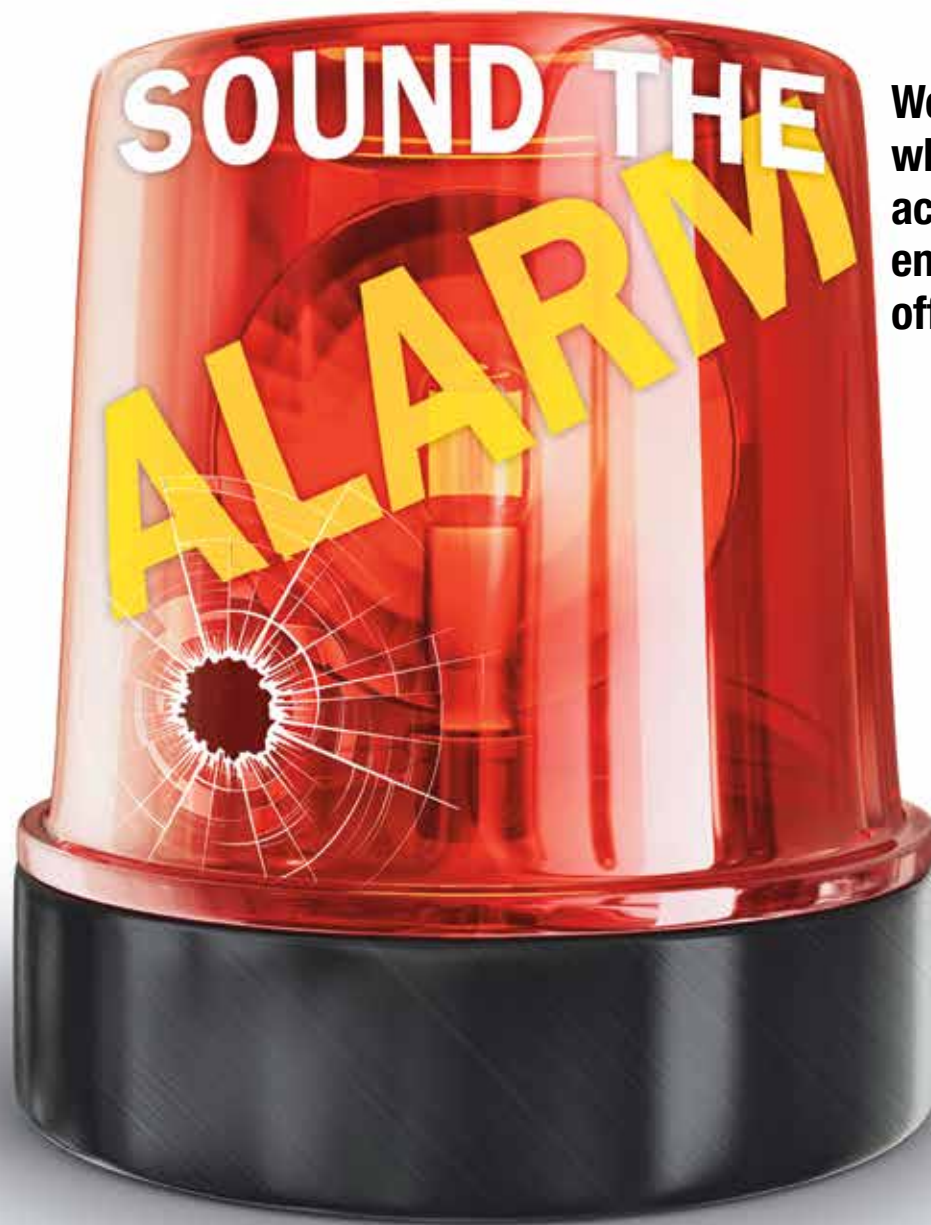


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COVER STORY



20 Would you know what to do if an active shooter entered your office?

—BY MEREDITH LANDRY

FEATURES

14 Three to Go!

AAMVA's Three-Wheel Vehicle Working Group provides guidance on registering increasingly popular three-wheel vehicles.

—BY JAMIE FRIEDLANDER

28 Behind the Wheel

MOVE catches up with Jerry Dike, AAMVA's very own "celebrity."

—INTERVIEW BY LIZA BERGER

CONTENTS

6 Musings

What's the most unique vehicle you've seen come through your jurisdiction for registration?

7 In the Headlights

AAMVA provides best practice guidance for unconventional vehicles.

8 Between the Aisles

Washington responds to recent active shooter incidences.

10 Dashboard

A look at vehicle diversity.

12 Road Trip

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

26 AAMVA Crossword

Try your luck at this issue's puzzle.

27 Industry Insight

Arkansas partners with Fast Enterprises to update its computer systems.

30 Crossroads

Three perspectives on law enforcement and civilian active shooter response.

32 Taillights

A call for action to train employees in active shooter response.



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Q: WHAT'S THE MOST UNIQUE VEHICLE YOU'VE SEEN COME THROUGH YOUR JURISDICTION FOR REGISTRATION?

ROBERT IDE, Commissioner,
Vermont Department of Motor
Vehicles

“A gentleman appeared at our main office one day asking to register his lawn mower. He had been ticketed by the local police for operation on the highway. He was endeavoring to drive his lawn mower across the country; he started in Maine and had successfully traveled across Maine, New Hampshire and was in hopes to pass through Vermont. We were unable to register the lawn mower for on-road travel, so he pushed his lawn mower into the parking lot. The next morning he and the mower were nowhere to be seen and were never heard from again.

REBECCA L. REYNOLDS BOLDEN, Customer Service Manager, West Eugene/Junction City DMV, Oregon Department of Transportation

“We had a Ford F-450 that extended the cab of the truck, creating a compartment with a door. It still had a flatbed to haul, but inside the compartment housed his Mini Cooper. Imagine that.

DEB HILLMER, Director, South Dakota Division of Motor Vehicles



The frame number was stamped on the side of this boat on wheels.

CRAIG FLYNN, Title and Registration Manager, Minnesota Driver and Vehicle Services

“The most unique vehicle request I recall is someone put wheels, an engine and running gear, lights, seats, etc. on a large (30 feet long) garbage dumpster. They wanted to title it and register it for use on public streets and highways. We were forced to decline the request.

AMY SMITH, Vehicle Services Manager, Idaho Transportation Department, Division of Motor Vehicles

“As I'm sure most states have experienced, we have had some pretty unique vehicles come through—most of which are specially constructed by the owner trying to title and register [the vehicle]. Some are definitely more memorable than others. We thought it would be fun to show them, because pictures are worth 1,000 words. Please note that these have been titled (having been certified by the owner to meet federal safety standards, or in the case of the boat/ATV, the vehicle was not required to meet federal safety standards to be titled).



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Visit **MOVEmag.org** to watch a video about these best practices guides on unconventional vehicles.



UNCONVENTIONAL CONVENTIONS

AAMVA'S BEST PRACTICES GUIDES FOR UNCONVENTIONAL VEHICLES PROVIDE GUIDANCE FOR JURISDICTIONS. BY ANDREW CONNER

In response to the increasing appearance of modified vehicles in jurisdictions across the United States and Canada, AAMVA formed the Unconventional Vehicles Working Group in 2005. "We were hearing from several jurisdictions that they were handling vehicles that had been rebuilt or modified, and as [those vehicles] moved across jurisdictions, it created confusion," says Cathie Curtis, director of vehicle programs for AAMVA.

The Unconventional Vehicles Working Group aims to create titling, registration and inspection standards for unusual vehicles or vehicles that don't meet federal safety standards. Covered vehicles range from pocket bikes and motor scooters to Japanese mini-trucks and homemade vehicles. The most recent best practices guides released by the Working Group are titled *Best Practices Guide for Title and Registration of Reconstructed/Replica Vehicles* and *Best Practices Guide for Title and Registration of Rebuilt and Specially Constructed Vehicles*.

The guides are meant to achieve a few important goals. "The main idea was to recognize and address problems with the variety of unconventional vehicles that administrators—including people [in] law enforcement—encounter, and also to address the public safety concerns, not only for operators or users, but also for other road users like pedestrians and cyclists," says Mark Francis, manager of provincial vehicle registration and licensing for the Insurance Corporation of British Columbia and chair of the Unconventional Vehicles Working Group.

The standards recommended by the guides speak to these goals. In particular, adopting consistent definitions across jurisdictions would make a big difference, says Curtis. "As the Working Group researched these types of vehicles, they found that many jurisdictions classify the vehicles in many different ways. The lines are blurred, so defining [vehicles] consistently will really help going forward," she says.

While the best practice suggestions differ depending on which types of vehicles are being discussed, there are common themes that appear across the guides. Beyond general

consistency, most of the guidelines suggest some type of standardized record keeping, whether it's assigning and affixing a new VIN to specially constructed vehicles, retaining a list of all VINs recorded for rebuilt vehicles, or branding the vehicle "reconstructed" or "replica" for those vehicle types.

In addition, for most of the vehicles, the guides recommend inspection, either for structural integrity and mechanical safety in the case of rebuilt and specially constructed vehicles, or a use-based inspection for replica vehicles.

Although it will take time before most or all jurisdictions adopt the suggested rules, according to Francis there are already jurisdictions creating rules based on the suggestions, including his own.

"In British Columbia, we're redesigning our collector and antique vehicle programs using the replica vehicle guidelines," says Francis. "So our program is under revision as we speak, and we're using the best practices guide to guide that redevelopment. I've [also] heard other jurisdictions are using it, taking it to their legislatures and saying 'this is why we want to make these regulatory changes.' The AAMVA name and community carries weight and credibility, so building off that to help jurisdictions influence their state regulators works." **m**



Learn more about the Unconventional Vehicles Working Group by visiting **aamva.org/Unconventional-Vehicle-Working-Group**. Here, you can stay up to date on the group's findings and read the best practices guides.

AIMING FOR PREVENTION

The Federal Protective Service works to improve security and protect employees and citizens from active shooters in the thousands of federal facilities across the country.

BY ANDREW GUEVARA



© JASON REED/Reuters/Corbis

The Washington Navy Yard shooting and the shootout on the Capitol grounds during the fall of last year piqued the interest of federal lawmakers on the subject of active shooter preparedness—chiefly what processes are in place to thwart similar critical incidents and the response mechanisms in position to deal with them when they do arise. Even though the occurrences in the nation's capital were national newsmakers, lower-profile shootings have also taken place on federal properties nationwide. A few days after the Washington shootings, an active shooter began firing into a federal courthouse in Wheeling, W.Va., killing an ex-police officer on the scene. This latter anecdote serves to illustrate the essentiality for safety precautions and response systems to protect the 57,000 federal facilities located around the country, many of which are not high-profile targets. By examining Washington's response to recent active shooter incidences, state and local law enforcement can observe what is occurring to parallel and complement efforts within their jurisdictions.

Law enforcement officers move Navy Yard personnel through the base with their hands over their heads as they respond to a shooting on the base in Washington, Sept. 16, 2013.

RESPONSE TO THE NAVY YARD SHOOTING

Shortly after the Navy Yard shooting, the House of Representatives Committee on Homeland Security's oversight and management efficiency subcommittee held a hearing on federal facility protection and fallout from the incident. The hearing concentrated on the proactive security measures that are currently in place at

federal facilities and what is being done to improve security in light of the recent shootings. The Federal Protective Service was at the heart of the discussion.

The Federal Protective Service (FPS) stands as the stronghold for ensuring the protection of federal facilities from critical incidents. FPS, a division of the National Protection and Programs Directorate of the Department of Homeland Security, is in charge of safeguarding federal facilities and the federal employees, contractors and visitors housed within those facilities. It is the primary organization for protecting and securing almost half of the General Services Administration's (GSA) properties—about 9,600 facilities nationwide. Responsibilities for the division

include conducting facility assessments, recommending countermeasures, monitoring facilities, responding to incidents and conducting criminal investigations, among other duties.

The FPS possesses approximately 1,200 full-time employees, and it also utilizes approximately 13,500 contract Protective Security Officers (PSOs). Akin to full-time FPS officers, PSOs are hired to execute the functions necessary to fulfill the mission of the division.

During the Oct. 30, 2013 hearing, PSOs came under scrutiny after the findings of a Government Accountability Office report were released detailing the findings from a September 2013 audit of the FPS. The latest report has been one in a series investigating the FPS and its operations since 2008. According to the report, some of the contract PSOs are not adequately trained, notably in the areas of active shooter preparedness and the screening of individuals entering federal buildings. Officials from five contract guard units reported their guards had not received proper active shooter training. In another citation, officials from one guard company said around 38 percent of its contract officers had not received proper screening training. In light of the findings, FPS has “limited assurance” that contract guards can suitably respond to an active shooter episode or that they are screening entrants into federal facilities correctly. Additionally, the report found that FPS continues to lack effective management controls to ensure that guards have met training and certification requirements. Even though complying with 2010 and 2012 GAO recommendations to develop a comprehensive and reliable system for contract guard oversight, FPS still does not have such a system. After seeing the recommendations from the GAO September report, the DHS and FPS agreed with the findings.

Accompanying the results of the report, L. Eric Patterson, director of the FPS, highlighted the active shooter preparedness training program that FPS has developed. The Active Shooter Tenant Awareness program has provided training to more than 3,300 federal facility tenants. Components of the program include the history and evolution of active shooter incidents and response to active shooter hazards for federal tenant agencies. He also emphasized that more than 61,000 FPS law enforcement officers and agents have been trained in “active shooter response tactics.” Moreover, he pointed to the 258,000 times DHS’ active shooter Web page—which provides webinars, courses, and workshops on how to handle an active shooter situation and raise awareness of behaviors that represent pre-incident indicators and characteristics of active shooters—has been viewed since its launch in January 2013.

Director Patterson’s testimony points to successful educational initiatives to train FPS personnel and PSOs on how to prevent and respond to active shooter scenarios, but the September 2013 GAO report stresses the necessity for greater oversight to ensure proper training of all contract guards. With loopholes in standardized training procedures, proactive training measures and the subsequent gap in knowledge on how to handle an actual shooter scenario, the total usefulness of the training is negated.

STATE AND LOCAL LAW ENFORCEMENT

As Washington investigates pitfalls in federal facility security and preparedness for the next active shooter incident, state and local law enforcement agencies are also affected by the findings of these inspections and any subsequent actions taken. While there are 57,000 federal facilities located around the country with federal protection—contracted or otherwise—state and local law enforcement agencies are usually a part of a unified response to combat any critical incidences alongside proper federal agencies, such as active shooter scenarios.

For instance, in the case of the Navy Yard shooting, the FPS took a supporting role as part of the on-scene Navy Yard Unified Command Center. The District of Columbia Metropolitan Police Department and the Federal Bureau of Investigation worked in conjunction to guarantee the security of the Navy Yard perimeter and areas in proximity to the facility. With the FPS serving as the front lines to hinder active shooters and being the first on scene in such an attack, its operations affect the unified response procedures for other law enforcement agencies. Any gaps in FPS training, screening procedures or response yield troublesome consequences for law enforcement counterparts.

In addition to aiding in unified responses, federal agencies also service state and local enforcement for active shooter preparedness. As previously mentioned, DHS maintains a bevy of educational information for active shooter training. The Department of Justice and the FBI also

facilitate law enforcement training regarding active shooter scenarios. This includes training for first responder law enforcement officers provided through the Advanced Law Enforcement Rapid Response Training (ALERRT) program. Training state and local law enforcement works complementarily to assist federal agencies in emergency situations on federal grounds. Once again, training is effective in protecting federal facilities only if taught properly and thoroughly to all stakeholders, be it federal law enforcement or state and local law enforcement.

The Navy Yard shooting and recent federal facility shootings underscore the significance of safety precautions and response systems in place on federal premises. The Oct. 30, 2013 House hearing on the Navy Yard shooting brought the mission and operations of the FPS into focus, and the findings and recommendations from the GAO investigation of the division pointed to flaws in contractor training. With a disparity in proper active shooter training and screening procedures in contract security guards, the FPS faces an increased risk for a potential active shooter scenario, which has repercussions for state and local law enforcement as well. Federal actions trickle down to all levels of law enforcement. State and local law enforcement agencies play a major role in the unified response to critical incidents, and they can harmonize with federal efforts to mitigate the effects of active shooter situations with proper training. **m**

TRAINING IS EFFECTIVE IN PROTECTING FEDERAL FACILITIES ONLY IF TAUGHT PROPERLY AND THOROUGHLY TO ALL STAKEHOLDERS.

DIVERSITY IN THE VEHICLE PORTFOLIO

BY JANICE DLUZYNSKI, AAMVA'S DATA LADY

One of the challenges with the registration and titling of vehicles is the variety in vehicle types. Here are results from a few surveys and resources that provide comparative information and best practices.

REGISTRATION REQUIREMENTS FOR PROTOTYPE VEHICLES

Does your jurisdiction register prototype vehicles (i.e., vehicles used for exhibition, testing, media evaluation, etc.)?

3%
Considering
doing this in
the future

29%
Yes

68%
No

LOW-SPEED VEHICLES

Do you require any additional equipment or safety features on low-speed vehicles?

55%
No

31%
Yes

14%
Cannot be
registered
in our
jurisdiction

5%
No

95%
Yes

CONVERTED ELECTRIC VEHICLE

Do you allow a vehicle registered in your jurisdiction to have a fuel conversion from gas to electric?

BEST PRACTICES

AAMVA's website has a library of best practices that includes the recently released *Best Practices Guide for the Regulation of Three-Wheel Vehicles* and the *Best Practices Guide for Title and Registration of Rebuilt and Specially Constructed Vehicles*. You will find these and other best practices at aamva.org/Best-Practices-and-Model-Legislation.



All of the questions and details for each of these surveys can be found in the survey tool on the AAMVA website at: aamva.org/Survey/User/Search.aspx.



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REGION I

D.C. creates tier of driver's licenses for undocumented immigrants

Immigrants without proper papers will be able to obtain driver's licenses in the nation's capital, due to a new bill signed into law by D.C. Mayor Vincent Gray. The bill creates a tiered system with two types of licenses. One tier represents the new licenses provided for undocumented immigrants, which will not be federally valid but will allow immigrants to drive legally. The other tier is simply the federally valid license that is currently issued to citizens.

Barring a blockage by Congress, the bill will go into effect on May 1, 2014. Congress blocking the bill is unlikely, as similar laws have passed in states across the country. In total, about 10 states, such as Maryland and Illinois, have begun providing driver's licenses to immigrants without papers. These programs intend to reduce hit-and-run accidents and make life easier for families with one or zero legal drivers.

Pennsylvania considers body-mounted cameras for officers

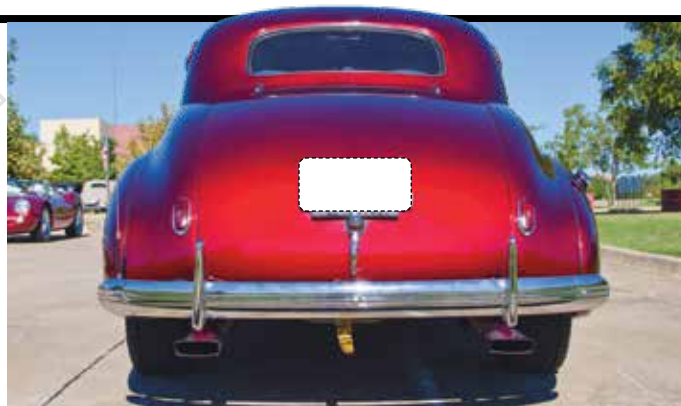
A new bill making its way through Pennsylvania's State Congress could allow police officers to wear cameras mounted on their person. The cameras in question would record incidents that the officers witness and could be a big help as a source of evidence in court. Pennsylvania State Senator Steward Greenleaf told *BRCTV News* that this evidence could work in the officers' or suspects' favor.

Although similar to currently used dashboard cameras, these body-mounted cameras will be more invasive, so protections will be put in place on their operation. For example, officers would not be allowed to use the cameras in residential homes. In addition, the law would require officers to identify themselves as police and let the suspects know they are being recorded.

The AXON™ Flex™ On-Officer Camera is one example of a body-mounted camera that is designed specifically for use by law enforcement.



REGION II



Oklahoma law lets officers seize uninsured drivers' plates

Officers in Oklahoma are now able to seize the license plates of drivers they pull over that are uninsured, thanks to a new law that became effective on Nov. 1, 2013. The law gives officers a choice of either towing the vehicle—which was the former protocol—or seizing the license plate.

Once a motorist's license plate is seized for failure to comply with the compulsory insurance law, that motorist will be provided 10 days of temporary coverage until he or she complies with the law.

While motorists will be charged a \$125 administrative fee if their plates are seized, they will also incur a \$250 fine if they fail to comply with the mandatory insurance law. Seized plates will not be returned to drivers until they have met all requirements of the law.

Virginia announces new license plate design

Virginia revealed a new design for the commonwealth's standard license plates in December 2013. The new design isn't much different from the former plate, with the main change being the incorporation of the commonwealth's tourism slogan "Virginia is for lovers" across the bottom.

In addition to the slogan—which features the "v" of "lovers" stylized as a heart—the plates display "Virginia.org," which is the official tourism website of the commonwealth. The rest of the plate continues to sport the blue and white design of the former plate.

Virginia's Governor Bob McDonnell introduced the plate, which represents the first change in Virginia license plate design since plates memorializing the 400th anniversary of Jamestown were released in 2007. The plates will be available to Virginia motorists on March 1, 2014.



Iowa funds app to address texting while driving

The Iowa Department of Transportation has contracted with Aegis Mobility, a mobile communications company, to produce an app that will block texts to teen drivers while they are driving. The app, called TXL8R, will restrict phones from receiving or making texts when the phone's GPS senses that the phone is moving faster than 15 mph.

In addition to blocking texts, the app has other features that help parents ensure their teens are being safe. If the app is disabled, or deleted, it sends a notification to the user's parents. Even unsafe driving could cause the app to report back to parents, including if the teen stops short or runs a stop sign.

While the app can be used by anyone, Iowa will be subsidizing its use for users between the ages of 14 and 17. The cost of \$4 per month will be covered by the state for those years, which means a total of \$192 could be spent per user. Iowa predicts that in total the project will cost \$480,000 per year.

Illinois police department to tweet DUI offender names

The police department of Riverside, Ill. has decided to tweet the names of DUI offenders from its official Twitter account. The goal of this plan is to send a message to young people about drunk driving.

Riverside Police Chief Tom Weitzel told the *Chicago Tribune* that the jurisdiction has seen a recent increase in drunk driving arrests in people under 30. He hopes publicly tweeting the names of drunk driving arrestees will deter some of those young people from drunk driving.

This information has generally been available to reporters, so the Twitter account won't reveal anything that isn't already public information. However, as of Dec. 16, 2013, the department has put the plan on temporary hold for unexplained reasons.

The Riverside, Ill. police department is "policing through transparency," according to its official Twitter account.



California woman receives first Google Glass ticket

In December, a California woman received what was likely the first ticket given for driving while distracted by Google Glass. Google Glass is a wearable computer that can display things like text or video in a tiny screen that sits directly in front of the user's eyes.

The motorist was pulled over under suspicion of speeding, and when the officer approached her vehicle, the officer noticed the glasses-like display was on. The officer proceeded to ticket her under the citation used to ticket drivers that have a video or TV screen in use at the front of the vehicle while driving.

The motorist is fighting the ticket, arguing both that the vehicle code section shouldn't apply to mobile technology like Google Glass, and also that the computer was not in use when she was driving, but rather it automatically turned on when she shifted her head in the officer's presence.

Google Glass is "wearable computing" eyewear with interactive "lenses" that display information—and can potentially distract drivers.



Idaho report shows increase in drug crimes, decrease in drunk driving

A recent report released by the Idaho Supreme Court shows an uptick in drug-related crimes, while the number of drunk driving cases decreased.

Comparing the more than 7,500 criminal cases filed in Idaho district courts in 2013 to those filed in 2008 shows a large increase in the number of drug felony and drug misdemeanor cases filed. In all, the report showed a 35 percent increase in drug felonies and a 14 percent increase in drug misdemeanors.



The number of drunk driving cases in Idaho fell 14-15 percent over the last five years.

The same comparison shows that the number of drunk driving felonies and misdemeanors decreased considerably. Between 2008 and 2013, felony drunk driving cases decreased by 15 percent, while misdemeanor drunk driving cases decreased by 14 percent.



14

ONE
FOR THE
MONEY

TWO
FOR THE
SHOW



FROM ROUGH-AND-TOUGH HARLEY TRIKES TO ECO-FRIENDLY AUTOCYCLES, COMPANIES ARE CREATING MORE AND MORE THREE-WHEEL VEHICLES EACH DAY. QUESTIONS ABOUT REGISTERING THE VEHICLES HAVE STARTED POPPING UP ACROSS THE COUNTRY. LUCKILY, AAMVA DECIDED TO ANSWER THEM.

BY JAMIE FRIEDLANDER

A few years ago, drivers began seeing odd, futuristic-looking vehicles on the road. Not quite a car, but not quite a motorcycle. These vehicles had three wheels—either two in the front and one in the rear, or two in the back and one in the front—and some even had complete enclosures like a car.

Drivers of these three-wheel vehicles would visit their local DMV to register them, only to be met with confused stares and questions from DMV workers. Should they be registered as motorcycles or cars? As these three-wheel vehicles have become more common, AAMVA knew it had to do something to help solve the nationwide confusion. And so, in 2010, AAMVA created the Three-Wheel Vehicle Working Group (3WVWG).

The 11 members of the Working Group come from various disciplines, such as vehicle registration, law enforcement, and drivers license and control. The committee—composed of members from Hawaii, to Oregon, to Virginia—began meeting regularly to discuss best practices for regulating three-wheel vehicles. In October 2013, the group published the *Best Practices for the Regulation of Three-Wheel Vehicles*.

“Mostly, jurisdictions just needed something to look to, something solid,” says Becky Renninger, the Three-Wheel Vehicle Working Group chair and an operations and policy analyst with the Oregon Department of Motor Vehicles. “We didn’t have consistent, standardized material to go by, and that’s really necessary in order for us to do our job properly.”

The group began meeting both electronically and in-person to discuss best practices for the regulation of three-wheel vehicles. According to Captain Ronnie Saunders, a member of the group and an officer with the Virginia State Police, the group created a cohesive document that had input from nearly every corner of the motor vehicle world.

“It really was a moving entity where we listened and we explained our thoughts on how we should put together the document,” says Saunders. “Everybody played a part in it.”

CLASSIFYING THREE-WHEEL VEHICLES

The first task the Three-Wheel Vehicle Working Group set out to complete was properly identifying what a three-wheel vehicle is. They created two groups for classifying three-wheel vehicles: three-wheel motorcycles and autocycles. Three-wheel

THREE
TO GET READY

GO!

motorcycles have handlebars, and the operator straddles or sits astride the motorcycle. Autocycles, on the other hand, have an enclosure, a steering wheel and the operator sits in a seat.

The National Highway Traffic Safety Administration (NHTSA) has classified autocycles as motorcycles, and therefore they must pass the same safety tests as motorcycles—despite having an enclosure. However, NHTSA is currently reviewing safety standards and classifications for three-wheel vehicles due to various safety concerns.

According to Cathie Curtis, the Working Group liaison and the director of vehicle programs at AAMVA, three-wheel vehicles have become more prevalent for several reasons.

“They are fuel efficient, and some provide a little more stability,” says Curtis. “As motorcycle operators age, some of them are finding they still want to ride a motorcycle, but they want a vehicle with more stability. So a three-wheel vehicle provides that for them. Also, many of what we classified as autocycles are fun vehicles that provide a unique driving experience.”

Renninger echoes Curtis’ statement, adding that cost is another prime reason three-wheel vehicles have become more popular in the market. “They’re easy to park, they’re fuel efficient, and they try to keep cost down,” she says. “People are just going in that direction.”

THE INS AND OUTS OF THE GUIDE

The *Best Practices for the Regulation of Three-Wheel Vehicles* guide is a succinct 15 pages. It outlines the nuances of different types of three-wheel vehicles. The guide also explains how to register the vehicles, test drivers who own them, and assign license plates.

In terms of vehicle registration, the group emphasized that jurisdictions should follow typical registration and title procedures but should differentiate between three-wheel vehicles in notation.

For three-wheel motorcycles, the guide suggests using “3W” for the body style. For autocycles, the guide suggests using “AU” for the body style. The Working Group also recommends that for both three-wheel motorcycles and autocycles, license plates measure a standard 7 inches by 4 inches. The notation will vary among states, according to Curtis, who says that one state has even imprinted the word autocycle right on the license plate.

Driver licensing proves to be a bit less clear-cut, as driving autocycles and three-wheel motorcycles require completely different skill sets.

“The Working Group believes that operating an autocycle demands the same skills that a person would need driving an



Top: The 2014 Elio by Elio Motors is an autocycle that is marketed as an efficient and practical form of transportation, with an average gas mileage of 84 mpg. Bottom: The T-REX 16S by Campagna Motors is a sporty autocycle with an in-line six-cylinder BMW engine of 1649cc.



Read *Best Practices for the Regulation of Three-Wheel Vehicles* online at aamva.org/Best-Practices-and-Model-Legislation.

automobile,” says Curtis. “So the Working Group recommends that the operator of an autocycle be licensed to operate a passenger vehicle.” The group did recommend, however, that someone taking his or her first-ever driving test do so in a four-wheel automobile and then transition to an autocycle.

For three-wheel motorcycles, the guide recommends a different test than that for two-wheel motorcycle operators, as each requires a different skillset.

“Driving a two-wheel motorcycle is very different than driving a three-wheel motorcycle,” says Scott Shenk, a member of the Working Group and division chief of driver licensing at PennDOT. “You steer differently and you need different balancing skills. So those differences are why we recommended different types of licensing restrictions depending on what type of motorcycle you drive.”

People Change. Identities Don't.



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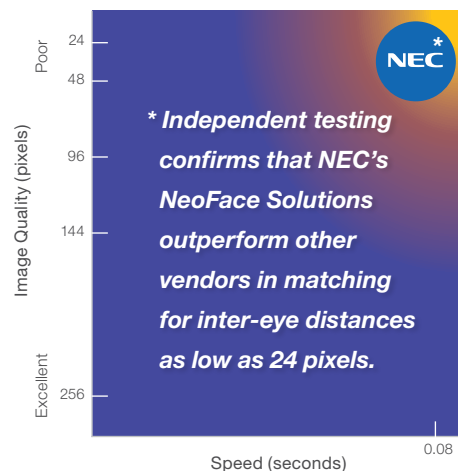
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FOR ALL

Before getting involved with the ins and outs of registering, licensing and issuing plates for three-wheel vehicles, get to know the defining features of each.

THREE-WHEEL MOTORCYCLES

Three-wheel motorcycles have been on the market for several years. They appeal to a wide variety of drivers, such as older motorcycle riders who don't want to give up their two-wheeler but have trouble balancing due to age. Three-wheel motorcycles present both a rugged and easier-to-drive option. Many mainstream companies—such as Harley, Honda and Kawasaki—currently have three-wheel bikes on the market.



Traditional Trike

A trike is defined as a three-wheel motorcycle that has one wheel in the front and two wheels in the back.



Reverse Trike

A reverse trike is defined as a three-wheel motorcycle that has two wheels in the front and one wheel in the back.



Sidecar Motorcycle

A sidecar motorcycle is defined as a three-wheel motorcycle that has a side compartment for a passenger. Sidecar motorcycles

typically have two wheels in the back and one in the front.

AUTOCYCLES

A newly coined term, an autocycle is a three-wheel vehicle (two wheels in the front or two in the back) that has an enclosure similar to a car. Autocycles differ from other three-wheel vehicles in that they have a traditional steering wheel and bucket seating. The T-REX is an example of one high-performance autocycle currently on the market. Some companies, such as Elio Motors and Zap Xebra, have begun introducing electric and eco-friendly autocycles as well.



Renninger adds that the guide makes recommendations specifically for three-wheel vehicles that meet federal standards for motorcycle safety and emissions—the guide does not apply to non-standard bikes that may come from other countries.

PROMOTING NATIONWIDE UNIFORMITY

The key benefit of jurisdictions implementing the best practices, according to the Working Group, is uniformity. By all states implementing similar registration and licensing procedures, drivers will not have difficulty taking their vehicles across state lines, and DMVs will not have trouble registering the vehicles.

The best practices guide also helps ensure that DMVs properly train drivers in their vehicle of choice. “Testing people and restricting them to the bike they tested on is a safety enhancement that can help reduce fatalities,” says Shenk.

Renninger also believes that once properly registering three-wheel vehicles becomes widespread, it will do wonders for crash analysis. “Right now, all the [three-wheel vehicles] are lumped together,” says Renninger. “So when you get statistics about any type of crash analysis, it includes all of them. The only way that we can start separating that out is for states to start incorporating some type of method to differentiate between them.”

While the benefits of implementing the group's best practices abound, there is one challenge, according to Curtis, and that is legislation. Many jurisdictions cannot implement the changes until state laws have been amended and their internal policies and procedures changed. “And that takes time,” Curtis says. “The Working Group understands that these changes aren't going to happen overnight. We hope jurisdictions adopt these changes when it is practical in their state, when they're revising their current motorcycle laws or when they're reviewing their policies and procedures.”

Renninger echoes that sentiment, suggesting that the Working Group understands that changes cannot be made by jurisdictions immediately. “There has been nothing out there,” she says. “So [it is important] for jurisdictions just to have an actual document they can refer to. States and jurisdictions have been looking for that type of document for quite some time. Even though all states may not jump on board and do every single thing, it's something to strive for. It gives them something they can look at, something they can work toward.” **m**



Visit **MOVEmag.org** to watch a video and learn more about AAMVA's best practices for the regulation of three-wheel vehicles.

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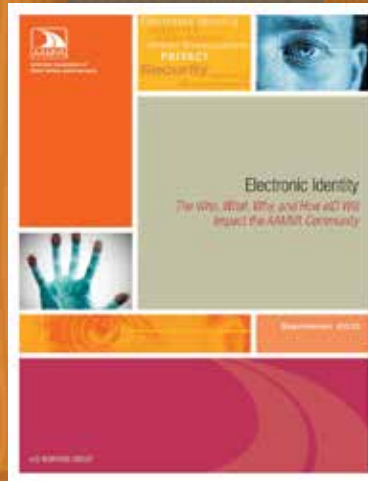


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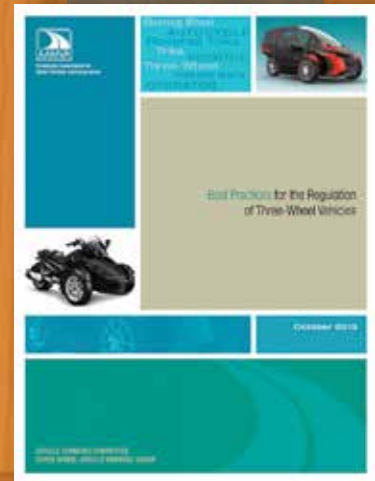
DL/ID Card
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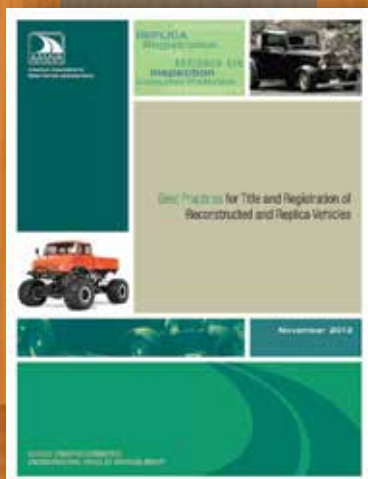
Regulation of
Three-Wheel Vehicles



Title & Registration
of Rebuilt & Specially
Constructed Vehicles



Title & Registration
of Reconstructed &
Replica Vehicles



Motor Vehicle
Registration & Insurance
Identification



For these and other AAMVA solutions & best practices, visit **AAMVA.ORG**





Be Prepared

21

WOULD YOU KNOW WHAT TO DO IF AN ACTIVE SHOOTER ENTERED YOUR OFFICE?

BY MEREDITH LANDRY

Gun violence is rampant in the United States today. From Sandy Hook to Aurora, and LAX to the Navy Yard—shooting incidents have become so embedded in the country's consciousness they only require a single name.

And it seems like nowhere is immune to this kind of violence. A study by John Nicolette, Ph.D., of 35 active shooter incidents during 2012 found that 51 percent of attacks occurred in the workplace, 17 percent in a school, 17 percent in a public place and 6 percent in a religious establishment.

Consequently, many organizations are left asking: Would we know what to do if faced with an active shooter?

Among those organizations are the country's thousands of DMV satellite offices. According to a recent AAMVA survey, states conduct between 100,000 and 8 million transactions each year. In any state, that's no small number of potentially dangerous interactions with the public.

While very few of these locations have any kind of active shooter response protocol in place, that might soon be changing, says Brian Ursino, AAMVA's director of law enforcement. "In response to some of the country's recent shootings, many of our administrators are rightly beginning to ask: 'What are we doing to prepare should this happen to us?'"

MAINE TAKES ACTION

After the Virginia Tech massacre in April 2007, the administrative staff at the Maine Bureau of Motor Vehicles, based in Augusta, asked themselves that question. And then they acted.

By mid-2008, the Maine bureau's office of investigation—the law enforcement unit of the agency—had created a clear and concise set of guidelines for how DMV employees should respond when faced with a critical incident, such as an active shooter.

"It went through quite a few iterations, but it was important that the protocol was simple not just for the command structure to follow, report and get help, but also for all staff members to

IT'S LIKE A FIRE DRILL. THE BEST WAY TO LEARN WHAT TO DO IS BY ACTUALLY DOING IT.

—Patty Morneault, deputy secretary of state, Maine Bureau of Motor Vehicles

follow when an incident occurs," says Patty Morneault, deputy secretary of state, Maine Bureau of Motor Vehicles.

The Maine bureau's response process is about as simple as it gets: A member of the command staff sends out an alert to all employees' computers using a special software system. Based on the level of the alert—Level 1 would include lower extremes like a suspicious package, while Level 3 would cover the most extreme situations, such as an active shooter—employees know how to respond accordingly, based on their training from the office of investigation.

"A Level 1 alert would advise staff to stay away from a certain area, while a Level 3 alert would tell staff to report to their safe rooms, where they would begin to barricade the doors," Morneault says.

Additionally, command staff members have been provided a red, three-ring binder that includes quick, easy-to-follow instructions for each alert level. "It even outlines what specifically we should say to the emergency responder when we call for help," Morneault says.

The NetSupport Notify Software™ used by the Maine Bureau of Motor Vehicles was implemented by a local tech company, and it ran the bureau about \$8,000. But it, too, is as simple as it gets: A user opens up the icon on his or her desktop, clicks the alert level, types a brief message and hits send.

The bureau's employees learn how to respond in case of emergency experientially. Each October, the office of investigation leads a training session by simulating a real-life emergency incident.

NetSupport Notify is one type of desktop software solution for office emergency alerts and notifications.





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THE TRUE FIRST RESPONDERS ARE THE PEOPLE PRESENT WHEN THE ATTACK STARTS, AND THE HIGHEST LIKELIHOOD OF SUCCESS OR FAILURE WILL FALL DIRECTLY ON THEIR SHOULDERS.

—Sergeant Rod Land, Missouri State Highway Patrol

“A couple of detectives come into our director’s office, say there’s an incident occurring, and the director sends out an alert,” Morneault says. “It’s like a fire drill. The best way to learn what to do is by actually doing it.”

On top of the annual training—which command staff are considering increasing to twice a year to clear up any confusion between these drills and actual fire drills—new employees receive a PowerPoint presentation that outlines the protocol to follow.

Fortunately, no incidents have occurred at the Maine bureau since it has implemented its training. “But we’d be prepared for them if they did,” Morneault says.

MARYLAND GETS READY

The 60 DMV branch managers throughout Maryland and the 50 managers at its headquarters location in Glen Burnie are also prepared. Since 2011, it has been mandatory for managers to become certified in the Federal Emergency Management Agency’s active shooter training, which is a free one-hour online course written for non-law enforcement employees.

“We encourage all of our employees to take it, but it’s only necessary for managers,” says John Kuo, administrator of the Maryland Motor Vehicles Administration. “It’s just good information for everyone to have.”

While the Maryland bureau does not utilize proprietary software to send out alerts to its employees, it does have a special email broadcast set up in case of emergency, which includes color-coded alert levels.

In September 2012, the Maryland bureau partnered with local law enforcement agencies, including the Maryland capitol police, and conducted an active shooter scenario at its headquarters in Glen Burnie.

“We utilized volunteers from our investigations division staff who played out specific roles, and the officers used a simulator,” Kuo says. “All of the key stakeholders involved carried out the plan perfectly.”

They, too, are considering increasing these drills to at least twice a year.

WORKING WITH LAW ENFORCEMENT

For other bureaus interested in implementing their own formal active shooter response training, Ursino says the first thing administrators should do is reach out to their state police or highway patrol agency partners.

“We’re peers with state police, and belong to the same association,” he says. “If they don’t have an active shooter training program, the agency administrator can lead you to

the right training program in your state.”

No matter who performs it, Ursino says all active shooter training should include the following:

- **The basics.** The Department of Homeland Security says that if an active shooter incident occurs, employees should first attempt to evacuate the area. If that’s not an option, hide. And if you’re confronted with an active shooter, take definitive, aggressive action.
- **What to expect when the police respond.** According to a study of 84 active shooter incidents between 2001 and 2010, the attacks ended before the police arrived 49 percent of the time, but in 56 percent of the attacks ongoing when police arrived, officers had to use force to stop the killing. “Employees need to be aware of those tactics,” Ursino says. “They also need to expect the police



A LOOK AT LAW ENFORCEMENT

Employees can learn how to prepare for an active shooter for free online during their lunch break, but what does active shooter training look like for the brave men and women in law enforcement? We asked Sergeant Rod Land of the Missouri State Highway Patrol to elaborate.

“Since Columbine [in 1999], almost every police officer has received specific training in responding to an active shooter. The training has progressed from firearms training to, more specifically, formation training and working as a team. As the training has continued to evolve, law enforcement trainers have realized that the mindset, first and foremost, has to be to get in and stop the shooter, whether it is with one available officer or four team members. Most training providers conduct scenario-based training for their officers to practice the skill sets that will be needed in a real-world incident. As a result of the shift in mindset and training, most incidents are over in approximately 10 minutes, as compared to Columbine, which lasted 49 minutes.”

to search multiple people, since they can't always immediately be sure if there was only one shooter."

- **What to do when it's all over.** This aspect of training should only apply to management, not all employees, Ursino says, but should address how soon to reopen the office and resume service to the public, and the process for offering mental health help to staff members. Striking the correct balance between caring for our employees and resuming services to the public is the biggest challenge here.

Because most people have been conditioned to rely on 911 to solve any potential problems, people need to learn what to do before help arrives, says Sergeant Rod Land of the Missouri State Highway Patrol.

"The true first responders are the people present when the attack starts, and the highest likelihood of success or failure will fall directly on their shoulders," he says. "If they respond quickly and appropriately, they can impact the outcome of the entire incident."

Training DMV staff will require time and money, however. "The more you train your people, the more you take them away from their primary mission," Ursino says. "And even if the training doesn't have any hard costs, there's still the soft cost of them not delivering services when they're receiving the training."

TRAINING IN A DMV SETTING

When weighing the costs of implementing a training session or program, administrators should consider the following:

- Are you going to hire a trainer?
- Are you going to send your employees somewhere to get the training?
- Will you need to provide meals during the training?
- Will you need to reimburse employees for their mileage if the training is offsite?
- Are there software costs, such as a special computerized alert system?
- Are there hardware costs, such as installing panic buttons at each station?

But the better question, according to Ursino, is: What's the cost of not doing it?

Fortunately, as of December 2013, not a single DMV office has reported an active shooter incident. "So many programs like this are born from tragedy," Ursino says. "But we're happy to be having this conversation before anything tragic happens in one of our DMV offices." **m**



Visit **MOVEmag.org** to watch a video from AAMVA about active shooter preparedness training.

DOWN THE ROAD

The 2014 AAMVA Regional Conferences are quickly approaching. Online registration will be opening soon. Mark your calendars with these Summer dates and prepare for three unique networking and educational opportunities.

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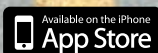
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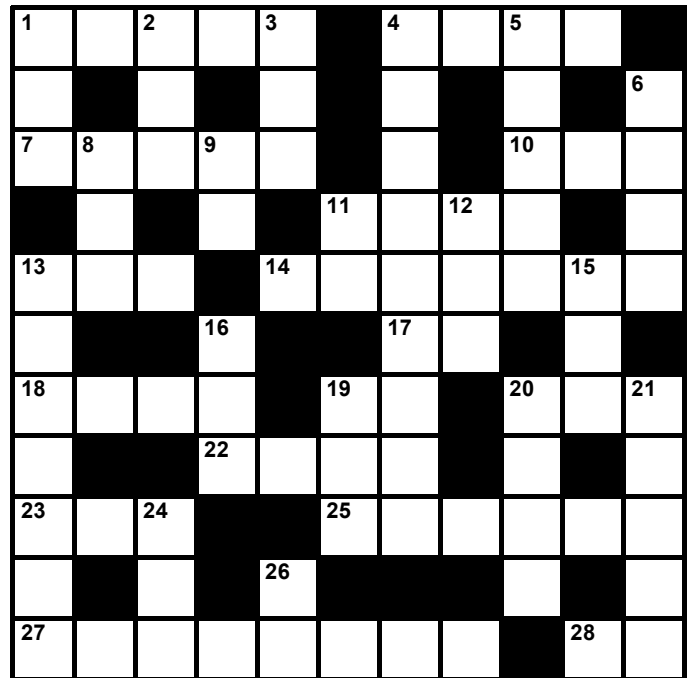


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Across

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| 1 One three-wheel vehicle configuration | 18 Two-wheeler |
| 4 St. Louis' architectural feature | 19 Event controller, for short |
| 7 _____ spot, area a driver cannot easily see | 20 It can be a factor in driver safety on the road |
| 10 Numbers and letters that identify a vehicle, abbr. | 22 AAMVA verification system, _____ ID |
| 11 Revisions are proposed to the AAMVAnet _____ Dictionary | 23 Midwest state |
| 13 Color used in many road signs | 25 Instruction _____ |
| 14 Their protection is key in countering fraud (2 words) | 27 Popular discussion sessions being held at the St. Louis conference (2 words) |
| 17 Letters used on forms indicating dates to be filled in | 28 One _____ one |

Down

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| 1 PC key with two arrows | 13 Classification of a vehicle that was inoperable, now reconstructed per the original design |
| 2 Roman three | 15 Pooch |
| 3 The future of how we identify individuals in the virtual space | 16 It's part of mph and mpg |
| 4 It has a steering wheel and the operator sits in the rear seat | 19 GPS is the modern version of this |
| 5 Issue an insurance policy for | 20 Goals |
| 6 Responsibility | 21 Submission |
| 8 Not be straightforward | 24 DPPA is one (being discussed at the St. Louis conference) |
| 9 Negative comment | 26 Connecticut's state abbreviation |
| 11 _____ player | |
| 12 Twenty-four hours | |

IN THE FAST LANE

THE STATE OF ARKANSAS PARTNERS WITH FAST ENTERPRISES TO BRING ITS COMPUTER SYSTEM INTO THE 21st CENTURY.

BY ANDREW CONNER

As part of its partnership with Fast Enterprises, LLC, the State of Arkansas has introduced a new computer system to handle its driver and vehicle services records. This solution grew out of Fast Enterprises' implementation of the Arkansas Integrated Revenue System (AIRS), which in 2004 replaced Arkansas' previous expensive and out-of-date tax computer system for the Arkansas Department of Finance and Administration (DFA).

The new computer system serves 135 revenue offices throughout Arkansas, and the number of users totals almost 1,000 and includes users from third-party external systems like law enforcement and AAMVA. The first statewide rollout of the Arkansas Integrated Revenue System – Driver Services Motor Vehicle (AIRS-DSMV), as the drivers and vehicle services part of the system is known, began in September 2012 with driver services. The second rollout, which occurred in September 2013, covered vehicle services.

The technology put in place, which is based on Fast Enterprises' commercial FastDS-VS software, is a substantial improvement compared to the state's previous system. "We had a 40-year-old COBOL-based system, and the developers were all retiring," says Tonie Shields, administrator of the Office of Driver Services for the Arkansas DFA. "So we were at a point where we had to do something."

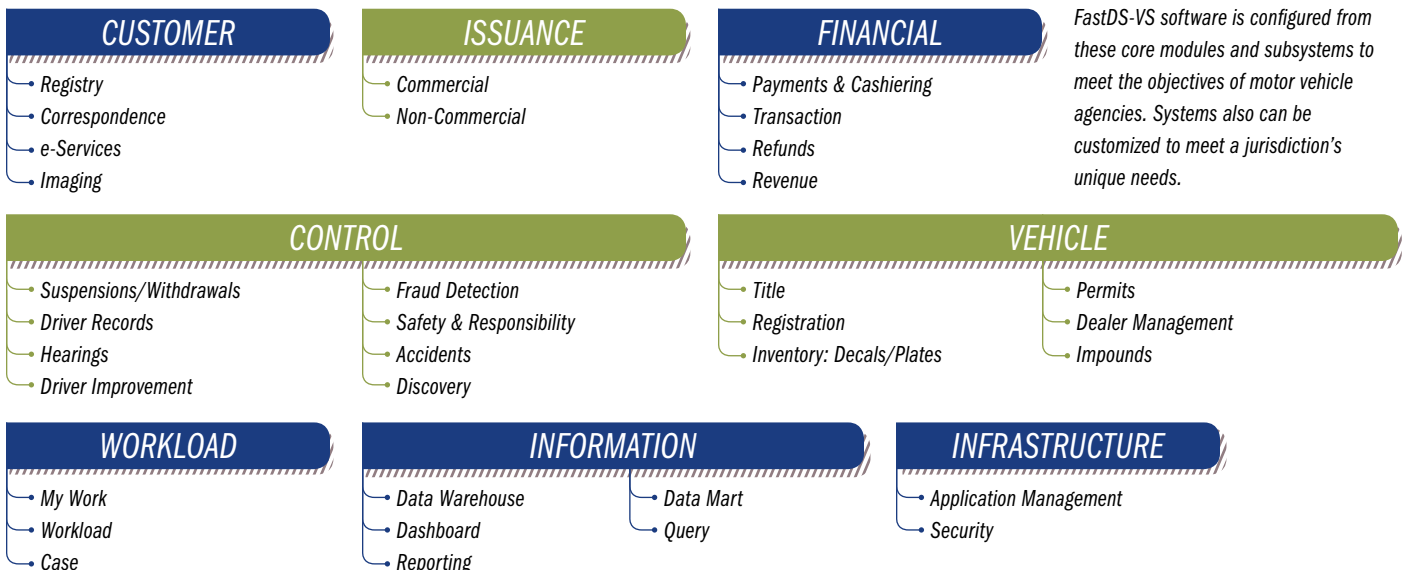
In addition to new features like facial recognition that can help combat fraud, the system is also significantly easier to

use than its predecessor. The new technology is web-based and has a graphical user interface that clearly guides users through the various processes the system performs.

"We worked hard to make the screens as obvious and the user experience as consistent [as we could] so transactions happen the same way in every office," says David Alderson, associate partner at Fast Enterprises.

"You can bring up the actual photos, and as you're typing in data it will build the driver's license, and you see the fields populate," adds Ken Williams, administrator of the Office of Information Services for the Arkansas DFA, emphasizing how the visual nature of the system makes employees' work more efficient. "It's very intuitive and easy to work with. It's much easier to program, too, which helps with cost savings."

The new system is also well integrated across the various offices and agencies that use it. This helps make the court process easier both for ticketed drivers and court employees. "Courts that would normally send in their tickets or suspensions for state employees to put on the record can now interface [with the system]. [The court] employee can enter the suspension or ticket so that it's on a driving record much more quickly," says Shields. "A driver's license can even be reinstated at the court level once that person has paid a fine. So it really increases efficiency." **m**



Q & A WITH **JERRY DIKE**

INTERVIEW BY LIZA BERGER

JERRY DIKE HAS CARVED OUT A UNIQUE NICHE FOR HIMSELF AS A MOTOR VEHICLE CONSULTANT. THOSE IN THE AAMVA COMMUNITY MAY KNOW HIM BETTER FOR HIS LOVE OF THE COLOR ORANGE AND HOT PEPPERS, AS WELL AS HIS UNEXPECTED ARREST AT A REGIONAL CONFERENCE. MOVE MAGAZINE LEARNS MORE.



YOU HAVE YOUR OWN INDEPENDENT CONSULTING BUSINESS. WHAT KINDS OF ISSUES DO YOU ADDRESS WITH CLIENTS?

I have had several DMV clients over the years. I work to assist the North American DMVs with their projects. Issues I have dealt with include driver testing, vehicle insurance verification, dealer software, and various other DMV registration and titling issues.

WHAT DO YOU LIKE ABOUT YOUR CURRENT POSITION?

I love working with people, and this allows me to continue to work with friends and DMV associates all over the U.S. and Canada to help the

DMVs. To me, helping the DMVs also helps their masses of customers, which is the large majority of the entire populace. I also work with and strongly believe in the value of AAMVA and its value to all DMVs and the jurisdictions.

HOW DID YOU GET STARTED IN THIS INDUSTRY?

My dad worked for the Texas Highway Department (later named TxDOT) for 43 years. He was the maintenance foreman in Palestine, Texas. He was the reason I initially got a job at TxDOT. I started the month he retired, on third shift as a computer operator while going to the University of Texas at Austin. I stayed on as a computer programmer and later became a manager.

Then I got my MBA at UT. Following that, I continued working for TxDOT as chief DMV administrator.

WHAT ONE OR TWO LESSONS HAVE YOU LEARNED IN YOUR CAREER IN MOTOR VEHICLES?

One lesson I've learned is how important the DMV is to each jurisdiction and the nation. Virtually everyone is your customer. You are bringing in a tremendous amount of revenue—billions of dollars in Texas. Most of it goes to highways. A lot of it goes to education. Some of it goes to the DMV. You assist law enforcement by identifying your populace, as well as regulating the environment for all vehicles in your jurisdiction and managing reciprocity for travel to other jurisdictions. I kept saying to people over the years: At the DMV, you don't want to be on the front pages of newspapers. You help a lot of people by being efficient and effective, and

“I PRESUME THE CELEBRITY TAG IS BECAUSE I DO ATTEND SO MANY AAMVA EVENTS, BECAUSE I'M ACTUALLY A SHY, LOW-KEY PERSON.

A “TO ME, HELPING THE DMVs ALSO HELPS THEIR MASSES OF CUSTOMERS, WHICH IS THE LARGE MAJORITY OF THE ENTIRE POPULACE.



Jerry Dike, center, wears his signature color—orange—at the 2012 AAMVA Annual International Conference in Charlotte, N.C.

being in the back pages.

A second lesson is how useful AAMVA is to the DMVs.

HOW DID YOU GET INVOLVED WITH AAMVA?

I have been associated with AAMVA for over 20 years. I was fortunate to be elected to the AAMVA regional board and later the international board, and served many years. I learned early on the value of AAMVA to the DMV—finding great DMV colleagues, best practices and programs to do in jurisdictions, as well as

identifying things for jurisdictions not to do.

YOU ARE A BIT OF A CELEBRITY IN AAMVA. WHY?

I'm known for always wearing orange. Being a huge UT Longhorns fans, I have 30-plus years of getting orange clothes. I also support the U-Haul (orange) Salty Dog breakfasts. I hope I'm also known as a strong advocate for AAMVA, helping AAMVA, the Industry Advisory Board and jurisdictions in any way I can. I attend almost every

AAMVA event, and I love taking lots of pictures—I'm an avid amateur photographer. I share these photos each year with the region presidents and board chairs, as well as AAMVA. I presume the celebrity tag is because I do attend so many AAMVA events, because I'm actually a shy, low-key person.

I UNDERSTAND YOU WERE ARRESTED AT A CONFERENCE ONCE. TELL ME ABOUT THAT.

My good friend, former AAMVA Chair Mike Robertson

[2011–2012], had me arrested at AAMVA Region 2 [conference] in 2012 by two of his troopers for inappropriate overuse of wearing the color orange. He put me in handcuffs and had me taken off the podium—in total shock and surprise. Mike has a wonderful sense of humor. Then, a few months later at his North Carolina AAMVA International Conference, I retaliated. I delivered a proclamation in front of the entire audience, stating that AAMVA is a great professional association far above this high school Animal House buffoonery, and it was an illegal arrest far beneath our dignity and professionalism. He promptly sent two officers to the podium to arrest me again.

YOU HAVE SOME INTERESTING HOBBIES. WHAT ARE THEY?

I'm a member of Mensa. I always loved education—especially mathematics. My mom and dad grew up in East Texas. My mom was very smart and used to take my brother and me to the library in the summers. I'd read 10 or 15 books a week during the summer. When I was 12, I read all 20 volumes of the World Book encyclopedia. I also love stained glass and painting. Art is one of the few things you might leave for your family. I have two children and four grandchildren. **m**

WE HEAR FROM OFFICER CHAD PIERCE,
SERGEANT JAMES PROUTY AND SERGEANT KEVIN BELL.

First Response

THREE PERSPECTIVES ON ACTIVE
SHOOTER PREPAREDNESS
TRAINING



All state employees in New Mexico to receive active shooter preparedness training

OFFICER CHAD PIERCE

PRESIDENT, NEW MEXICO STATE POLICE ASSOCIATION

I started my career in law enforcement in 1993, and then Columbine happened in 1999. That's how long I've been involved with active shooter training—since 1999. I'll always remember Columbine, because it happened on my son's birthday. While my wife was in labor, I was watching the event unfold.

Having been involved with active shooter training since 1999, I've witnessed how it has changed over the years—as more and more shooting incidents have occurred—in how we teach law enforcement to respond and act in the active shooter scenario. Today, in addition to training law enforcement, I'm also involved with training New Mexico state employees, including those within the motor vehicle division, in how to be prepared and respond in the instance of an active shooter.

Prompted by current events, such as Sandy Hook and the incident that happened in Arizona with [Gabrielle] Giffords, in April 2013 the New Mexico State Personnel Office, the New Mexico General Services Department, the Department of Homeland Security and the New Mexico Department of Public Safety got together and had a meeting in which we discussed how we could better educate state employees in how to protect themselves if such an event should occur. We then did a pilot program in which employees from around the state came to Santa Fe for these active shooter preparedness classes.

Our program teaches the employees how to respond when [an active shooting incident] begins. We show them different measures they can take to protect themselves and advise them to try to leave the area and get out. Always know the two nearest exits and have an exit plan. If they can't leave, however, we teach them various tactics to hide and stay out

of view, such as turning off the lights and barricading themselves in.

When looking at who should attend the trainings [first], we were looking at the state organizations that see a high volume of transactions. The motor vehicle division is one of the biggest because of the sheer number of individuals who show up for services on a daily basis.

To date, we have done more than 17 active shooter classes for the employees of New Mexico. I've trained 24 state police officers to go around and teach the active shooter program for civilians, and in January, these officers began taking the classes to outlying areas of New Mexico.

The great thing about this training is that it's not just something New Mexico state employees can utilize at work. They can also utilize it in their private lives as well—in a shopping mall or movie theater, for example, the principles are the same.

Instructing Washington State law enforcement on how to respond to an active shooter

SERGEANT JAMES PROUTY

SPECIAL OPERATIONS DIVISION, WASHINGTON STATE PATROL

There are two kinds of active shooter training [in Washington State]: law enforcement and civilian. I am one of the people who provides training to our troopers and cadets when it comes to active shooter response.

For law enforcement, the primary thing we teach is to protect life. That's what we want to do first and foremost. Additionally, the training instructs law enforcement to then identify the shooter, control the situation, get aid and continue through the actual investigation of the shooting.

In an active shooter incident, there are oftentimes many different agencies responding to the situation. For instance,

depending on the location of the shooting, there could be state, county, and local law enforcement responding. For this reason, we keep law enforcement training synonymous across the various agencies.

Law enforcement should not be the only ones trained in active shooter response. I think a good analogy that I've heard is one that looks at fire response. A lot of times we don't ask questions about the training we [as civilians] undergo for fires, and we have fire drills, fire extinguishers and evacuation routes. The same type of training and preparedness should be in place for active shooter incidents.

Active shooter preparedness training for Washington State employees

SERGEANT KEVIN BELL

SECURITY ADMINISTRATOR FOR THE DEPARTMENT OF LABOR AND INDUSTRIES, WASHINGTON STATE

In Washington State, we had a situation in one of the regional offices in the Department of Labor and Industries about 10 years

ago. A disgruntled claimant came into the office and somehow jumped over the counter and got into the employees' area. He told everyone to get away and started smashing computers.

The employees said the most traumatic part of that experience was when the officers came in with their guns out because they didn't know who the bad guys were. The duty of law enforcement is to stop the threat. When law enforcement arrives on the scene of an active shooter incident, we don't know who the bad guy is. People, like these Labor and Industries employees, may find themselves looking down the barrel of a gun because we don't know if they are the shooter. And that can be scary and startling.

Also, civilians should keep in mind that when law enforcement arrives, we are not there to take care of injured people until the threat is neutralized. We are focused on stopping the active shooter more than providing aid. We're not trying to be mean, but we have a mission and goal in mind. Medics will come to help the injured.

Additionally, it's important for civilians to think about the possibility of an active shooter before an occurrence happens. I like to draw a similarity to baseball: Before the ball is pitched, I already know what I'm going to do when I get the ball. The same should apply in the event of an active shooter. Be prepared. **m**

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A CALL FOR ACTION



As you have read throughout this edition, the realities of our world today are a dramatic change from everything we considered “normal” in the past. Public areas and facilities have become targets for terrorist threats and violent acts. At every event, around every corner, the people in charge are working hard to protect the safety of others. Our facilities are no

different, and our responsibilities to protect our employees and our customers are increasing and cannot be ignored.

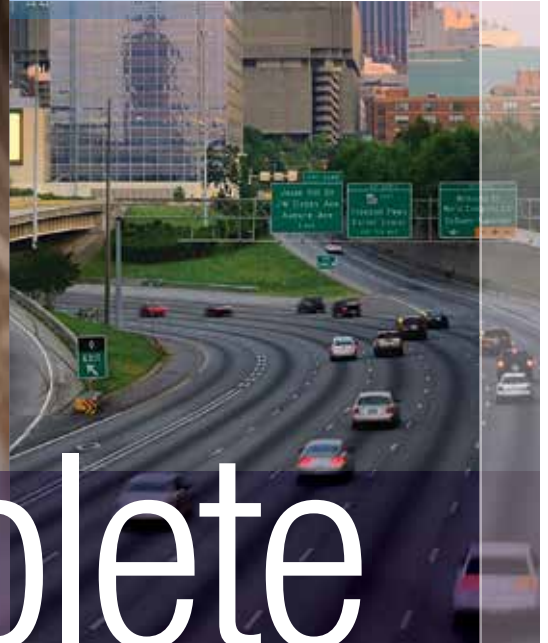
The numerous and recent attacks often leave one to wonder: “What would we do if that happens here?” Instead of: “That will never happen here.” As large centers of public activity, motor vehicle offices must become more and more aware of the possibilities that an attack of a violent nature or a single random act can happen. Policies and practices must be put in place to train and educate your workforces on what to do in case of such an event. This is not to say we should create fear and anxiety, but being prepared for such scenarios will accomplish two goals: 1) It will potentially save a life; and 2) It will demonstrate to employees and customers that you care about their safety and well-being. Our employees are our greatest asset, and we should do all we can to protect them as we would any other asset.

I would also like to applaud all those agencies that have already taken action and trained their employees on the active shooter scenario. As these agencies have learned, there are many resources that you can utilize, including your own state or local law enforcement tactical units, which can provide in-person training. There are also videos, such as the active shooter training video “Run. Hide. Fight.® Surviving an Active Shooter Event” provided by ReadyHoustonTX.Gov, that can be part of a training session as well. The video can be found on YouTube by searching “Run. Hide. Fight.”

As AAMVA Chair, I feel very strongly about this topic. I am asking for a Call to Action so that all executives, directors, managers and front-line personnel of our collective agencies are aware of and trained in the proper actions to take if a situation arises that could endanger staff or customers. The active shooter scenario is all too real, and every effort should be established to educate your most valuable asset—employees—in the proper actions to deal with the possibilities. **m**

J Cohan

Jennifer Cohan
AAMVA Chair of the Board



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