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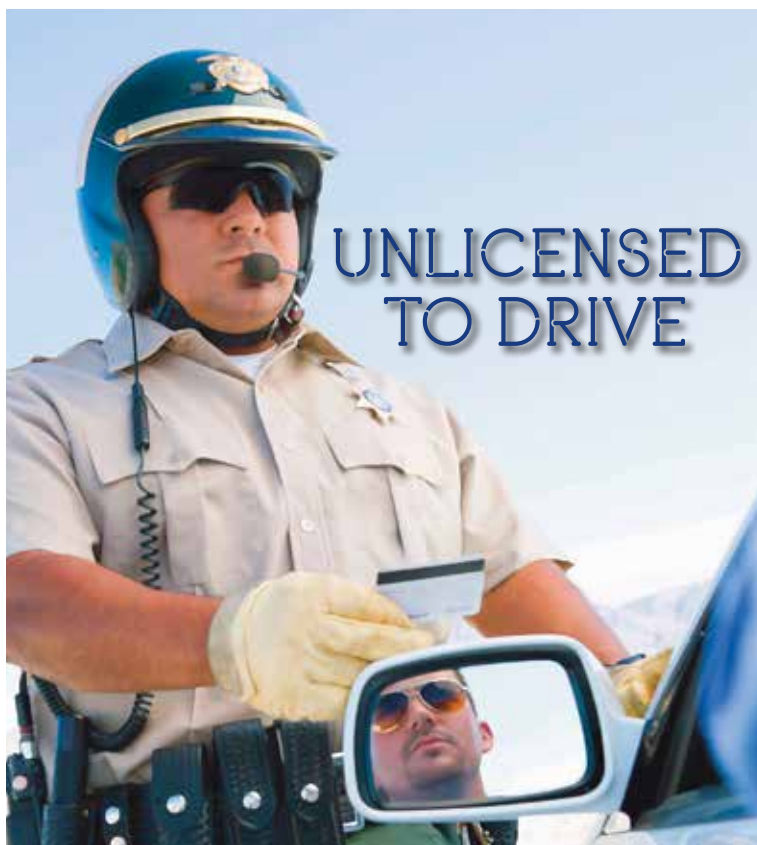
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—BY ELIZABETH ECKER

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Q: HOW HAVE FLOOD DAMAGED CARS AFFECTED YOUR JURISDICTION?

FIROZ MOHAMED, Director,
Motor Vehicle Registries Service,
Alberta

“ To address the potential for flood damaged vehicles finding their way to unsuspecting Albertans, we deployed some consumer education/ awareness information that speaks specifically to this issue. As well, the information speaks to a ‘buyer beware approach’ while providing related links for additional consumer information and tips on how to prevent getting stuck with a flood damaged vehicle.

SCOTT CLAPPER, Chief of
Vehicle Services, Delaware
Division of Motor Vehicles

“ NMVTIS has been a very useful tool to ensure title brands such as flood damage remain with the vehicle. All out of state vehicles, regardless if they are branded or not, are run through NMVTIS to make sure that somewhere in the vehicle’s past a brand has not been overlooked. It is another valuable layer in consumer protection.

LORI BOWMAN, Vehicle
Programs Manager, Oregon DMV

“ Oregon has not been significantly impacted by flood damaged cars in the past or affected by a major storm. We have not adopted any policies or procedures based on these storms, but have provided information on our website for customers that had a vehicle affected by the storm or are considering purchase of a used vehicle. Links have been to states impacted by storms and to NICB who maintained a list of storm damaged vehicles in the past.

HAROLD BLANEY, Responsable
Concertation hors-Québec,
Société de l’Assurance Automobile du Québec

“ Hurricane Katrina was the trigger. Following that event, a list of flooded vehicles was created for use by all jurisdictions, and thanks to this list we were able to prohibit the reconstruction of the flooded vehicles. Later, the province of Québec was hit by a flood in the Gaspésie area in December 2010 and in the Lake Champlain/ Richelieu River area in the spring of 2011. More recently, Sandy damaged hundreds of thousands of vehicles very near to us. These events have led us to review our regulations. We are currently working on measures to better control flooded vehicles. We wish to improve the rules for the importation of such vehicles and provide better guidance to Québec insurers who deal with these. In short, we wish to adopt measures to prohibit the use of such vehicles in the province of Québec.

ASK US!

Have a question you want answered?
Email us at move@aamva.org.



MOVE magazine will highlight various AAMVA accomplishments from the last 80 years throughout 2013. Look for more information in the Spring issue.

A STEADY ACCELERATION

A Close Look at AAMVA's 80 Years of Service



1951 AAMVA Conference Banquet in Boston, MA.

Since 1933, AAMVA has maintained a steady acceleration of improving motor vehicle administration, traffic safety and law enforcement programs. Many things have changed over the past 80 years, including safety on the roadways, technology behind the DMV counter, licensing security, and law enforcement standards. AAMVA's programs have played a defining role through these changes by fostering uniformity and reciprocity among the states and Canadian provinces, as well as introducing legislation and producing best practices. As we look back on the past eight decades of changes, updates and advances in these programs, AAMVA looks forward to the next 80 years in continuing our support of North American motor vehicle and law enforcement agencies in achieving their mission.

Over the next three issues, MOVE magazine will celebrate AAMVA's 80 years of transformational change by highlighting three specific program areas, respectively, through the In The Headlights column. We will kick off this miniseries in the upcoming Spring issue by showcasing Driver Services. See a timeline of how the driver license has changed from a simple paper document to a heavy-duty card with holograms, color phasing ink and nano-printing. Follow along through the decades to see AAMVA's Driver Services progress through quotes, facts and old sepia-toned pictures. If you have any pictures, videos, stories or anecdotes you would like to share as part of the history of Driver Services, please send them to move@aamva.org.

80 YEARS OF SERVICE CALENDAR

Keep an eye out in these future issues for a history of the following AAMVA services:

Spring Issue – Driver Services

Summer Issue – Vehicle Services

Fall Issue – Law Enforcement

**MARK
YOUR
CALENDARS**



AAMVA EVENTS

:: 2013 Workshop and Law Institute

March 12-13, 2013
Atlanta, Georgia
The Westin Buckhead

:: 2013 Spring Board of Directors Meeting

April 18-19, 2013
Arlington, Virginia
The Westin Arlington Gateway

UPCOMING WEBINARS

:: Screening Tool for Detecting Cognitive Impairment for Older Drivers in a DMV and Doctor's Office Setting

Wednesday, February 20
2:00-3:00pm EST

:: Non IRP Reciprocity Agreement

Wednesday, March 20th
2:00-3:00pm EST

:: AAMVA's Card Design Standard & Beyond

Wednesday, April 24
2:00-3:00pm EST

To register, visit aamva.org/webinar-series



LOOKING FORWARD— RETROSPECTIVELY

A Glance at the 113th Congress

BY ANDREW GUEVARA AND CIAN CASHIN



With a newly minted Congress entering the halls of Capitol Hill, the 113th Congress' legislative agenda is taking shape. The priorities differ from the 112th Congress, but many of the same obstacles are reappearing. To boot, the aura of the new congressmen and congresswomen will be almost identical to the previous year's.

Eighty fresh faces now call themselves congressmen. The balance of power did not change following the November elections, although Democrats gained seats in both chambers. The Senate remains in the hands of the Democrats, 55 to 45, including two Independents who will caucus with the majority party. The House will continue to maintain the status quo under the control of Republicans. They will hold 234 seats while Democrats will have 201, the latter gaining eight seats. This small gain for the Democrats has created political turbulence in terms of Republican platform messaging. Some analysts believe the relatively small losses for the Republican Party is indicative of an unprecedented internal divisiveness between Tea Party support and the broader conservative base.

At the turn of the New Year, efforts to thwart the catastrophic results of plunging over the "fiscal cliff" were the center of political discourse. The terms of the

Budget Control Act of 2011 were set to go into effect on Dec. 31, 2012. This spelled doom for the nation, according to many speculators, media sensationalists and politicians alike. The "fiscal cliff" would mean across the board automatic cuts to spending and the expiration of existing tax cuts all in order to reduce the deficit—amounting to an additional \$600 billion in the federal treasure chest. The automatic spending cuts were agreed upon when the debt ceiling arrangements were made in August 2011. The tax hikes would include: the end of the Bush-era tax cuts, last year's temporary payroll tax cuts, the end of tax breaks for businesses, shifts in the Alternative Minimum Tax that would take a larger bite out of higher income earners, and the beginning of taxes related to President Obama's healthcare law. Unless the Obama Administration and a split Congress came to an accord on a deficit reduction deal, the doom that was forecasted would drop America back into a recession, send unemployment back to 2009 levels, and risk a credit rating cut.

After tense discussions, the House approved the Senate's deal on Jan. 1, narrowly averting the onset of the fiscal cliff. The roughly \$64 billion package raises approximately \$600 billion in new revenues over 10



16.4 TRILLION

The debt has quickly peaked to the current height of \$16.4 trillion.

years. It extends Bush-era tax cuts for the majority of Americans as well as long-term unemployment benefits that were set to expire.

But the Washington melodrama that played out into the eleventh hour will continue to be acted out in the 113th Congress. With the Democrats looking to safeguard entitlement and other social programs, they will fight for lower spending cuts and higher tax rates for the wealthiest Americans. Republicans will continue to seek higher reductions to entitlement programs, sustain robust coffers for defense spending and stave off tax cuts to the highest income earners. They will continue to put up a fight to prove they have the bite to back their bark.

This will visibly play out in the fight for negotiations over the debt ceiling. The debt has quickly peaked to the current height of \$16.4 trillion. Republicans will use these negotiations as a weapon to receive concessions from the opposing side. They will be looking for significant financial reforms if they are to compromise on raising the debt ceiling again. They also warned in December about impeding progress if negotiations for averting the “fiscal cliff” did not pan out their way, especially with regards to raising taxes on the wealthy. This looks eerily similar to the circumstances surrounding the last time the national debt approached its ceiling. All of this has the potential to fuel fears of what happens in the worst-case scenario. Similar to the notion of edging off the “fiscal cliff,”



Voters complained of a do-nothing Congress in the most recent elections. The next couple years may not be any better.

playing on the anxiety of the American people will be at a recurring political tactic in the 113th Congress as it was in the 112th.

With the focus on deficit and debt reduction in late 2012, Congress did not move any fiscal 2013 spending bills by the end of the year, a decision guaranteeing the federal government would operate under a continuing resolution for half, if not all, of 2013. Both the House and the Senate made great strides in closing the gaps on several bills, but the likelihood of passing a large omnibus faded. Initial reports indicate Congress will likely pass another continuing resolution before the current stopgap expires on March 27th to cover the remainder of fiscal 2013. In two out of the past three election years, the majority of annual spending bills were never completed, and scores of federal agencies were left operating at the prior year's funding levels for the entire budget year. Congress had one of the worst years on record in 2012 without one appropriations bill becoming law.

One other non-fiscal area that may rear its head in the 113th Congress is immigration. With President Obama's Deferred Action for Childhood Arrivals (DACA) executive order being issued in the summer of 2012 and the large role that Hispanics played in shaping the 2012 election outcomes, the subject of immigration is one that is sure to become popular. A more comprehensive immigration reform bill will most likely be introduced and debated heavily in both chambers, and Republicans will most certainly heed the growing need to concentrate on the Hispanic demographic with its accelerating electoral clout. Democrats will also try to continue to keep the momentum going with the demographic as well. In the 2012 general elections, President Obama and Democrat contestants drew the Hispanic vote overwhelmingly.

With the balance of power in Congress staying the same as in 2012, many political issues and the ensuing divisiveness will remain similar, but the battles may become even fiercer as Republicans try to regain the upper hand and reforge a cohesive party foundation. Fiscal matters will remain the hot-button issues as America tries to dig itself out of debt and reduce its deficit in order to avoid our European allies' current deteriorating economic situation. Non-fiscal issues will likely take their cue from the concessions and collaborations made in the early months of 2013. The ability to work together in a bipartisan manner on the debt limit and fiscal cliff negotiations will likely carry over to discussions that transcend political ideology. Eighty new faces means a new dawn for Congress, but old traditions die hard on the Hill. 2013 will not be any different.



EIGHTY YEARS OF TRACKING THE FEDERAL GOVERNMENT

BY JANICE DLUZYNSKI, DATA LADY

This year, AAMVA celebrates its 80th anniversary. During that time there have been 41 congressional sessions, 13 presidents, and AAMVA's Government Affairs team has tracked thousands of bills. To help put things in perspective on what has and has not been accomplished in that time frame, AAMVA offers some statistics that have helped shape public policy and government over the past eight decades.

EXECUTIVE ORDERS ISSUED BY ADMINISTRATION

Number of Executive Orders Issued

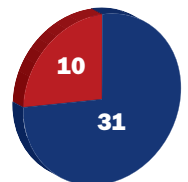
Administration	Orders
Franklin D. Roosevelt (1933-1945)	3,728
Harry S. Truman (1945-1953)	896
Dwight D. Eisenhower (1953-1961)	486
John F. Kennedy (1961-1963)	214
Lyndon B. Johnson (1963-1969)	324
Richard Nixon (1969-1974)	346
Gerald R. Ford (1974-1977)	169
Jimmy Carter (1977-1981)	320
Ronald Reagan (1981-1989)	381
George Bush (1989-1993)	166
William J. Clinton (1993-2001)	364
George W. Bush (2001-2009)	291
Barack Obama (2009-Present)	140

SOURCE: National Archives

WHO HELD THE MAJORITY OF SEATS DURING THOSE 41 CONGRESSIONAL SESSIONS?

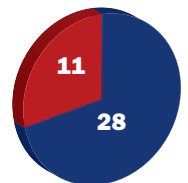
Party Divisions of the House of Representatives from 1933 to the Present: Democrats held the majority of seats during 31 congressional sessions and Republicans held the majority of seats during 10.

SOURCE: U.S. House of Representatives, Office of the Clerk



Party Divisions of the Senate from 1933 to the Present: Democrats held the majority of seats during 28 congressional sessions and Republicans held the majority during 11. There were two sessions where it was an even split.

SOURCE: U.S. Senate



Congressional Activity for the Senate and the House from 1947 to present (prior to 1947 is unavailable)

Total Bills Enacted into Law: **29,449**

Total Measures Introduced: **540,548**

Average Number of Days in Session per Congressional Session: **317**

SOURCE: U.S. Senate, Resume of Congressional Activity



AAMVA's Government Affairs team has created a section on the AAMVA website that is dedicated to keeping members informed on federal legislation, regulations, court cases, federal grants and AAMVA policy positions. Please visit aamva.org/Government-Affairs. The Government Affairs team also contributes regularly to the AAMVA blog at blog.aamva.org/.

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Connecticut Implements New Law for Adult Learner's Permit



Marking a change in 106 years of licensing drivers in Connecticut, the state DMV has implemented a new requirement of all adults 18 and older seeking first-time licenses.

Beginning January 1, the state now requires all new adult drivers to hold a three-month learner's permit before taking a road test toward becoming licensed.

Many states offer some form of learner's permit for adults, but the change makes Connecticut one of just a few states to actually require it. Those individuals who already have a current license in another state are exempt.

In order to obtain the learner's permit, a potential driver must first pass a 25-question knowledge test as well as a vision test administered by the DMV, and must take the current eight-hour safe driving practices course at a driving school as required by law passed in 2008.

The change was prompted by an increase in the number of those who delay getting a license until they are over 18, as well as rising dangers associated with driving.

"Cars are more sophisticated today, traveling roads can be more dangerous for inexperienced drivers and some form of a learning period is required now for those over 18, just as we have done for those under 18," DMV Commissioner Melody Currey said upon announcing the change in December.

The DMV expects the new requirement to impact 30,000 people annually including 11,000 18- and 19-year-olds who have delayed applying for their licenses to skirt additional requirements that apply to 16- and 17-year-old applicants.

Drivers must pass several tests in order to receive their learner's permit.



Georgia DMVs Offer Online Wait List Updates



Drivers in Georgia now have the option to check and compare average wait times online for their local customer service licensing centers.

Through the state's Department of Driver Services (DDS) website, customers can enter their ZIP codes or click their locations on a map to find out the average wait times for their closest licensing centers.

The system works on a color-coded basis with the shortest wait times listed in green and the longest wait times listed in red. The estimates are offered to help drivers compare wait times among licensing centers nearby.

"I am excited to offer customers the ability to make an informed decision about when and where to conduct their driver's licensing business," said Rob Mikell, DDS Commissioner. "This process can go very smoothly with just a little planning."

The average wait times are meant to provide a comparison between different customer service centers, however, and are not meant to provide a real-time wait estimate.

Georgia's DDS finds the middle of the week and the middle of the day are the best times to visit for the shortest wait times, and that Tuesday is the busiest day to visit throughout the state.

The wait times can be accessed by visiting www.dds.ga.gov.

Georgia drivers can check wait times on the DDS Web for their local customer service licensing centers.



Ignition Interlock Program Changes in Manitoba



Any drivers in Manitoba convicted of impaired driving are now subject to a required Ignition Interlock Program designed to prevent people from consuming alcohol and then getting behind the wheel.

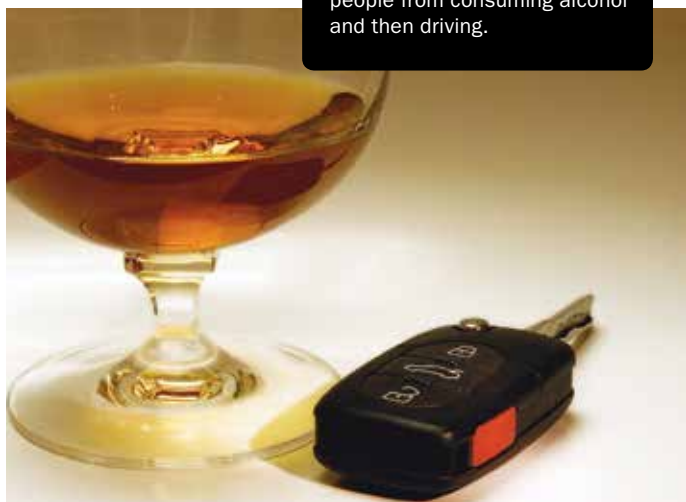
Beginning on December 15, 2012, those convicted of a first or second impaired driving offense are now subject to the program for one year; for a third offense, three years; and for any subsequent convictions, for life.

Participants who have been recently convicted are required to be instated in the program as soon as their license suspension ends and they reapply for a license.

Those subject to the Ignition Interlock Program must have an Interlock device installed in their vehicles—wired through the automobile's ignition. In order for the vehicle to start, the device must receive a clean breath sample. Once the vehicle has been started, the driver must also provide random breath samples in order to keep moving. If the device detects any amount of alcohol, it will trigger an alarm and will record the incident.

Manitoba drivers who are currently servicing a license suspension due to an impaired driving conviction or a Tiered Administrative License Suspension may also be eligible for voluntary participation in the program. All program participants are responsible for the fees associated with administration, installation and monitoring, which amount to around \$505 total.

An Ignition Interlock Program in Manitoba is designed to deter people from consuming alcohol and then driving.



Washington Eyes “Road Usage Charge”



If a current initiative becomes a reality, drivers in Washington State could face a charge for every mile they clock on the state's roadways.

Looking into the possibility of a “road usage charge” to counteract the state's high fuel taxes, Transportation Secretary Paula Hammond told a local radio news show that the charge could boost transportation funding while also cutting down on the taxes consumers face currently.

“We're going to start engaging with the public and try and understand what people think about the risks, the opportunities, and some of those things,” Hammond told KIRO Radio's Ross and Burbank show in December.

Part of the problem is the rising number of miles traveled while fuel efficiency fails to keep up, Hammond said. The imbalance has cut into tax revenues on gas not just in Washington, but also nationwide.

The feasibility of the program is a major hurdle, however, since tracking mileage among drivers is possible, but may not be appealing to drivers.

A late 2012 report issued by The Washington State Road Usage Charge Assessment Steering Committee found the program is feasible, citing the many different devices including GPS and smartphone apps that can track mileage. Privacy, then, becomes a major issue in terms of gaining consumer support. “Privacy is such a big hurdle for folks,” Hammond said. “We want to understand what they think about that more.”

The Washington State Department of Transportation will seek \$3.5 million in state funding to explore the option further.

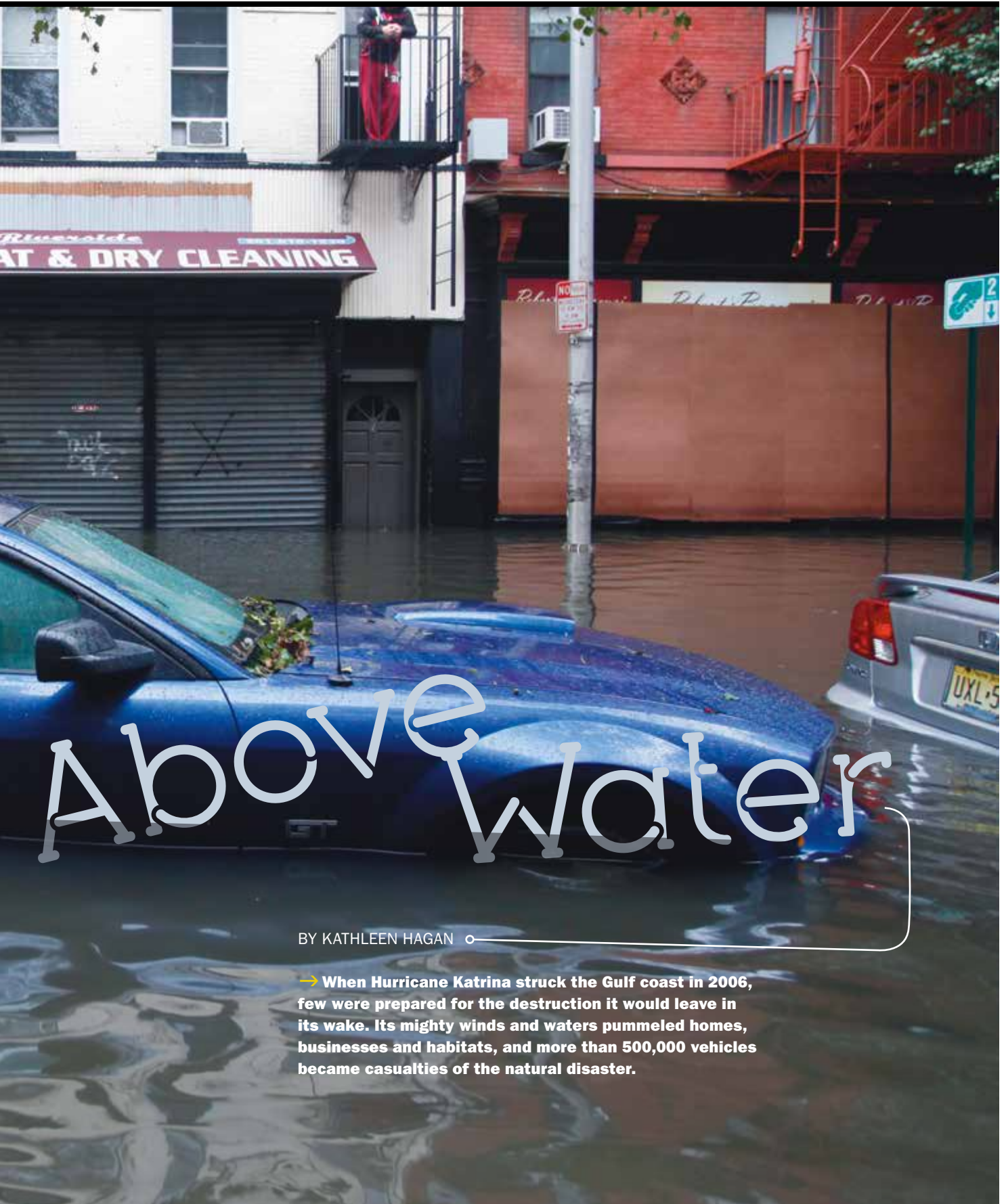
Washington is looking into road usage charges to counteract the state's high fuel taxes.



A photograph showing a blue sports car, possibly a Ford Mustang, partially submerged in floodwater. The car is in the foreground, with its rear and side visible. In the background, there is a two-story building with a yellow sign that reads "Arroyo LIQUORS GROCERY". To the right, another building has a sign that says "ALNDROMA". A tree trunk is visible between the buildings. The water is murky and reflects the car and the buildings.

Staying

In the wake of Superstorm Sandy, jurisdictions should consider best practices when issuing titles and brands, so as not to facilitate the fraudulent reselling of total-loss vehicles.



Above Water

BY KATHLEEN HAGAN

→ When Hurricane Katrina struck the Gulf coast in 2006, few were prepared for the destruction it would leave in its wake. Its mighty winds and waters pummeled homes, businesses and habitats, and more than 500,000 vehicles became casualties of the natural disaster.

Insurance companies deemed these flood-damaged vehicles total losses, yet many of these vehicles were resold under clean titles. The end result: consumers who may or may not have known that a car had endured a saltwater flood, purchased total-loss vehicles from Katrina in locations as far away from the hurricane as California.

When Superstorm Sandy unleashed its fury on the Northeast in the fall of 2012, the potential for this type of large-scale fraudulent reselling of vehicles resurfaced—Sandy damaged at least 230,000 vehicles, according to the National Insurance Crime Bureau. However, new systems and tools, such as the National Motor Vehicle Title Information System and the Junk, Salvage and Insurance Total Loss program are now in place, which means that motor vehicle administrators can identify flood damaged vehicles and help consumers detect fraud and stay safe on the roads.

DETECTING FRAUD

Fraudulent reselling of vehicles can come in many different shapes and sizes, according to Howard Nusbaum, administrator of the National Salvage Vehicle Reporting Program (NSVRP), a nonprofit law enforcement support organization dedicated to reducing auto theft, title fraud and abuse, and helping control criminal activities related to the exportation of stolen and fraudulently obtained vehicles. He says flood-damaged vehicles from Sandy are being sold over the Internet, in person by the original owner and at salvage auctions.

NSVRP monitors salvage auctions to see if the vehicles being offered up for sale are flood damaged or not. If the organization does come across vehicles that have been affected by Sandy, it tracks them to make sure they are being noted as such as they move through the salvage auction process. “I encourage jurisdictions to use NSVRP as a resource during this time,” says Nusbaum. “Unless the jurisdiction has authority over both the title of the car and the venue where the sale is taking place, it doesn’t know what’s going on [with the title].”

“Based on the information we have from NICB applications and requests and feedback from insurance companies, it looks like about 150,000 cars in New York State are going to be totaled as a result of Sandy. That includes approximately 5,000 new cars that were at dealerships,” says Owen McShane, Director, Investigations, New York State, Department of Motor Vehicles, who also notes that another 6,500 new vehicles were flooded at an import facility for foreign vehicles in

Port Newark, N.J. “Jurisdictions should be aware of these numbers,” he says.

DETERRING FRAUD

“Motor vehicle administrators can help to protect consumers by sending their vehicle title and brand data to NMVTIS as quickly as possible,” says Cathie Curtis, director of Vehicle Programs at AAMVA. “They can use NMVTIS to verify all out-of-state titles before they issue a subsequent title.”

Created by federal law, NMVTIS is designed to protect consumers from concealed vehicle histories by mandating that states communicate title and brand information between jurisdictions to help reduce title washing of branding and undiscovered theft and retitling of vehicles. All insurance companies are required to report total-loss vehicles to NMVTIS on a monthly basis. By utilizing NMVTIS, jurisdictions can work to combat title washing.

“Title washing can occur if a vehicle that is flood damaged is not properly documented or disclosed as flood or water damaged in state title databases and in NMVTIS,” Curtis says. “A state may issue a title with a brand indicating flood damage; however, some type of fraudulent activity may occur that removes the flood brand. This fraudulent activity can be identified when the next state to title the vehicle verifies the vehicle and brand history in NMVTIS and sees the original flood damaged brand or salvage brand, and properly brands the vehicle on the title and in their vehicle database.”

However, it is important to note that because reporting to NMVTIS is based on a 30-day cycle, it is possible that flood-damaged vehicles may appear for titling and registration before their total-loss branding would show up in the database. Motor vehicle administrators should check to make sure their state laws require insurance companies to swiftly and accurately report flood-damaged vehicles. Internal policies and procedures should also accurately capture and carry forward a complete vehicle history, Curtis says.

KEEPING CONSUMERS SAFE

Vivienne Cameron, senior director of Special Projects at AAMVA, recommends that jurisdictions advise citizens of the potential safety impact these damaged vehicles can cause. “Be vigilant of these vehicles that may be coming into your state without proper notation,” she says. “Be especially wary of vehicles from those jurisdictions that were affected by the superstorm, including Connecticut,



The runways of Calverton Executive Airport on Long Island shown above are now home to 15,000 damaged vehicles. Fraudulent reselling of vehicles occurs over the Internet, in person by the original owner and at salvage auctions. NSVRP monitors salvage auctions to see if the vehicles being offered up for sale are flood damaged or not. PHOTOS BY DOUG KUNTZ

NMVTIS IS DESIGNED TO PROTECT CONSUMERS FROM CONCEALED VEHICLE HISTORIES BY MANDATING THAT STATES COMMUNICATE TITLE AND BRAND INFORMATION BETWEEN JURISDICTIONS TO HELP REDUCE TITLE WASHING OF BRANDING AND UNDISCOVERED THEFT AND RETITLING OF VEHICLES.



150,000

THE NUMBER OF CARS IN NEW YORK STATE TO BE TOTALED AS A RESULT OF SANDY

230,000

THE NUMBER OF DAMAGED VEHICLES BY HURRICANE SANDY, ACCORDING TO THE NATIONAL INSURANCE CRIME BUREAU.

Pennsylvania, New York and New Jersey—check NMVTIS to make an informed decision as to how they can be retitled. You don’t want to facilitate fraud or expose citizens to unsafe vehicles.”

“In saltwater flood vehicles, the damage oftentimes rears its head about 12 months later,” says McShane. This type of damage may lead to failures in occupant protection systems and in computer and electrical systems. There is also a possibility of health issues resulting from hidden mold in the vehicle, Curtis says.

Curtis urges motor vehicle administrators to help educate the public about flood damaged vehicles by providing information on their websites and encouraging consumers to obtain a vehicle history report from the NMVTIS access providers, such as Carfax or VinCheck, before purchasing a used vehicle. A list of these providers can be found at vehiclehistory.gov/nmvtis_vehiclehistory.html.

“Consumers should always be cautious when purchasing used vehicles, particularly during





“ THIS IS REALLY AN OPPORTUNITY FOR STATES TO CONSIDER BEST PRACTICES [WHEN ISSUING TITLES AND BRANDS] TO PROTECT CONSUMERS FROM UNSAFE VEHICLES.

—Owen McShane, Director, Investigations, New York State, Departments of Motor Vehicles

IRREPARABLE DAMAGE

AAMVA's Unconventional Vehicles Working Group took a bold step in recommending that flood damaged vehicles be considered non-repairable and that their parts should not be used for repairing or rebuilding other vehicles in a November 2012 report titled *Best Practices for Title and Registration of Rebuilt and Specially Constructed Vehicles*. To download, visit aamva.org/workarea/downloadasset.aspx?id=3234.

The report defines a flood-damaged vehicle as a motor vehicle that has been immersed in a liquid to the bottom of the dashboard or to a level affecting any of the major electrical system components, or a vehicle contaminated with toxic fluid, or both, that renders the vehicle unsafe due to toxic hazard. It advises that these vehicles be branded as non-repairable because safety and health problems only become evident in these vehicles after a significant amount of time.

This advice mirrors the recommendations of the National Salvage Vehicle Reporting Program, a nonprofit law enforcement support organization dedicated to reducing auto theft, title fraud and abuse, and to helping to control criminal activities related to the exportation of stolen and fraudulently obtained vehicles.

NSVRP notes that while initial flood-damage assessments may catch superficial repairs, neither insurance estimators nor body shops will be able to determine the effects of long-term electrical corrosion failures or mold buildup within a vehicle.



To view a video about damaged vehicles and Superstorm Sandy, and to read this article online, please visit movemag.org.

this time, because there will literally be a flood of used cars from Sandy on the market,” McShane adds. “They should look at the car carefully and have it checked by a licensed mechanic, if possible.”

McShane says one telltale sign that a vehicle has water damage is unusual rust. “A lot of these cars with exposure to saltwater are already rusting,” he says. “If you open the hood, you’ll see rust all over the interior engine compartment. You might also see rust coming up from the carpeting and rust in the trunk. That should be an alarm bell if consumers are seeing that.”

“This is really an opportunity for states to consider best practices [when issuing titles and applying brands] to protect consumers from unsafe vehicles,” Cameron says. “There currently is a lack of standardization around brands—some jurisdictions have flood brands while others [such as New York] don’t ... It’s important to make sure that a catastrophic brand, like a flood damaged vehicle, is carried over [during the retitling process].” **m**



Storm-damaged vehicles are not as easy to pick out as you may think. One telltale sign? Rust. Check the interior engine compartment for it, along with the carpeting and trunk.



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UNLICENSED TO DRIVE

The high road to cutting down on dangerous driving.

BY ELIZABETH ECKER

20



75 PERCENT OF SUSPENDED DRIVERS CONTINUE TO DRIVE DESPITE THEIR LOSS OF DRIVING PRIVILEGES.

→ Crashes happen.

As a known risk of getting behind the wheel, drivers are aware that a crash can be an unfortunate outcome of taking to the road.

But many are being put at an unnecessary risk, with crashes involving drivers whose licenses are suspended on the rise, motor vehicle professionals have found. Much of the time, those suspensions have nothing to do with driving. Often they are related to theft, failure to pay an outstanding debt or some other reason deemed by local or state government.

Law enforcement and other officials spend thousands of hours dealing with arresting and ticketing these drivers when they could instead be working to keep the roads safe.

Making strides toward fixing this problem is an initiative slated for publication in February that will help licensing officials articulate the specific concerns with local policy makers.



Under grant funding by the National Highway Traffic Safety Administration, a document, “Best Practices Guide to Reducing Suspended Drivers,” and a template for model legislation are now forthcoming.

“The basic premise is: Let’s stop suspending people for non-driving reasons,” says Brian Ursino, AAMVA director of law enforcement. “The research shows us that someone suspended for a driving reason is three times more likely to be involved in a crash than a person suspended for a non-driving reason.”

OFFENSES ABOUND

Those reasons number as many as 74 across states—by the count of the working group chaired by Georgia DMV Commissioner Rob Mikell.

“Our limited resources should be focused on truly dangerous drivers,” Mikell says. “This is a significant point that can easily be missed: This publication does not seek to use ‘suspension’ courts or shorter suspensions to address the issue, as the best solution is to use an altogether different means for changing non-driving related behaviors.”

The data speaks for itself, with the research conducted by the working group indicating 75 percent of suspended drivers continue to drive anyway.

The number of those suspended drivers is on the rise too; suspensions due to non-driving causes rose from 29 percent to 39 percent from 2002 to 2006.

Regular drivers are at risk of being involved in a crash with a suspended driver at a much higher rate when the driver’s license has been suspended for a driving-related cause. Research shows drivers suspended for driver behavior are involved in crashes three times more frequently than drivers suspended for non-driving reasons—and they’re six times more likely to be involved in a crash than a driver who has never been suspended.

“If every state legislature repealed current laws requiring suspension for non-driving reasons, we would have approximately 40 percent fewer suspended drivers on our roads,” Ursino says.

DRIVING CHANGE

Changing the rules isn’t easy, especially because each state has its own laws regarding license suspension.

Wisconsin’s Department of Transportation, for example, released more than 100,000 non-driving related administrative license revocations in 2010 under Wisconsin Act 102. The legislation received bipartisan backing as well as support from the DOT, judges, law enforcement, district attorneys and the State Public Defender.

“THE ISSUE GOES BEYOND JUST PUBLIC SAFETY TO ALSO INCLUDE THE COSTS OF ARRESTING, PROCESSING, ADMINISTERING AND ENFORCING SOCIAL NON-CONFORMANCE RELATED DRIVER LICENSE SUSPENSIONS.

—Rob Mikell, DMV Commissioner, State of Georgia

“It ended thousands of unnecessary non-driving related license revocations and gave law enforcement, judges, and the DOT more time and resources to focus on serious traffic violations that threaten public safety,” Mikell says.

The infractions that led to a suspended license include a very wide array—graffiti, bounced checks and fuel theft, to name a few.

“We’re targeting the plethora of state-passed laws for a multitude of non-driving reasons people are suspended,” Ursino says.

While it stands to reason that there may be alternatives to punishing these infractions, two in particular are proving more difficult due to the national child support enforcement program suspension and drug offender’s license suspension currently in place.

“There may be a perception that these suspensions are required to be passed as law in every state as absolute suspensions with no discretionary input to be considered by the legislatures or the courts,” Mikell says.

However, it is not the case across the board.

“A number of states have opted to impose these suspensions only where there is a link to unsafe driving or to provide an opt-out when the suspension would cause an impediment to current or potential employment or would cause an undue hardship,” he says.

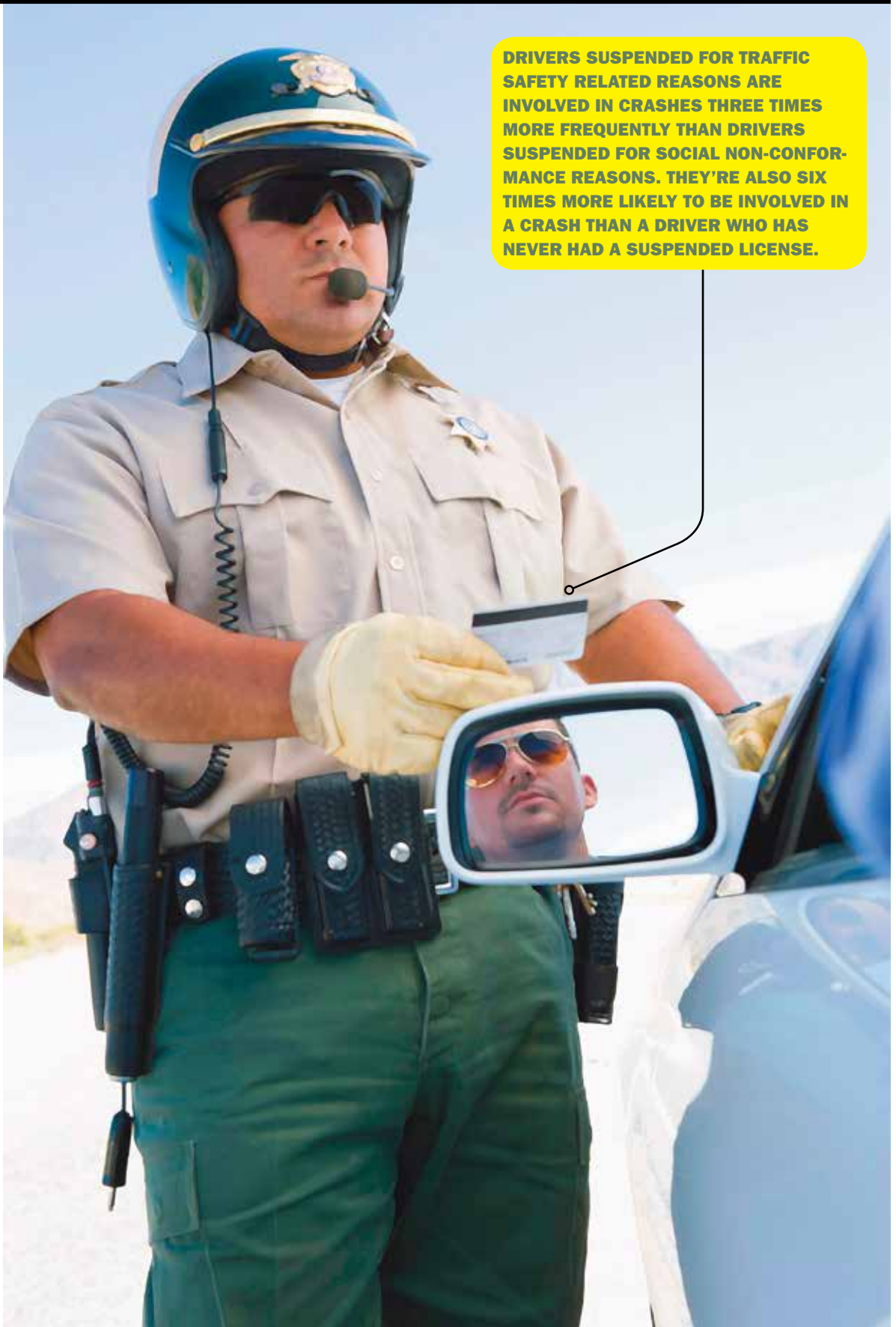
ADDED BENEFITS

Not only does the initiative aim to make roads safer, but it will save thousands of hours of time for enforcement officials and courts.

Take, for instance, Washington State Patrol (WSP). The WSP alone spends nearly 80,000 hours each year in the arrest, impound and adjudication of suspended driver cases that are due to non-driving offenses, according to the working group. These cases burden the court system, too, for which traffic offenses represent the largest number of charges prosecuted in many states and localities.

Of course, MVAs are positioned to save time and resources as well. If not for the high percentage of non-driving related

DRIVERS SUSPENDED FOR TRAFFIC SAFETY RELATED REASONS ARE INVOLVED IN CRASHES THREE TIMES MORE FREQUENTLY THAN DRIVERS SUSPENDED FOR SOCIAL NON-CONFORMANCE REASONS. THEY'RE ALSO SIX TIMES MORE LIKELY TO BE INVOLVED IN A CRASH THAN A DRIVER WHO HAS NEVER HAD A SUSPENDED LICENSE.





IF EVERY STATE LEGISLATURE REPEALED CURRENT LAWS REQUIRING SUSPENSION FOR NON-DRIVING REASONS, WE WOULD HAVE APPROXIMATELY 40 PERCENT FEWER SUSPENDED DRIVERS ON OUR ROADS.

—Brian Ursino, Director of Law Enforcement, AAMVA



suspensions, DMVs could focus on their core business of highway safety, the working group shows.

“The issue goes beyond just public safety to also include the costs of arresting, processing, administering and enforcing social non-conformance related driver license suspensions,” Mikell says.

While some of the costs are obvious, he says, there are others that are often overlooked.

“Once a state passes a requirement for a driver’s license suspension for a non-moving violation, the motor vehicle agency must prepare to be able to process the suspension including writing business requirements, writing code and training of staff. However, the suspensions are not being utilized in some cases, which makes the process even more cumbersome and costly.”

SOLVING THE PROBLEM

The forthcoming guide will include the best practices publication as well as the model legislation template with the goal of informing decision makers about the crucial safety impact of drivers who take to the roads despite having suspended licenses. The impact is twofold.

“The dramatic increase in suspensions has led to changes in public perception of the seriousness of this action, and the suspension is ‘watered down’ in value,” Mikell says. “Even when law enforcement, courts and society in general continue to view the license suspension with great seriousness, the resources to deal with the volume of today’s suspensions are depleted.”

The result is a less effective system, he says, for keeping dangerous drivers off the roads.

“The effect obviously includes the safety risks for those who share the roadways, but it actually extends directly and indirectly to most everyone in our society, particularly when we consider that drivers suspended for traffic safety related reasons are three times more likely to be involved in a crash than drivers suspended for social non-conformance reasons.”

The effort is the first of its kind to truly address the problems from the standpoint of both the drain on resources it causes as well as the greater issue of driving safety.

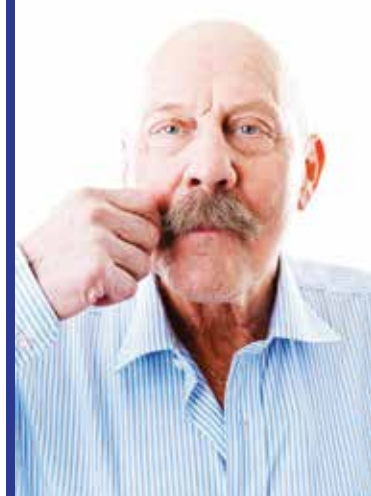
“I don’t think this is an end-all be-all, but by adopting this one philosophy it would reduce the number of suspended drivers by 40 percent,” Ursino says. “That’s hugely significant in reducing the burden on motor vehicle administrations, law enforcement, and the judiciary, and directly relates to improving traffic safety.” **m**



To view a video about suspended drivers, please visit movemag.org. To download AAMVA’s Best Practices Guide to Reducing Suspended Drivers, visit aamva.org/workarea/downloadasset.aspx?id=3227.

To view AAMVA’s webinar on Suspended & Revoked Working Group Recommendations, visit www.aamva.org/webinar-archives.

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Watch a short video on the FDR updates under the multimedia section of MOVEmag.org



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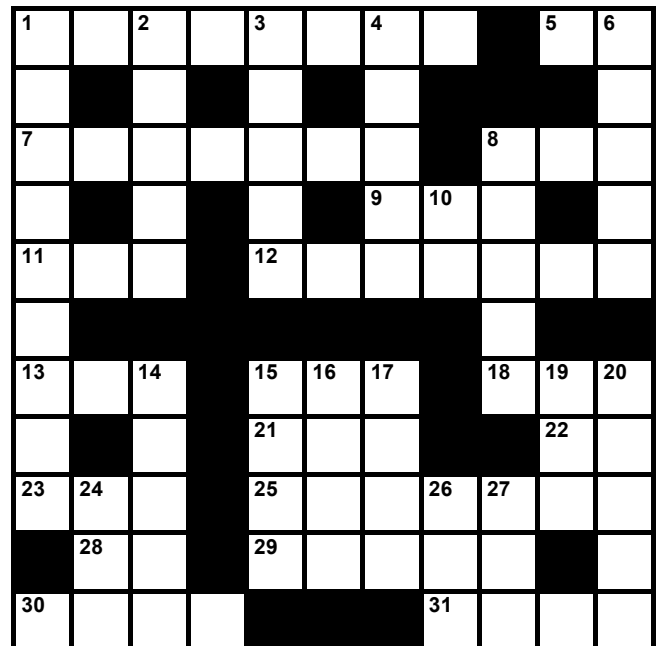
26

Across

- 1 Device designed to reduce recidivism in DWI offenders (goes with 1 down)
- 5 Providing that
- 7 Make more restrictive or with higher penalties
- 8 Program that phases in driving privileges for new teen drivers as they gain experience behind the wheel, abbreviation.
- 9 Org. that sets emissions standards
- 11 Grind
- 12 On the way (2 words)
- 13 Pronoun
- 15 Metered transport
- 18 And so forth
- 21 “___ driver, one license”
- 22 Military officer, for short
- 23 First-aid, for one
- 25 New Chairwoman of the AAMVA Board, Stacy ____
- 28 Older of two sons
- 29 Stopwatch
- 30 Service designed to improve security for drivers licenses and personal ID cards, abbreviation
- 31 Driver License/Identity Verification Systems, for short

Down

- 1 See 1 across
- 2 Critical time period for teen driver safety
- 3 The pink slip, for a vehicle
- 4 Person responsible for updating a vehicle's registration
- 6 ____ ID (fraudulent)
- 8 Speedometer or odometer for example
- 10 Post Office, for short
- 14 ____ active, law that may apply to earlier events
- 15 It's always a factor in introducing new programs
- 16 ____ freeze
- 17 Sometimes it has to be dimmed
- 19 Pair
- 20 Orange objects on the highway
- 24 Believer's suffix
- 26 Edward's nickname
- 27 ____ state area, NY, NJ and Connecticut



INDUSTRY INSIGHT



TAKING A PARTNERSHIP TO THE NEXT LEVEL

27

3M AND THE GEORGIA DEPARTMENT OF REVENUE

BY KIMBERLY ALTERS

In 2009, the Georgia Department of Revenue sought to manufacture and distribute license plates more efficiently. After putting out a request for information, conducting research and beginning a bidding process, the state ultimately chose to partner with 3M.

“It was all about who was out there who would provide better customer service,” says Georgia Steele, assistant director of the Motor Vehicle Division of the Department of Revenue. “3M had considerable experience and the ability to provide us with cutting edge technology.”

3M provides the state of Georgia with digital license plates, registration cards and decals. In addition to previous experience, 3M manufactures its own sheeting instead of getting it from another source, which Steele says was an advantage.

“It’s allowed for us to cut down our warehouse needs,” says Steele. “Before, we had to have a greater lead time in production of plates just so we could have them at a faster turnaround time.”

The Department of Revenue already had a working relationship with 3M involving raw materials, says Julie Burke, government services manager for 3M. “We were getting last-minute orders for sheeting and decals,” she says. “We knew that we could help them create a more efficient fulfillment process.”

Burke says the digital system is a “far more efficient way” of redesigning license plates because it allows a Department official to develop different plates in less time. Additionally, there’s no cost incurred from carrying inventory as the state is only charged when the plate is issued to the motorist, Burke says.

The digital system has since allowed the state of Georgia to improve their specialty plates. “We’ll have the standard plate with the peach in the background, new veterans plates that display each award they’ve received, and colleges will have new designs for their plates that cover the entire plate,” Steele says. “It’s a great part of the 3M partnership.” **m**



For more about industry partnerships, visit [movemag.org](https://www.movemag.org)

Q&A WITH FRED PORTER

MOVE MAGAZINE STEALS A FEW MINUTES WITH FRED PORTER, A REGIONAL DIRECTOR FOR MEMBER SUPPORT AT AAMVA, AND ADMINISTRATOR OF THE ARKANSAS OFFICE OF MOTOR VEHICLES. HE WILL RETIRE AT THE END OF FEBRUARY.

INTERVIEW BY LIZA BERGER

YOU'VE BEEN A PART OF THE MOTOR VEHICLE WORLD FOR OVER 30 YEARS. WHAT DOES IT FEEL LIKE TO RETIRE?

It's something you think about your whole life, but it's never there. Now, it's kind of surreal. It really is here. It makes you think, my goodness. Where did the time go?

WHAT ARE YOUR PLANS?

To spend more time with my wife, Betty, and do more things that I want to do instead of need to do. I don't have anything exotic planned, maybe decompress for a few weeks. Betty has a list of honey-dos, so we'll work through that. I'll play some golf. We'll probably do some leisure travel, but that's not a priority early on. I've seen the inside of enough hotel rooms to last me for a while.

WHAT WILL YOU MISS ABOUT WORKING FOR AAMVA AND THE FIELD OF MOTOR VEHICLES IN GENERAL?

That an easy one. It's the people. AAMVA is such a great group of people—members, staff, industry partners. They've been a great group to work with.

PRIOR TO WORKING FOR AAMVA AS A DIRECTOR OF BUSINESS DEVELOPMENT IN 2004, YOU SERVED AS ADMINISTRATOR OF THE ARKANSAS OFFICE OF MOTOR VEHICLES FOR 24 YEARS. WHAT KEPT YOU IN THIS INDUSTRY SO MANY YEARS?

When I started in state government in 1972, fresh out of college, as a budget analyst, that's a high-pressure, fast-moving job, but I enjoyed it. I moved to motor vehicles in 1980 and the big thing I remember was the first regional conference Betty and I went to—a difference of daylight and dark between the Budget Office and Office of Motor Vehicles. It was such a collegial group of people interested in what you do and who you are, and sharing information. It was really refreshing and I thoroughly enjoyed it. What I liked about the job was opportunities for one-on-one working with the public. People think a problem can't be solved, but you can do it. I enjoyed working with the legislative and executive branches.

WHAT IS ONE ENDURING MEMORY YOU HAVE OF WORKING AT THE ARKANSAS OFFICE OF MOTOR VEHICLES?

Don't come between a guy and his pick-up truck. If there was something wrong with the ownership documents, all he wanted was the problem solved. The big thing was, most that came to my office were very emotional by the time they got to me because they had already heard "no" several times. I remember sitting down with them and letting them talk it out, and then trying to find a way to help them. Most walked out happy, even if they didn't get exactly what they came in wanting. That was fun.

WHAT IS MOST STRIKING TO YOU ABOUT HOW THE INDUSTRY HAS CHANGED?

That'd be two things: technology advancement and improvement of customer service. One example is, when I took over the DMV in Arkansas in 1980, it was all manual. We did certificates of title on a Xerox copy flow machine. In 1997, we passed legislation to do online tag

A

renewals so people could renew their licenses online. By January of 1998, people could renew their car tags at Wal-Mart. That's an unbelievable technology and customer service leap. People no longer had to stand in line. They could renew it without going anywhere. Arkansas wasn't unique. Going from seeing the DMV as a joke on Letterman and Leno, to where they are models of customer service in the public sector, it felt good to be a part of that.

DID YOU ASPIRE TO WORK FOR THE STATE WHEN YOU WERE IN COLLEGE?

No. It was the furthest thing from my mind. I worked in the college purchasing office while getting my degree. When I graduated I went to work for a grocery chain in their management program. I realized I didn't want to do that. I went to an employment agency and the employment counselor said her husband was the administrator of the Arkansas Office of State Purchasing—a fluke. She said they were looking for a buyer, and since I had worked three years in the



Fred Porter has worked in the motor vehicle industry in some form for over 30 years. His favorite part about the business? The people.



I WOULD SAY I'VE HAD A BLESSED LIFE. NOT MANY PEOPLE HAVE ONE CAREER THEY REALLY ENJOY; I HAVE HAD TWO. EVEN THOUGH I'M RETIRING, I'LL CONTINUE TO BE A MEMBER OF THE AAMVA COMMUNITY.

college purchasing office, she would have her husband call me. I talked to him and he said there was an opening in the Office of Budget that was higher-paying. I got the job, and as it worked out, six years later in 1978, I was the youngest state budget director in the United States at the age of 28.

WHAT ARE YOUR HOBBIES?

I love golf. I build golf clubs for friends and colleagues in AAMVA. That's one of the things I want to get back to doing. I enjoy working with my hands. I enjoy seeing the tangible results of my efforts and seeing my friends enjoy using those clubs.

WHAT KIND OF CAR DO YOU DRIVE?

A Toyota 4Runner. I've had it five years.

WHAT'S YOUR FAVORITE MOVIE FEATURING A MOTOR VEHICLE?

I'd say *On Any Sunday*, a documentary from the early 1970s about motorcycle racing. When I was in my teens and 20s, I raced motorcycles. But since I was the state budget director by the late 70's, they weren't crazy about me risking my neck racing motorcycles on the weekends. I still have the engine to my last motocross bike. My dream would be to restore the motorcycle.

ANYTHING ELSE YOU'D LIKE TO MENTION?

I would say I've had a blessed life. Not many people have one career they really enjoy; I have had two. Even though I'm retiring, I'll continue to be a member of the AAMVA community. As a past Region II president, I'll plan to go to the Region II conference each year, and who knows? I may pop up at some other AAMVA events on occasion. **m**

As of press time, Fred underwent successful surgery to remove a recently discovered brain tumor. Pending pathology results, he will undergo additional treatment in Houston. If you'd like to email Fred well wishes or a note, please email emailmove@aamva.org.



WE HEAR FROM MARK M. NEIL,
CHARLES HOOPER AND LEONARD CASPER.

How is the topic of Suspended & Revoked Licenses affecting your line of work?

Traffic vs. Non-Traffic Penalties

MARK M. NEIL

SENIOR ATTORNEY, NATIONAL TRAFFIC LAW CENTER, VIRGINIA

Traffic offenses account for the largest number of cases handled by state and local prosecutors. According to the National Center for State Courts, Court Statistics Project, there were 58,264,848 traffic cases filed in 2009. Cases involving suspended or revoked driver's licenses make up a part of these numbers and include those for which the suspension or revocation have nothing to do with a traffic or other criminal offense. Rather, the license action may be for matters wholly unrelated to traffic safety.

Traffic safety is the primary goal of the driver licensing and sanctioning laws. While withholding the driving privilege is an effective deterrent and enforcement tool for compliance with traffic safety laws and regulations, it has been used as an enforcement tool for compliance with non-traffic related matters. Addressing these non-traffic related matters in the same manner as safety related driving sanctions dilutes their effectiveness and creates inefficiencies and inequities in law enforcement, the judicial process, and the system of corrections.

To best serve traffic safety, penalties for driving while privileges are withheld for safety related reasons must be distinguished from penalties for driving while privileges are withheld for reasons other than traffic safety. Rather than further punish a person suspended for financial reasons, a prosecutor might request the court to give them time to satisfy the obligation or otherwise cure the issue which led to the loss of their license. Prosecutors must exercise their discretion in determining what charges and sanctions are appropriate when dealing with these cases.

The Key to Changing Behavior

CHARLES HOOPER

DIRECTOR OF OPERATIONS, DRIVER CONTROL, COLORADO DEPARTMENT OF REVENUE
My involvement with AAMVA's Suspended and Revoked Drivers Working Group centered around the notion that we have experienced a nationwide effort in the last couple of decades to expand driver's license sanctioning into areas that are not related to driver safety, but rather into areas that are social compliance issues. For example, federal legislation imposed



“ DATA DOES NOT SUPPORT THAT A RESTRAINT IS EFFECTIVE IN KEEPING DRIVERS OFF THE ROAD, BUT IT HAS SHOWN THAT SUSPENDED AND REVOKED LICENSES CAN BE EFFECTIVE IN CHANGING BEHAVIOR.

—Charles Hooper
Director of Operations, Driver Control, Colorado Department of Revenue

a requirement on states to have some type of license sanctioning for individuals who are not in compliance with their child support orders.

Data does not support that a restraint is effective in keeping drivers off the road, but it has shown that suspended and revoked licenses can be effective in changing behavior. People are interested in retaining or regaining their driving privileges for issues other than traffic safety, such as needing to show that they have a good driving record in order to gain employment or keeping the job they currently have.

By using suspensions and revocations for things that are not related to traffic safety, we've diluted the effectiveness of those suspensions and revocations. In the future, I think we are going to see some states, like we've started to do in Colorado, begin to legislate away from some of these driver's license restraints that are based on social compliance. I also think we will see some states go toward a dual mechanism where they treat those suspensions and revocations that are safety related differently than they treat those that are non-safety related.

The Importance of Data

CAPTAIN LEONARD CASPER

TRAFFIC SERVICES, NEW YORK STATE POLICE

There is a significant amount of research and data showing that drivers who have their licenses suspended and revoked for violating traffic laws are much more likely to be involved in crashes than those who are suspended for social non-compliance (non-traffic) reasons. Research shows that drivers who were suspended for unsafe driving have a six times greater propensity to be involved in a crash than the average motorist; and they are three times more likely to be involved in a crash than a driver whose license was suspended or revoked due to a social non-compliance issue.

This issue is extremely important to me—and all law enforcement across the country—because our staffs are very taxed in this day and age of limited resources and budget cutbacks. Knowing there's a subset of drivers who are involved in a significantly larger number of crashes allows us to focus our limited resources on these problem drivers, which helps us best meet the needs of society to make our roads safer.

We now need to look at different ways to make sure that suspended and revoked drivers are not driving on our roads and endangering their fellow motorists. There needs to be a cooperative effort between law enforcement and DMVs to come up with a comprehensive strategy to use this data to our advantage to improve highway safety.

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A BIG FUTURE

Who could have imagined that we'd be where we are today—in the midst of CDLIS modernization, NMVTIS and the reality of State to State? Five years ago, I might have laughed if you told me we would have come so far.

Given that, try hazarding a guess at where we'll be in 80 years. I certainly can't. How about another five years? A virtual driver's license perhaps? And who knows what other amazing changes will have taken place?

While it is nearly impossible to predict 80 years from now, much less five, one thing is certain: transformation is at the core of our business. This is a great industry for people who have imagination or are creative—either in creating the products or figuring out the service delivery method. Most people wouldn't think of state government as a place for dreamers, but I do. They help lead the transformation.

There is no question that technology will play a leading role in the next 80 years of AAMVA and motor vehicle administration. As exciting as it is, it also begs the question, how do we keep up, especially as states are lacking in resources, such as funding and implementation? And the aging of the system is another challenge. One goal is to keep jurisdictions on a level playing field—putting customer service delivery first, and maintaining the proper mix of field offices, and public or private entities.

Whatever happens, I am confident that AAMVA will weather the challenges, with grace and good humor. Here's to the next 80 years.

A stylized signature of Stacey Stanton in black ink.

Stacey Stanton, Chair of the Board

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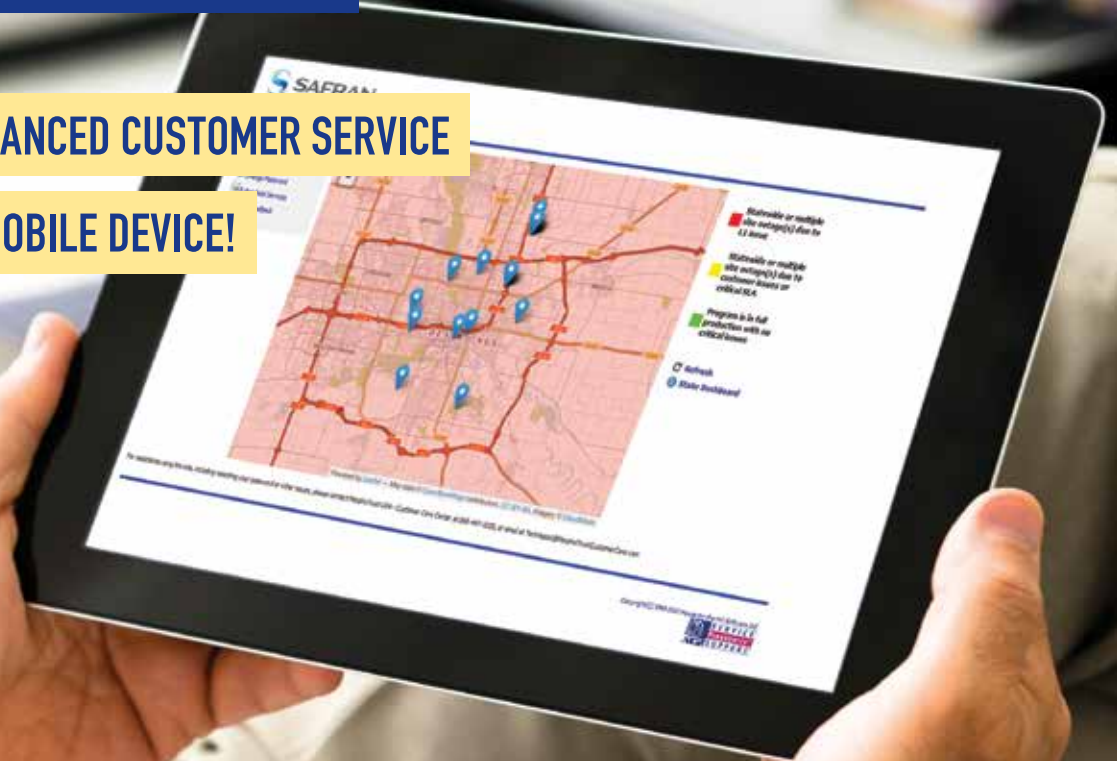
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