. Provide outreach to U.S. federal government to ensure it connects with border jurisdictions before launching new programs.

10. Provide education to AAMVA members on the status of ongoing issues surrounding long-haul cross border issues with Mexican carriers.

11. Interact with other stakeholder group to identify the impact on law enforcement and DMVs related to automation in commercial vehicles.
12. Establish AAMVA as a recognized voice in discussions on motor carrier initiatives.

13. Initiate discussion with FHWA and IRS on Heavy Vehicle Use Tax (HVUT) to support IRP’s efforts to achieve a more efficient and accountable collection method.

14. Continue to support the IFTA Electronic Credentialing Working Group and the IRP Electronic Credentialing Task Force
Other Recommendations

Recommendations out of scope for this report but are important to mention:

• The working group identified that the medical card data is not updated in the driver record uniformly. This should be referred to the CDL Working Group.

• The AAMVA Director of Law Enforcement should propose to Model Uniform Core Criteria (MUCC) to consider the inclusion of weight or truck size and number of axles on the uniform crash report for commercial vehicles.

• The National Motor Vehicle Title Information System (NMVTIS) Business Rules Working Group to explore the possibility of including commercial vehicles in NMVTIS.

• Encourage FMCSA to work with the AAMVA community if it develops new requirements for New Entrant Motor Carriers.
The report was presented to the AAMVA Board in January.

• Pleased to receive the full report from the Motor Carrier Working Group

• Impressed by the level of effort the WG members took and the extent of their stakeholder surveys

• Pleased that the WG included IRP, CCMTA, CVSA, IFTA and others in their discussions
Anne Ferro presented the Motor Carrier Working Group report to the AAMVA Board of Directors. Part of their feedback was to present that information to the working group stakeholders for review.

The information was presented to IRP, CVSA, CCMTA and IFTA. All stakeholders had the same reaction that their needs to be more collaboration on motor carrier issues and welcome AAMVA at the table.

While CCMTA does play a substantial role in a similar position with Canadian motor carriers, they do welcome support and assistance from AAMVA.
There are some recommendations that were mentioned where AAMVA could get started right away at a Tier 1 level such as incorporating more motor carrier issues being discussed and networking among stakeholders that would be beneficial.

Some additional recommendations that might be considered Tier 2 and Tier 3 might require some additional funding and resources that might be secured through the AAMVA Board of Directors that would allow members to attend stakeholder conferences and events to keep up to date with issues and concerns how to best meet the goals and needs of the stakeholders.

We believe that the AAMVA Board of Directors was pleased with the results of the working group and is reviewing and analyzing these recommendations to understand how AAMVA can be a key player to bring these issues and concerns to the table for resolution.
For More Information
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