

National Motor Vehicle Title Information System

2023 Annual Report

For Period: October 1, 2022 through September 30, 2023





This material is based upon work as per a Cooperative Agreement between the U.S. Department of Justice/Office of Justice Programs and the American Association of Motor Vehicle Administrators. Any opinions, findings, conclusions, or recommendations expressed in this publication are those of the authors and do not necessarily reflect the view of the U.S. Department of Justice.

INTERACTIVE TABLE OF CONTENTS

Preface	4
Message from the NMVTIS Operator	5
Executive Summary	7
Highlights During FY2023	9
Key NMVTIS Stakeholders	11
Section 1: OVERVIEW	14
Background	15
System Operator and Responsibilities	17
Funding	17
Governance	18
Section 2: PROGRAM AREAS	19
State Program	20
Benefits	32
Paying User Fees	32
Junk, Salvage, and Insurance (JSI) Reporting Program	35
States and JSI Reporting	40
Benefits	44
Compliance Efforts	44
Consumer Access Program	47
Other	48
Law Enforcement Access Program	49
Benefits	52
Section 3: OTHER AREAS	53
Outreach and Awareness of NMVTIS	54
Fraud Detection and Remediation	54
State Awareness Efforts	55
Stakeholder Collaboration	56
State Legislative Efforts	56
Section 4: FINANCIAL REPORTS	61
NMVTIS Revenue	63
NMVTIS Operating Expenses	64
Section 5: LOOKING AHEAD	65
Section 6: APPENDIX	68
Section 7: EXHIBITS	69
Section 8: ACRONYMS KEY	77
Section 9: GLOSSARY	78
Section 10: NMVTIS INFORMATIONAL MATERIALS	80

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 Fiscal Year (FY) 2023 Annual Report is the fifteenth publication, covering October 1, 2022, through September 30, 2023 (FY2023). FY2023 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 2024, this report details the performance of NMVTIS during FY2023. Future annual reports will also cover FY 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) website at [Home | VehicleHistory \(ojp.gov\)](#).

INTERACTIVITY OF THIS REPORT: When reading this report online, click on the [blue 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, Year-to-Year (Y2Y) comparisons 2022 and prior can be viewed in the [NMVTIS 2022 Annual Report](#).

MESSAGE FROM THE NMVTIS OPERATOR

On behalf of the Board of Directors of the American Association of Motor Vehicle Administrators (AAMVA), I am pleased to present the fifteenth 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 an effective system operator under a cooperative agreement with the U.S. Department of Justice, Bureau of Justice Assistance.

During FY2023, 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. The fifty states fully participating in NMVTIS (see [Glossary](#)) represent over 99% of the vehicles registered in the U.S. AAMVA improved its collaboration with states and technology vendors to enhance state system development and implementation protocols. To attain full state participation, AAMVA conducted a site visit with officials in Hawaii. Staff met with state and county officials to determine a plan for Hawaii to become fully participating in NMVTIS.

AAMVA hosted the second NMVTIS State Users Workshop. The workshop brought together representatives from state user groups, including vehicle/titling, law enforcement, and information technology. The workshop also met the objectives of strengthening states' utilization of NMVTIS, advancing program standards, and deepening relationships and networks. Workshop attendees expressed enthusiasm for continuing the opportunity to network and connect with their NMVTIS counterparts from other states.

AAMVA also hosted one informational webinar as part of its efforts to collaborate with stakeholders. The webinar provided 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, identify best practices, and strengthen collaboration.

The rewrite of the Junk, Salvage, and Insurance (JSI) Reporting Program Batch Application was completed in FY2023. The rewrite successfully introduced several enhancements, including data validations and implementation of two new dispositions identified through stakeholder outreach in FY2020.

The Consumer Access Program continued to perform steadily, despite a slight reduction in demand. Individual consumers' use of vehicle history reports that

Continued on next page.



“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.”

IAN GROSSMAN
President & CEO

include NMVTIS information was the highest since inception.

NMVTIS successfully maintained 99.99% system uptime, while conducting daily operational activities and releasing system enhancements, including rolling out the NMVTIS RESTful solution with one state, and beginning the rewrite of the State Web Interface (SWI) application.

The AAMVA Board of Directors convened an ad hoc committee to determine the advisability of establishing a formal governance approach for NMVTIS, given the complexity and variety of programs and stakeholders. Recommendations were presented and reviewed for future Board consideration as part of a broader Board discussion regarding AAMVA program governance.

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.

Ian Grossman, *President & CEO*

EXECUTIVE SUMMARY

This reporting period of October 1, 2022, through September 30, 2023 (FY2023) showed continued progress in all four NMVTIS program areas:

- State Program
- JSI Reporting Program (see [Glossary](#))
- Consumer Access Program
- Law Enforcement Access Program

FY2023 showed increased activity in the State Program, JSI Reporting Program and the Law Enforcement Access Program. The Consumer Access Program showed a small decrease in the number of billable transactions; however, the Consumer Access Program's revenue showed a small increase. 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 fifty states who represent nearly 100% of the vehicle population.

Achievements during FY2023 include:

- U.S. motor vehicle title data represented in the system continued at 99%.
- More than 267 million state transactions were conducted.
- States earned nearly \$2.6 million in revenue credits from the sale of vehicle history reports by Approved NMVTIS Data Providers.
- 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.
- JSI entities reported more than 17.7 million records.
- AAMVA implemented two new dispositions, Retained and Parts, in FY2023.
- An average of more than 4,300 JSI entities reported each month. Recyclers continue to lead the way in reporting junk, salvage and insurance total loss vehicles to NMVTIS.
- States and AAMVA continued efforts to inform consumers of the value of purchasing a vehicle history report before buying a used vehicle.
- Nineteen Approved NMVTIS Data Providers represent twenty-six approved websites



4 DATABASES CONTAIN:

- **Title** - 659M Records
- **Title History** - 1B Records
- **Brand** - 203M Records
- **Junk, Salvage & Insurance** - 239M Records

Over 2 Billion
Total Records as of 2023!

where NMVTIS data is available as part of a vehicle history report.

- Additional sworn and non-sworn investigators became users of the Law Enforcement Access Tool (LEAT).
- The LEAT includes users from the Royal Canadian Mounted Police.
- AAMVA held a NMVTIS Stakeholder Webinar, featuring updates from AAMVA and DOJ.
- AAMVA successfully maintained 99.99% system uptime while conducting daily operational activities and releasing system enhancements.
- New NMVTIS-related legislation became effective in two states.
- Five states introduced new NMVTIS-related legislation.

STATE PROGRAM

- Fifty states continue to Participate in NMVTIS, with one In Development (see [Glossary](#)).
- AAMVA continues to encourage states to upgrade their mode of participation with real time inquiries and updates.
- States were encouraged to complete data synchronization.
- AAMVA developed and rolled out *The NMVTIS Jurisdiction Program Implementation Plan*.
- A jurisdiction site visit to Hawaii was conducted.
- AAMVA hosted its second NMVTIS State Users Workshop.
- NMVTIS State Program Subcommittee (SPS), NMVTIS Operations Monthly Forum, and State Business Points of Contact convened to discuss ways to enhance NMVTIS functionality.

JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM

- AAMVA continued to provide states with JSI information to update state title records.
- States continued to introduce and adopt NMVTIS-related legislation.
- More than 239 million JSI records, representing more than 110 million unique VINs, were reported to date in NMVTIS.
- Implementation of two new dispositions – Retained and Parts – was completed.
- An average of 4,300 entities continued to report each month through FY2023.

CONSUMER ACCESS PROGRAM

- Nineteen Approved NMVTIS Data Providers (“Provider(s)”) operated for all or part of the year.
- Transactions decreased by 4%, since FY2022, moving from 19.7 to 19 million.
- Program gross revenue increased 4%.

LAW ENFORCEMENT ACCESS PROGRAM

- Nine hundred ninety-seven new LEAT users were added in FY2023.
- The number of LEAT users rose 11% from 8,940 in FY2022 to 9,937 in FY2023.
- Since inception in FY2009 and through FY2023, more than seven million LEAT inquiries were conducted, with 4.8 million in the last five years.
- LEAT users continued to recommend features to enhance the LEAT search tool and to expand functionality to further assist law enforcement investigations.
- 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.

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 DMV 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.

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 (ANDP). 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 (ANDP)

ANDP 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 ANDP 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 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 (JSI) 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 which 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

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 for 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 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

NMVTIS VEHICLES



SECTION 1: OVERVIEW *(Continued)*

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. These users have strongly encouraged states to continue to provide information on such vehicles to reduce the theft of such vehicles.

Therefore, while states are only 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. 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.

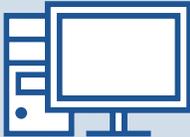
Since NMVTIS began in 1996, several validation studies have been conducted to identify its benefits and/or potential cost savings to stakeholders. NMVTIS has received support across a wide range of beneficiaries, including but not limited to the following:

Law Enforcement	Consumer Protection	Vehicle and Auto Industry	Independent Crime Prevention
International Association of Chiefs of Police (IACP)	State Attorney 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 support consumer access to the system and provide services to state motor vehicle title agencies; JSI entities; and law enforcement. 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 \$11,372,279; State User Fees Contributed \$5,977,749

During FY2023, 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 FY2023, the system earned \$9,595,189 in revenue, which was used to cover \$11,372,279 in expenses. Total expenses include system modernization costs of \$1,777,089, which are currently covered by AAMVA Board Designated Funds. AAMVA continues to explore and evaluate new revenue opportunities to support ongoing financial sustainability.

Governance

Advisory Board 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. The NAB fulfilled its mission and its legislative charter expired in September 2016.

“NMVTIS is a valuable tool that helps us issue the most accurate credentials while also helping us identify and reduce cases of fraud.”

AUDREY HALL

Division Chief, Vehicle and
Business Regulation, Connecticut
Department of Motor Vehicles



Integrity

Compliance

**Program
Areas**

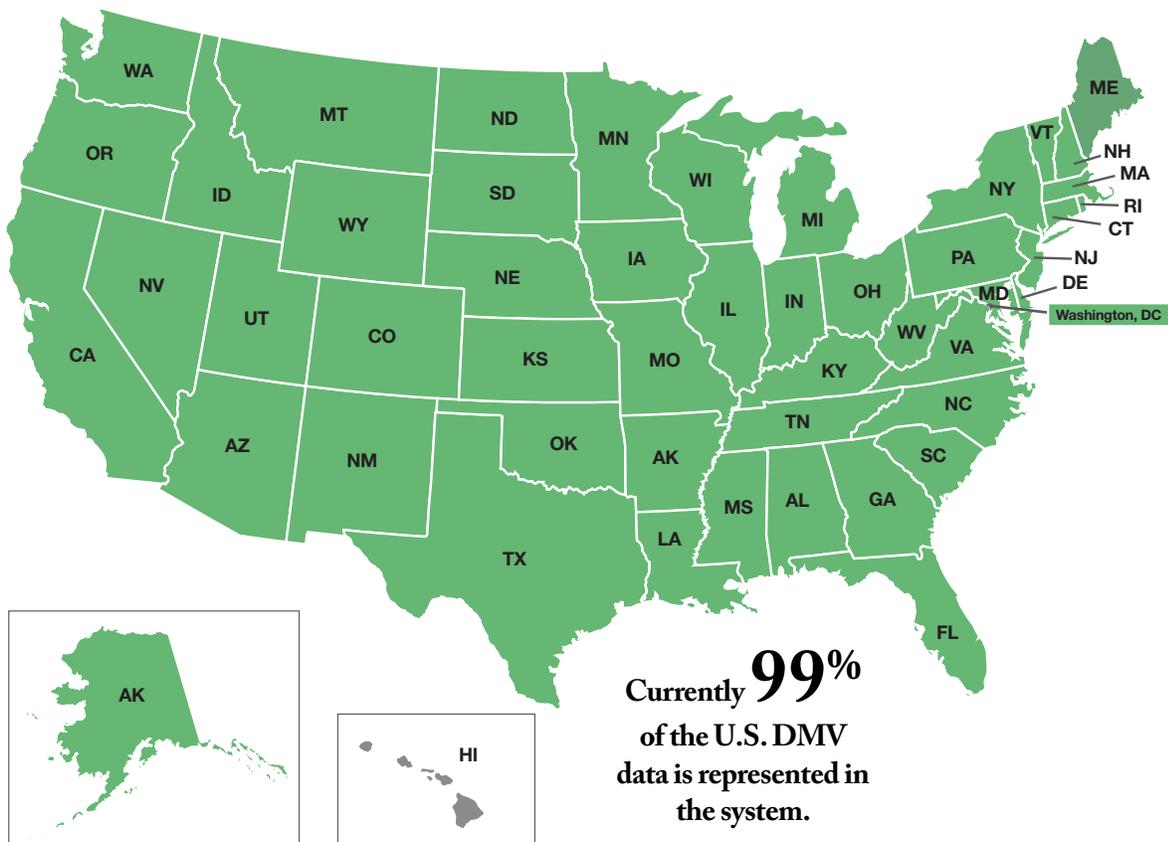
Critical Data

State Program

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 1](#).

AAMVA published its first NMVTIS Annual Report in FY2009 ([annual report.pdf \(ojp.gov\)](#)). It showed fourteen states Participating, fourteen states Providing Data Only, eleven states In Development, and twelve states Not Participating. During FY2023, fifty states were Participating, while one was In Development (Figure 1).

STATE MOTOR VEHICLE ADMINISTRATION OVERALL COMPLIANCE



- **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 1

SECTION 2: STATE PROGRAM (Continued)

The percentage of nationwide vehicle data represented in NMVTIS is based on figures provided by states to the Federal Highway Administration (FHWA). 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 2).

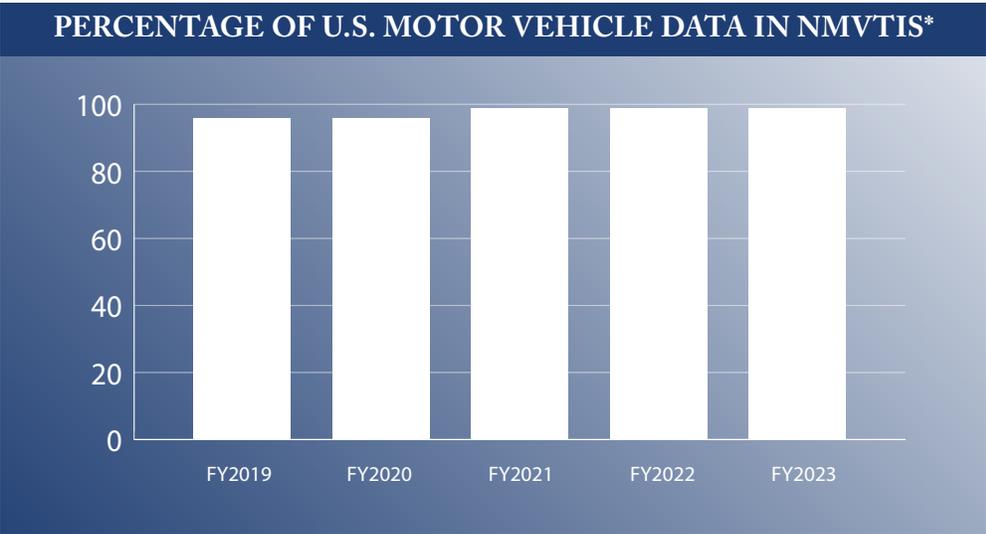


Figure 2
**Y2Y comparisons for fiscal years 2006 to 2018 can be viewed in prior Annual Reports.*

Over the past five years, current title records accumulated yearly increased nearly 15% (Figure 3), from 573 million in FY2019 to 659 million in FY2023. In FY2023, fifty states provided over twenty-one million current title records and more than seventy-one million title history records, yielding totals of more than 659 million current title records and more than one billion title history records in the system (Figure 4 and Figure 5). Brand records captured in NMVTIS also increased during FY2023, with nearly 24.1 million brand records added (Figure 6). The spikes in December, April and May are attributed to states updating their brand records, including records previously not captured in NMVTIS.

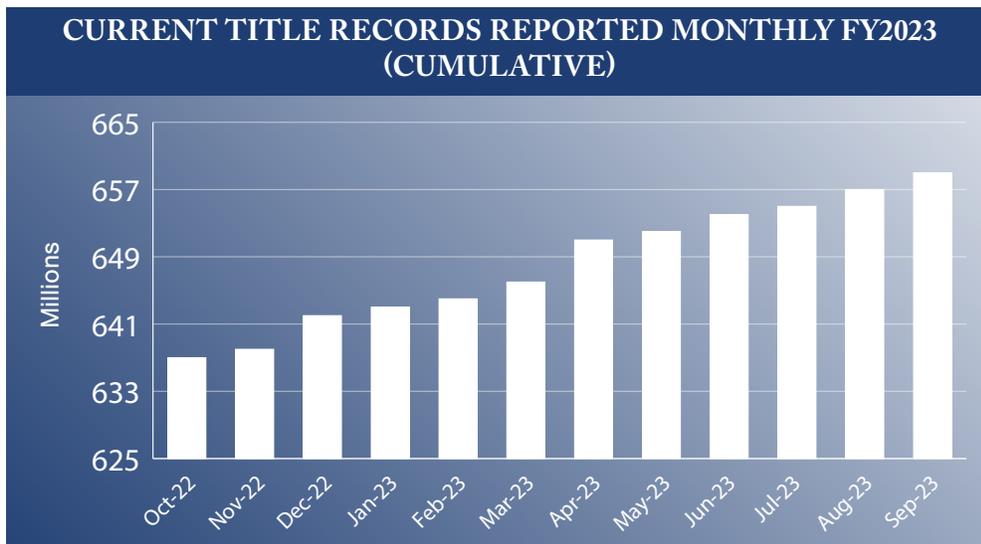


Figure 3

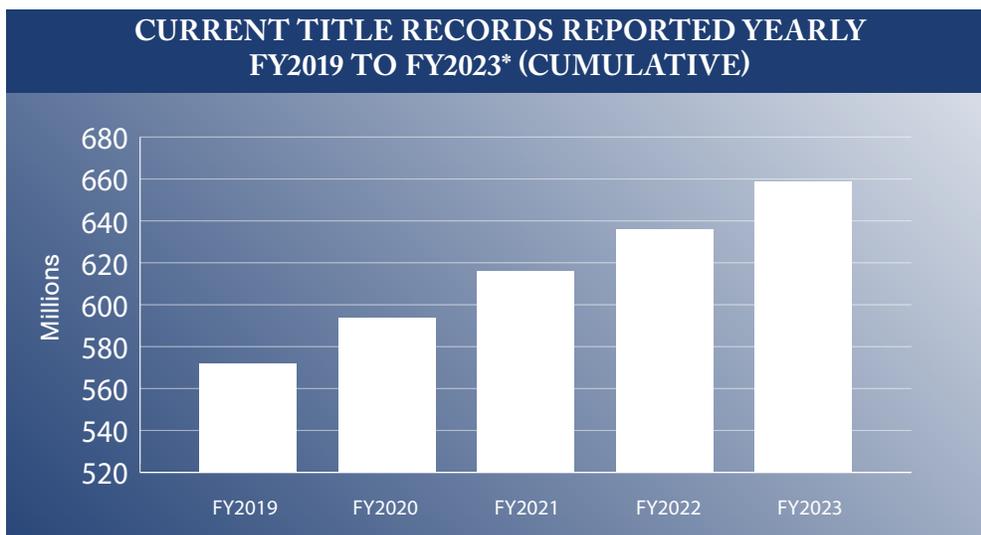


Figure 4

**Y2Y comparisons for fiscal years 2009 to 2018 can be viewed in prior Annual Reports.*

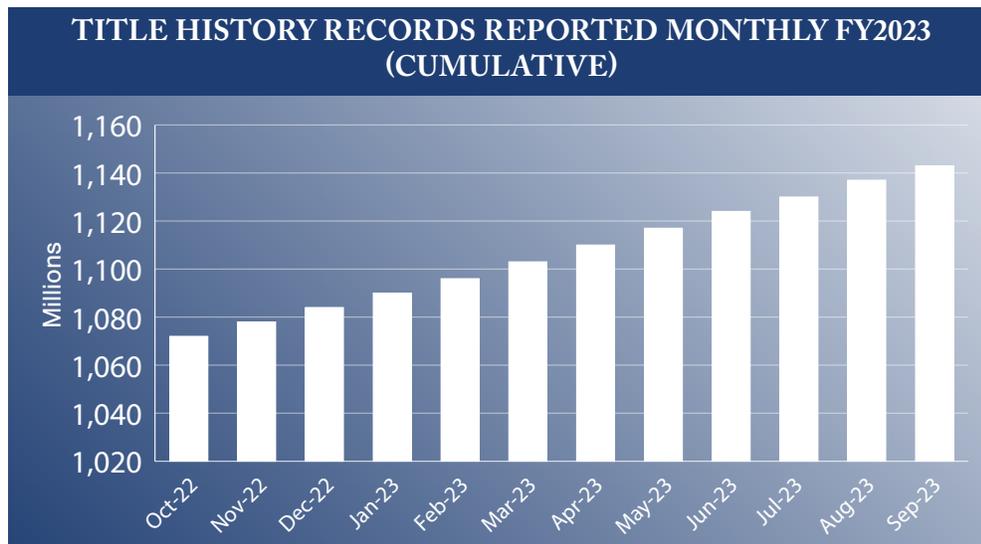


Figure 5

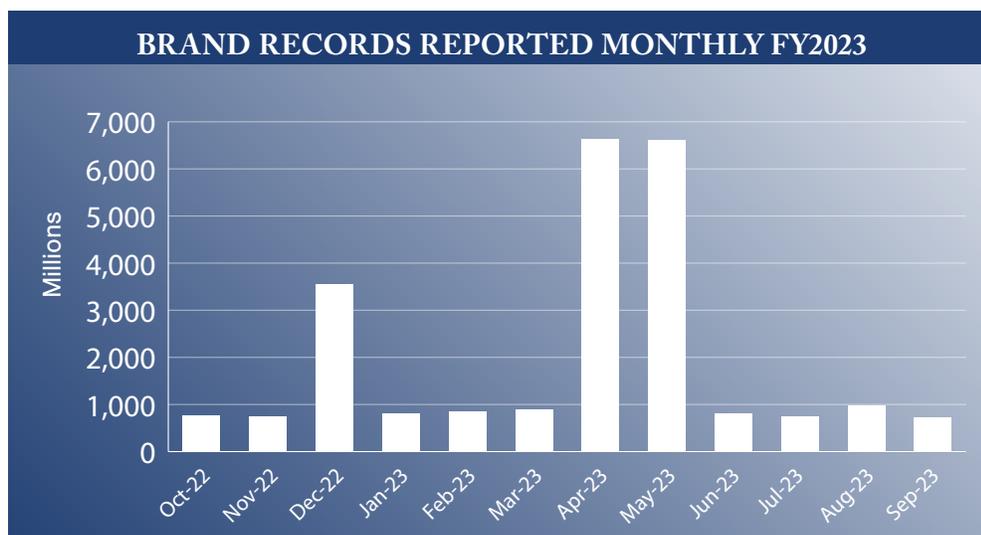


Figure 6

States consider their vehicle branding and status policies and regulations when developing their title systems to update 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 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, 2023; the top seven are shown below. Three of the top seven denote a safety

SECTION 2: STATE PROGRAM *(Continued)*

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 33% of brands as of the end of FY2023. The Others category includes the remaining brands (Figure 7).

Over the last five years reporting of brand types has risen from 146 million in FY2019 to more than 203 million ([Figure 8](#)), an increase of 39%.

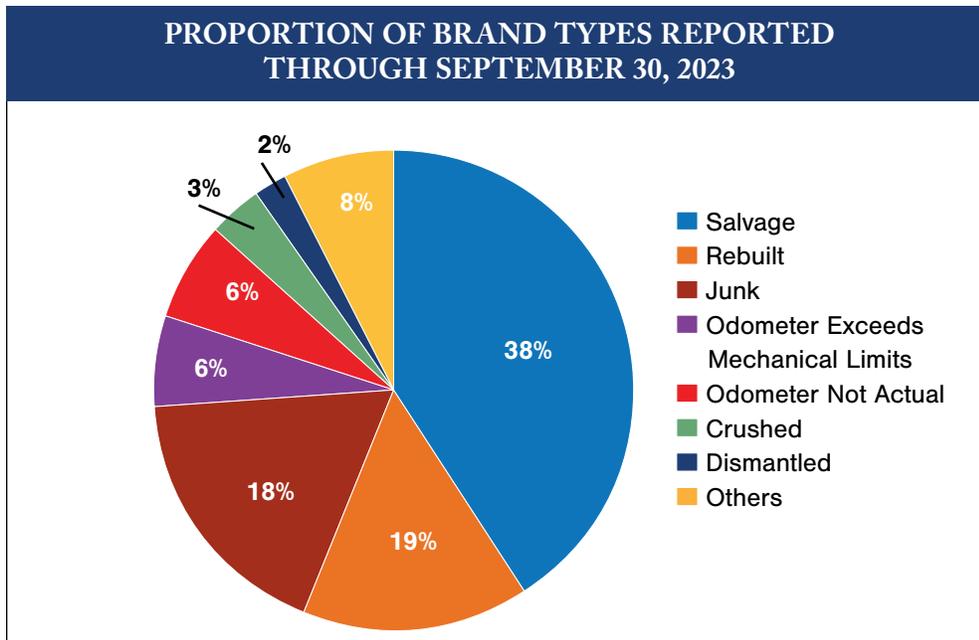


Figure 7

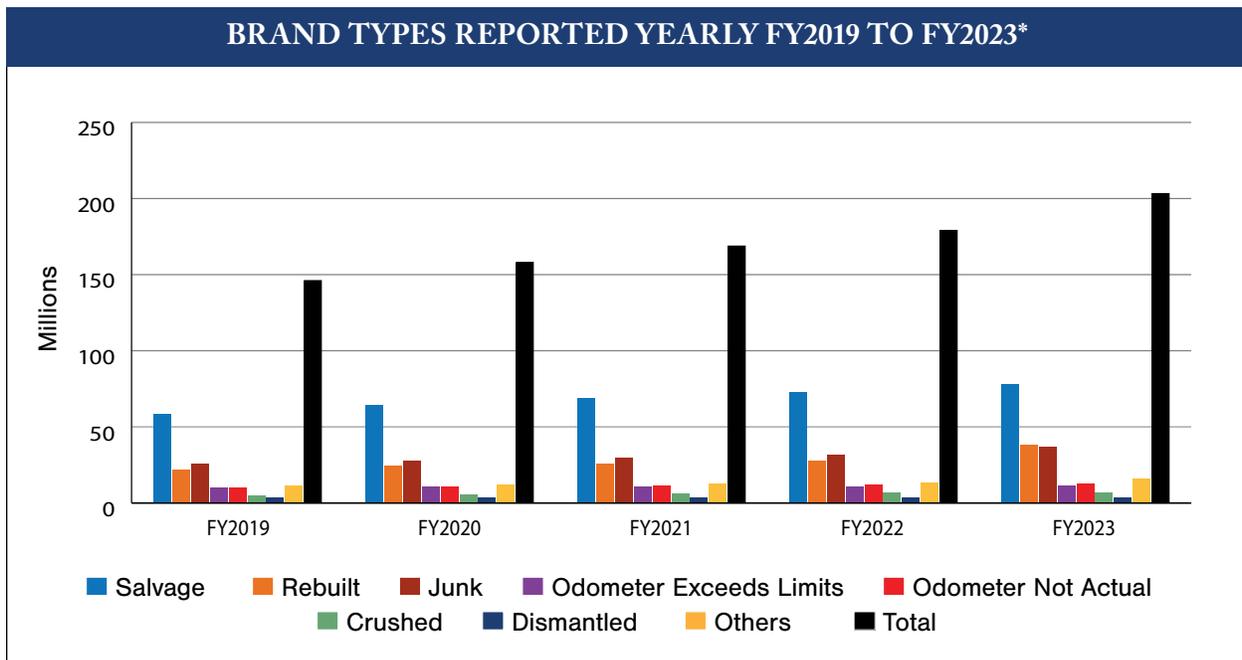


Figure 8

*Y2Y comparisons for fiscal years 2010 to 2018 can be viewed in prior Annual Reports.

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 9).

New Mexico was the first state to require not only that an auto recycler have a NMVTIS number, but they must provide proof of compliance when applying for and renewing their licenses annually.

From JSI interview with Sandy Blalock, Executive Director of the Automotive Recyclers Association, on pages 45-46.

SECTION 2: STATE PROGRAM (Continued)

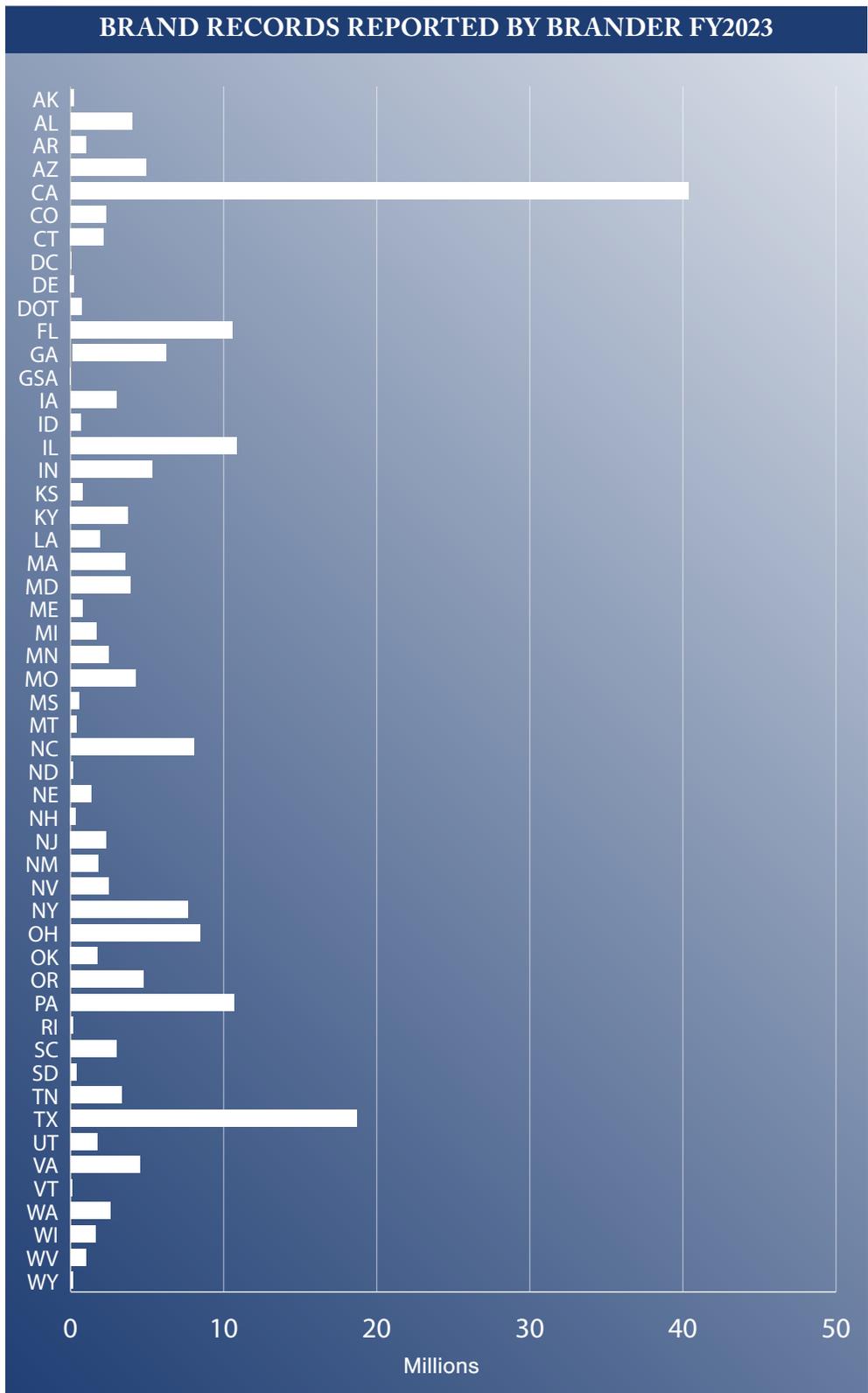


Figure 9

SECTION 2: STATE PROGRAM *(Continued)*

California continues to lead with the most brand records, followed by Texas, Illinois, and Pennsylvania. DOT branding reflects the more than 707,000 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 (716), 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 FY2023, more than 267 million state transactions (inquiries, title updates, and brand updates) were conducted (Figure 10), an increase of 2% from the 261 million transactions during FY2022.

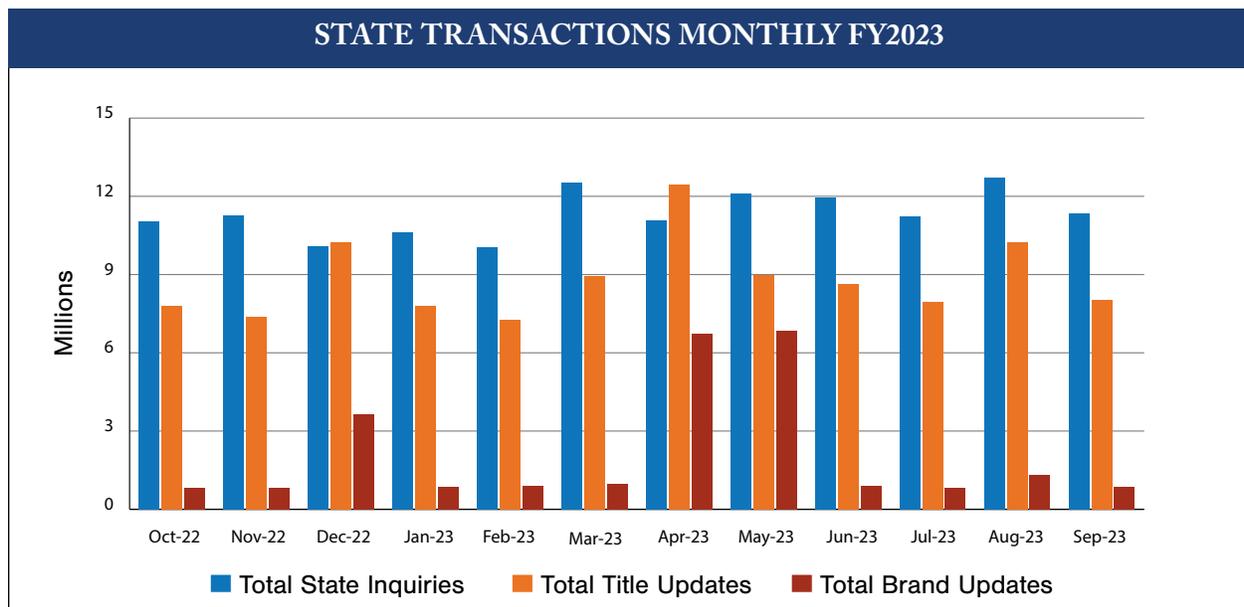


Figure 10

Over the past fourteen years, state-conducted transactions have increased more than 256%. In FY2019, transactions numbered approximately 229 million; FY2023 transactions exceeded 267 million ([Figure 11](#)).

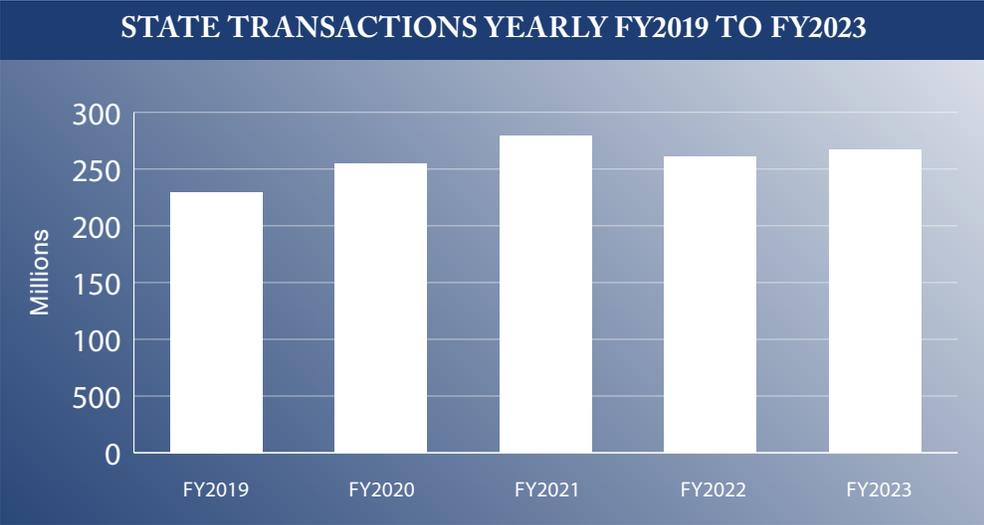


Figure 11
 *Y2Y comparisons for fiscal years 2009 to 2018 can be viewed in prior Annual Reports.

State Title System Modernizations/Rewrites

AAMVA continued to encourage states to upgrade their mode of participation using the latest technology, the RESTful web-based solution. Most states use AAMVA’s proprietary Unified Network Interface (UNI)/AAMVA Message Interchange Envelope (AMIE) to send messages to NMVTIS. UNI/AMIE was developed by AAMVA more than twenty-five years ago to improve interoperability between the different systems used in each state. Over time, the web has become the standard means to communicate using a RESTful Protocol, which AAMVA has developed for NMVTIS. Nine states continued to plan, analyze, test, and perform go-live functions for NMVTIS as part of title system rewrites.

The NMVTIS Jurisdiction Program Implementation Plan

During this period AAMVA published *The NMVTIS Jurisdiction Program Implementation Plan*. It establishes a standard process and approach for a state to follow when it modernizes its titling system to include NMVTIS online inquiries as part of the titling process. The information in this document outlines materials and support provided by the AAMVA Quality Assurance (QA) and Business Solutions teams regarding the state’s role in the implementation process.

A NMVTIS online implementation rewrite/modernization usually takes twelve to eighteen months from initiation to completion. Delays can extend the go-live date beyond the usual time frame. During implementation, AAMVA provides a large quantity of information and specifications to the state, and conducts testing with the state.

The implementation process occurs over an extended period. The primary discussion is often focused on the technical build of NMVTIS, planning, and expected outcomes. Information to prepare a state for optimal implementation and going live is readily available; however, it is not consolidated in one location and the volume of

SECTION 2: STATE PROGRAM *(Continued)*

information makes it difficult to retain and use. *The NMVTIS Jurisdiction Program Implementation Plan* provides a reference to all information provided and tasks required for implementation.

Effort for Hawaii's Full Participation in NMVTIS

With funding approved by the AAMVA Board and DOJ, staff conducted an August 2023 site visit with officials of the various governmental agencies in Hawaii. In attendance were representatives from the City of Honolulu, the County of Hawaii and Hilo County, who took part in exploring available approaches for Hawaii to participate in NMVTIS. The Hawaiian representatives provided detailed descriptions of vehicle registration and titling business processes within each of the counties. AAMVA representatives shared information on the status of NMVTIS and the value to be gained with Hawaii participation. Further work will continue into the next reporting period.

NMVTIS State Program Subcommittee (SPS)

Members of the NMVTIS State Program Subcommittee (SPS) 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.

Members of the NMVTIS SPS reviewed attendee feedback from the 2023 NMVTIS State Users Workshop. The feedback included the need to understand member needs and develop strategies to meet those needs. Members also provided input to AAMVA staff on prioritizing the tasks associated with meeting those member needs. SPS members worked closely with AAMVA IT staff to provide feedback to assist with various modernization projects. Several member jurisdictions began participating in the pilot of a phased implementation of the State Website Interface (SWI) rewrite.

Participation Management Concept (PMC)

During previous reporting periods, the SPS developed the 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 PMC includes three components: 1) an interactive map; 2) links to a detailed state profile; and 3) several system and process monitoring reports. In FY2023, all states that received training were actively using the PMC. Additionally, AAMVA conducted a PMC post-rollout survey. The results showed that users found both the map and profile helpful. Lastly, the survey found states actively used the PMC, map, and profile at least once a month.

NMVTIS Webinar Training and Information Sharing for Jurisdictions

State Web Interface (SWI) Training

AAMVA continued to deliver 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.

NMVTIS Suspense Resolution for Online States

AAMVA has offered a two-part webinar training program on NMVTIS Suspense Resolution for online states using the AMIE and web service-based versions. During FY2023, these webinar training programs were also transitioned to the Learning Management System (LMS) platform, with ninety-five 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 serve as a forum for NMVTIS updates and feedback, fostering ongoing operational collaboration among the states. In February and November of 2023, 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 in these conference calls.

“ Delaware uses the NMVTIS reports for all title scenarios including new vehicles. The reports allow the state to verify if they have the current and accurate title before transfer. The information reported protects the customer’s investment and future issues. The report contributes to identifying errors the Division may make during a transaction, such as incorrect mileage. When an error appears in the report made by the Division, it creates additional training for associates to prevent future mistakes.”

VALERIE CAREY

Chief of Vehicle Services, Delaware
Division of Motor Vehicles

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 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 FY2023, ten monthly conference calls were held.

NMVTIS State Users Workshop

Growth in the NMVTIS state program has led to an increase in transaction volume and complexity, with the potential for multiple states to be part of a transaction. AAMVA realized the limitation of conference calls with NMVTIS POCs and found benefit in bringing the NMVTIS POCs and other NMVTIS stakeholders together for an in-person meeting. In FY2020, AAMVA held its first NMVTIS State Users Workshop. The workshop's purpose was to bring together the vehicle titling personnel, law enforcement, and IT discipline staff involved in the daily operations of NMVTIS to share expectations, challenges, and successes regarding the NMVTIS program. Given the success of the first workshop, AAMVA's Board of Directors and DOJ approved funding for a second workshop in FY2023. The theme for that workshop was Looking Forward. In March 2023, AAMVA held the second NMVTIS State Users Workshop. There were 127 attendees from forty-eight states, representing the three disciplines of vehicle titling, law enforcement and information technology, along with AAMVA staff. Topics such as "Use of NMVTIS as a National Database," "Managing NMVTIS Reports and the Participation Management Concept (PMC)," "LEAT Training," and "Importance of Branding" were addressed using small group discussions. The feedback from the workshop attendees resulted in a list of member-driven solutions being referred to the SPS, LESC and AAMVA's IT Division for review and assessment.

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 FY2023, states reported additional benefits from participating in NMVTIS (details for each state can be found in [Exhibit 1](#)).



PAYING USER FEES

States Paid \$5.8 Million Toward the Cost of Operating the System in FY2023

For FY2023, states paid \$5.8 million user fees under the current NMVTIS fee model.

Updated Funding Model

During FY2022, the AAMVA Board of Directors and DOJ approved a new funding model for NMVTIS. The new funding model will become effective in FY2024. The key tenets of the new funding model are:

- 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).

Consumer Access User Fees:

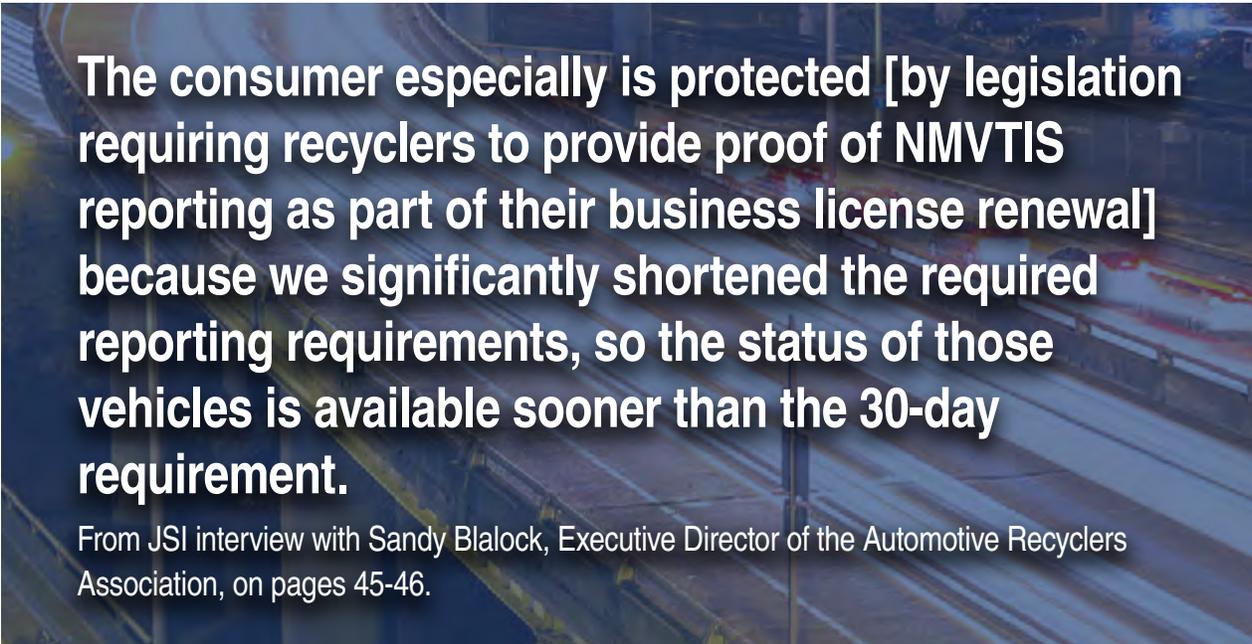
Fees will be used to fund future system modernization/continuous improvement.

Any surplus will be used to fund Jurisdiction Revenue Share 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.

Under NMVTIS Regulations, states must be notified of user fees at least twelve months in advance. As a result, notification of FY2025 user fees, calculated under the new funding model, was sent during FY2023.

“NMVTIS has been instrumental in allowing the Massachusetts RMV to ensure brands are being reported and carried forward properly. It has allowed us to identify vehicle titling trends. NMVTIS verification enabled us to have more accurate title data added to our motor vehicle system.”

JENNIFER RIDOLFI
NMVTIS Helpdesk Supervisor,
NMVTIS Helpdesk, Massachusetts
Registry of Motor Vehicles



The consumer especially is protected [by legislation requiring recyclers to provide proof of NMVTIS reporting as part of their business license renewal] because we significantly shortened the required reporting requirements, so the status of those vehicles is available sooner than the 30-day requirement.

From JSI interview with Sandy Blalock, Executive Director of the Automotive Recyclers Association, on pages 45-46.

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 ANDP. 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 FY2023, states paid \$5.8 million in user fees. At the same time, the fifty eligible states earned more than \$2.6 million in credits, a 1% increase from FY2022 (Figure 12).

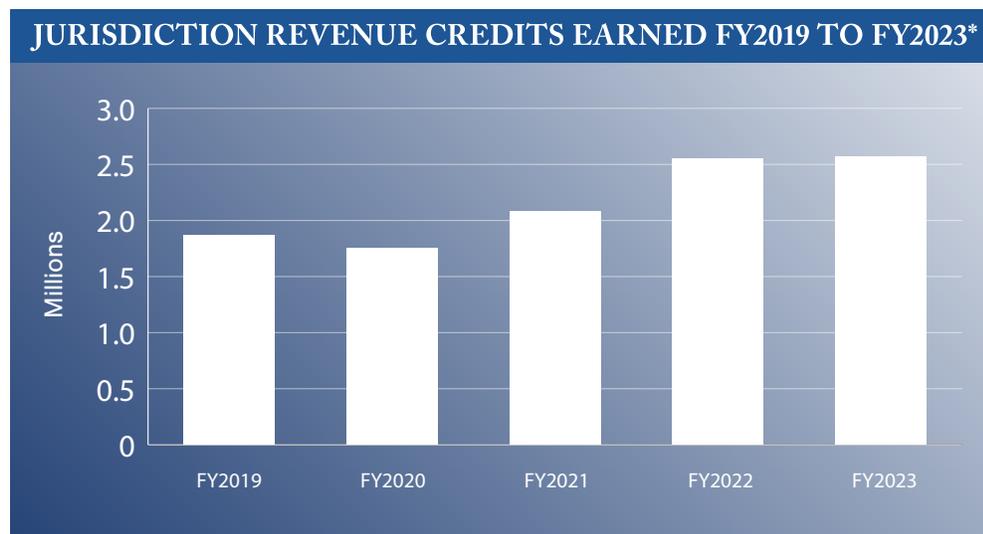


Figure 12

**Y2Y comparisons for fiscal years 2013 to 2018 can be viewed in prior Annual Reports.*

Junk, Salvage, and Insurance Reporting Program

Number of Records Reported Continued to Increase; 110 Million Unique VINs Reported Since Inception

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 FY2023, more than 17.7 million records were reported by JSI entities ([Figure 13](#)). This was a 6% reduction from the 18.9 million reported in FY2022. This figure was lower than expected, given an eventful year of flooding across the U.S., from torrential rains in Alabama to a bomb cyclone on the West Coast. In November of 2022, DOJ issued a reminder notice to entities regarding their reporting obligations under the NMVTIS regulations. This notice was posted on the NMVTIS website and circulated to reporting entities through the respective data reporting services.

“Through New York DMV using NMVTIS, several vehicles were identified requiring inspection. This allows us to ensure that vehicle titles are properly branded to make sure the customers know what they are purchasing.”

LARRY WYMAN
Chief Investigator, Division of Field Investigations, New York DMV



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

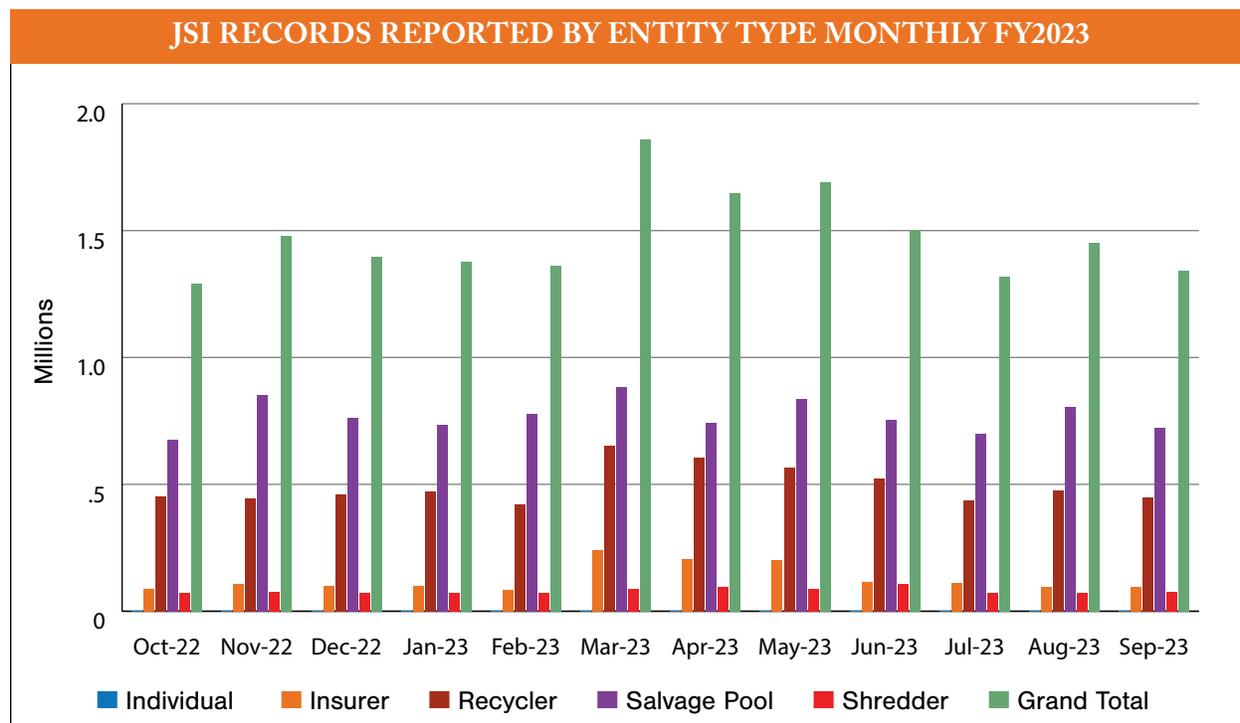


Figure 13

Since inception of the JSI Reporting Program through FY2023, more than 239 million JSI records, representing more than 110 million unique VINs, were reported (Figure 14). 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.

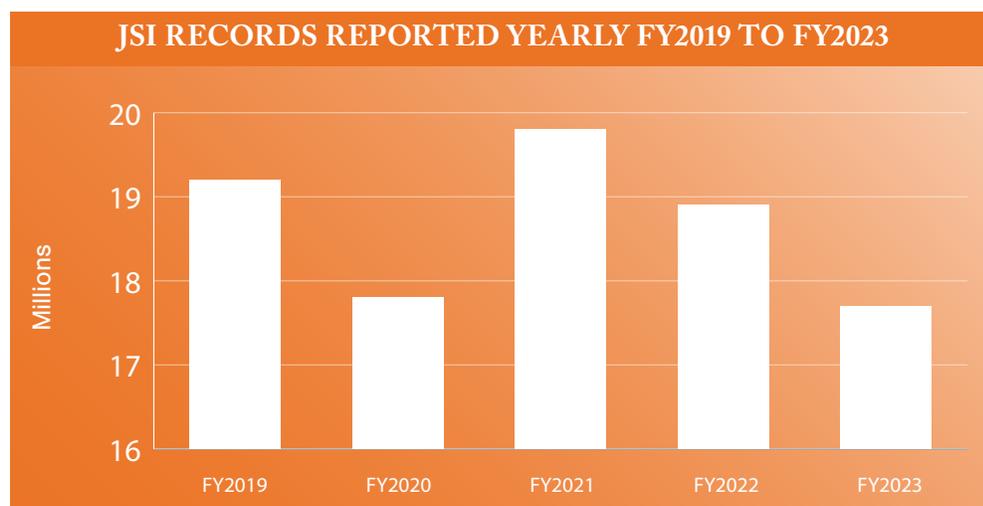


Figure 14

*Y2Y comparisons for fiscal years 2009 to 2018 can be viewed in prior Annual Reports.

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

The annual average number of JSI records reported to NMVTIS since FY2010 has increased to eighteen million. All but one of the reporting entity types saw a reduction in the number of reports. The insurers saw an increase from 1.1 million in FY2022 to 1.5 million in FY2023 (Figure 15).

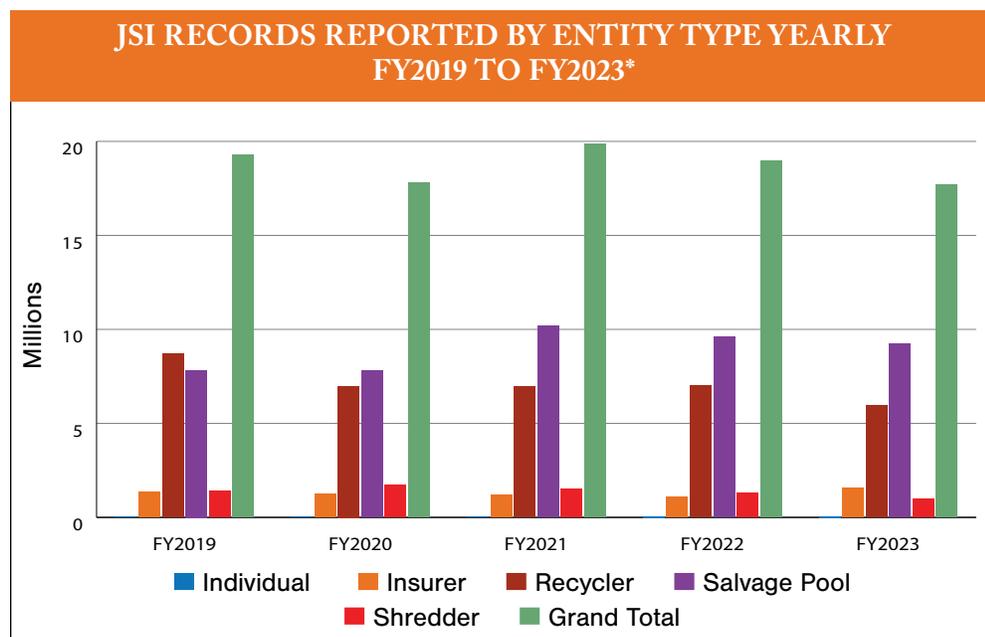


Figure 15

*Y2Y comparisons for fiscal years 2009 to 2018 can be viewed in prior Annual Reports.

For the vehicle disposition breakdown of the 17.7 million total records reported in FY2023, see Figure 16.

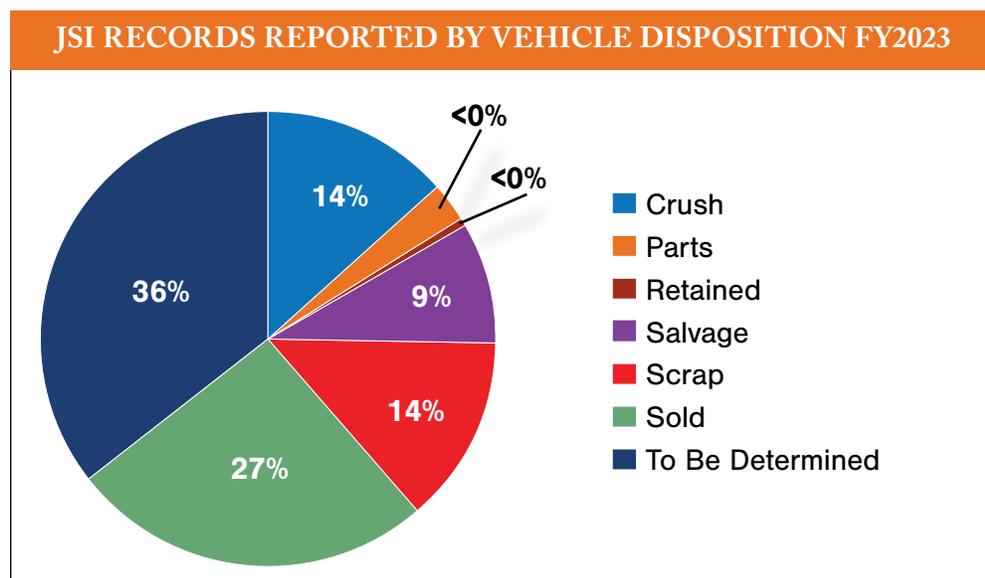


Figure 16

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

As a result of consultation with stakeholders, two new dispositions were identified for addition to the program requirements. The new dispositions of Retained and Parts were approved by DOJ to be added to the current dispositions of Scrap, Crush, Sold, and Salvage.

Implementation of the new dispositions was completed during FY2023. The system changes to all program areas – state, consumer access, law enforcement, and JSI – were completed as part of the implementation.

Of the vehicles reported during FY2023, 63% completed the reporting process with one of the final dispositions of Crush, Parts, Retained, Salvage, Scrap, or Sold reported to NMVTIS. This includes the two new dispositions of Parts and Retained, which were introduced in the summer of FY2023. The remaining 37% represent vehicles for which the reporting is incomplete, and the final disposition is Pending or in this case To Be Determined. Some reporting entities include the disposition status when a report is first 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.

Reviewing the historic trend (Figure 17), the number of records with Crush, Parts, Retained, Salvage, Scrap, and Sold dispositions decreased compared to FY2022. The two-step reporting practice contributed to the high rate of records with a To Be Determined disposition in FY2023 and prior reporting periods. Incomplete reporting is considered as not meeting the reporting requirements, resulting in possible enforcement action.

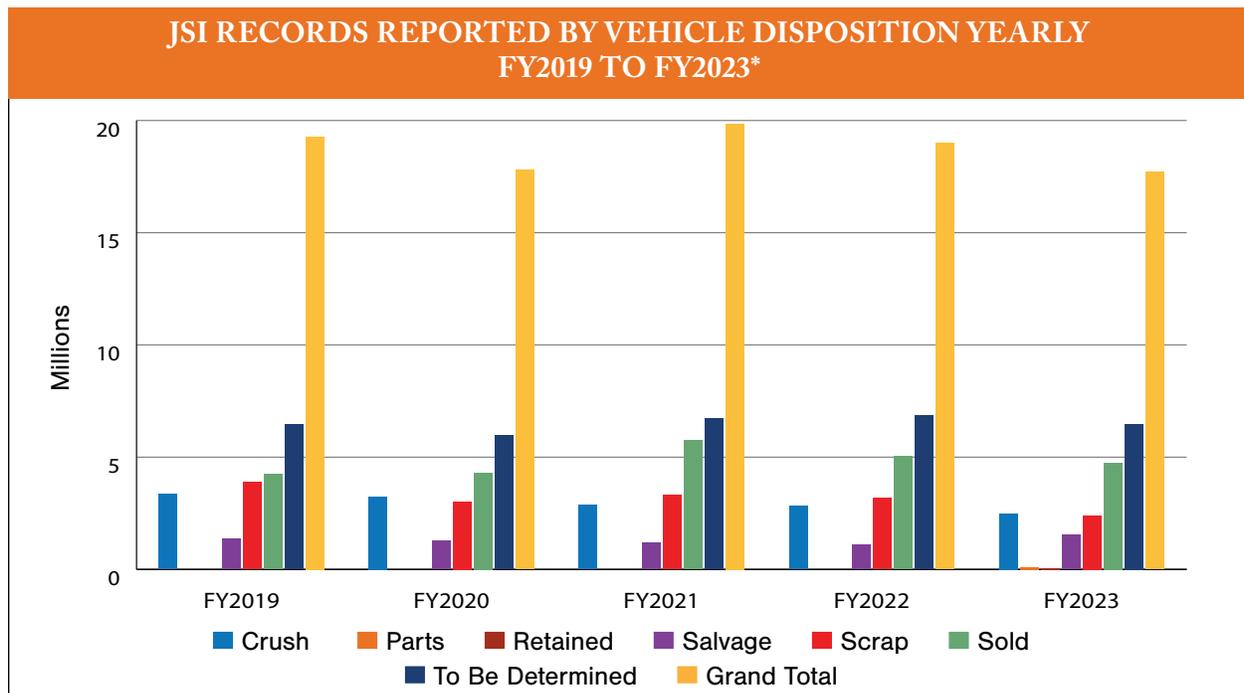


Figure 17

**Y2Y comparisons for fiscal years 2009 to 2018 can be viewed in previous Annual Reports.*

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

An average of just over 4,300 entities continued to report each month through FY2023 (Figure 18).

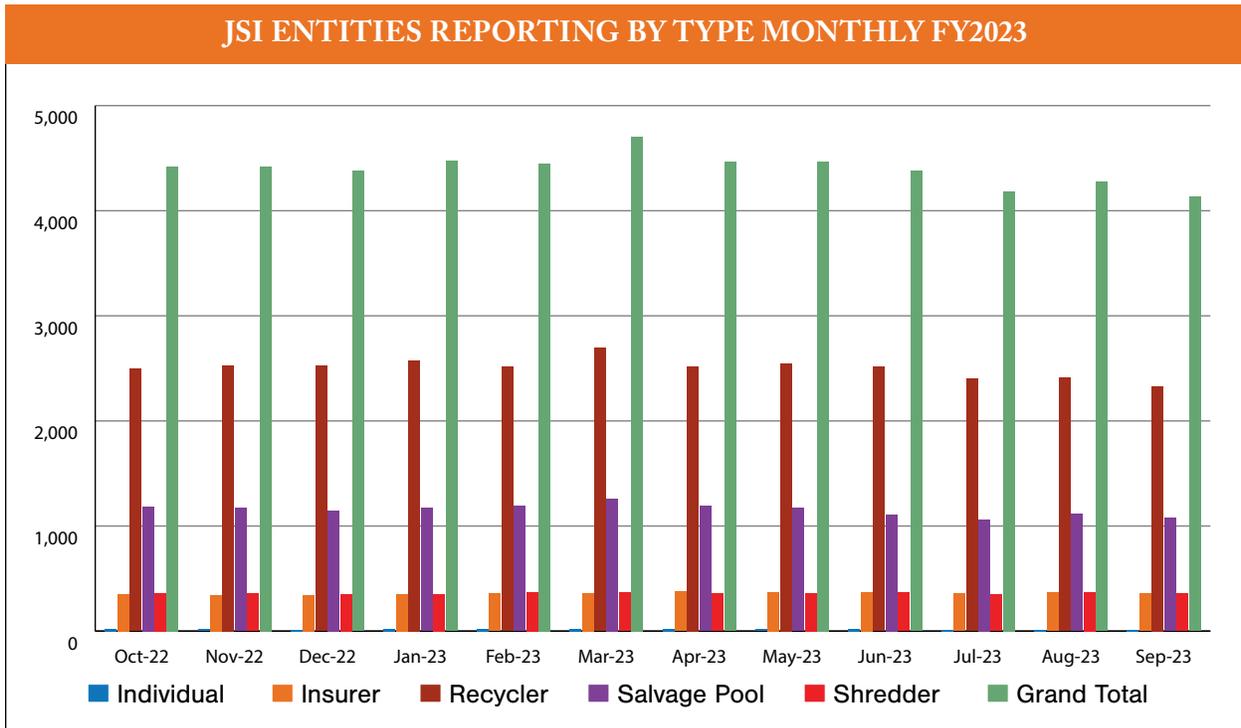
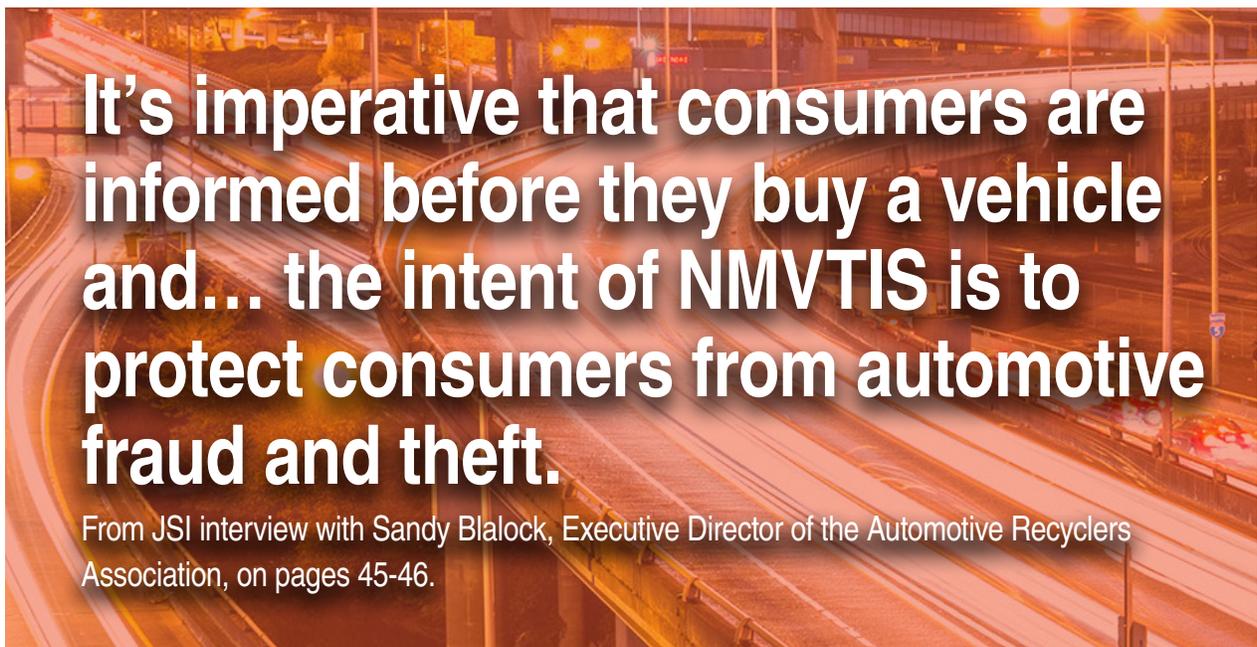


Figure 18



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

Of the JSI entities, recyclers continue to lead the way in reporting vehicles into NMVTIS year-over-year (Figure 19).

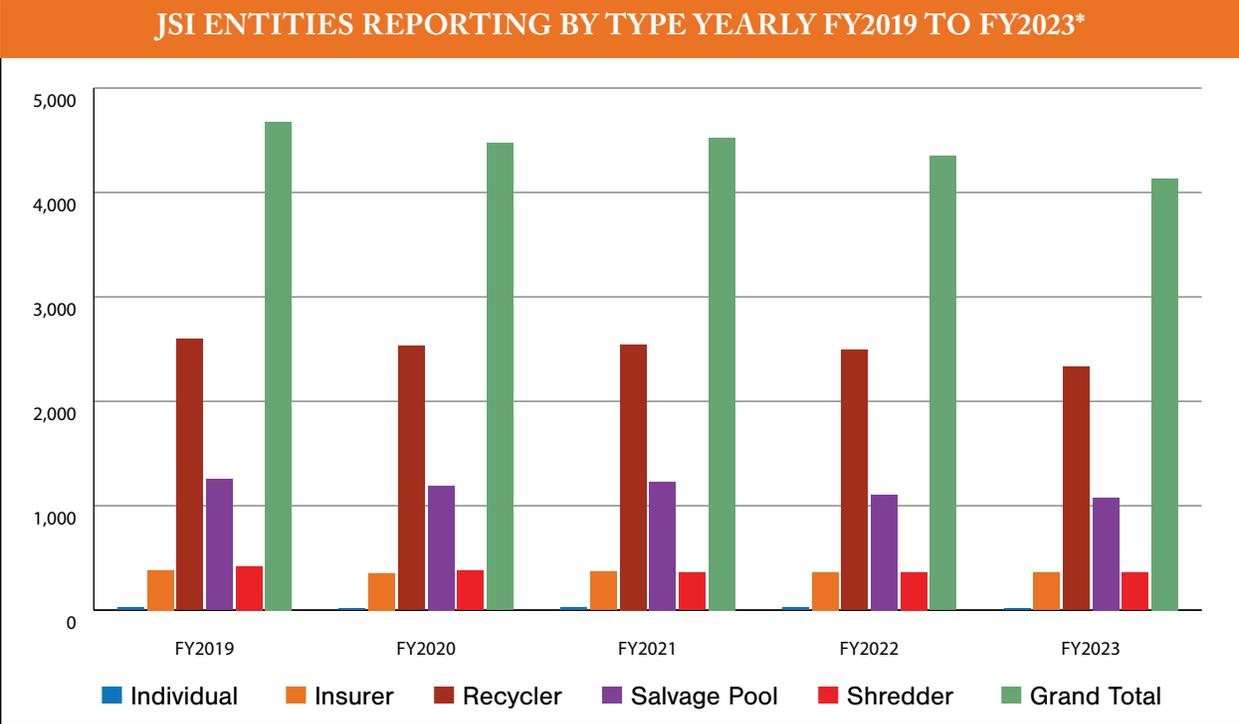


Figure 19
**Y2Y comparisons for fiscal years 2009 to 2018 can be viewed in prior Annual Reports.*

STATES AND JSI REPORTING

Georgia Department of Revenue

During FY2023, 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, have been variable since inception and continue to be so. FY2023 saw a 4% decrease in the number of businesses reporting, from 224 in FY2022 to 215 in FY2023. It is important to note that not all entities report each month; however, all 215 businesses reported at some point during FY2023. At the

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

same time, the 104,153 records submitted during this reporting period were slightly fewer than the 104,876 reported in FY2022. The general fluctuations seen between FY2019 and FY2023 may be tied to variability in metal prices and the demand for catalytic converters (Figure 20 and Figure 21). During FY2022, metal prices were high until the beginning of the summer, when fears of an economic slowdown resulted in changes in pricing.

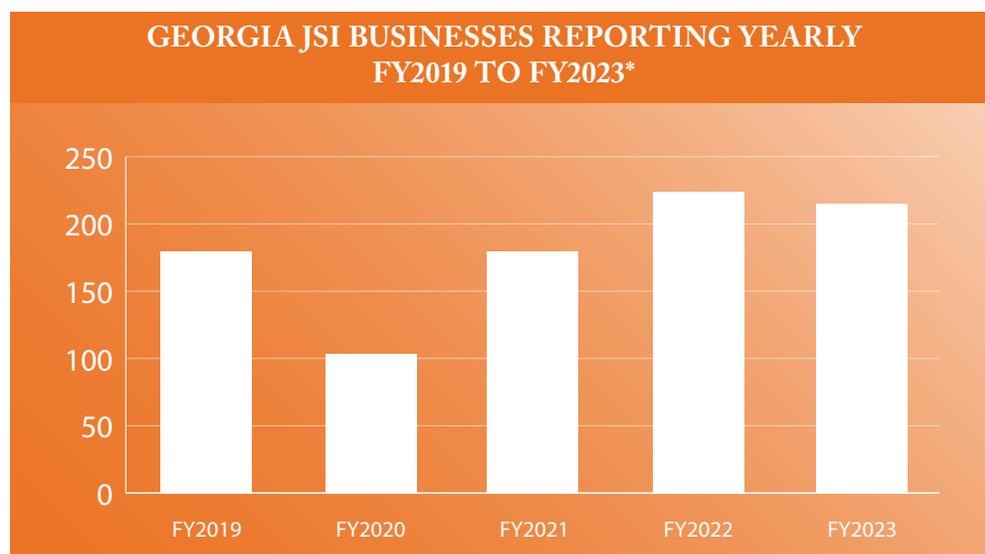


Figure 20

**Y2Y comparisons for fiscal years 2013 to 2018 can be viewed in prior Annual Reports.*

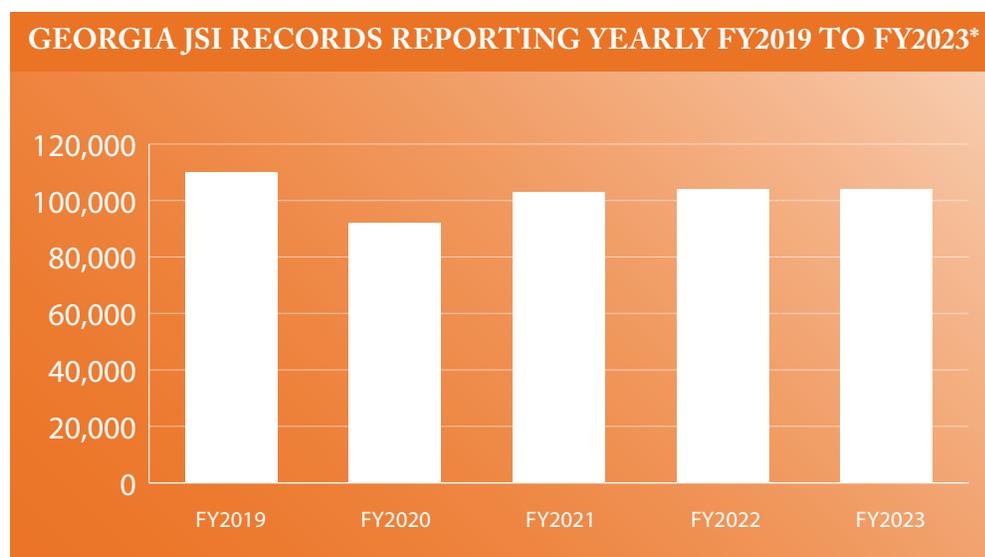


Figure 21

**Y2Y comparisons for fiscal years 2013 to 2018 can be viewed in prior Annual Reports.*

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

Tennessee Department of Revenue (DOR)

On 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 FY2023, 225 businesses reported, twelve fewer than FY2022. These entities submitted 106,557 records, 25% less than reported during FY2022 (Figure 22 and [Figure 23](#)).

As part of its contractual arrangement, ADD provides Tennessee 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. This reduction may be attributed to DOR's increased monitoring of the businesses and the awareness of the theft check.

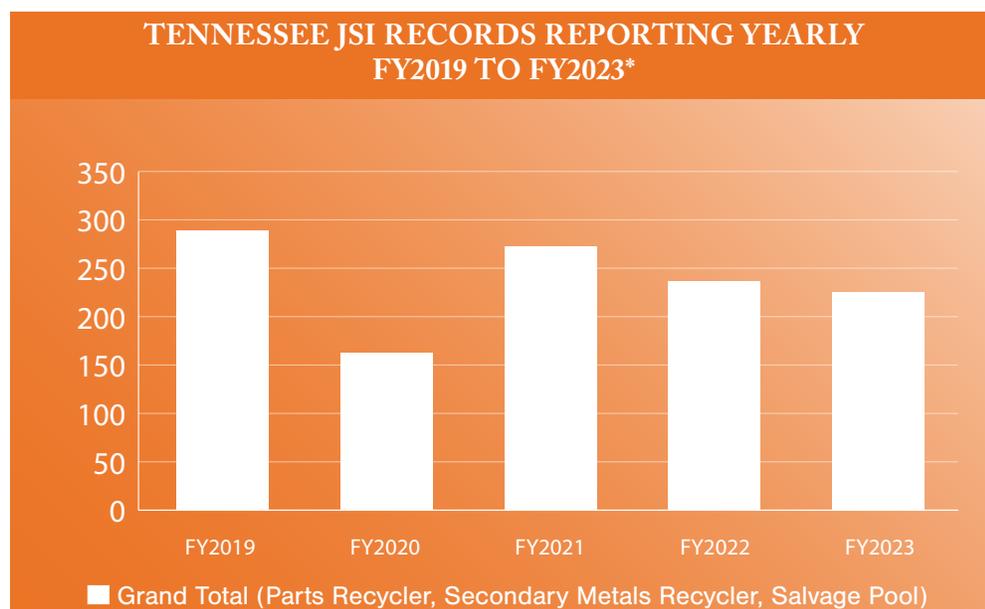


Figure 22

**Y2Y comparisons for fiscal years 2016 through 2018 can be viewed in prior Annual Reports.*

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

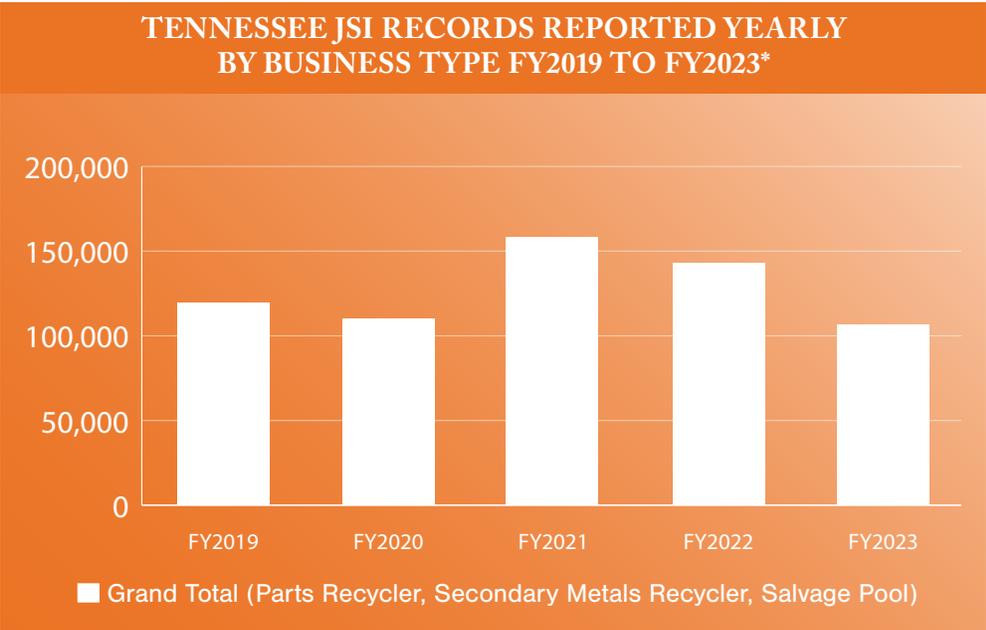


Figure 23
**Y2Y comparisons for fiscal years 2016 through 2018 can be viewed in prior Annual Reports.*

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 enable businesses to report once to NMVTIS. NMVTIS would then provide the reported data to the relevant state for its use. Further analysis of this option is necessary. A pilot program, to enable states to report on behalf of their reporting entities, will be revisited once the system application rewrite is implemented. In the interim, states continue to have the option to 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.

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

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 FY2023. 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 FY2023, 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 consumers from unsafe vehicles. States and law enforcement rely on NMVTIS data to obtain full vehicle life cycle histories.

COMPLIANCE EFFORTS

Throughout FY2023, BJA continued monitoring and responding to inquiries regarding potential compliance issues. Following Hurricane Ian at the end of FY2022, BJA issued a communication to NMVTIS reporting entities in November 2022, informing them of the importance of timely and accurate submission of required NMVTIS reports to help ensure that consumers are aware of the dangers associated with flood-damaged automobiles.

AAMVA and BJA continued to explore system enhancements which would assist reporting entities in submitting the appropriate dispositions of junk/salvage automobiles. In FY2023, AAMVA introduced two newly established NMVTIS JSI (total loss) vehicle dispositions: Dismantled for Parts (Parts); and Owner Retained (Retained).

“ We experienced an unprecedented year relative to the number of stolen vehicles identified and recovered; without the use of interactive NMVTIS this would never have happened. The tools, data, and ability NMVTIS provides is invaluable in our fight to protect our customers and the integrity of our titling program.”

BETTY JOHNSON
Administrator, Nebraska
Department of Motor Vehicles



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

JSI INTERVIEW: SANDY BLALOCK, EXECUTIVE DIRECTOR OF THE AUTOMOTIVE RECYCLERS ASSOCIATION (ARA)



AAMVA: *Why did the ARA support this legislation?*

BLALOCK: ARA supported this legislation because it was being introduced by one of our state affiliate organizations and it was in the best interest of the professional auto recyclers who have been required to report to NMVTIS since inception of the rule. It helps to support our states and communities to assure that salvage vehicles are reported as required. The state affiliate worked closely with law enforcement in the state, that at the time was #1 in auto thefts in the country.

AAMVA: *What role did you play in adopting regulations to require recyclers to include their NMVTIS reporting ID number when they apply for their initial business license and provide proof of NMVTIS reporting as part of their business license renewal?*

BLALOCK: I was president of the New Mexico ARA at the time, and we were just tired of having to compete with unlicensed businesses who probably at the time outnumbered us 2-1. We watched the auctions open their doors to anyone and saw not only an increase in the cost of salvage but a lower number of vehicles that our members could afford to buy competing against unlicensed individuals who could afford to pay more due to the fact they did not carry our overhead.

Continued on next page.

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

JSI INTERVIEW: SANDY BLALOCK, EXECUTIVE DIRECTOR OF THE AUTOMOTIVE RECYCLERS ASSOCIATION *(Continued)*

AAMVA: *Are you aware of any other states that require recyclers to include their NMVTIS reporting ID number when they apply for their initial business license and to provide proof of NMVTIS reporting as part of their business license renewal?*

BLALOCK: I believe that Virginia also requires that. There are probably many states that require auto recyclers to be compliant with local, state and federal laws that pertain to our industry. Essentially New Mexico was the first state to require not only that an auto recycler have a NMVTIS number but they must provide proof of compliance when applying for and renewing their licenses annually.

AAMVA: *Who does this regulation benefit, and how?*

BLALOCK: It benefits the consumer and law enforcement. The consumer especially is protected because we significantly shortened the required reporting requirements, so the status of those vehicles is available sooner than the 30-day requirement. It's imperative that consumers are informed before they buy a vehicle and I believe the intent of NMVTIS is to protect consumers from automotive fraud and theft.

As far as law enforcement, I believe that along with the required shortened reporting period and the fact that the state of New Mexico set up a new electronic system for auto recyclers to report to the state the status of the vehicles they acquire, it gives them more information to prevent additional fraud and auto theft.

Consumer Access Program

Transaction Growth Remains Steady

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 slight decrease in transaction volume during FY2023. The FY2023 monthly average volume remained the same as FY2022, which was 1.6 million transactions (Figure 24). The year-over-year comparison (Figure 25) illustrates a 4% decrease over FY2022, falling from 19.7 to 19 million transactions.

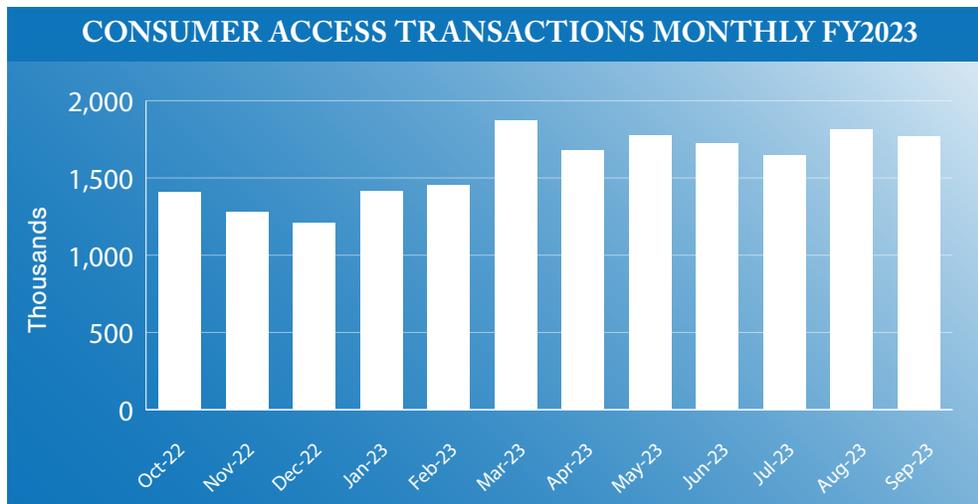


Figure 24

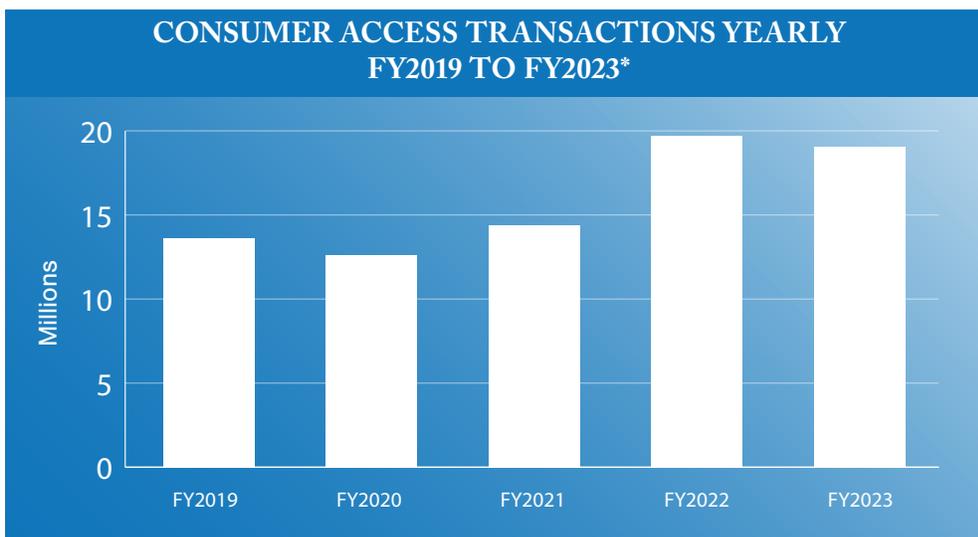


Figure 25

*Y2Y comparisons for fiscal years 2009 to 2018 can be viewed in prior Annual Reports.

Approved NMVTIS Data Providers ("Providers")

The NMVTIS Consumer Access Program experienced a 4% decrease in billed transaction volume. This can be attributed mainly to NMVTIS being used to assist manufacturers in vehicle safety recall campaigns being lower than the previous reporting period.

During FY2023 billed transactions were 19 million, compared to the 19.7 million in FY2022. Overall, the transaction volume for individual consumers increased in FY2023 while the volume for commercial consumers decreased in FY2023. Additionally, during this reporting period nineteen Providers were in operation for all or part of the fiscal year. Three Providers were approved in FY2023 but deferred moving into production until FY2024.

DOJ and AAMVA completed work on the official NMVTIS website and AAMVA's website to improve transparency of the Providers' additional URLs. Although there are nineteen Providers, there are now twenty-six 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. The four short videos, reflecting key messages from the full-length video, continued to be available for states for use in agency waiting areas and posting on state agency websites to increase consumer awareness.

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

OTHER

Texas Department of Motor Vehicles (TxDMV)

During FY2023, the *Don't Buy a Wreck – Do a Title Check!* video had 12,745 views compared with 12,391 views during FY2022.

TxDMV refers customers to its Title Check website on the "Mail" tab of all Texas Certificates of Title. During FY2023 there were 356,190 page views, a 37% decrease over 564,205 views in FY2022. Of note, however, there were also 138,735 new visitors to the Title Check website, a 68% decrease from the 436,943 in FY2022. The televisions in TxDMV Regional Service Centers lobbies now show several of the NMVTIS videos about the importance of obtaining a vehicle history report that includes NMVTIS information before purchasing a used vehicle.

Law Enforcement Access Program

Law Enforcement Access Tool (LEAT) Inquiries Increased 11% from FY2022

During FY2023, users continued to recommend features to enhance the LEAT search tool and 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 improvements, the LEAT program continues to add federal, state, local, tribal, and territorial users.

The number of LEAT users rose 11% from 8,940 in FY2022 to 9,937 at the end of FY2023 (Figure 26). 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 and the Royal Canadian Mounted Police. 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 (SBU) systems that provide vetting for all users. Additional information about LEAT and how to become a LEAT user can be found at <https://vehicle-history.bja.ojp.gov/nmvtis-law-enforcement>.

During FY2023, 997 new LEAT users were added. The average annual number of new users since FY2010 grew from 688 in FY2022 to 710 in FY2023. This continued growth in LEAT users can be tied to the efforts of the NMVTIS Law Enforcement Subcommittee (LESC). They continue to educate, raise awareness, and promote the value of the data available through LEAT.

“NMVTIS protects Texas consumers by providing important vehicle title information through our online TxDMV Title Check feature. Obtaining a Title Check prior to purchasing a used vehicle helps buyers protect themselves and their pocketbooks by avoiding potential title issues ahead of a large purchase. The process is simple and just a click away.”

DANIEL AVITIA
Executive Director, Texas
Department of Motor Vehicles



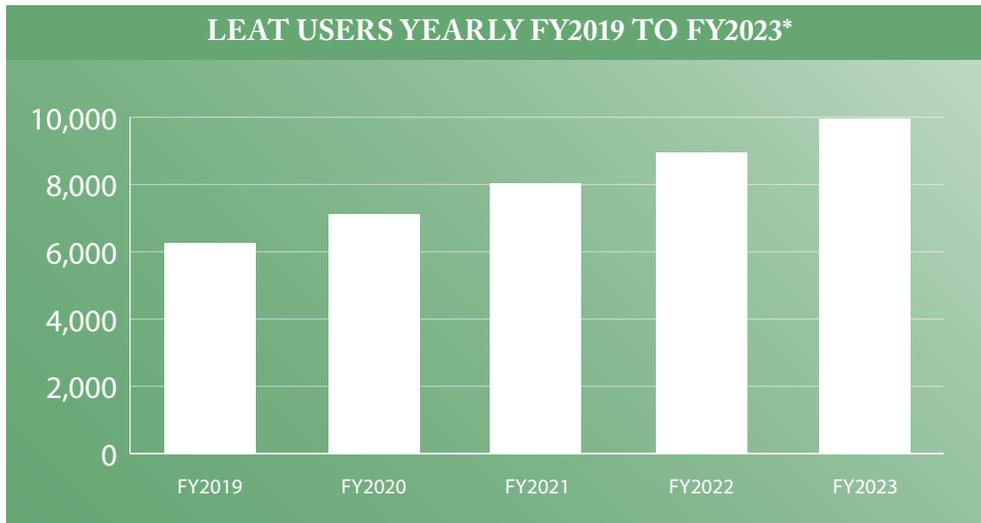


Figure 26

**Y2Y comparisons for fiscal years 2006 to 2018 can be viewed in prior Annual Reports.*

LEAT inquiries increased 11% from 1,073,448 in FY2022 to 1,711,510 in FY2023. The increase is likely due to nearly 1,000 new users and normal fluctuation. Since inception in FY2009 and through FY2023, more than 7.1 million LEAT inquiries were conducted, with 4.8 million in the last five years (Figure 27).

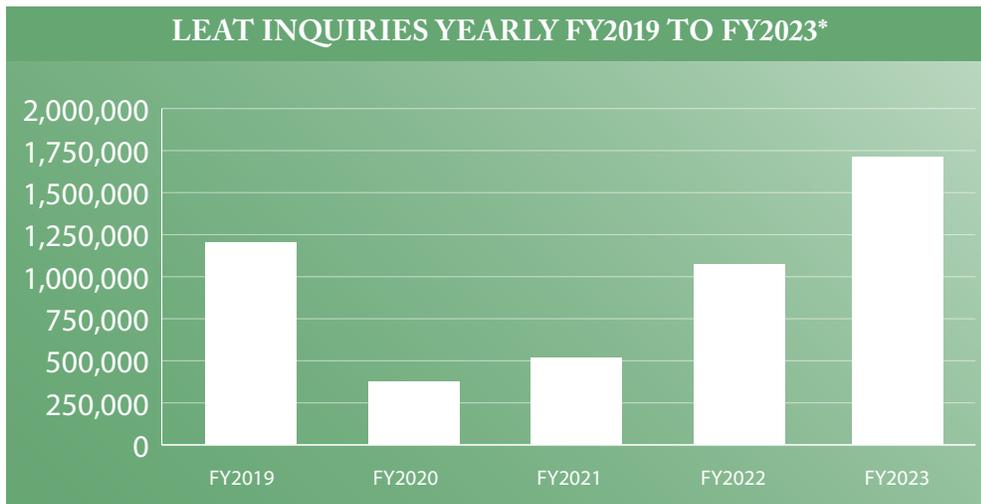


Figure 27

**Y2Y comparisons for fiscal years 2006 to 2018 can be viewed in prior Annual Reports.*

NMVTIS Law Enforcement Subcommittee (LESC)

In FY2023, AAMVA’s NMVTIS Law Enforcement Subcommittee (LESC), composed of law enforcement personnel, industry experts, and federal partners, continued to support and encourage the use of NMVTIS LEAT. LESLSC members provided presentations for training events and conferences to educate attendees on effective methods of using NMVTIS LEAT and to provide case studies on successful use of the tool ([Exhibit 4](#)). The LESLSC worked with Business Solutions to update 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 LESLSC revised the NMVTIS Enforcement Award criteria to include all federal, state, local, and tribal investigators, provided they are users of the NMVTIS LEAT. This revision was presented to, and approved by, the Law Enforcement and Vehicle Standing Committees and approved by the AAMVA Board of Directors. Taking effect in FY2024, the new criteria broaden the scope of eligible investigators, leading to greater participation in the awards program.

Members of the LESLSC participated in a pilot project to assess the NMVTIS JSI reporting portal as a tool for law enforcement investigations. The pilot project was developed in FY2023 for execution in FY2024.

The LESLSC 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.

“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.”

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

BENEFITS

NMVTIS Provides Data Helpful to Investigations

The NMVTIS LEAT 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 individuals who are required to report to NMVTIS, as well as providing information regarding these entities' compliance with NMVTIS. This is a valuable resource for agencies investigating criminal activity with a vehicle connection.

Awareness

Collaboration

Outreach

Value

Outreach and Awareness of NMVTIS

NMVTIS Awareness Efforts Continued

Outreach and awareness efforts during FY2023 were focused broadly on the law enforcement community. In addition, AAMVA staff provided regular NMVTIS updates to the AAMVA Board of Directors, the SPS, and LESC. NMVTIS updates were also provided at nine of the semi-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 NMVTIS Business Points of Contact to ensure open communication and awareness of current operational and strategic issues.

During FY2023, one NMVTIS Stakeholder webinar was held, with 100 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; 181 personnel participated. More information can be found under the [State Program](#) section of this report.

A detailed listing of outreach events conducted by LESC members (including DOJ and AAMVA) during FY2023 appears in [Exhibit 4](#). In addition to in-person events, the LESC provided an ongoing LEAT advertisement that ran monthly in the International Association of Auto Theft Investigators (IAATI) *Vehicle Crimes Today newsletter*. The ad is titled “What Is NMVTIS, You Ask?” and references the DOJ NMVTIS website (<https://vehiclehistory.bja.ojp.gov>), as well as encouraging investigators to use LEAT for vehicle-related crime investigations.

Details regarding additional print and online ads published earlier than FY2023 can be found in the [NMVTIS FY2022 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 motor vehicle agencies can use NMVTIS 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 NMVTIS module was developed and added to the FDR training program during the FY2015 reporting period.

STATE AWARENESS EFFORTS

As of the end of this reporting period, twenty-two states promoted NMVTIS by posting the following links from their public websites to [Research Vehicle History | VehicleHistory \(ojp.gov\)](#):

- Alabama - <https://www.revenue.alabama.gov/motor-vehicle/national-mv-title-information-system-nmvtis/>
- Arizona - <https://azdot.gov/blog-article/when-buying-used-cars-avoid-headaches-doing-your-research> and <https://azdot.gov/mvd/services/vehicle-services/buying-and-selling-your-vehicle/selling-your-vehicle>
- California - <https://www.dmv.ca.gov/portal/customer-service/request-vehicle-or-driver-records/online-vehicle-record-request/>
- Colorado - <https://dmv.colorado.gov/buying-and-selling>
- Connecticut - https://portal.ct.gov/dmv/vehicle-services/vehicle-title-service?language=en_US
- District of Columbia - <https://dmv.dc.gov/node/1118876>
- Idaho - <https://itd.idaho.gov/itddmv/?target=registration-plates>
- Illinois - <https://www.ilsos.gov/departments/vehicles/home.html>
- Indiana - <https://www.in.gov/bmv/titles/consumer-protection/>
- Maine - <https://www.maine.gov/sos/bmv/titles/nmvtis.html>
- Minnesota - https://dps.mn.gov/divisions/dvs/forms-documents/Documents/BuyingorSellingMotorVehicle_Just_the_Facts.pdf#search=NMVTIS
- Nebraska - <https://dmv.nebraska.gov/dvr/mvtitles>
- Nevada - <https://dmv.nv.gov/floodvehicles.htm> & <https://dmv.nv.gov/insuranceagents.htm>
- New York - <https://dmv.ny.gov/brochure/let-buyer-be-aware>
- North Dakota - <https://www.dot.nd.gov/motor-vehicle#vehicle-history-check>
- Texas - <https://www.txdmv.gov/motorists/buying-or-selling-a-vehicle/title-check-look-before-you-buy>
- Utah - <https://dmv.utah.gov/general/fraud-alerts>
- Vermont - <https://dmv.vermont.gov/NMVTIS>
- Virginia - <https://www.dmv.virginia.gov/vehicles/buy-sell>
- West Virginia - <https://apps.wv.gov/DMV/SelfService/>
- Wisconsin - <https://wisconsin.gov/Pages/dmv/vehicles/vhcl-rcd-hst/vehicle-history.aspx>
- Wyoming - https://www.dot.state.wy.us/home/titles_plates_registration.html

SECTION 3: OTHER AREAS *(Continued)*

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 twelve states have reported using the videos; the links are listed by state on page 55.

VIDEOS IN ENGLISH

California, Colorado, District of Columbia, Indiana, Maine, Nebraska, North Dakota, Texas, Utah, Vermont, Virginia, and Wyoming

VIDEOS IN ENGLISH AND SPANISH

California, Utah and Wyoming

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.

AAMVA continued its support and manually applied applicable Junk or Salvage brands to vehicles on behalf of GSA.

STATE LEGISLATIVE EFFORTS

In FY2023, five states – Florida, Indiana, Nebraska, Texas, and West Virginia – introduced NMVTIS-related legislation. One of the bills introduced was adopted with a FY2023 effective date. A California bill adopted in FY2022 had an effective date in FY2023. To date, there have been forty 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 requires 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.

SECTION 3: OTHER AREAS *(Continued)*



NEBRASKA

NE L 138: Introduced January 6, 2023; Adopted June 1, 2023; Effective June 2, 2023

- For each junk yard, salvage yard, and auto recycler vehicle required to be reported under 28 C.F.R. 25.56, as such regulation existed on January 1, 2023, the information obtained by the Department of Motor Vehicles under this section may be reported to the National Motor Vehicle Title Information System in a format that will satisfy the requirement for reporting under 28 C.F.R. 25.56, as such regulation existed on January 1, 2023.

PROPOSED LEGISLATION:



FLORIDA

FL H 1085: Introduced March 7, 2023; To SENATE Committee on FISCAL POLICY

- If the department's records do not contain the owner's address, an independent entity must: For a vehicle, identify the latest titling jurisdiction of the vehicle through use of NMVTIS or an equivalent commercially available system and attempt to obtain the owner's address from that jurisdiction. If the jurisdiction returns an address that is different from the owner's address provided by the insurance company, the independent entity must send a notice to both addresses.

An independent entity shall maintain for at least three years the records related to the thirty-day notice sent to the owner. For vehicles, an independent entity shall also maintain for at least three years the results of searches of the NMVTIS or an equivalent commercially available system, and the notification to the NMVTIS.

An independent entity shall make the required notification to NMVTIS before releasing any damaged or dismantled motor vehicle to the owner or before applying for a certificate of destruction or salvage certificate of title. The independent entity is not required to notify NMVTIS before releasing any damaged or dismantled vessel to the owner or before applying for a certificate of title.

FL S 438: Introduced March 7, 2023; To SENATE Committee on TRANSPORTATION

- A towing-storage operator must use a third-party service approved by the Department of Highway Safety and Motor Vehicles to transmit all notices. The term "third-party service" means a qualified business entity that, upon a request submitted through a website by a towing-storage operator, accesses the NMVTIS records to obtain the last state of record of the vehicle only when there is not a current registration record for the vehicle or vessel on file with the department.



TEXAS

TX H 4424: Introduced March 9, 2023; Scheduled for public hearing on April 26, 2023

- Subsection (b) provides that a metal recycler or used automotive parts recycler who purchases a motor vehicle under this section shall obtain the following information: the name, address, and NMVTIS identification number of the recycler, among other information.

Subsection (c) provides that a metal recycler or used automotive parts recycler who purchases a motor vehicle under this section shall submit to the department and the NMVTIS information necessary to satisfy any applicable requirement for reporting information to NMVTIS in accordance with rules adopted under 28 C.F.R. Section 25.56 not later than twenty-four hours, not counting weekends or official state holidays, after the close of business on the day the vehicle was received. The department may report information received under this subsection to NMVTIS on behalf of the recycler. A recycler is not required to report information to NMVTIS if the department reports the information on behalf of the recycler.

A metal recycler may purchase from a used automotive parts recycler a vehicle under this section without complying with Subsections (b) and (c) if: the seller or an agent acting on behalf of the seller of the vehicle certifies to the purchaser that all vehicles included in the sale were reported to the department or the NMVTIS.

TX S 528: Introduced January 20, 2023; Left pending in Committee

- Subsection (b) provides that a metal recycler or used automotive parts recycler who purchases a motor vehicle under this section shall obtain the following information: the name, address, and NMVTIS identification number of the recycler, among other information.

Subsection (c) metal recycler or used automotive parts recycler who purchases a motor vehicle under this section shall submit to the department and the NMVTIS information necessary to satisfy any applicable requirement for reporting information to NMVTIS in accordance with rules adopted under 28 C.F.R. Section 25.56 not later than twenty-four hours, not counting weekends or official state holidays, after the close of business on the day the vehicle was received. The department may report information received under this subsection to the NMVTIS on behalf of the recycler. A recycler is not required to report information to the NMVTIS if the department reports the information on behalf of the recycler.

A metal recycler may purchase from a used automotive parts recycler a vehicle under this section without complying with Subsections (b) and (c) if: the seller or an agent acting on behalf of the seller of the vehicle certifies to the purchaser that all vehicles included in the sale were reported to the department or NMVTIS.

SECTION 3: OTHER AREAS *(Continued)*

FL S 760: Introduced March 7, 2023; In SENATE. Retained on Calendar

- If a facility or unit owner intends to sell the vehicle or vessel, the facility or unit owner must conduct a check of records with the Department of Highway Safety and Motor Vehicles. In the event that no current registration is found in the search, the facility or unit owner must conduct a search through NMVTIS or an equivalent commercially available system. If a person claiming a lien is not identified in either search, the property may be sold by the facility or unit owner pursuant to this section. The facility or unit owner must send a notice of lien by certified mail to all persons claiming a lien at least thirty days before the date of the sale.

FL S 1252: Introduced March 7, 2023; In SENATE. Retained on Calendar

- If the department's records do not contain the owner's address, an independent entity must: For a vehicle, identify the latest titling jurisdiction of the vehicle through use of NMVTIS or an equivalent commercially available system and attempt to obtain the owner's address from that jurisdiction. If the jurisdiction returns an address that is different from the owner's address provided by the insurance company, the independent entity must send a notice to both addresses.

An independent entity shall maintain for at least three years the records related to the thirty-day notice sent to the owner. For vehicles, an independent entity shall also maintain for at least three years the results of searches of NMTIS or an equivalent commercially available system, and the notification to NMVTIS.

An independent entity shall make the required notification to NMVTIS before releasing any damaged or dismantled motor vehicle to the owner or before applying for a certificate of destruction or salvage certificate of title. The independent entity is not required to notify NMVTIS before releasing any damaged or dismantled vessel to the owner or before applying for a certificate of title.



INDIANA

IN H 1527: Introduced January 19, 2023; To HOUSE Committee on ROADS AND TRANSPORTATION

- A storage yard or towing service that conducts a search of the National Motor Vehicle Title Information System or an equivalent and commonly available database may not be charged a fee by the Bureau of Motor Vehicles to access the data base.



NEBRASKA

NE L 136: Introduced January 6, 2023; Placed on SELECT FILE.

- An application for a certificate of title for a vehicle shall include a statement that an identification inspection has been conducted on the vehicle. The identification inspection shall also include a statement that the vehicle identification number has been checked for entry in (i) the National Crime Information Center and (ii) the Nebraska Crime Information Service or the National Motor Vehicle Title Information System.

SECTION 3: OTHER AREAS *(Continued)*

TX H 5269: Introduced March 10, 2023; To HOUSE Committee on TRANSPORTATION

- The department may not issue a regular title for a motor vehicle based on a nonrepairable vehicle title issued on or after September 1, 2003, or comparable out-of-state ownership document or record, or evidence of a notation on an out-of-state ownership document or record in the National Motor Vehicle Title Information System.



WEST VIRGINIA

WV H 2168: Introduced January 11, 2023; To HOUSE Committee on FINANCE

- 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.

Funding

Financials

Revenue

Internal Controls

Financial Reports

Operating Expenditures Totaled \$11,372,279; State User Fees Contributed \$5,977,749

During FY2023, program revenue consisted largely of consumer access program fees and state user fees. Under federal law, NMVTIS shall be self-sustaining – that is, operated without federal funding. The program earned \$9,595,189 in revenue during FY2023, which was used to cover \$11,372,279 in operating expenses (Figure 28). Total expenses include continuous system improvement costs of \$1,777,089, 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 ending September 30, 2023.

NMVTIS FY2023 INCOME STATEMENT	
Revenue	\$9,595,189
Expenses*	(\$11,372,279)
Operating Income	(\$1,777,089)
Investment Income	(\$28,971)
Other Income/ (Expense)	\$28,971
Net Temporary Restricted Revenue**	(\$81,613)
NET LOSS	(\$1,858,702)

Figure 28

* Includes NMVTIS continuous system improvement expenses of \$1,777,089 incurred during FY2023. 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 FY2023 was derived primarily from state user fees of \$5,977,749 and consumer access program fees of \$6,080,862. During FY2023, fifty states were eligible to receive credits for a share of the consumer access program fees, earning a total of \$2,574,005 ([Figure 29](#) and [Figure 30](#)).

NMVTIS REVENUE		
Category	Total	%
State User Fees	\$5,977,749	62%
Consumer Access	\$6,080,862	64%
Jurisdictional Revenue Share	(\$2,574,005)	-27%
Net Revenue Released from Restriction	\$110,584	1%
TOTAL	\$9,595,189	100%

Figure 29

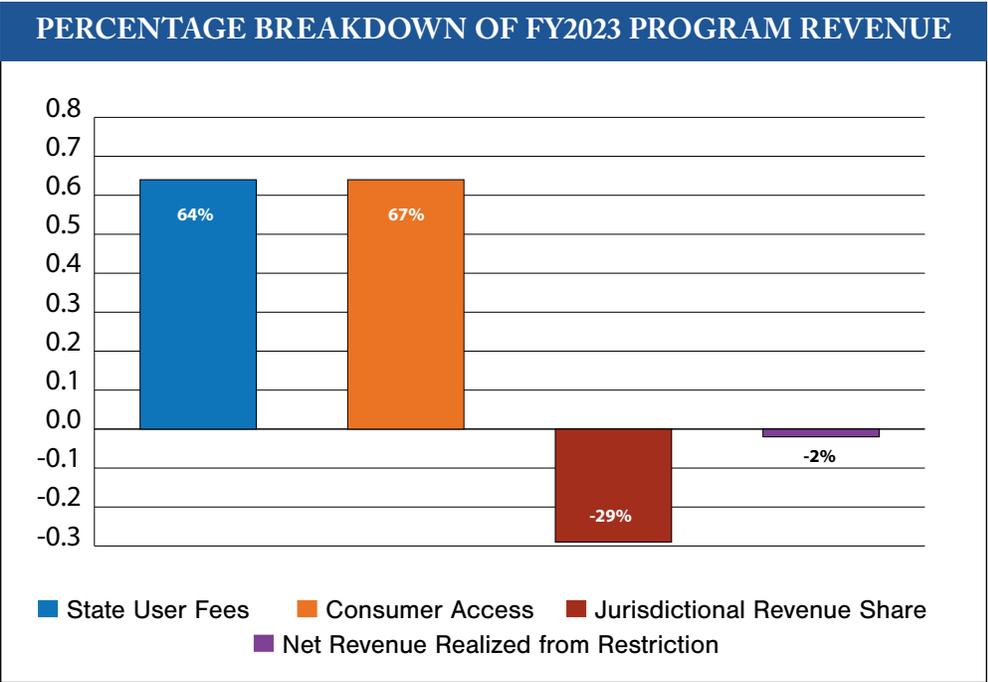


Figure 30

NMVTIS OPERATING EXPENSES

NMVTIS initiatives and their associated costs are segmented (see [Figure 31](#)):

- **Operations** — Support of the day-to-day functioning of the NMVTIS platform represents \$9,595,189 or 84% of program costs.
- **Implementation** — Activities necessary to enhance and further the technology of the system represent \$1,777,089 or 16% of program costs.

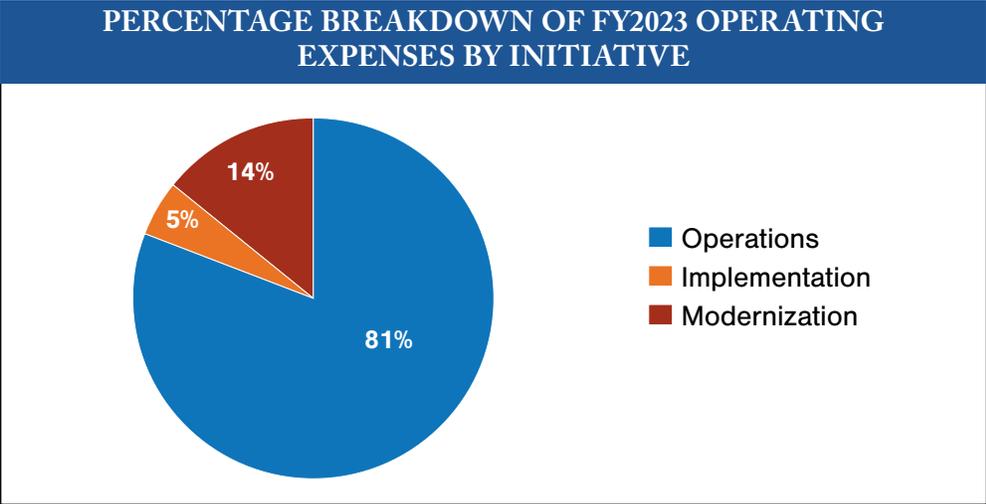


Figure 31

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 32

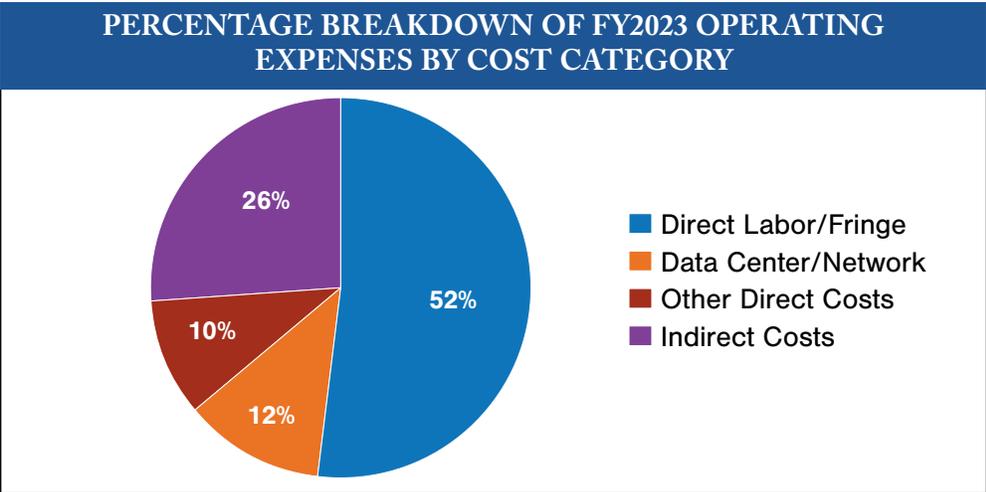


Figure 33

Sustainability

**Looking
Ahead**

**System
Improvement**

Looking Ahead

Continued Engagement with Hawaii; Enhanced JSI Program Management; Continued System Improvements; Consumer Access Program Market and Pricing Assessment; New Fee Model Implemented; Annual Report Audit.

Participation

AAMVA will continue to support states as they rewrite/modernize their title systems to enable more effective participation in NMVTIS. AAMVA's work with Hawaii will continue so Hawaii can implement the most efficient approach for participation in the system.

With the addition of a new resource dedicated to the JSI program, AAMVA's management will be enhanced to support all stakeholders and ongoing system operations.

Through ongoing training and outreach by the LESC, law enforcement's reliance on the NMVTIS LEAT will 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 efforts through enhancing the role of state level enforcement will result in a pilot program for state-level investigators to access the JSI Compliance Reporting portal.

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. AAMVA will continue to roll out the latest on demand solution, which is NMVTIS RESTful (see [Glossary](#)). In addition, AAMVA will complete the SWI application rewrite while continuing to operate and manage the system efficiently.

Stakeholder Engagement

AAMVA will maintain 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 and other areas of interest.

Sustainability

The new funding model approved in FY2022 will be executed in the coming year, as FY2024 state user fees will cover the costs of NMVTIS operations and maintenance. During the coming year, AAMVA will also explore opportunities to grow and expand revenue from the Consumer Access Program by contracting for a market assessment and pricing review.

Annual Report Audit

As this is the report's fifteenth year, AAMVA plans to conduct a review of the report to evaluate its scope, format, approach, and benefit. Findings will be applied to future Annual Reports as applicable.

Appendix

CORRESPONDENCE

NOTE: All correspondence prior to FY2023 can be found in the [NMVTIS FY2022 Annual Report](#).

PRESS

NOTE: All press releases prior to FY2023 can be found in the [NMVTIS FY2022 Annual Report](#).

- [CA Advocates Call for Crackdown on Sales of Defective Cars Public News Service](#)
- [Attorney General Yost Takes Action Against Another Used Car Dealership for Odometer-Tampering – Ohio Attorney General Dave Yost](#)
- [Why digital titling solutions are crucial for dealership success](#)
- [2023-01-29 California Toys Private DMV with Digital Vehicle Titles on the Blockchain](#)
- [2022 Flood Damage Notification to Reporting Entities \(11-10-22\)](#)

RESOURCES - GENERAL

NOTE: Annual Reports dated prior to FY2023 are listed on the DOJ NMVTIS website.

- [IJIS Institute Technology Assistance Report \(2006\)](#)
- [LMI Cost-Benefit Analysis Report \(2001\)](#)
- [NMVTIS Pilot Evaluation Report \(2000\)](#)

Exhibits

EXHIBIT 1: STATE BENEFITS

During FY2023, States reported a wide range of benefits from participating in NMVTIS¹. A summary of highlights can be found in the [State Program/Benefits](#) section of this report.

Potential Stolen Vehicles Identified Using NMVTIS

State	Incidents	Result
Connecticut	93	Titles and registrations revoked or canceled once an investigation determined that they were stolen. Title records were then removed from NMVTIS.
Florida	54	Vehicles seized and recovered.
Indiana	2,372	Vehicles confirmed as stolen.
Kentucky	25	Vehicles recovered.
Massachusetts		While the number of instances is hard to quantify, the NMVTIS inquiry that is run as part of a titling transaction has been invaluable in ensuring that brands are carried forward and that salvage vehicles are not registered until all proper inspections have been completed.
Minnesota	543	Minnesota performs a NMVTIS check on every title transfer, duplicate title, and numerous other types of title transactions. If there is a stolen hit on NMVTIS, Minnesota acts according to set procedures.
Mississippi	908	Stolen hits identified while conducting title verifications.
Missouri	3,242 458	Stolen hits or confirmed stolen vehicles. Flagged vehicles stopped.
Nebraska	46	Stolen vehicles recovered. Several were flagged based on the NMVTIS search during the title issuing process. Without NMVTIS, the vehicles would have been titled in Nebraska.
Pennsylvania	759	Hits or confirmed stolen vehicles investigated.
South Dakota	35	Titles stopped due to theft delays (estimated: South Dakota does not officially track potentially stolen vehicles).
Wisconsin	>225	Stolen vehicle hits received during title processing. After July 2023, additional coding was completed within Wisconsin’s system to implement additional checks against NMVTIS. On the first day of going live with their additional checks, it resulted in the recovery of a 2021 Chevrolet Tahoe valued at just over \$67,000.

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

Vehicle Brands Identified and Carried Forward Using NMVTIS

State	Incidents	Result
Connecticut	116	Identified vehicle brands missing from title documents. Once titles were identified as missing brands due to errors, the brands were added to the title and notice was sent to customers to advise of the corrections. New titles were issued once the unbranded titles were surrendered by the customer.
Florida	68	Odometer fraud complaints received by the MV Fraud Unit in FY2023.
	38	Titles either branded 'not actual' or flagged for correction.
Indiana	50,137	Vehicle brands identified as missing from the title document and carried forward.
Kentucky	>600	Vehicles identified with brands missing from the title document.
Massachusetts		While the number of instances is hard to quantify, the NMVTIS inquiry that is run as part of a titling transaction has been invaluable in ensuring that brands are carried forward and that salvage vehicles are not registered until all proper inspections have been completed.
Missouri	66	Missing brands added back to titles.
New York	850	Missing/recaptured brands identified, possibly bypassing the salvage process. Motorists were notified and vehicles were subsequently examined and issued branded titles.
Texas	25,014	Vehicles missing from the title document.
	3,209	Out-of-state titles surrendered to Texas missing the brand reported by NMVTIS. These brands were recaptured on the Texas title prior to issuance.
	1,359	Previously issued Texas titles without brands rebranded prior to Texas titles being issued.
	352	Vehicles lacking ownership evidence which had been processed under a bond, court order, or foreclosure lien were identified as missing brands when originally processed.
	19,527	Transactions caught where a processing clerk failed to carry forward a value-limiting brand printed on the surrendered ownership document. NMVTIS facilitated these brands being captured, so that a title was not issued without the brand being left off in error.
Wisconsin		Wisconsin reviews titles that have multiple brands or Salvage brands but lack an equivalent Rebuilt or Repaired or Prior Salvage brand listed on the printed title.

Potential Cloned Vehicles Identified Using NMVTIS

State	Incidents	Result
Connecticut	85	Cloned vehicles. Investigators have worked with other states and law enforcement to cancel these credentials and remove erroneous information from NMVTIS.
Kentucky	>20	VINs identified as cloned. Investigators coordinate with other states to correct potentially cloned vehicles.
Nebraska	44	Cloned vehicles recovered. Several were first questioned as stolen based on the NMVTIS search during the title issuing process. Without NMVTIS, the vehicles would have been titled in Nebraska.
New York	20	Potential clones were identified and investigated in collaboration with other states.
South Dakota	7 6 1	Cloned VINs. Seized vehicles. Vehicle still outstanding.
Wisconsin	7	Potentially cloned vehicles.

Potential Fraudulent Activity Identified Using NMVTIS

State	Incidents	Result
Connecticut	694	Vehicles previously reported as junk before a new title was issued.
Delaware	15	Titles altered with changed VINs.
Florida	38	Odometer title records corrected to reflect the odometer reading as "not actual."
Indiana	160,740	Cases of potentially fraudulent activity.
Kentucky		Kentucky has identified several types of fraud, such as vehicles being a total loss with no brand in the title.
Mississippi	205	Vehicles involved in potentially fraudulent activities.
Nebraska	28	Title frauds or unknown odometer fraudulent incidents.
Texas	291 265 97 68 114 12 2,684 11,447	Confirmed fraudulent activities: Fraudulent incidents. New titles issued for vehicles previously reported as junk. Potentially fraudulent activities: Fake or fraudulent out-of-state titles. Texas titles. Altered odometers. Brands tampered with or altered on titles. Suspicious activities not directly linked to fraud: Superseded titles surrendered. Odometer discrepancies.
Wisconsin	289	Title frauds.

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 JSI 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 to only 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.

SECTION 7: EXHIBITS *(Continued)*

- **Title Verification:** AAMVA provides three solutions for batch states to perform title verification: 1) SWI; 2) State Batch Inquiry (SBI); 3) a partial online integrated approach that uses the online inquiry transactions. SWI allows a state to conduct a single VIN inquiry into NMVTIS; the response includes data from NMVTIS central files (VIN Pointer, Brand, and JSI), theft data, and detailed state vehicle data. SBI also 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). The state can also utilize online inquiry transactions to perform title verification.

EXHIBIT 4: OUTREACH AND AWARENESS EVENTS*

DATE	VENUE & FOCUS
April 2023	Miami-Dade Police Department, Auto Crimes for Patrol Officers, Miami, Fl (thirty attendees)
	Customs and Border Protection, Port of Miami, Miami, Fl (twenty-eight attendees)
May 2023	Miami-Dade Police Department, Advanced Auto Crimes, Miami, Fl (thirty-three attendees)
June 2023	National Insurance Crime Bureau, Vehicle Fraud and Crime conference (one hundred fifty attendees)
	International Association of Auto Theft Investigators (Southeast IAATI) Vehicle Crimes Conference (one hundred attendees)
July 2023	Florida Insurance Fraud Education Committee (FIFEC) Orlando, Fl (thirty-one attendees)
August 2023	National Insurance Crime Bureau, Auto Crimes Course, Cape Coral PD, Fl (thirty-six attendees)
November 2023	Miami Dade Police Department, Auto Theft Symposium, Miami, Fl (thirty-six attendees)
	Miami Dade Police Department, Auto Crimes for Patrol Officers, Miami, Fl (twenty-five attendees)

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

Acronyms

AAMVA – American Association of Motor Vehicle Administrators
AIC – Annual International Conference
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.)

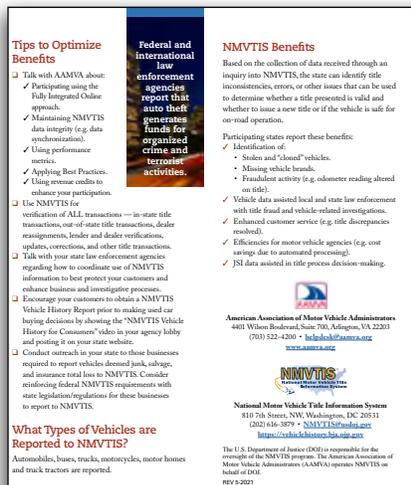
SECTION 10: NMVTIS INFORMATIONAL MATERIALS



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.

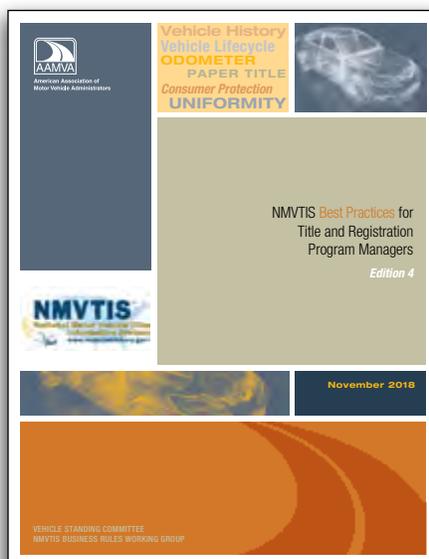
[Download Brochure](#)
[Watch Video](#)



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](#)

SECTION 10: NMVTIS INFORMATIONAL MATERIALS *(Continued)*

The U.S. Department of Justice is responsible for the oversight of the implementation and operation of the National Motor Vehicle Title Information System (NMVTIS). NMVTIS is designed to protect consumers from fraud and unsafe vehicles and to keep stolen vehicles from being resold.

Check NMVTIS Before You Buy!

Are You About to Buy a Flood or Junk/Salvage Car?

AAMVA
American Association of Motor Vehicle Administrators
4401 Wilson Boulevard, Suite 700, Arlington, VA 22203
(703) 522-4200 • info@aamva.org
www.aamva.org

NMVTIS
National Motor Vehicle Title Information System
810 7th Street, NW, Washington, DC 20511
(202) 616-3879 • NMVTIS@doj.gov
<https://vehiclehistory.hqs.dhs.gov>

The U.S. Department of Justice (DOJ) is responsible for the oversight of the NMVTIS program. The American Association of Motor Vehicle Administrators (AAMVA) operates NMVTIS on behalf of DOJ.
REV 6/2021

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](#)

The U.S. Department of Justice is responsible for the oversight of the implementation and operation of the National Motor Vehicle Title Information System (NMVTIS). NMVTIS is designed to protect consumers from fraud and unsafe vehicles and to keep stolen vehicles from being resold.

Help Prevent Crime & Save Lives

Report VINs to NMVTIS

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REV 6/2021

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](#)

National Motor Vehicle Title Information System
Become an Approved NMVTIS Data Provider

NMVTIS
The National Motor Vehicle Title Information System (NMVTIS) is an electronic system that provides consumers with valuable information about a vehicle's condition and history. Prior to purchasing a used vehicle, users may access NMVTIS to find information about the vehicle's title, most recent odometer reading, brand history and whether the vehicle has been deemed a junk or salvage vehicle and is in the possession of a junk or salvage yard, or determined to be an insurance total loss. This information is very valuable to any consumer looking to purchase a used vehicle.

NMVTIS was created to:

- Protect states and consumers (individual and commercial) from fraud.
- Provide consumers protection from unsafe vehicles.
- Reduce the use of stolen vehicles for illicit purposes including financing of criminal enterprises.
- Prevent the introduction or reintroduction of stolen motor vehicles into interstate commerce.

APPROVED NMVTIS DATA PROVIDERS
Approved NMVTIS Data Providers, operate under contract with AAMVA. Only approved data providers are authorized to sell NMVTIS vehicle history reports and display the NMVTIS logo. The listing of all current approved data providers can be found here, [Approved NMVTIS Data Providers](#).

Continued on back

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
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<https://vehiclehistory.bja.ojp.gov>