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COVER STORY



ILLUSTRATION BY JON BERKELEY

Passengers Only

20 Autonomous vehicles aren't just the future of driving. They're here.

—BY ELIZABETH MILLARD

FEATURES

16 Identity Goes Electronic

eID heightens security for online transactions.

—BY JAMIE FRIEDLANDER

26 Success in Scottsdale

Highlights from the 2013 Annual International Conference.

CONTENTS

6 Musings

Does your jurisdiction spend a lot of time and resources combating fraud?

8 In the Headlights

A timeline of 80 years of law enforcement.

10 Between the Aisles

Capitol Hill explores more efficient state voter registration systems.

13 Dashboard

A look at the results of the latest surveys on identity.

14 Road Trip

Learn what's happening with motor vehicle administration and law enforcement across the country.

25 AAMVA Crossword

Try your luck at this issue's puzzle.

28 Behind the Wheel

MOVE catches up with Dennis Kamimura, the recipient of the 2013 AAMVA Chair's Award of Excellence.

30 Crossroads

Three perspectives on emerging vehicle technologies.

32 Taillights

Jennifer Cohan wants to make leadership development a priority.





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Q: DOES YOUR JURISDICTION SPEND A LOT OF TIME AND RESOURCES COMBATING FRAUD? IF SO, WHAT TACTICS ARE USED?

MAC LEWIS, Manager of Policy Procedure, Training and Performance, Motor Vehicle Division, New Mexico Taxation and Revenue Department

“ New Mexico MVD’s parent agency, the Taxation and Revenue Department, has a separate Tax Fraud Investigations Division, whose functions include review of all first-time foreign national driver’s license and ID application documents; proactive identification and investigation of driver’s license/ID fraud; close coordination with law enforcement and prosecutors on driver’s license/ID fraud cases; regular audits of our field office operations; and internal investigations. Internally, MVD actively utilizes facial recognition biometrics to identify and pursue cases of identity fraud. And over the past couple of years, our finance unit has increasingly fine-tuned its ability to identify and pursue discrepancies in financial reporting by MVD’s field offices and partners.

PATRICK MCJANNET, Audit and CDL Section Supervisor, Montana Department of Justice/Motor Vehicle Division Operations and Customer Support Bureau

“ Although we are trying to formalize an Audit/Fraud unit, resources are limited ... especially as we have fully implemented CDLIS [Commercial Driver’s License Information System] Mod and the medical requirements. We do hope to be more proactive detecting fraud as resources become available. Most of this will start by more closely monitoring our facial recognition program. Also, FDR [fraud detection and remediation] training is provided to new employees by Danny Goyette (CDL compliance auditor), and refresher training is done every couple of years.

PAM GOHEEN, Assistant Commissioner for Communications, Virginia Department of Motor Vehicles

“ Security is a primary function and daily priority for the Virginia DMV. The agency leverages the array of AAMVA fraud prevention and detection tools, and relies on its sworn law enforcement staff to protect the integrity of DMV processes, products and services.

SUSAN SCHILZ, Compliance, Audit and Fraud Unit Supervisor, DMV Administrators Office, Wisconsin DOT

“ We have developed standardized internal reports and audit practices that monitor trends for quality assurance and internal fraud control. These reports and audit results are viewed regularly by the Fraud Unit and management staff. We also have a relationship with the state Fusion Centers in collaboration with Homeland Security and the USDOJ to report suspicious activity in and around our business areas. This reporting can provide vital information to reduce the occurrence of fraudulent document production, benefits fraud and can provide valuable information to protect all citizens within our state and nationally.



FIGHT FRAUD

Learn more about AAMVA's Fraud Training at aamva.org/FDR-Training.

People Change. Identities Don't.



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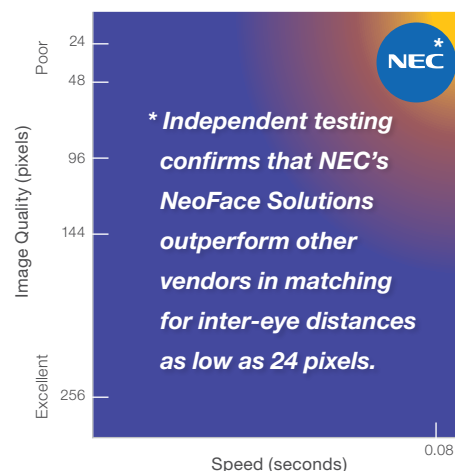
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WORKING TOGETHER

80 YEARS OF AAMVA'S LAW ENFORCEMENT EFFORTS

Since AAMVA's founding in 1933, its relationship with law enforcement has evolved considerably. Because issues of traffic safety are often influenced by the administration of driver and vehicle services, this relationship affects everyone on the road.

"We were very aware that the law enforcement function that AAMVA represented went much further than traffic services," says Harold Hammond, former state law enforcement officer and former regional director for AAMVA. "[The issues] affected not only traffic safety, but also the integrity of our driver's license and vehicle titling and registration process."

Over the years, the relationship between AAMVA and law enforcement has grown stronger. AAMVA's creation of the law

enforcement director position in 2000 is one example. "That was the turning point in terms of AAMVA expanding its partnership between the DMV and law enforcement communities," says Selden Fritschner, chief of the commercial driver's license division at the Federal Motor Carrier Safety Administration and former AAMVA law enforcement director.

And the relationship continues to stay strong. AAMVA's 2013 Annual International Conference hosted the largest presence of law enforcement at an AAMVA event.

"Motor vehicle administrators may not get the support they deserve, but without their participation, I don't know where we'd be," says Paul Krisavage, retired captain of the Connecticut State Police. "AAMVA in itself is a timeline for a transportation society."



For more information on AAMVA's 80th anniversary, visit aamva.org.



1933

AAMVA is founded.

1933

21st Amendment is passed, which makes drinking alcohol legal again. Most states set the minimum legal drinking age (MLDA) at 21 years old.

1960

The Driver License Compact is formed, and Nevada is the first state to join.

1967

By now, 25 states have joined Nevada in the Driver License Compact.

1968

Federal Motor Vehicle Standard 208, which requires seat belts for each designated seating position in a vehicle, becomes effective.

1974

Richard Nixon signs the Emergency Highway Energy Conservation Act into law, creating a federally mandated speed limit of 55 mph. Twenty-one years later, the National Highway Designation Act returned highway speed limit control to the states.

1984

New York becomes the first state to make seat belt use mandatory.

1984

Congress enacts the Uniform Drinking Age Act, which ties MLDA to federal highway construction funding. This forces states to make their MLDA 21, or risk losing funding.

1987

The Highway Safety Act of 1987 calls for an examination of ignition interlock devices and their potential use for curbing drunk driving.

1988

Four years after the passing of the Uniform Drinking Age Act, every state has raised its MLDA to 21.

1970

National Highway Traffic Safety Administration (NHTSA) begins funding research into ignition interlock technology.

1978

West Virginia is the first state to join the Nonresident Violator Compact, followed by Minnesota and Kentucky.





1992

The Commercial Motor Vehicle Safety Act becomes law.

1994

As part of the Uniform Identification Practices Model Program for motor vehicle agencies, AAMVA encourages jurisdictions to adopt standards for ID security.

1998

AAMVA forms the Altered Height Working Group to identify safety issues related to altered height vehicles.

1995

Congress passes the National Highway Systems Designation Act of 1995, which penalizes states that failed to enact a zero tolerance law covering all drivers under 21 by taking away federal highway funding.

2000

AAMVA changes the name of the Police Traffic Services Committee to the Enforcement Committee and creates the position of Law Enforcement Director.

2002

After 9/11, AAMVA creates the Fraudulent Document Recognition (FDR) Model Training Program. In 2013, the program's name was changed to Fraud Detection and Remediation.

2005

AAMVA forms a working group consisting of professionals from NHTSA, Federal Highway Administration (FHWA), and the Federal Motor Carrier Safety Administration (FMCSA) to examine issues surrounding suspended and revoked licenses.

2008

AAMVA establishes a dedicated Board of Directors position for a law enforcement representative.

2012

AAMVA's ALPR Working Group releases the Best Practices Guide for Improving ALPR Effectiveness through Uniform License Plate Design and Manufacture.

2013

AAMVA's Suspended Driver Working Group releases the Best Practice Guide to Reducing Suspended Drivers.





ON A ROLL

The Hill explores more efficient state voter registration systems

BY CIAN CASHIN AND ANDREW GUEVARA

Shortly after the 2012 general elections, rumors began circulating about which candidates might become the next political superstars and which party might take control of Washington in the 2014 and 2016 elections. Despite 2013 not being an election year, the electoral process grabbed the attention of a few policymakers on the Hill. Legislation focusing on ways to clean up the elections process and safeguard voters' rights has been introduced in both chambers. This new legislation would require proof of citizenship for registration to vote in elections for federal office, modernize voter registration and promote access to voting to certain demographics of citizens, and improve the operations of the Elections Assistance Commission. The list goes on.

Of particular importance to the AAMVA community is one piece of legislation: House bill 2115, the Voter Registration Efficiency Act. Proposed by House Administration Committee Chair Candice Miller (R-MI), H.R. 2115 was introduced earlier this year to streamline the elections process by aligning state voter registration rolls with actual voter registrations tied to state residence. The Act had merely been introduced in the House, and a June 4 committee hearing was held on it. The bill has been scheduled for mark-up as well. As a former secretary of state, Chairman Miller's

familiarity with the elections process and fervor on the subject runs deep, adding to the potential momentum for movement.

REGISTRATION INACCURACIES

Voter registration rolls run rampant with erroneous information. According to the 2012 Pew Center on the States' Inaccurate, Costly, and Inefficient report, approximately 24 million voter registrations (one in eight registrations) in the United States have significant inaccuracies. More than 1.8 million deceased individuals are listed as voters; approximately 2.75 million people have registrations in more than one state; and 12 million records have incorrect addresses. These inaccuracies result from many states still maintaining manual voter registration rolls, not comparing voter registration lists with other data sources and not having automated processes in place to identify inaccurate records.

The Voter Registration Efficiency Act attempts to remedy registration inaccuracies, such as the ones cited by Pew, by placing the responsibility of voter registration reporting on motor vehicle agencies. The bill would require an applicant for a new driver's license in a new state to indicate whether he or she intends for the state to serve as his or her "residence

for voting registration purposes.” The new state’s motor vehicle agency is then required to notify the motor vehicle authority identified by the individual’s previous state of residency. The motor vehicle agency of that previous state shall then notify its election officials that the individual no longer intends for the state to serve as the individual’s residence for purposes of voting. Pursuant to the Voter Registration Act, the state of application is required to convey that individual’s voter registration to the state’s elections board.

POTENTIAL FOR IMPACT

The aim of H.R. 2115 is laudable, but, operationally, it has repercussions for motor vehicle agencies. At the outset, while preserving the notion that motor vehicle agencies function as the guardian of voter registration information, the Act assumes that motor vehicle agencies have the capabilities to transmit these records. For instance, a data field regarding “residence” (whether for voting purposes or not) is often not collected by state motor vehicle authorities. A new field would need to be incorporated into current systems to accommodate the requirements of this legislation. State election boards would be more suitable

ACCORDING TO A SURVEY OF ELECTION BUDGETS IN THE UNITED STATES CONDUCTED BY THE CALTECH/MIT VOTING TECHNOLOGY PROJECT, COUNTY AND LOCAL ELECTION OFFICES SPEND APPROXIMATELY ONE-THIRD OF THEIR BUDGETS JUST ON VOTER REGISTRATION.

bearers of this “residence of voting purposes” because their mission fits more closely with possessing this information, and ultimately they are the stewards of this function.

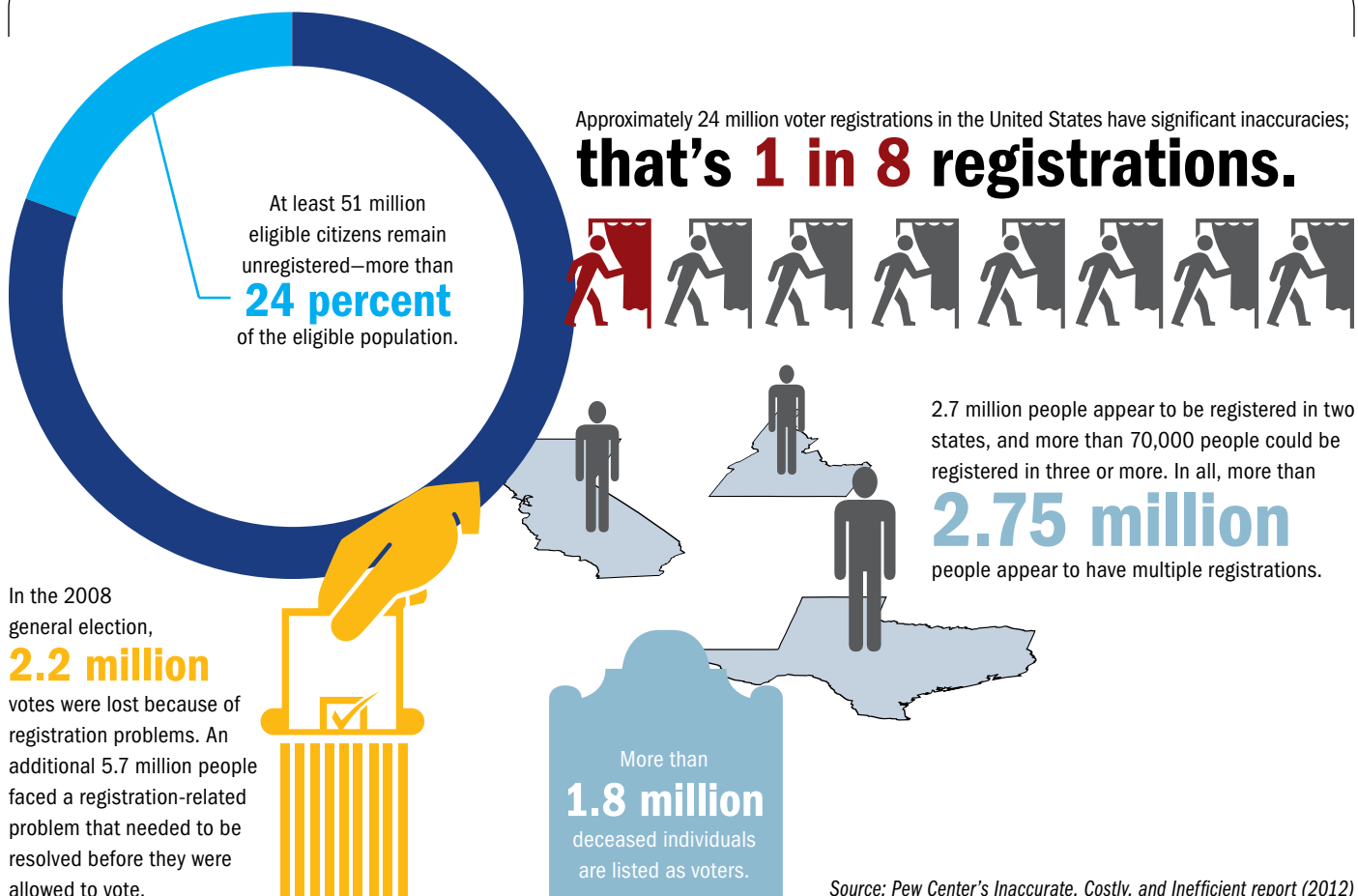
Just as extra resources are necessary to integrate new data fields into existing systems in order to comply with the conditions of this Act, the process established would place significantly more demands on already overburdened agency resources. Scope of operation, budget and efficiency are elements of motor vehicle agencies that must be kept in mind for administrators. As of late, agencies are swamped with not

only performing primary functions, but also submitting to peripheral functions for compliance with legislative and regulatory mandates. Unless the process described in the Act is automated, these new requirements would augment the demand on motor vehicle capital.

Given the diversity of state governments, each jurisdiction possesses unique data systems and processes that provide a national mélange. No two state data systems are the same, nor do uniform operational processes exist across all jurisdictions.

[VOTER REGISTRATION BY THE NUMBERS]

11





DATA RELEASED BY THE U.S. ELECTION ASSISTANCE COMMISSION IN 2011 SHOWS THAT THE MOST COMMON REASON FOR REMOVING AN INDIVIDUAL FROM THE VOTER ROLLS IS BECAUSE HE OR SHE DID NOT VOTE FOR TWO CONSECUTIVE ELECTION CYCLES.

In all circumstances, these systems and processes came into being as a result of each state's motor vehicle agencies matching their objectives with their own needs. A national protocol, such as the one proposed, would impact each jurisdiction operationally and administratively. Realignment for voter registration purposes would require that the states allocate resources to develop new data system components or new systems altogether, and acclimatize themselves to the new processes to compare voter registration rolls cross-jurisdictionally.

ALTERNATIVE SOLUTIONS

With the burdens that would be placed on state motor vehicle agencies, an alternative to the process described in this bill would be to harness existing and developing technologies to circumvent these likely complications. Pew Charitable Trusts has developed the Electronic Registration Information System (ERIC) to verify voter registration information. Pew's ERIC website explains that it is a voluntary, automated system that provides back-end comparisons of voter registration rolls with state motor vehicle records to increase the accuracy of the rolls. When a search is run, ERIC reports back to the states where inaccuracies are discovered, eliminating additional process requirements from the motor vehicle agency. States can then clean up voter registration rolls under federal and state law, targeting their efforts based on solid data. The system was inaugurated in 2012 by seven states: Colorado, Delaware, Maryland, Nevada, Utah, Virginia and Washington. Additional states have on-boarded this year.

Combined with other issues taking prominence on Capitol Hill this fall, such as the government shutdown, immigration and the conflict in Syria, progress will continue to be spotty for H.R. 2115. While the ramifications of the legislation as currently written could be significant, AAMVA realizes its role in the broader scope of addressing voter registration inefficiencies. Motor vehicle agencies can help play a part in the alignment of voter registrations, but the alignment must remain a responsibility of the state as a whole, and the critical mission functions and communicative capabilities of each state's executive agencies must be taken into consideration. **m**



WHAT'S THE PROBLEM?

According to the Pew Center's 2012 Inaccurate, Costly, and Inefficient report, one reason for rampant inaccuracies in voter registration rolls is the American people's tendency to move. About one in eight Americans moved during the 2008 and 2010 election years. The report also notes that some Americans—including those serving in the military and young people—are even more transitory. For example, census and other data indicate that as many as one in four young Americans moves in a given year.

WHO ARE YOU? I REALLY WANT TO KNOW.

BY JANICE DLUZYNSKI, AAMVA'S DATA LADY

Over the last several months, jurisdictions have conducted several surveys related to identity. Here are some of the results.

TOPIC: DL/ID ISSUANCE AND FACIAL RECOGNITION

Do you use facial recognition or some other biometric in your issuance process?

9%

Facial Recognition
and Fingerprints

23%

No

6%

Implementing
soon

62%

Facial Recognition

TOPIC: DL WITHOUT PHOTO DUE TO RELIGIOUS BELIEFS

Does your jurisdiction issue driver's licenses without a photo due to religious beliefs?



73%

No

23%

Yes

4%

Under
consideration

13

TOPIC: NAME CHANGE REPORTING

Do you require an individual to report a name change within a specified period of time?

36% No

Name

38% Within 6 to 15 days

Name

24% Within 30 days

Name

2% Within 60 days

Name

INVESTIGATING ELECTRONIC IDENTITY

A working group of motor vehicle authorities from around North America has been formed to review and leverage existing identity credential standards and recommend standards for the AAMVA membership relating to the emergence and rising popularity of electronic identity. Information on this eID Working Group can be found on page 16 and at aamva.org/eID-Working-Group.



The details of each of these surveys can be found on the AAMVA website at aamva.org/knowledge-bank.aspx and aamva.org/Survey/User/Search.aspx. On these Web pages, you will find additional surveys on how jurisdictions deal with birth certificates, DL/ID card possession, DL/ID quality assurance, external fraud and much more.



REGION I

New York busts commercial driving test cheaters



This past September, New York prosecutors arrested 19 people in connection with systematic cheating on the commercial driver's license test. Those arrested ranged from commercial drivers to security guards to individuals facilitating the cheating.

In total, eight commercial drivers were charged with cheating, and 11 people, including three security guards, were charged with mail fraud conspiracy. State Inspector General Catherine Scott told CBS News that the cheating "undermined the system designed to ensure the security of our roads and communities."

The cheaters used two methods to pass the test. With one, they colluded with security guards to get their tests out of the testing room, where someone who had the knowledge to pass the test filled out the answers. In the other method, the cheaters used specially marked pencils containing the answers.

Punishment for the cheaters, if convicted, could be as many as 20 years in prison and up to a \$250,000 fine. According to CBS News, DMV officials are planning on completely eliminating paper tests in favor of computer-based exams, due in part to this incident.

New Jersey court recognizes duty to not text drivers



Although so far no one has been convicted for aiding and abetting a texting driver, the Appellate Division of the Superior Court of New Jersey recently recognized a duty to avoid sending text messages to drivers that would allow just that.

The court was looking at the case of Kyle Best and Shannon Colonna, two teenage friends who texted often. After getting off of work, Best texted Colonna and then proceeded to get in his car. Eight minutes later, Best was making a 911 phone call to report he had hit two people on a motorcycle.

The court looked at Best's phone records and saw that in that eight-minute interim, Colonna had texted Best three times. Because the injured motorcyclists had already settled with Best, they sued Colonna for sending texts to Best.

In the end, the court ruled in Colonna's favor, because while it did find a duty to avoid texting, it concluded that the duty only arises if the texter has a "special relationship," like parent-child or employer-employee, with the driver.

REGION II

Video series aims to reduce Georgia highway fatalities



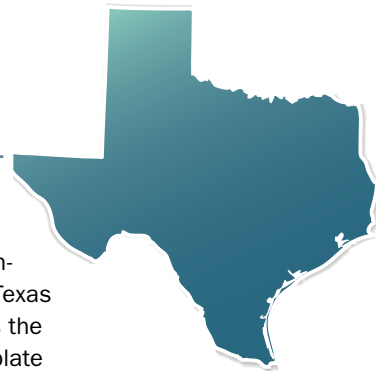
As part of an educational outreach program, the Georgia Department of Education is releasing a series of videos aimed at reducing highway fatalities. This DriveSmart video series is the most recent project in the Georgia DOT's Toward Zero Deaths initiative.

Videos instructing the public about the dangers that cause highway fatalities—including texting while driving, the importance of seat belts, work zone safety and more—will appear on the Georgia DOT's website and its YouTube channel.

According to Georgia DOT officials, highway fatalities in the state have gone down each year since 2005. In that year, 1,748 people died on Georgia's highways, and by 2012 the number had decreased to 1,199.

"We are gratified by the continuing progress being made in reducing fatal accidents on Georgia highways," Georgia DOT Commissioner Keith Golden said in a statement. "One death is too many, however. This educational video outreach is part of our overall effort."

Texas novelty plate sells for record \$115,000



A special license plate sold for a record-winning \$115,000 in Houston, Texas, this past September. The plate, emblazoned with Texas A&M colors and its logo, features the phrase 12THMAN as its license plate number.

The long-held tradition of referring to Texas A&M football fans as the "12th man" is the reason this particular plate became so pricey. The plate was purchased by Houston attorney Tony Buzbee, who told The Associated Press that he would be giving it to a friend, who is a veteran of the Iraq war.

My Plates, a Texas-based company that partners with the state to produce customized license plates, made and auctioned off the 12THMAN plate. Previously, the most expensive

Texas plate sold said HOUSTON, and it went for \$25,000. The 12THMAN plate was set to sell for \$42,000 some 15 minutes before bidding ended, but a last minute frenzy boosted the price by over \$70,000.



Kyle Field, the football stadium at Texas A&M, stakes its claim as the "Home of The 12th Man" with this sign running along the stadium's upper deck.

Nebraska receives Digital Government Achievement Award

The State of Nebraska's Handicap Parking Permit Application and Management System was honored with a Digital Government Achievement Award for its outstanding performance. The Center for Digital Government, a research and advisory institute that examines best practices and policies for technology in government, gives the award.

According to a press release from the Center, the award "highlights outstanding agency and department websites and applications." The Center chose the Nebraska Handicap Parking system due to its efficiency, functionality and ease of use. The system allows medical professionals to submit handicap permit applications directly through an online portal, in addition to giving permit holders the opportunity to renew their permits or perform other actions online.

"The online service saves applicants days and even weeks of waiting to receive their permit in the mail," Rhonda K. Lahm, director of the Nebraska Department of Motor Vehicles, said in a press release. "We are so very proud of this service for Nebraskans."



Utah Legislature raises speed limits

Through what Utah State Senator Scott Jenkins called "the coolest bill of the whole year," the state of Utah is raising the speed limit on 289 miles of its highways to 80 mph. Engineers looking at the roads, which currently have a speed limit of 75 mph, found that most drivers are already on the road riding safely at 80–82 mph.

The state has been testing 80 mph zones for years, and it has found that no more fatal accidents occurred in those test zones due to the increased speed.

Although the new limit is reflecting a trend already occurring in drivers, not everyone is happy with the increase. A spokeswoman for AAA Utah expressed concern to the *Salt Lake Tribune*, saying it may increase accidents and insurance rates and that "high speeds bring more fatal crashes" due to the extra force.

As of now, Utah and Texas are the only states with speed limits of 80 mph or higher; however, a Utah Department of Transportation official told the *Salt Lake Tribune* that many states are reviewing speed limits.

California DMV reality show deal falls apart

A plan to make a reality show featuring the crew of a California Department of Motor Vehicles branch went sour, culminating with one of the show's producers suing Ashton Kutcher's Katalyst Media, which was a co-producer of the show.

The complaint comes from Heeda Muskat, who initially conceived the idea for the show based on experiences her daughter had with the DMV. Muskat claims that the DMV was wary about getting involved with Kutcher's company due to its association with hidden-camera prank shows like "Punk'd."

In the lawsuit, Muskat claims that due to this wariness, she was promised control of the show. The lawsuit states that Muskat alleges that after this promise of control, she was purposefully excluded from meetings regarding the project, and this eventually led to the DMV backing out of the deal. A separate suit filed by Katalyst Media against the DMV was settled privately.

Ohio finds new use for driver's license photos



Since June, Ohio law enforcement has been testing a system that allows officers to determine the identity of individuals in surveillance videos by comparing their faces to their driver's license photos and mug shots.

Using technology similar to that which social networks employ to identify users' friends in photos, the Ohio system is another tool law enforcement can use to identify criminals or generate stronger investigative leads.

"This is a step forward for law enforcement, but in many ways it's just using the photographs that have been available to law enforcement in a more efficient way," Superintendent of the Ohio Bureau of Investigation Tom Stickrath told *WOUB News*.

Although the technology is currently in the testing phase, it has been used successfully in investigations. Recently, investigators in northern Ohio used the system to find a family associated with an abandoned baby stroller. Ohio officials expect it to be especially useful for crimes like robbery, where a security camera often records the suspect.



IDENTITY GOES ELECTRONIC

eID HEIGHTENS SECURITY FOR ONLINE TRANSACTIONS

BY JAMIE FRIEDLANDER

16





In a research study done by Nok Nok Labs, 47 percent of people surveyed said they would rather scrub a toilet than create a new username and password for a website. Thanks to a new initiative, however, picking yet another username and password may be a thing of the past.

Electronic Identity, otherwise known as eID, has begun to take root in the United States. In September 2012, the National Strategy for Trusted Identities in Cyberspace (NSTIC) awarded five grants aimed at helping create a secure online environment. AAMVA was one of the five recipients, and has spent the last year collaborating with various government entities and third parties on pilot programs and initiatives.

eID does not represent an actual identification card or object, but rather it signifies the idea of being able to have a trusted and private online identity.

"eID in our context is really the notion of being able to use an identifier or mechanism to go on the Internet and conduct

“IF YOU CAN GIVE PEOPLE THE ABILITY TO PROVE TO A CERTAIN LEVEL THAT THEY ARE WHO THEY CLAIM TO BE, YOU CAN MAKE PROGRESS IN TERMS OF BRINGING NEW TYPES OF TRANSACTIONS ONLINE.

— Jeremy Grant, senior executive advisor for identity management and head of the NSTIC National Program Office

secure transactions with a guarantee that the people behind the terminal are actually who they say they are," says Philippe Guiot, CIO at AAMVA. Guiot is also working as the principal investigator for the Cross Sector Digital Identity Initiative (CSDII), the pilot effort headed by AAMVA.

The working groups involved in CSDII aim to create what they call an "Identity Ecosystem," which would mean that government entities, organizations and individuals would

rely on and use eID voluntarily, according to David Burhop, the deputy commissioner and CIO at the Virginia DMV, which has been collaborating with AAMVA on CSDII.

Burhop adds that while certain countries use "physical" eIDs, microchips and card readers, he does not think that the U.S. is ready for that just yet. "For now, we're zeroing in on what the U.S. is going to tolerate, and so we're staying away from physical things, [such as] cards and chips in licenses," says Burhop. "Are we going to take advantage of that technology? Absolutely, and eventually, but not right now."

HOW IT WORKS

So without the presence of a physical card, eID will encompass credentials that fall into three categories, according to Mike Farnsworth, lead technology



Visit the multimedia page on MOVEmag.org to watch a video in which members of the eID Working Group discuss the latest on this topic.

architect at the Virginia DMV. These three categories include something you know (such as a user ID or password), something you have (such as a cell phone) and something you are (such as fingerprints or a biometric identifier). Information such as date of birth and license plate number will still be relevant, though an eID will also have more secure information associated with it. Though the official solutions are still in the works, Burhop points out that one example of eID would be users getting a call back from an organization on their cell phone to prove they are who they say they are.

At its core, eID aims to prove that when it comes to online transactions, both parties involved are who they say they are. With the onset of eID, online users will be able to partake in riskier transactions, such as the casual sale (i.e., selling a car without a middleman), because both parties will be cognizant of with whom they are doing business. According to Geoff Slagle, director of identity management at AAMVA, this could do wonders for online businesses.

“In the casual sale scenario, as a buyer, I might be leery that I’m not sure whom I’m buying from is legitimate,” says Slagle. “And the seller is thinking the same thing. The eID schema, when done properly, will give both of those parties the confidence to move forward with one another and to not have to be in person to do that [because] it can all happen virtually.”

Allowing for more transactions—and riskier ones—to be done online will eliminate the need for costly “brick and mortar” operations, according to Burhop, which saves time and money for both the individual and the organization.

“IF YOU LOOK AT ANY OPERATING BUDGET TODAY, YOU’RE GOING TO SEE HOW MUCH IS BEING SPENT FIGHTING FRAUD AND ABUSE, AND IT’S HUGE.

— David Burhop, deputy commissioner and CIO, Virginia DMV

“There are a lot of transactions today that simply aren’t available online, both in government and in the private sector, because the risk model associated with the transaction is simply too much,” says Jeremy Grant, senior executive advisor for identity management and head of the NSTIC National Program Office. “So the idea here is that if you can give people the ability to prove to a certain level that they are who they claim to be, you can make progress in terms of bringing new types of transactions online.”

THE ROAD AHEAD

In addition to more transactions moving to the cyber world, the onset of eID will also help curb identity theft and fraud. Hackers will have more trouble breaking into an online system, causing less identity fraud, which means less money spent targeting identity fraud, theft and abuse from the government. “If you look at any operating budget today, you’re going to see how much is being spent fighting fraud and abuse, and it’s huge,” says Burhop.

With the benefits of eID, however, come a handful of challenges. Grant points out one of the most prominent challenges of eID: making it mainstream. “What NSTIC is trying to do, at the end of the day, is catalyze a marketplace that doesn’t really exist today,” says Grant. “There are different solutions that are out there, but there’s not a ton of acceptance.”

Grant points out that another big challenge has been getting a set framework of policies and standards for eID in place. However, AAMVA and NSTIC have helped create the Identity Ecosystem Steering Group, which brings together all the key stakeholders—banks, technology firms, health care and government—to “come up with a framework that can enable the identity ecosystem that’s envisioned in the NSTIC,” says Grant.

According to Guiot and Grant, several pilots are being rolled out over the coming months and years, such as a six-month eID pilot with Inova Healthcare in Virginia set to start in February 2014. Grant says to expect to see a real marketplace for eID take hold by the start of 2016.

“This is probably one of the most innovative initiatives that has been undertaken in a long time around identity,” says Farnsworth. “We have a lot of industry leaders involved with it, and it is a very public-private sector initiative. And it’s all being done under AAMVA, which is completely appropriate. Folks look to AAMVA and DMVs as the authoritative source for identity.” **m**



Find and read the AAMVA eID Working Group’s white paper, which presents the ins and outs of eID and what it means for the AAMVA community, at aamva.org/eID-Working-Group.



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Passengers Only

As autonomous vehicle technology evolves, the effects will be seen at every DMV.

BY ELIZABETH MILLARD
ILLUSTRATION BY JON BERKELEY

20

It's Monday morning, and as employees arrive at their office buildings, they send their cars back home for other tasks like ferrying a spouse to a job across town, dropping the kids off at school, or even stopping in at the repair shop or car wash. In the afternoon, the cars navigate around traffic to take the children to sports practice and play dates, and then pick up their owners for the quick, safe car ride home.

Although that scenario seems like the stuff of science fiction, autonomous technology is already present to some degree in many vehicles—for example, cruise control or assisted parking systems—and every major vehicle manufacturer is exploring its possibilities.

Once-fanciful inventions, cars that drop someone off to do grocery shopping and then go park themselves aren't the visions of daydreamers anymore; they're now the conversations of engineers and designers.

"It's fascinating how quickly these technologies are being developed," says Scott Clapper, chief of vehicle services at the Delaware DMV and chair of the Vehicle Standing Committee for AAMVA. "What seems like an unreal scenario—my empty car driving itself to my work and back—is likely to be commonplace





“ IF YOU CAN REDUCE OR ELIMINATE HUMAN ERROR, JUST THINK OF THE TENS OF THOUSANDS OF ACCIDENTS THAT COULD BE PREVENTED.

— Scott Clapper, chief of vehicle services, Delaware DMV; chair, AAMVA Vehicle Standing Committee

to us at some point. And that time is probably coming sooner than we think.”

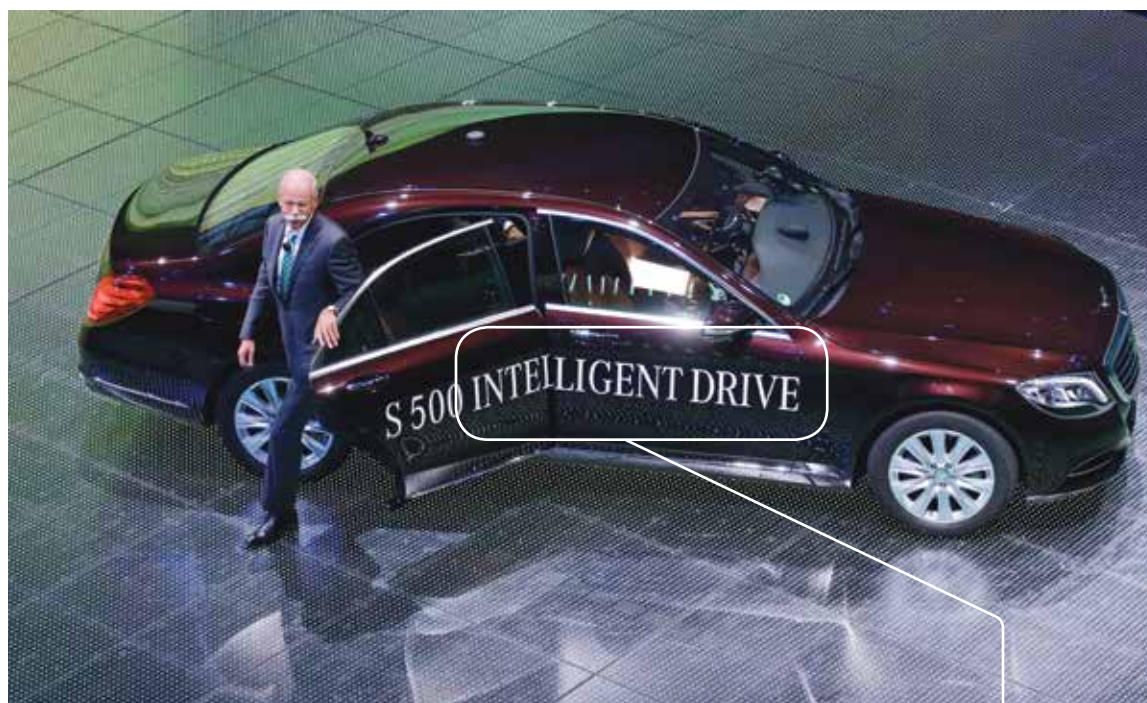
INNOVATION IN PROGRESS

A vehicle doesn't need to be fully self-driving to meet the definition of autonomous (see sidebar on page 24), and it seems that the race is on when it comes to packing vehicles with autonomous functionality.

Daimler AG just announced that it intends to launch a self-driving car by 2020, so it can be first to market with extensive autonomous functions. The vehicle would fall under the National Highway Traffic Safety Administration's "limited self-driving" category, because it would feature highly automated driving on highways or through traffic snarls, but it would relinquish control back to the driver for urban driving or more challenging traffic situations.

Every other car manufacturer is also exploring more autonomous features, and even Google is getting into the game: The tech company is designing software, Google Chauffeur, for autonomous cars, and is currently testing the software in modified Toyota Prius models.

Daimler CEO Dieter Zetsche leaves an autonomous driving S500 Intelligent Drive car during the first press day of the 65th Frankfurt Auto Show in Frankfurt, Germany.



California, is at the forefront of permitting the operation of autonomous cars in testing scenarios on public roads.

BENEFITS AND CHALLENGES

As autonomous technology gains a foothold in vehicle manufacturing and garners further study from states, it's likely that society will begin to see a range of benefits, notes Cathie Curtis, director of vehicle programs for AAMVA. Not only will there be significantly improved highway safety, but people with disabilities will have more mobility, she believes. Also, there will be economic benefits as the widespread use of new technology creates investment and job opportunities.

NHTSA also states that another benefit of autonomous vehicle control systems is that they can automatically acceler-

“I LOATHE WHEN PEOPLE SAY SOMETHING IS A ‘GAME CHANGER,’ BUT THIS ONE REALLY IS.”

— Bernard Soriano, deputy director of risk management, California DMV

State transportation agencies are looking ahead as well. In 2013, the Pennsylvania Department of Transportation kicked off a project with researchers at Carnegie Mellon University to assess the implications of connected and autonomous vehicles on the state's transportation system.

Other states are studying the potential effects of the technology as well, and passing initial legislation such as Nevada's SB 511, which outlines autonomous vehicle driver's license endorsements and other regulations. Nevada, along with Florida and

ate and brake the vehicle with the flow of traffic, which could conserve fuel more efficiently and reduce congestion. Fewer accidents will also have a ripple effect in terms of societal benefits—less emotional toll on families, fewer hospital stays, less absenteeism at jobs and reduced property damage.

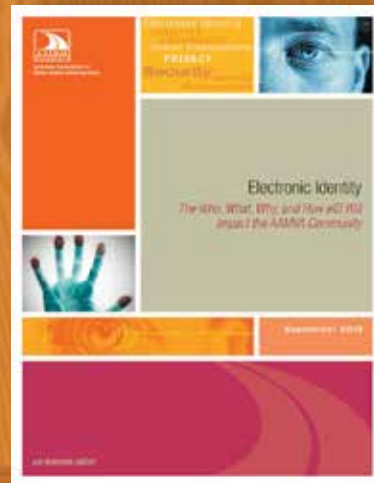
“If you can reduce or eliminate human error, just think of the tens of thousands of accidents that could be prevented,” says Clapper. “Even with the concerns about the technology, that's pretty compelling.”

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Those concerns are largely intellectual at this point. Critics of autonomous technology point to drawbacks like potential cybersecurity issues and privacy intrusion if hackers were able to gain control of the data that allows the cars to operate. Determining which government agencies would handle those issues is part of every regulation conversation, Clapper notes.

DMVs DIVE IN

Another challenge, particularly for DMV agencies, is that laws around autonomous vehicles differ from state to state. Even laws that don't seem directly related to the vehicle type will need to be tweaked in the future as the vehicles see wider adoption.

For example, in many states, texting while driving is illegal. But with a fully autonomous vehicle that doesn't require a conventional driver, texting wouldn't be an issue, creating the need for changes to the existing law. Autonomous vehicles will also have an impact on driver impairment, insurance and liability laws.

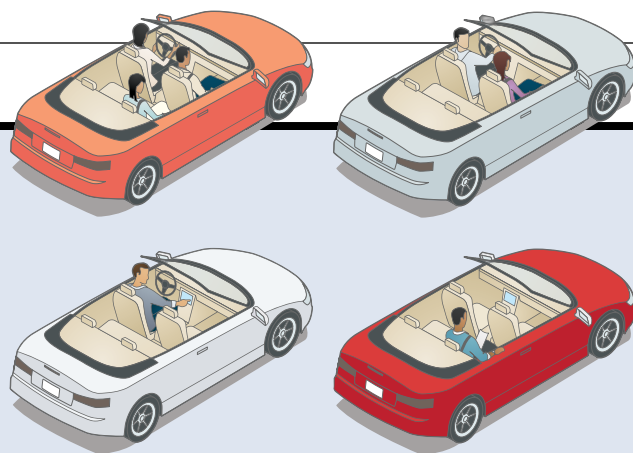
In California, for instance, the onus is on the DMV for developing regulations for autonomous vehicles, with a deadline of January 2015, according to Bernard Soriano, deputy director of risk management for the California DMV.

"We have to consider who will have the authority to regulate issues like privacy and liability," he says. "If not the DMV, is there another government agency that should be involved? What laws need to change? What should be allowed on public roadways? These are the kinds of questions that we're working to answer."

As each state develops its own regulations and procedures, it's likely that best practices will be shared, as DMVs consider issues like insurance coverage, vehicle registration requirements, driver education and other requirements.

"In the near future, DMVs will be considering the way in which they will be evaluating new drivers that have automated technology in their vehicles," says Curtis. "The DMVs will need to consider how they will

Google's Lexus RX 450h Self-Driving SUV is used to test autonomous technology in environments where all-wheel-drive is useful.



FOUR LEVELS OF AUTONOMOUS VEHICLES

According to a policy statement from the National Highway Traffic Safety Administration (NHTSA), automated vehicles are "those in which at least some aspects of a safety-critical control function (e.g., steering, throttle or braking) occur without direct driver input." The agency defines these vehicles into four levels:

- **Function specific:** One or more control functions, with the driver having overall control and sole responsibility for safe operation. Examples: adaptive cruise control, dynamic brake support in emergencies.
- **Combined function:** At least two primary control functions, and shared authority with the driver in certain limited driving situations. Example: adaptive cruise control in combination with lane centering.
- **Limited self-driving:** Driver can cede full control of all safety-critical functions under certain traffic or environmental conditions. Example: a self-driving car that signals the driver to reengage during certain situations, such as an oncoming construction area. At this level, the vehicle is designed so that the driver isn't expected to constantly monitor the roadway while driving.
- **Full self-driving:** Vehicle performs all safety-critical driving functions and monitors roadway conditions for an entire trip. Example: a car that can "send itself home" or self-park without occupants or driver.

test the driver's skills controlling the vehicle manually and balance that with the driver's ability to operate the vehicle with the technology engaged and disengaged."

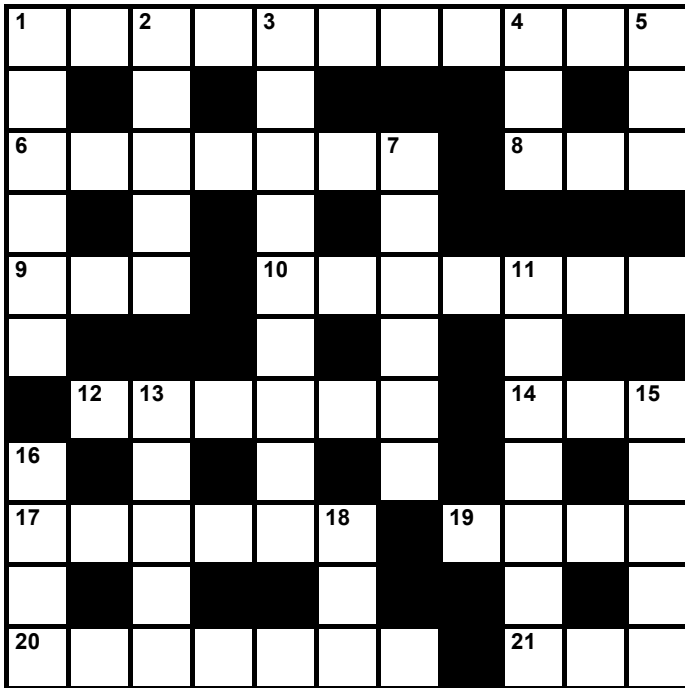
Most likely, licensing will change significantly, but infrastructure will stay the same, believes Clapper. Vehicles being tested now are designed to use the same roadways and signage as conventional vehicles, although the future may bring more high-tech additions like sensors. Driver testing will also need to be tweaked, especially for vehicles defined as "limited self-driving," in which a driver needs to take control only in certain situations.

Despite the numerous issues that autonomous vehicles present, there's also a sense of anticipation about the technology advances, and the abundant advantages that could result. Soriano says: "I loathe when people say something is a 'game changer,' but this one really is. It will change the way we function as a society, and there are so many benefits ahead. It's very exciting." **m**



Read this story on **MOVEmag.org** and watch a video on the topic of emerging vehicle technologies.

CROSSWORD



Across

- | | |
|---|--|
| 1 AAMVA works to _____
registration documents and
insurance cards | 12 Preserved for future use |
| 6 State where the implementa-
tion of GDL has been a
proven success | 14 Abbr. for the program that
phases in driving privileges
for teens |
| 8 Objective | 17 Demand |
| 9 Tiny bit | 19 Has a pink slip |
| 10 These accidents often stem
from drivers not licensed to
drive | 20 CDL is an AAMVA _____
relating to a commercial
drivers program |
| | 21 Affirmative statement |

Down

- | | |
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| 1 Overall purpose of the GDL
program | 7 AAMVA's PACE _____ |
| 2 A good defensive driver will
predict situations to _____
collisions | 11 Where drivers drive |
| 3 AAMVA has provided a
standard for design of these | 13 Co. making high-tech security
products, visited by AAMVA |
| 4 It makes a road surface
slippery | 15 Goes on |
| 5 Subject of a working group:
identity credentialing
standards | 16 1986 Act relating to odom-
eters, abbr. |
| | 18 Plaything |

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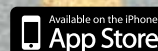
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SUCCESS IN SCOTTSDALE

26



Top left: Stacey Stanton addresses AIC attendees at the Opening General Session.

Top right: A Native American hoop dancing routine takes place during the opening session.

Above left: Ken Bennett, Arizona's secretary of state, performs during the opening session.

Above right: Russ Nordstrom, director of Oklahoma Motor Vehicle Division, prepares for the jalapeño eating contest.

Bottom right: Mary Peters addresses AIC attendees at the Day Three luncheon.



Highlights from the 2013 Annual International Conference

The Westin Kierland Resort in Scottsdale, Ariz. played host to this year's Annual International Conference. Surrounded by a majestic landscape of mountains and desert, the outside beauty was rivaled by the heat and excitement of the conference agenda.

Festivities kicked off with a bang—literally—from the drum of a Native American hoop dancing routine. The Opening Session continued to impress with a unique solo acoustic performance by Ken Bennett, Arizona's secretary of state. Things continued to heat up with an AIC first, a jalapeño eating contest. In an effort to raise money for the 100 Club of Arizona, participants worked their jaws off to chew 10 jalapeños. With a large crowd of cheering conference attendees, 3M's Manuel Moreno walked off the stage a champion with a big sense of pride, and small case of indigestion.

Educational and informative sessions continued to fill the schedule for Day Two, along with a lively exhibit hall. The last day of AIC was packed with inspiring sessions and a fantastic luncheon speaker, former U.S. Secretary of Transportation, Mary E. Peters. The conference capped off with a record-setting charity auction, with over \$10,000 raised for the 100 Club of Arizona.



For more information about this year's AIC, check out aamva.org, where you can view daily recap videos and download session presentations.



Stacey Stanton and Brian Ursino present the 2013 Martha Irwin Award for Lifetime Achievement in Highway Safety to New York State Patrol Captain Leonard Casper.



Stacey Stanton and Milt Chaffee present the 2013 Martha Irwin Award for Lifetime Achievement in Highway Safety (Non-Law Enforcement) to Maryland MVA's Administrator John Kuo.

NEW YORK STATE POLICE CAPTAIN AND MARYLAND MVA ADMINISTRATOR RECEIVE LIFETIME ACHIEVEMENT AWARDS

The Chair of AAMVA's Enforcement Standing Committee, Captain Leonard P. Casper, and John T. Kuo, administrator of the Maryland Motor Vehicle Administration (MVA), were both honored with the Martha Irwin Award for Lifetime Achievement in Highway Safety at AAMVA's 2013 Annual International Conference. Kuo was the recipient of the award in the non-law enforcement category, and Casper of the New York State Police was the winner in the law enforcement category.

The award recognizes their commitment to and accomplishments in highway safety over the course of their careers.

As a member of the New York State Police for the last 30 years, assigned to the Traffic Services

section for over 15 years, Casper has been a leader in promoting highway safety. He has been instrumental in incorporating technology into law enforcement, organizing and managing the State Police's development of an electronic system for issuing traffic citations and crash reports, among other technological initiatives.

Kuo has played a key part in legislative initiatives aimed at making roads safer. Through his persistent, personal advocacy for driver safety, he was able to get support of a law requiring all Maryland residents to buckle up, and successfully advocated for a texting while driving ban as well as a hands-free cell phone requirement, enforceable as a secondary violation.

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Michigan Department of State

Division IV

Video

California Highway Patrol

Division V

Writing/Media Relations

Michigan Department of State

Division VI

Graphic Design

Maryland Motor Vehicle Administration

Division VII

Websites/Technology

Insurance Corporation of British Columbia

A LIST OF ALL 2013 PACE WINNERS CAN BE FOUND ON **AAMVA.ORG**, ALONG WITH A VIDEO RECAP OF THIS YEAR'S WINNERS.

Stacey Stanton and Linda Dunstall present the International Driver Examiner Certification Program Award to New Brunswick's Roger Allain.



Stacey Stanton poses with Hawaii's Dennis Kamimura, the 2013 recipient of the AAMVA Chair's Award of Excellence.

Q & A WITH DENNIS KAMIMURA

INTERVIEW BY LIZA BERGER

A LICENSING ADMINISTRATOR AT THE DMV IN HONOLULU SINCE 1978, DENNIS KAMIMURA SOON WILL BE RETIRING AND DEVOTING HIS TIME TO GOLF, TRAVEL AND OTHER PURSUITS. READ ON TO LEARN MORE ABOUT THIS MEMBER, WHO HAS LEFT A LASTING IMPRESSION ON THE AAMVA COMMUNITY.

YOU ARE RETIRING SOON AS A LICENSING ADMINISTRATOR AFTER 36 YEARS AT THE DMV. HOW DOES IT FEEL?

Mixed. There's happiness to begin a new chapter in my life and sorrow that I will no longer be interacting with my staff and trying to resolve customer issues.

WHAT WILL YOU MISS MOST ABOUT THE DMV?

How every day is always different—the new issues and challenges we face to make our operations more efficient for the staff and the public.

WHAT IS A TYPICAL DAY LIKE FOR YOU?

I arrive at 5:30 or 5:45 a.m. and get to work answering a lot of emails, especially from the mainland because we

have a significant time difference—six hours from the East Coast. Meetings start at 8 a.m. and go all the way until 5 p.m. The majority of my time is spent in meetings or consulting with staff when they have issues.

WHAT IS ONE OF YOUR FONDEST MEMORIES OF THE DMV?

In 1977, I was working for an office that audits departments, and one of the problems at the time was the long lines for year-end motor vehicle registration. I went to my first AAMVA meeting—in San Francisco—and learned about other people's problems with year-end registration. Some other states had initiated staggered motor vehicle registration. I brought the idea back to Hawaii and recommended it to

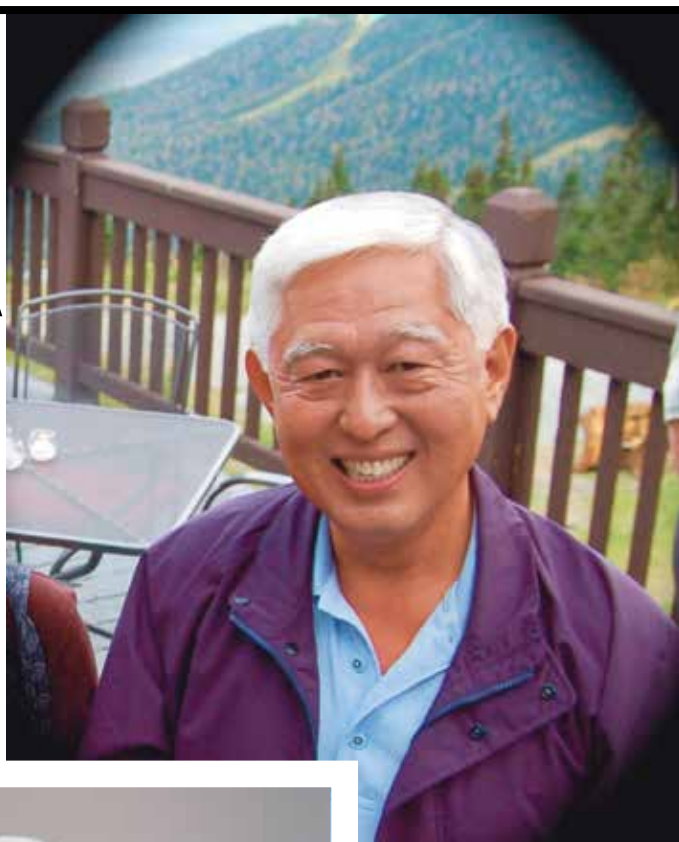
the administrator. He soon retired and I applied for the job. I was praised for implementing the program. I'm not the type to implement something and pull it out of the sky. With AAMVA, you learn from the success and failure of other jurisdictions. My motto has always been, "learn from someone else."

HOW IS THE HAWAII DMV DIFFERENT, IF AT ALL, FROM DMVs ON THE MAINLAND?

Hawaii is the only state where there is no state DMV. The state statutes and individual county rules govern the motor vehicle portion of the DMV operations, and state statutes and state DOT rules govern the driver's license portion of the DMV operations. Because the City and County of Honolulu have the largest population of registered vehicles and drivers and the statewide motor vehicle and driver's license/state ID computer files are housed in the City and County of Honolulu, Honolulu has taken the lead in statutory changes and recommended

“WITHOUT AAMVA AND THE COOPERATIVE ATTITUDE OF THE PARTICIPATING JURISDICTIONS AND VENDORS, I THINK HAWAII WOULD NOT BE IN THE POSITION THAT IT IS TODAY.

A



changes in each county's ordinances and rules. It has also assisted in drafting statewide rules relating to the issuance of driver's licenses and state IDs.

CAN YOU THINK OF ANY ISSUES THAT HAWAII DMVs FACE THAT MAINLANDERS MIGHT FIND INTERESTING OR UNUSUAL?

Hawaii is the same as other U.S. jurisdictions—we are just smaller and surrounded by water. Because the primary transportation between each county and entering and departing the state is by air, it was important for the state to be in compliance with the REAL ID Act so that our citizens would be able to travel without everyone being required to obtain a U.S. passport. As you are aware, Hawaii became the 20th state to receive REAL ID certification from DHS [Department of Homeland Security].

HOW IS IT THAT YOUR FAMILY SETTLED IN HAWAII?

My and my wife's grandparents emigrated from Japan to Hawaii to work on the sugar plantations. Both our parents were born in Hawaii. I was first in my family to leave Hawaii for college in the mainland—I attended Gonzaga University in

Spokane, Wash. Since I was enrolled in ROTC, upon graduation and commissioning, I went straight into the Army. I was stationed in Oklahoma, Georgia, Alabama, North Carolina, [Washington,] D.C., Vietnam and Hawaii. When stationed in Hawaii, I married my wife and decided to leave the Army to remain



Dennis Kamimura, licensing administrator for the City and County of Honolulu, previously served on AAMVA's International Board of Directors.

home in Hawaii. I joined the Hawaii Army National Guard and got a job with Merrill Lynch. I went for training and work in New York for about six months, but then I returned to Hawaii. I left Merrill Lynch and started my government career. Hawaii is where I was born and will probably die.

YOU RECENTLY WON AAMVA'S CHAIR'S AWARD OF EXCELLENCE. TELL ME A BIT ABOUT THAT.

I was honored to receive the award. My contributions to AAMVA are extremely minor compared to what the state of Hawaii and I received from participating in the AAMVA programs and the relationships developed with the jurisdictions and AAMVA staff. Without AAMVA and the cooperative attitude of the participating jurisdictions and vendors, I think Hawaii would not be in the position that it is today.

LUCKY YOU: YOU ALREADY LIVE IN A RETIREMENT DESTINATION. WHAT DO YOU PLAN TO DO WITH YOUR FREE TIME?

If permitted, I intend to continue coming to work for a portion of the day to clear my desk of pending issues. Then I'd like to do some traveling with my wife, who raised our children and whom I have neglected due to my military and civilian obligations. Also, while I am not great at the game, I also will go out on the range and practice golf.

WHAT IS YOUR DREAM CAR?

When I was younger, it was a Corvette. But now, I love the reliability and riding comfort of the Toyota. I drive a Corolla and my wife drives a Camry Hybrid. **m**

WE HEAR FROM YEGANEH MASHAYEKH, Ph.D.,
VLADIMEROS VLADIMEROU, Ph.D. AND
GREGORY D. WINFREE.



Safety First

THREE PERSPECTIVES ON EMERGING VEHICLE TECHNOLOGIES

Assessing the Impacts of Connected and Autonomous Vehicles

YEGANEH MASHAYEKH, Ph.D.
POST-DOCTORAL RESEARCHER, CARNEGIE MELLON UNIVERSITY

At Carnegie Mellon University (CMU), where I am a postdoctoral researcher, a number of departments including Electrical and Computer Engineering and Civil and Environmental Engineering are intensely involved in the many different aspects of connected and autonomous vehicles. While researchers at Carnegie Mellon have been working for years on developing autonomous technologies for vehicles, my work today is in researching and assessing the impacts of these technologies.

The Pennsylvania Department of Transportation (PennDOT) started a project, called *Connected and Autonomous Vehicles 2040 Vision*, with researchers at CMU in July 2013 to assess the implications of connected and autonomous vehicles in the Pittsburgh region. In early October, as part of this project we held a workshop to discuss some of the implications and challenges. About 60 experts from various sectors of the transportation industry, including AAMVA President & CEO Neil Schuster, were in attendance.

Over the course of the next year, our project will be looking at the impacts connected and autonomous vehicles would have on our existing infrastructure, design standards, communication devices, investment decisions, freight flow, driver licensing, workforce training and law enforcement, among other factors.

The main idea behind the connected and autonomous technologies is that we want to reduce the cost of driving. Accidents are a huge cost to society, and safety is a major concern. When these technologies become mainstream, there will be far fewer accidents, as a significant portion of accidents are caused due to human errors. Traffic congestion is another cost of driving that could be improved with the use of these technologies. Additionally, connected and autonomous vehicles would provide a new environment and accessibility for those who cannot currently drive for various reasons, such as the elderly and people with disabilities.

There are a lot of challenges that must be addressed. Liability issues are a major concern. If there is an accident, who is at fault? Is the vehicle is "driverless," is the person "behind the wheel," the manufacturer or the data company to blame? Regulatory issues are another significant matter to be addressed. Will standards be set by states or by the federal government? Signs may need to change at some point, and we will need to determine if and when they will be consistent among all states. Privacy issues are also of concern. These are only to name a few of the challenges that must be worked on as connected and autonomous vehicles are becoming a reality.

The Google autonomous car, a modified Toyota Prius, made an appearance at the AAMVA Annual International Conference in 2011.

A number of state DOTs, including PennDOT, are interested in knowing how they should plan for these technologies. They want to know what they can do today—if they need to change anything or plan for anything—so when these technologies actually hit the roads and become

mainstream, our infrastructure system would be able to support them. That's what our project is about; PennDOT is being proactive in taking the steps toward the future.

Toyota Emphasizes Safety as a Top Priority for New Vehicles

VLADIMEROS VLADIMEROU, Ph.D.

SENIOR ENGINEER, INTEGRATED VEHICLE SYSTEMS,
TOYOTA TECHNICAL CENTER

At the Toyota Technical Center, we are working on long-term fundamental research and shorter-term advanced development, which includes technologies that will be mass-produced in our vehicles in just a few years. While some products related to both connected and autonomous vehicles are close to production in the United States, we are not yet ready to offer them at this time—for various reasons.

However, Toyota has started connected vehicle production in Japan. This is because we are able to connect the vehicle with the infrastructure there. For example, connected vehicle technology comes into play at intersections and merges—where infrastructure communicates with the vehicle, which can in turn warn the driver to slow down. This could be done similarly in the United States.

Up to this point, we've done a lot of research, but development has slowed down in the United States. Later on this year, the U.S. Department of Transportation will make a decision as to whether it will mandate connected vehicle technology, and this mandate would guarantee that all new vehicles would eventually have it. This will help us move forward.

Toyota is collaborating with seven other manufacturers to help standardize communication protocols, security and performance standards for connected vehicles. Our vehicles need to be communicating with secure devices that we can trust and that adhere to the standards [in order for this technology to work]. In addition, however, we are developing applications that are unique to our brands in our individual OEM silos.

With emerging vehicle technologies, one of our goals is to alleviate control tasks for the driver. We are trying to relieve him or her from having to do stressful, mundane and repetitive tasks. This will help improve driving efficiency, and, most importantly, improve road safety. For example, with connected vehicle technology, we are able to see far beyond what the driver or conventional sensors see.

There are many emerging vehicle technologies, and a lot of people are anxious to get them and are excited about them. But, for us—as we sell millions of cars around the globe—we need to make sure that these technologies are enjoyed safely, comfortably and economically. Instead of being on the market first, safety is a priority for Toyota.

Connected Vehicles: The Future of Transportation Safety

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There are more than 30,000 fatalities on an annual basis on American roadways. Although that number represents historic lows due to the advent of technologies that help occupants survive vehicular collisions, it remains unacceptably high for a country as advanced as the United States. At the U.S. Department of Transportation (USDOT), we are researching and investing in new technologies that could elevate the safety of our nation's roadways to an unprecedented level. One such technology, connected vehicles, promises to help achieve this goal via a communication system that allows vehicles and roadside to talk—sharing valuable information that could save lives. After all, safety is the top priority at USDOT.

According to research from the National Highway Transportation Safety Administration, connected vehicles have the potential to reduce a significant number of vehicle crashes involving non-impaired drivers. The technology could also help drivers anticipate potential crashes by providing alerts of dangerous conditions such as sudden-braking vehicles, icy or other hazardous road conditions, and sharp curves.

The USDOT is collaborating with some of the world's largest automobile manufacturers and technology companies to develop the advanced applications and devices that would enable a wireless communications system of talking vehicles and roadside infrastructure. The communications network will be secure and the information communicated will not identify the driver or vehicle. Some of the applications include:

- **Forward Collision Warning:** Warns drivers if a vehicle ahead is stopped, disabled or traveling more slowly and there is a potential risk of collision;
- **Lane Change Warning/Blind Spot Warning:** Warns drivers when changing lanes if there is a vehicle in the blind spot;
- **Emergency Electric Brake Light Warning:** Notifies the driver if there is a sudden-braking vehicle ahead (or several vehicles ahead);
- **Intersection Movement Assist:** Warns the driver when it is not safe to enter an intersection—for example, when something is blocking the driver's view of opposing or crossing traffic;
- **Do Not Pass Warning:** Warns the driver if it is not safe to pass a slower-moving vehicle using a passing zone occupied by vehicles traveling in the opposite direction; and
- **Left Turn Across Path:** Notifies a driver who is attempting to make a left turn with oncoming traffic that it is not safe to proceed.

Alerts could be communicated to the driver in several ways, and the USDOT is conducting human factors tests to ensure these technologies do not distract the driver and contribute to additional crashes. In addition, departments of motor vehicles may consider revising their licensure testing to ensure drivers become familiar with new and different types of warnings in their vehicles and respond accordingly.

Connected vehicle technology promises to transform our transportation system as we know it. The technology will allow our nation to move beyond measures that help drivers survive crashes—to systems that help drivers avoid crashes altogether. **m**



THE FUTURE OF US

32



I am very honored and excited to be the 81st AAMVA Chair of the Board! We had a fantastic and record-setting AIC in Scottsdale, Ariz. in August, and I am looking forward to hosting another first class AIC in Dover, Del. in 2014.

In this edition of *MOVE*, we see many topics addressed that not too long ago were deemed by most to be futuristic. Articles discuss topics such as emerging vehicle technologies—specifically autonomous vehicles—as well as the concepts and reality of electronic identification. This got me thinking about my upcoming year as chair and what my focus should be. I firmly believe our industry has a solid grasp on existing technologies and we do a good job with our forward thinking in this area. We consider technology one of our main resources, and rightly so, as it is an integral part of all of our businesses.

However, what we as motor vehicle and law enforcement agencies are in desperate need of is a new philosophy focused on our own people and our organizations' human capital. Our human capital is the most critical asset we have, and yet it is one that we spend little time and energy cultivating. During my year as chair, I would like us to focus on "the future of us." What I mean by this is that we all are dealing with the changing demographics in our work environments, with baby boomers retiring at a greater rate than we can replace them and causing a major brain drain. Also, our bench strength is normally only one deep in many critical

program areas, causing major risks to our operations.

We should and must make succession planning and leadership development a priority. As a professor at Wilmington University, I have the pleasure of teaching leadership development to master's students, and I see the need for both the soft and technical leadership skills often present at all demographic levels. I also believe that we already have some of the most talented individuals in our organizations, and we just need to nurture them and mold them into our future leaders and entice them to remain in our industry.

This is why I have requested that AAMVA senior leadership aggressively pursue the feasibility of creating a Leadership Academy. This academy would be offered to our members and provide our up-and-coming leaders who do not normally attend conferences or workshops an opportunity for exposure to their jurisdictional counterparts and federal partners, as well as our valued industry partners. While I do not know exactly what the program will look like, I hope you all agree with me that it is and should be a primary focus as we move into the future. **m**

J Cohan

Jennifer Cohan
AAMVA Chair of the Board



Visit the multimedia page on **MOVEmag.org** to watch an interview with AAMVA's new Chair of the Board, Jennifer Cohan.

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