

# move



*safe*

# **CARRIAGE**

**Partnerships facilitate the safe movement of goods and people across North America**

## ALSO IN THIS ISSUE

*Online Insurance Verification offers real-time evidence of insurance*

*The Maryland MVA's "Roll Over" video demonstrates the importance of seat belts*

*Catching up with Brad Simpson, director of Utah's Department of Motor Vehicles*



# DRIVE ENHANCED SECURITY & SERVICES

## CONNECTING CITIZENS & GOVERNMENTS



Entrust Datacard offers the solutions government agencies need to control costs, drive efficiency and mitigate program risk. Solutions range from citizen enrollment and credential issuance to technologies for authentication, renewal and revocation of both physical and digital credentials. Our commitment to understanding industry best practices and standards, along with an open, flexible architecture, helps ensure security and flexibility for governments and the citizens they serve.

**Entrust Datacard provides solutions for:**

- 65+ drivers license programs worldwide
- 40+ million licenses issued per year
- 15+ license programs in North America

Visit [datacard.com/MOVEMag](http://datacard.com/MOVEMag) for a FREE white paper about optimizing the laser engraving of ID documents





Giesecke & Devrient  
Government Solutions.



VERIDOS

IDENTITY SOLUTIONS  
by Giesecke & Devrient  
and Bundesdruckerei



## Veridos Secures Identities

**Identity Solutions.** Governments are served with highly secure and innovative identity solutions, making Veridos their best choice for protecting and safeguarding their citizens.

Veridos provides the latest technologies for the enhancement of (electronic) driver's licenses into more secure and trustworthy documents. Its solutions inherently include the choice between a wide range of materials, security features and operating systems. To prevent those choices from becoming overwhelming, the company supports its customers through the entire switchover process, from revised enrollment and issuance procedures to the development of mobile services that provide further convenience and better user experience on mobile devices. Find out more about how Veridos can help you make the most secure decision at [www.veridos.com](http://www.veridos.com).

2016

AAMVA WORKSHOP & LAW INSTITUTE

REGISTER ONLINE

AT [AAMVA.ORG](http://AAMVA.ORG)

MARCH 9-10  
CINCINNATI, OH



# move

**PRESIDENT & CEO**  
Anne Ferro

**VICE PRESIDENT,  
MEMBER SERVICES  
& PUBLIC AFFAIRS**  
Ian Grossman

**DIRECTOR, MARKETING &  
COMMUNICATIONS**  
Noemi C. Arthur, MBA

**MARKETING & DESIGN  
MANAGER**  
Eric Dunn | [edunn@aamva.org](mailto:edunn@aamva.org)

**MEDIA SERVICES  
PROVIDED BY GLC**  
[www.glcdelivers.com](http://www.glcdelivers.com)

**SENIOR DIRECTOR,  
CLIENT STRATEGY**  
Rene Ryan

**MANAGING EDITOR**  
Kathleen Hagan

**ART DIRECTOR**  
Scott Oldham

## EDITORIAL

Have a story to share? Email us at [move@aamva.org](mailto:move@aamva.org).

MOVE Magazine is the winner of



2014 APEX Award for  
Publication Excellence



2014 Pearl Award



2015 AM&P  
Excel Gold Award

2015 Ozzie Award for Cover Design

## 2015-2016 BOARD OF DIRECTORS

Chair of the Board | Richard D. Holcomb, Virginia  
Vice Chair | Jean Shiomoto, California  
Secretary/Treasurer | Kurt Myers, Pennsylvania  
Whitney Brewster, Texas; Stephen Campbell, Louisiana; Terri Coombes, Illinois;  
Heidi Francis, Ontario; Scott Hernandez, Colorado; Robert Ide, Vermont; Lisa  
Kasper, Kansas; Pat Kohler, Washington; Rhonda Lahm, Nebraska; Susan Lucas,  
British Columbia; Raymond Martinez, New Jersey; Tom McClellan, Oregon;  
Brad Simpson, Utah

## COPYRIGHT

©2016 by the American Association of Motor Vehicle Administrators. All rights reserved. Materials may not be reproduced without written permission, except for educational purposes where fewer than 100 copies are being reproduced. Email copyright questions to [move@aamva.org](mailto:move@aamva.org).

The opinions in this publication are those of the authors and not necessarily those of AAMVA or its officers or directors.

## ADVERTISING SALES

Robert Stershic, Sales Manager,  
Business Solutions  
[rstershic@aamva.org](mailto:rstershic@aamva.org)  
703-908-2825 (work)  
703-839-0647 (cell)

## POSTMASTER

Send address changes and circulation inquiries to:  
MOVE Magazine  
AAMVA  
4401 Wilson Blvd., Suite 700  
Arlington, VA 22203

Printed in the United States of America.



**SAFE DRIVERS, SAFE VEHICLES,  
SECURE IDENTITIES, SAVING LIVES!**

MOVE is the publication of the American Association of Motor Vehicle Administrators. For more information visit, [www.aamva.org](http://www.aamva.org).

Gemalto's award-winning\* solution makes the document verification process more secure and efficient for jurisdictions, including the California DMV.

\* Gemalto's Coesys Document Verification solution recently named "Best Identity Management Platform" in the GSN 2015 Homeland Security Awards





# 16

## SAFE CARRIAGE

Partnerships facilitate the safe movement of goods and people across North America

BY MATT ALDERTON

# 24

## YOUR DIGITAL GLOVE COMPARTMENT

Online Insurance Verification offers real-time evidence of insurance

BY MEGAN KRAMER

## IN THE HEADLIGHTS



FROM THE PRESIDENT

**06** Changes in technology and safe driving tools present new opportunities and challenges for the AAMVA community

**08**

### BEST PRACTICES

The 3rd edition of the NMVTIS Best Practices guide introduces a self-assessment tool

**10**

### JURISDICTION SPOTLIGHT

The Maryland MVA's "Roll Over" video demonstrates the importance of seat belts

**13**

### CROSSWORD

Test your wits and motor vehicle knowledge

**09**

### MUSINGS

Is your jurisdiction pursuing Online Insurance Verification (OLV)?

**12**

### DASHBOARD

The most recent surveys on commercial driver licensing

**14**

### INDUSTRY INSIGHT

Montana partners with Solutions Thru Software for its new online appointment system



BEHIND THE WHEEL

**28** *MOVE* catches up with Brad Simpson, director of Utah's Department of Motor Vehicles and winner of AAMVA's 2015 Chair's Award of Excellence



CROSSROADS

**30** Three individuals share their unique perspectives on motor carrier safety

TAILLIGHTS

**32** Re-establishing a motor carrier forum within AAMVA

## ONLINE EXCLUSIVES

Don't forget to visit [MOVEmag.org](http://MOVEmag.org) to read the latest Web exclusives.



### READY FOR THE ROAD AHEAD

The Virginia DMV is using innovative tools to help inmates transition back into society.



### CHECKING IN WITH THE CHAIR

Rick Holcomb highlights his time so far as AAMVA's Chair of the Board.

# GET WHAT YOU WANT

We specialize in delivering outstanding customer experiences.  
Get what you want. Don't compromise. Don't settle for less.  
Drop us a line: [GetWhatYouWant@cbnco.com](mailto:GetWhatYouWant@cbnco.com)



CANADIAN BANK NOTE COMPANY, LIMITED | CBN SECURE TECHNOLOGIES, INC.

LISTEN. DEVELOP. DELIVER.



# The Road Ahead

## CHANGES IN TECHNOLOGY AND SAFE DRIVING TOOLS PRESENT NEW OPPORTUNITIES AND CHALLENGES FOR THE AAMVA COMMUNITY

Looking ahead to the fast-paced changes in vehicle technology, there is no better place to see the opportunities and challenges they present than commercial motor vehicles. On-board telematics that monitor driver behavior, automatic braking systems that detect objects ahead, and driverless truck testing like “platooning” are just a few of the technologies that have been deployed in the past five years.

The pace of change got a boost recently when U.S. Transportation Secretary Anthony Foxx announced his actions to clear “the path forward for manufacturers, state officials and consumers to use new technologies and achieve their full safety potential.” In Canada, driverless trucks are being deployed in off-road operating environments in the West, and Ontario’s leaders are paving the way to test driverless cars in real-world settings.

These changes in CMV technologies and safe driving tools are already presenting themselves to the AAMVA

▼  
The new Motor Carrier Working Group will learn our members’ top motor carrier priorities and will work closely with our sister organizations like CCMTA, CVSA, IRP and IFTA to complement work that is already underway and pick up where this work leaves off.

community. For example:  
› When a CDL applicant takes her skills test in a 2016 model CMV, are the adaptive cruise control and back-up camera disabled? If so, the driver’s manual skills are vetted, but how do you know whether the driver knows how to operate the new technologies?  
› A CMV roadside inspector faces a similar challenge. What’s the benefit of new technology if the driver does not know how to deploy and maintain the sensors and safety equipment properly? Whose

responsibility is this, and when or how are new inspection standards established?

- › The federal government is proposing a comprehensive new rule on entry-level CMV driver training. Where will driver training on “automated and driverless” trucks fit into the curricula? What changes will be required to test commercial drivers?
- › At roadside, trucks and buses are equipped with safety sensors and devices that enable virtual monitoring at highway speeds. When this becomes widespread, what privacy issues could limit monitoring and enforcement?

These questions, and others, are presented on a daily basis to chief administrators, enforcement leaders and their staff. Aware of the huge safety benefits these technologies bring, and concerned by the speed at which they are used has outpaced a consistent regulatory framework, members are keen to strengthen collaboration among federal, provincial and state governments, and the industry.

To that purpose, AAMVA’s Board of Directors recently created a Motor Carrier Working Group to expand AAMVA’s services and support to members who work on motor carrier related issues.

Ultimately, AAMVA’s members have deep experience in striving to improve the safety and compliance of truck and bus operations, and that persistence and skill are exhibited on a daily basis in their commitment to saving lives. **m**

Anne Ferro, AAMVA President and CEO

## NEW MOVES FOR MOVE

Did you notice this issue of *MOVE* looks a bit different? That’s no accident. We redesigned the magazine to include new typefaces, a new color palette and a more immediate, newsy approach to information, all intended to make *MOVE* easier and more enjoyable to read. We welcome your feedback at [move@aamva.org](mailto:move@aamva.org).



### find out more

LEARN MORE ABOUT U.S. TRANSPORTATION SECRETARY ANTHONY FOXX’S ANNOUNCEMENT REGARDING DOT INITIATIVES TO ACCELERATE VEHICLE SAFETY INNOVATIONS. VISIT [BIT.LY/DOTFY17](http://BIT.LY/DOTFY17).

GET READY...

**vitu**

**MULTIPLE STATES  
MULTIPLE SOLUTIONS  
ONE PLATFORM**

---

A new way to manage electronic  
vehicle transactions—across  
the **nation.**

**Visit [vitu.com](http://vitu.com) to learn more.**

**MVSC**



best practices

# Check Yourself

*THE 3RD EDITION OF THE NMVTIS BEST PRACTICE GUIDE INTRODUCES A SELF-ASSESSMENT TOOL*

BY ANDREW CONNER

The National Motor Vehicle Title Information System (NMVTIS) is a cornerstone of the titling process, and title program managers across the United States rely upon it to help protect vehicle buyers against fraud, among other things. While the system is often incredibly useful, it is only as powerful as the quality of data it contains. AAMVA's *NMVTIS Best Practices for Title and Registration Program Managers in DMVs* aims to help title program managers standardize their use of NMVTIS so that data entered into NMVTIS in Ohio is entered

the same way in New Mexico, for example.

With a 3rd edition update to the NMVTIS Best Practices guide—expected to be released in 2016—AAMVA is including an additional self-assessment tool that will help title program managers ensure their teams are using best practices.

“This is one way to give [title program managers] an incentive to stay on top of their NMVTIS game,” says Sharon Madison, deputy director of Customer Service Delivery, South Carolina Department of Motor Vehicles.



 musings

{THIS ISSUE'S QUESTION}

## IS YOUR JURISDICTION PURSUING ONLINE INSURANCE VERIFICATION (OLV)?

As part of this new self-assessment tool, the updated NMVTIS Best Practices guide will have a table at the end of each best practice, which title program managers can fill out electronically to keep track of their planning and implementation. There also will be a tool that looks at all of the best practices at once, so managers can get a big-picture view of what they have implemented and what remains.

“With these tools, title program managers will be able to easily update their records so they know at a glance what they have and haven’t done,” says Cathie Curtis, director of Vehicle Programs for AAMVA. “There are a lot of best practices, and the [NMVTIS] Working Group thought this would be a great way for program managers to think about how and when they’re implemented. The more best practices are used, the more accurate and consistent data will be, and every state will benefit from more consistent data.” **m**

### **go online**

**VISIT [AAMVA.ORG/BEST-PRACTICES-AND-MODEL-LEGISLATION](http://AAMVA.ORG/BEST-PRACTICES-AND-MODEL-LEGISLATION) TO DOWNLOAD BEST PRACTICES DOCUMENTS DEVELOPED BY AAMVA'S COMMITTEES AND WORKING GROUPS THAT PROVIDE GUIDANCE FOR ESTABLISHING AND MAINTAINING IDEAL PROGRAMS.**

**Terri Albertson**  
*Director, Nevada Department of Motor Vehicles*

*In May 2010, the Nevada Department of Motor Vehicles upgraded its method of insurance policy reporting from an antiquated system of discs and cartridges to a homegrown Web-based system, known as NV Live, following the guidelines provided by the Insurance Industry Committee on Motor Vehicle Administration (IICMVA). In November 2012, the Department implemented a monthly “Book of Business” (BoB) to alleviate the necessity of registered owner participation in the new Web-based program. The monthly BoB submission, from all reporting insurance companies,*

*works in conjunction with Web services, bringing us closer to our goal of sustaining real-time insurance verification.*

*One of the greatest challenges is efficiently adding electronic verification of commercial fleet insurance policies. While the IICMVA provides suggestions and guidance on electronically verifying commercial fleet policies, the industry has been unable to comply. Previously, the Department was completing electronic verification of fleet policies; however, the recommended process proved to be a hardship on the industry. Additionally, we face the challenge of creating an acceptable standard measure that is simple and adequately shows the insurance verification program is*

*effective in reducing the number of uninsured motorists on Nevada’s roadways, which is not inclusive of the statistics provided by the Insurance Information Institute.*

**Bill Wannemaker**  
*Manager, Financial Responsibility, South Carolina Department of Motor Vehicles*

*South Carolina utilizes OLV for real-time insurance verification by law enforcement, following vehicle registration issuance and renewal, and ongoing verification to assist with identifying insurance cancellations. This is an effective tool to implement, but it works best when used in combination with regular insurance policy data feeds from insurance companies. **m***



Not wearing a seat belt, even in a SUV or pickup truck, could result in serious injury or death in a rollover crash, as demonstrated at the "Roll Over" event held in Maryland.



# Making it Click

## THE MARYLAND MVA'S "ROLL OVER" VIDEO DEMONSTRATES THE IMPORTANCE OF SEAT BELTS

BY BRITTANY MAGEE

Seat belt laws vary state to state in the United States and province to province in Canada; however, wearing a seat belt, whether driver or passenger, is one of the most important and simple things citizens can do to reduce the risk of serious injury or death on the road.

The Maryland Motor Vehicle Administration (MVA) won a 2015 AAMVA Public Affairs and Consumer Education (PACE) Award for its "Roll Over" video and event, which was created thanks to collaboration between the MVA, the Anne Arundel County Police Department (AAPD) and the Maryland Transportation Authority (MDTA) Police. The video also was part of the state's participation in the national Click It or Ticket campaign in May 2014.

"We're hoping to show the people of Maryland how important it is to buckle your seat belt," Tom Gianni, chief of the MVA's

Maryland drivers beat the national average for seat belt use by 5 PERCENT.

Highway Safety Office and coordinator of the event, says in the video. "That a momentary lapse of not buckling up could have catastrophic results."

### SUDDEN IMPACT

The staged crashes in the video feature a driverless car and pickup truck traveling at speeds of 40–45 mph before hitting a special apparatus to induce a rollover. The stunt dummy placed in the front passenger seat is unbelted. The severe damage the dummy sustains as a result of the crash demonstrates the potential consequences of not wearing a seat belt in a profound way.



In addition to the demonstrations, speakers at the Roll Over event stressed the importance of seat belt usage. The event also served as a training session for members of Maryland's Crash

*The Maryland Motor Vehicle Administration's "Roll Over" video shows that one of the only defenses against distracted, impaired, drowsy or speeding drivers is wearing a seat belt.*

## BUCKLE UP

In Maryland, it is illegal for drivers and passengers to forgo their seat belts. Consider these facts:

- More than **120** unbelted drivers and passengers are killed every year in Maryland.
- In rollover crashes in particular, unbelted motorists are **75 PERCENT** more likely to be killed.
- The observed seat belt use in Maryland increased from **90.7 PERCENT** in 2013 to **92.1 PERCENT** in 2014.

Reconstruction Committee to better understand rollover crash dynamics.

According to crash data from Maryland's State Highway Administration, more than 120 unbelted drivers and passengers are killed every year in Maryland. In rollover crashes in particular, unbelted motorists are 75 percent more likely to be killed. "When properly worn, a seat belt is the best defense ▶

safe drivers  
safe vehicles  
secure identities  
saving lives!

# UPCOMING EVENTS

SPRING - SUMMER 2016  
VISIT [AAMVA.ORG](http://AAMVA.ORG) FOR MORE INFORMATION



MAR9-10



MAY16-19



JUN12-15



JUL17-20



AUG16-18



Marylanders face a fine of up to \$83 for each unbuckled person in a vehicle.

in a crash, particularly when the vehicle rolls over,” says Gianni.

**LASTING EFFECTS**

A seat belt is required in every seating position in the state of Maryland. For drivers and front seat passengers, failure to wear a seat belt is the only reason an officer needs to pull a vehicle over and issue a ticket that carries a maximum penalty of \$83. This primary seat belt law is another way the state is trying to get 100 percent of Maryland drivers to wear their seat belts every time they get in the car.

With the success of the video, the jurisdiction has gotten a little closer to that goal. The video earned AAMVA’s PACE

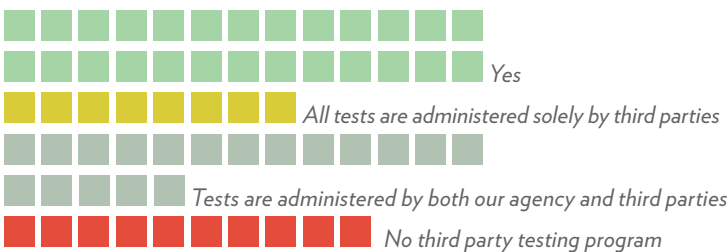
dashboard

**LICENSING BY THE NUMBERS**

BY AAMVA’S DATA LADY, JANICE DLUZYNSKI

Here are the most recent jurisdiction surveys related to the subject of commercial driver licensing. The full details of each survey can be viewed in the AAMVA online survey tool at [AAMVA.ORG/SURVEY/USER/SEARCH.ASPX](http://AAMVA.ORG/SURVEY/USER/SEARCH.ASPX).

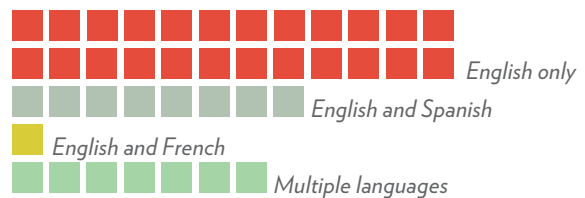
**CDL TESTING [36 RESPONDENTS]**  
**DOES YOUR JURISDICTION HAVE A COMMERCIAL DRIVER’S LICENSE THIRD PARTY TESTING PROGRAM? IF YES, ARE CDL TESTS ADMINISTERED SOLELY BY THIRD PARTY TESTERS?**



**TRUCK DRIVER TRAINING COURSES [33 RESPONDENTS]**  
**DOES YOUR JURISDICTION LICENSE THIRD PARTIES TO ADMINISTER TRUCK DRIVER TRAINING COURSES?**



**CDL KNOWLEDGE AND SKILLS TESTING (LANGUAGES FOR KNOWLEDGE TEST) [40 RESPONDENTS]**  
**DOES YOUR JURISDICTION OFFER COMMERCIAL DRIVER’S LICENSE APPLICANTS KNOWLEDGE TESTS IN ANY LANGUAGE(S) BESIDES ENGLISH?**



**NON-DOMICILED CDL [27 RESPONDENTS]**  
**DO YOU ISSUE A NON-DOMICILED CDL?**



Division III Special Events award for its “ability to reach consumers with a well-crafted, measured and executed message.” According to Gianni, the video’s message has resonated with some Marylanders. The observed seat belt use in Maryland increased by 1.4 percent, from 90.7 percent in 2013 to 92.1 percent in 2014 due in part to the event, he says.

Hopefully the video’s message will continue to spread, even outside of Maryland, because one life lost due to an unbuckled seat belt is one too many. **m**

**watch it**

VISIT [BIT.LY/MVARollOver](http://BIT.LY/MVARollOver) TO WATCH THE MARYLAND MVA’S “ROLL OVER” VIDEO DEMO.

**TRANSFERRING CDLIS POINTER**

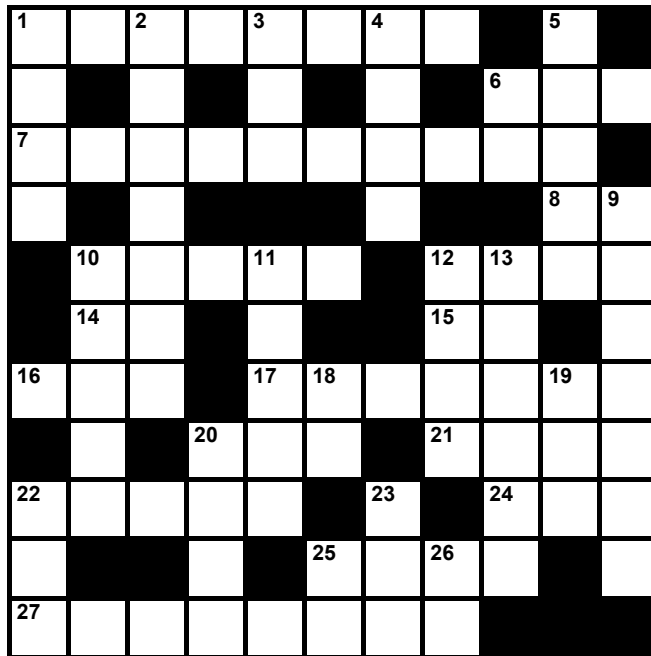
[32 RESPONDENTS]

**IF A DRIVER IS IN YOUR STATE OBTAINING A NON-COMMERCIAL DRIVER’S LICENSE AND THERE IS A CDLIS MASTER POINTER RECORD IN ANOTHER STATE, WOULD YOU PULL THAT POINTER TO YOUR STATE?**



Visit AAMVA’s website for resources related to commercial driver licensing. You will find information on CDL compliance requirements, train the trainer programs, medical certification, CDLIS, PDPS, CSTIMS and more at [AAMVA.ORG/CDL-PROGRAM](http://AAMVA.ORG/CDL-PROGRAM).

crossword



**ACROSS**

- 1 Dot gov website providing information from NHTSA on safety in and around vehicles
- 6 The “p” of mph
- 7 Overall AAMVA goal in relation to highway safety, 2 words
- 8 Lexus model
- 10 Power
- 12 The number of road deaths is a negative one, abbreviation
- 14 Where in French
- 15 What?
- 16 School \_\_\_\_\_, vehicle requiring endorsement S and P on a driver’s CDL
- 17 Doing this while driving is illegal and is a major cause of accidents

20 Encountered

- 21 Cross-country rig
- 22 Information system relating to commercial drivers
- 24 Number needed to verify insurance online
- 25 Speed
- 27 They could be double or triple and that affects the CDL endorsement code required by drivers pulling them

**DOWN**

- 1 Capacity
- 2 Highly angry, like someone exhibiting road rage
- 3 Color on many road signs
- 4 Not here
- 5 Electric car

- 6 Acidity measurement
- 9 Presenting a non-existent accident scenario in order to make a false insurance claim
- 10 Discovered
- 11 Gives a ticket to
- 12 Establishes a policy, say
- 13 Steal
- 18 Alien movie from 1982
- 19 Abbreviation for no middle initial
- 20 Small auto made by BMW
- 22 Reduced
- 23 A long way
- 25 Exercise class, abbreviation
- 26 Starting letters for collision and chassis

# Right on Schedule

*MONTANA PARTNERS WITH SOLUTIONS THRU SOFTWARE FOR ONLINE APPOINTMENT SYSTEM*

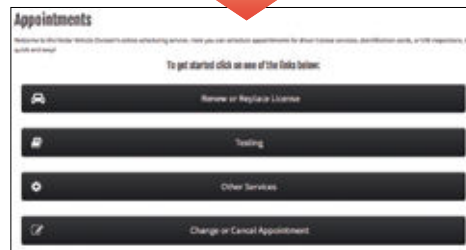
BY MEGAN KRAMER

When the contract for its antiquated online appointment scheduling system was expiring, the Montana Motor Vehicle Division knew it needed to find a new system that offered more functionality, was more efficient for customers and staff, and was up-to-date technologically. It found a partner in Solutions Thru Software, which provided a new online appointment scheduling system that allows customers to schedule, view, edit or cancel an appointment at driver's licensing locations statewide.

"We wanted a system that was user-friendly for customers as well as staff, usable from any device, and provided notifications to customers—we really wanted text notification," says Sky Schaefer, IT project manager, Montana Department of Justice, Motor Vehicle Division. "You can make an appointment for all but two driver's license services. So, for example, [you can make an appointment] if you want to renew or replace your license, if you're moving from out of state and need a Montana license, or if you need to take a driving test."

In order to find a partner in this endeavor, the state put out a request for proposal (RFP) and ultimately chose Solutions Thru Software to execute the solution. "It was interesting because the state has an extremely transparent procurement process, which allowed us to be in attendance at the evaluation," says Cori Cuthbertson, project manager, Solutions Thru Software.

In order to make the new system a reality, Solutions Thru Software and the state worked closely and cohesively for several months. "There were



*Thanks to a partnership with Solutions Thru Software, the state of Montana offers its citizens a robust and user-friendly online appointment scheduler.*

regular weekly meetings in which we worked together to create the vision the state had for a scheduling system to meet its needs," Cuthbertson says. "From there we were able to begin creating a public site that allows all DMV locations to sched-

ule appointments for services, and an internal site for DMV staff to access the scheduler system with the screens they require based on access levels."

"The partnership has been great; we had an in-person kickoff call, met regularly and had open lines of communication," adds Schaefer.

The successful partnership and diligent work from both Solutions Thru Software and the state resulted in the

new scheduling system meeting the state's goals. "Our staff finds it very easy to use, and it helps manage the number of customers in the office at one time," Schaefer says. "County treasurers have praised it, even those who weren't sold on it in the beginning. Our customers also like it. We've had really good feedback."

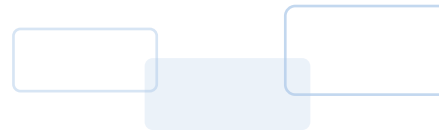
While developing systems and websites always comes with challenges, the testing, pilot and implementation processes all went smoothly, according to both Schaefer and Cuthbertson. "The main challenge was providing a very intuitive system, usable by non-technical staff and customers, that did not compromise the complex back-end functionality," Cuthbertson says. "But the pilot date of Oct. 29, 2015, went without a hitch, and staff comments have been very positive."

Two additional sites were rolled out in December 2015 after the pilot, and the system is now available statewide. **m**

# LOCAL NATIONAL GLOBAL SOLUTIONS FOR A SECURE SOCIETY.

Government agencies around the world place absolute trust in HID Global to protect their data, facilities and citizen populations. From secure print and access management solutions to biometrics, advanced layered authentication and citizen identification, HID provides the most secure, single-source solutions on the planet.

You'll call it protection at every level. We call it, *"your security connected."*





safety



# SAFE CARRIAGE

*PARTNERSHIPS FACILITATE  
THE SAFE MOVEMENT OF  
GOODS AND PEOPLE ACROSS  
NORTH AMERICA*

BY MATT ALDERTON

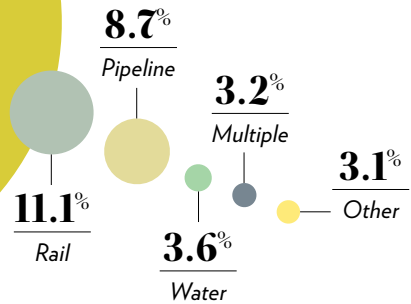


**70.2%**  
Truck

## TRUCKS MOVE AMERICA

Percentage of total weight of freight shipped within the United States by mode

Source: Federal Highway Administration (FHWA), Freight Analysis Framework, 2012 data



**L**ike a giant rolling birthday gift, the 18-wheeler next to you on the interstate could have almost anything inside of it. Behind the nondescript lettering on the side of its trailer, for instance, could be hundreds of gallons of milk, bottled water or wine. Just as likely, it could be hauling mini mountains of sand, sugar or cement. There could be TVs inside, or computers. Fresh flowers, or fresh meat. It could even be transporting a missile, or the contents of a movie set.

Whatever it is, hauling it is big business. There are currently more than 10.5 million registered trucks and over 3 million truck drivers on U.S. highways, transporting 13.8 billion tons of freight every year—about 70 percent of all the freight tonnage moved in the United States, according to the most recent Federal Highway Administration (FHWA) data. ▶



Unfortunately, along with their precious cargo, trucks also can deliver damage and danger. As recently as 2013, for example, large trucks were involved in 3,906 fatal crashes, 73,000 injury crashes and 265,000 property-damage-only crashes, according to the most recent Federal Motor Carrier Safety Administration (FMCSA) data.

For these reasons—the good, the bad and the ugly—establishing and enforcing motor-carrier regulations is among DMVs’ most important missions, argues AAMVA Chair Rick Holcomb, commissioner of the Virginia Department of Motor Vehicles. “There is nothing that any of us eats, wears, drives or has in our homes that was not on a truck at some

*In 2013, the motor coach industry in the United States and Canada consisted of 3,801 carriers and 36,903 motor coaches, according to the Motorcoach Census prepared for the American Bus Association Foundation.*

point,” he says. “So we want trucks to be out there moving. But we need to ensure that freight is moving across the AAMVA jurisdictions safely, that both the vehicle and the driver are properly credentialed, that all fees have been paid and that all trucks are

within the weight tolerance set by the federal government.”

## VEHICLE SAFETY

Safe highways start with safe vehicles, according to Robert Ide, commissioner of the Vermont Department of Motor Vehicles. “If you’re riding in your car, you want to be sure that the trucks traveling around you have up-to-date equipment that’s safe and has been inspected,” Ide explains.

Safety inspections are an issue of core importance in many jurisdictions, including Pennsylvania, where a major challenge is a shortage of sworn police officers trained to do inspections, says Lt. Raymond Cook, director of the Pennsylvania State Police's Commercial Vehicle Safety Division. "In Pennsylvania we have over 24,000 police officers, yet fewer than 5 percent of them are certified and trained in the enforcement of federal motor carrier safety regulations," Cook explains. "Not having enough trained motor-carrier inspectors is the biggest problem we have here in Pennsylvania, and I would

venture to say nationwide."

In Virginia, the burden on officers has been reduced with a legislative fix. Formerly, the state required trucks with Virginia license plates to return home for an annual safety inspection; now, state law recognizes both state and federal safety inspections, which means trucks can be inspected virtually anywhere they operate.

At the same time they're ensuring vehicle safety on the back end with inspections, jurisdictions are ensuring it on the front end with vehicle registrations, according to Tim Adams, CEO of IRP Inc., the organization that administers the International Registration

As of 2013, there were **10,597,356** large trucks and **864,549** buses operating as registered vehicles in the United States.

In Canada, there were **455,004** heavy trucks registered in 2014, along with **89,837** buses.

Plan (IRP), a registration reciprocity agreement that allows motor carriers to operate across the United States and Canada by paying a single registration fee.

"In order to operate, a vehicle must be registered," Adams explains. "A vehicle that's registered properly has a license plate that falls under the IRP. If law enforcement sees a vehicle without that license plate, it's a red flag to pull them over."

Technology promises to streamline safety even further. "In the not-too-distant future [motor carriers'] paper registration credential will be electronic so officers can quickly scan and verify it on their mobile devices," Adams forecasts.

## DRIVER SAFETY

As important as vehicle safety is, driver safety is even more so, according to Cook. "Bad brakes, bad tires and bad suspension components don't cause most commercial motor vehicle crashes," he says. "What causes [most] commercial motor vehicle crashes are the very same things that cause most



# THE STATE OF TRUCK SAFETY



Safety inspections are a key aspect of vehicle safety in many jurisdictions. Here's a look at what three jurisdictions are doing to ensure safe vehicles.

**PENNSYLVANIA** is doing more with less by moving to a system of targeted safety inspections: Instead of inspecting trucks at fixed locations like rest stops and weigh stations, it's inspecting them on the side of the road when drivers make moving violations. Because unsafe drivers are the most likely to have unsafe vehicles, safety is increased—even if the number of inspection-certified officers isn't. "Inspections that follow a traffic stop for a moving violation are four times more effective in preventing crashes than inspections done at fixed locations," says Lt. Raymond Cook, director of the Pennsylvania State Police's Commercial Vehicle Safety Division.



"Here in **VERMONT** we run an active program of safety checkpoints where every commercial vehicle has to stop; we know a trucking company's safety record before it ever reaches our scales," says Robert Ide, commissioner of the Vermont Department of Motor Vehicles.



**VIRGINIA** has four infrared inspection systems that automatically scan trucks for brake problems as they drive by, and weigh-in-motion devices that detect trucks' weight as they drive by the state's 13 fixed weigh stations. Both technologies help officers single out which trucks are the best candidates for inspection.

"If you have limited resources you have to do a better job screening which candidates you're going to inspect," says Rick Holcomb, commissioner of the Virginia Department of Motor Vehicles. "If you decide to randomly inspect every 10th truck, usually you're only going to take 20 percent of the trucks you inspect out of service. But if you use technology to identify which trucks are most likely in violation, you're going to take 90 percent of the trucks you inspect out of service."





crashes—moving violations, driver distraction, fatigued driving, unsafe lane changes, speeding and following too closely.”

Simply put: It's all about the driver.

Jurisdictions face myriad challenges when it comes to driver safety. The decision of whether to issue a CDL or take a CDL away from a heavy-duty truck or bus driver begins and ends with the motor vehicle administration or public safety agency. These agencies collaborate through AAMVA and the Canadian Council of Motor Transport Administrators (CCMTA) to develop driver test protocols, examiner training and conviction standards that comply with federal rules, and help close loopholes through which unsafe drivers try to slip.

Roadside law enforcement officers in the United States and Canada pursue uniformity and best practices in enforcing myriad federal safety requirements that govern drivers' hours of service limits, how drivers log their hours, driver medical fitness and more.

Then there's the issue of a truck driver shortage, and how regulators can help motor carriers safely address it. "Truck drivers are an aging population, and the need for trucks to move freight across North America is growing. You've got to figure out who's going to drive all those additional trucks," explains Holcomb, who says Virginia has several laws and programs designed to help, including

a statute that allows drivers under the age of 21 to possess an intrastate CDL, a "Troops to Trucks" program that trains military personnel for civilian trucking careers, and a partnership with a federal prison through which it trains low-risk inmates and issues them their CDLs. "While the feds regulate all interstate commerce, individual states regulate movement of freight and passengers within their borders. I would daresay there are probably inconsistencies from one state to another [that should be addressed]."

### CROSS-BORDER SAFETY

It's important to correct inconsistencies not only between states, but also between countries, according to Peter Hurst, director of carrier safety and enforcement at the Ontario Ministry of Transportation in Ontario, Canada.

"There are 24,000 Canadian motor carriers that operate in the United States, and 16,550 U.S. motor carriers that operate in Canada," says Hurst, who also is incoming board chair of IRP Inc. and chair of the CCMTA's Compliance and Regulatory Affairs Committee. "Trucking is incredibly important to the economic well-being of both countries, so it's important that we understand each other's safety regimes."

According to Hurst, total U.S. merchandise trade with Canada totals over \$616 billion per year, and over half of that—55 percent—is transported by truck. "Given the



## LOOKING THROUGH THE PRISM

In states that have adopted it, like Pennsylvania, the Federal Motor Carrier Safety Administration's (FMCSA's) voluntary Performance and Registration Information Systems Management (PRISM) database revokes the IRP-sanctioned registrations of motor carriers that fail to meet federal safety standards.

"Enhanced motor carrier safety oversight is being accomplished through systematic checks performed by the [IRP] registration system to prevent registration of motor carrier vehicles that are not in compliance with the FMCSA's safety requirements," says Anita Wasko, director of the Pennsylvania Bureau of Motor Vehicles. "These PRISM checks alert [jurisdictions] of motor carriers with safety deficiencies before apportioned vehicle registration is provided, ensuring unsafe carriers are not registered until safety deficiencies are addressed."

volume of traffic that goes back and forth across the U.S.-Canadian border, it's important to make those borders as transparent as possible," he continues. "The more we can do to streamline those borders, the better. And since we're not going to change border security rules, the best way we can do that is to agree to monitor safety of motor carriers in a like manner so that results and outcomes from our safety programs are reasonably similar."

Consider, for instance, the example set by the Commercial Vehicle Safety Alliance (CVSA), which represents commercial motor vehicle safety inspectors and law enforcement from the United States, Canada and Mexico. "Prior to the mid-1980s, trucks were inspected one way in California, another way in British Columbia and another way in Ontario, so drivers never knew what regulations to comply with," Hurst explains. "That's no longer the case thanks to CVSA. Today, every inspector in every jurisdiction in North America is trained exactly the same and knows how to inspect a truck in the same manner ... It doesn't work perfectly, but

it streamlines things for the industry and makes it easier for drivers to comply.”

Although cross-border relations are generally excellent, work remains. One area of opportunity, for example, is CDL standards, the consistency of which need to be reaffirmed. Another is safety ratings.

“We’re not currently accepting one another’s safety ratings,” Hurst says. “Today, an Ontario carrier who’s monitored, registered and rated in Ontario is monitored, registered and rated separately when they go into the United States. They can be sanctioned in Ontario or in the United States. We’d like to see that changed so that only the home jurisdiction is monitoring them.”

### MOVING FORWARD, TOGETHER

Across North America, motor carrier safety is a moving target thanks to technology, politics and economics, all of which are perpetually evolving. Collaboration—among regulators, law enforcement and industry on one hand, and across jurisdictions on the other—is therefore key.

“Our landscape is constantly changing, so we need to be ever-vigilant about what we observe and react to it promptly—together,” Ide says.

An important part of working together is engaging industry. In Vermont, for instance, the DMV

*“We need to ensure that freight is moving across the AAMVA jurisdictions safely, that both the vehicle and the driver are properly credentialed, that all fees have been paid and that all trucks are within the weight tolerance set by the federal government.”*

**RICK HOLCOMB**

Commissioner of the Virginia  
Department of Motor Vehicles

makes regular visits to motor carriers’ headquarters to offer on-site training and pre-emptive safety checks. “Our philosophy about compliance is that we’d rather attain it in a cooperative manner than in a penal manner by making the effort to work closely with our truck and bus association and Vermont’s largest commercial carriers to achieve the shared goal of minimizing crashes,” Ide says. “We’ll write tickets, but it’s not our first course of action.”

The same spirit of cooperation exists in Pennsylvania. “It’s so important to listen to the motor carriers and the truck drivers as our customer base—to understand what they’re used to and dealing with in other jurisdictions, and how we can modernize our business to improve the way we operate,” says Anita ▶





safety



### MOST COMMON DRIVER VIOLATIONS

| VIOLATION   | NUMBER OF VIOLATIONS |
|---|----------------------|
| 1 Log violation (general/form and manner)   | 163,382              |
| 2 Non-English speaking driver   | 101,280              |
| 3 Driving beyond 8-hour limit since the end of the last off-duty or sleeper period of at least 30 minutes | 95,497               |
| 4 Driver's record of duty status not current  | 92,280               |
| 5 Speeding 6-10 miles per hour over the speed limit   | 65,337               |

Source: Federal Highway Administration (FHWA), Freight Analysis Framework, 2014 data



## THE PROBLEM BEHIND THE WHEEL

The Pennsylvania State Police is revising its training program to focus on drivers instead of vehicles. Previously, Pennsylvania officers seeking motor carrier safety certification had to complete a three-week course encompassing both driver and vehicle inspections. Now, officers will be required to complete the driver component only.

“By training officers to do driver-only inspections, we can train more officers more quickly,” explains Lt. Raymond Cook, director of the Pennsylvania State Police’s Commercial Vehicle Safety Division. “Rather than 30 students over the course of three weeks, we can teach the same number of students in one week. As a result, we’ll be able to do a lot more inspections to make sure drivers are licensed, medically qualified and not fatigued ... which is where the crash data is telling us our focus should be, because most commercial motor vehicle crashes are the result of driver error.”

sharing their best practices and also learning best practices from other jurisdictions.”

Concludes Holcomb: “The bottom line is: If you’re a company out there that has properly trained and credentialed your drivers, and they are driving safe equipment safely, Godspeed to you. We want you to be moving your freight. But if you’ve got a driver who’s not properly trained, not properly credentialed, driving a truck that’s overweight or unsafe, then be prepared to visit with law enforcement.” **m**

Wasko, director of the Pennsylvania Bureau of Motor Vehicles. “Highway safety is important, but so is helping motor carriers motor carriers move and transport goods across our commonwealth, across the country and across the continent. That’s why listening to the industry is so important.”

For the associations, listening to each other is just as important as listening to motor carriers. “We need to find a way for IRP, AAMVA, CCMTA and CVSA to come together to identify what regulations make sense for the industry in terms of safety and economic growth, and then determine how we can make sure those regulations are adopted uniformly across jurisdictions in both the United States and Canada. And once they’re in place, we need to have a governance mechanism to make sure

they’re enforced consistently,” Hurst says. “Because we deal with the same thing, but from different points of view, I think there’s an opportunity for the four associations to work together to try to facilitate the safe movement of people and goods across borders and across jurisdictions.”

At AAMVA, Holcomb has made discussing motor carrier issues and regulations a major priority of his chairmanship. “At our January board meeting we formally set up a Motor Carrier Working Group, and we’ve asked them to spend the next six to 12 months doing a gap analysis—what’s in their wheelhouse and what’s not in their wheelhouse—and determine how we can create a forum to discuss some of these issues,” he reports. “[Motor vehicle administrators] should be prepared to participate in that forum by



# THE NATIONAL LAW ENFORCEMENT CHALLENGE

— is —

## NOW OPEN FOR APPLICATIONS!

The National Law Enforcement Challenge (NLEC) is a traffic safety recognition program focusing on the issues of impaired driving, occupant protection, and speeding. Agencies can also select a traffic safety issue that has been identified as a problem in their state or jurisdiction. Within each of these four categories, participating agencies are evaluated and awarded points on their approaches to these traffic safety issues based on seven factors:

|   |                    |
|---|--------------------|
| <b>Problem Identification</b>             | <b>Policies</b>    |
| <b>Planning</b>                           | <b>Training</b>    |
| <b>Public Information &amp; Education</b> | <b>Enforcement</b> |
|   | <b>Outcomes</b>    |

The NLEC also offers additional awards for traffic safety efforts in:

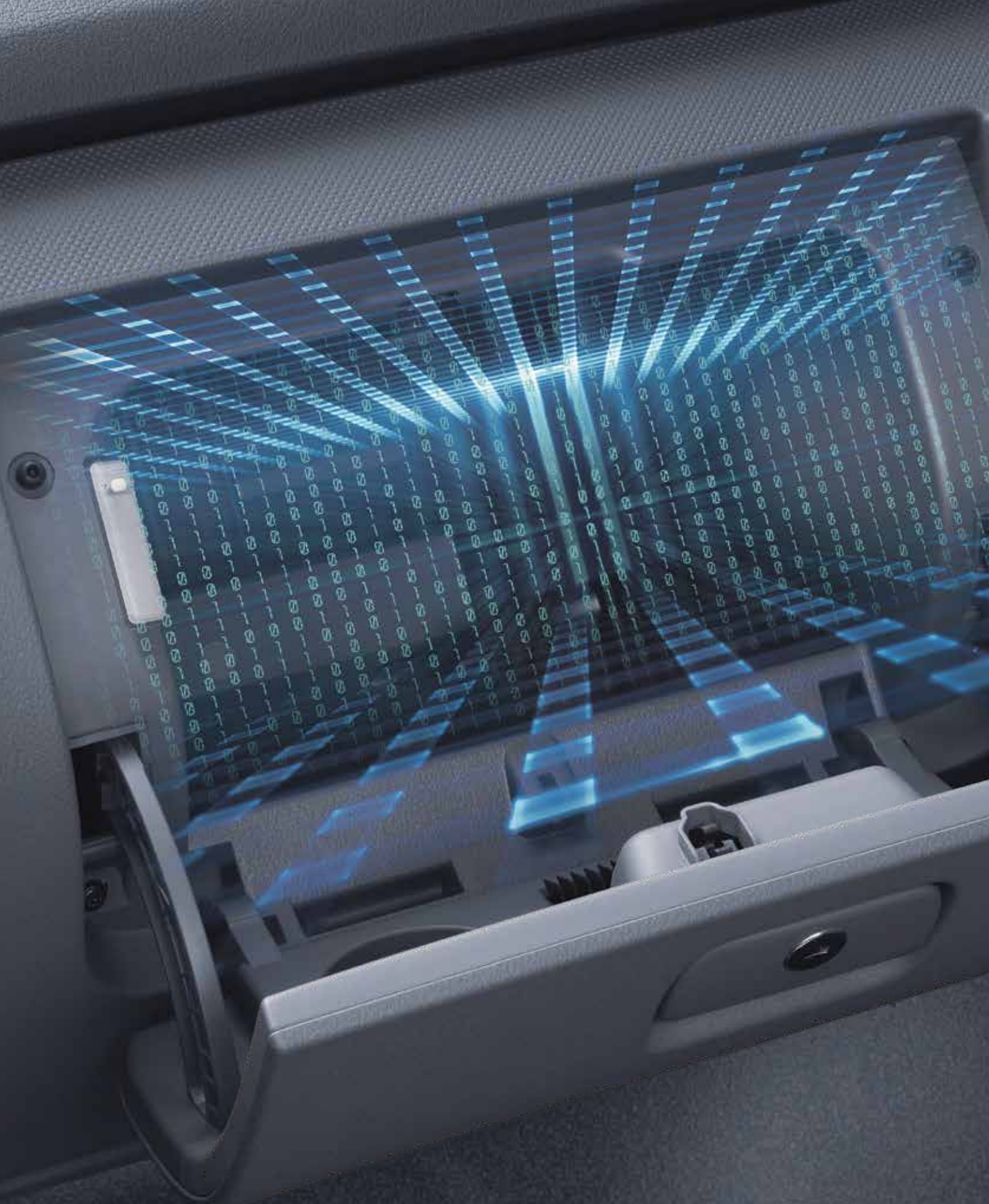
- Bike/Pedestrian Safety**
- Commercial Motor Vehicle Safety**
- Distracted Driving**
- Motorcycle Safety**
- Technology**
- Traffic Incident Management**


Resources to assist and guide you through the application process can be found on the NLEC website, [www.theiacp.org/NLEC](http://www.theiacp.org/NLEC).

Applications must be submitted to [nlec@theiacp.org](mailto:nlec@theiacp.org) by **Monday, May 2, 2016, at 11:59 PM EST.**

**National Law Enforcement Challenge Partners:**








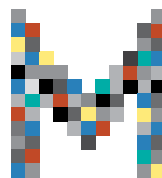
*your*

# DIGITAL GLOVE COMPARTMENT



*ONLINE INSURANCE VERIFICATION  
OFFERS REAL-TIME EVIDENCE  
OF INSURANCE*

BY MEGAN KRAMER



any drivers have been there: They get pulled over, but can't seem to find their evidence of insurance card. This leads to an extra ticket being issued and time wasted for everyone involved, including law enforcement and the court system. Fortunately, some jurisdictions are finding a solution to this problem—Online Insurance Verification (OLV).

OLV is a program that gives motor vehicle administrators or law enforcement officers a real-time look at whether or not someone has insurance at the time of the transaction or roadside stop, or at the time they're performing an audit check to make sure the person is maintaining insurance. It provides them with better data than a piece of paper that may ▶



have been printed up to six months or a year ago.

Because OLV is Web-based, authorized requesters from a jurisdiction's law enforcement, motor vehicle department or court system can search for a driver's evidence of insurance via a database and receive that information from insurance companies in seconds. Ten U.S. states currently utilize OLV, and four more are in the process of implementing the system. (See the map below.)

### MAKING OLV A REALITY

In a majority of the states, all drivers are required to have liability insurance and evidence of insurance in their vehicles. Reporting programs designed to enforce insurance laws have been regarded as costly, difficult to implement, hard to maintain and a burden for insured drivers. So the Insurance Industry Committee on Motor Vehicle Administration (IICMVA), which is an all-industry advisory group that serves as the official liaison between the insurance industry and motor vehicle departments in the

United States and Canada. wanted to explore Web service technology to verify insurance coverage, which led to OLV. A jurisdiction's OLV generally follows the IICMVA standards and specifications, and in some cases, such as in Texas, a proprietary system can be put in place.

"We evaluated the programs available and determined that none of those met all of our needs, so we established our own system," says Ben Gonzalez, spokesperson for the Texas Department of Insurance (TDI).

In order to make OLV a reality, jurisdictions can either contract with a vendor

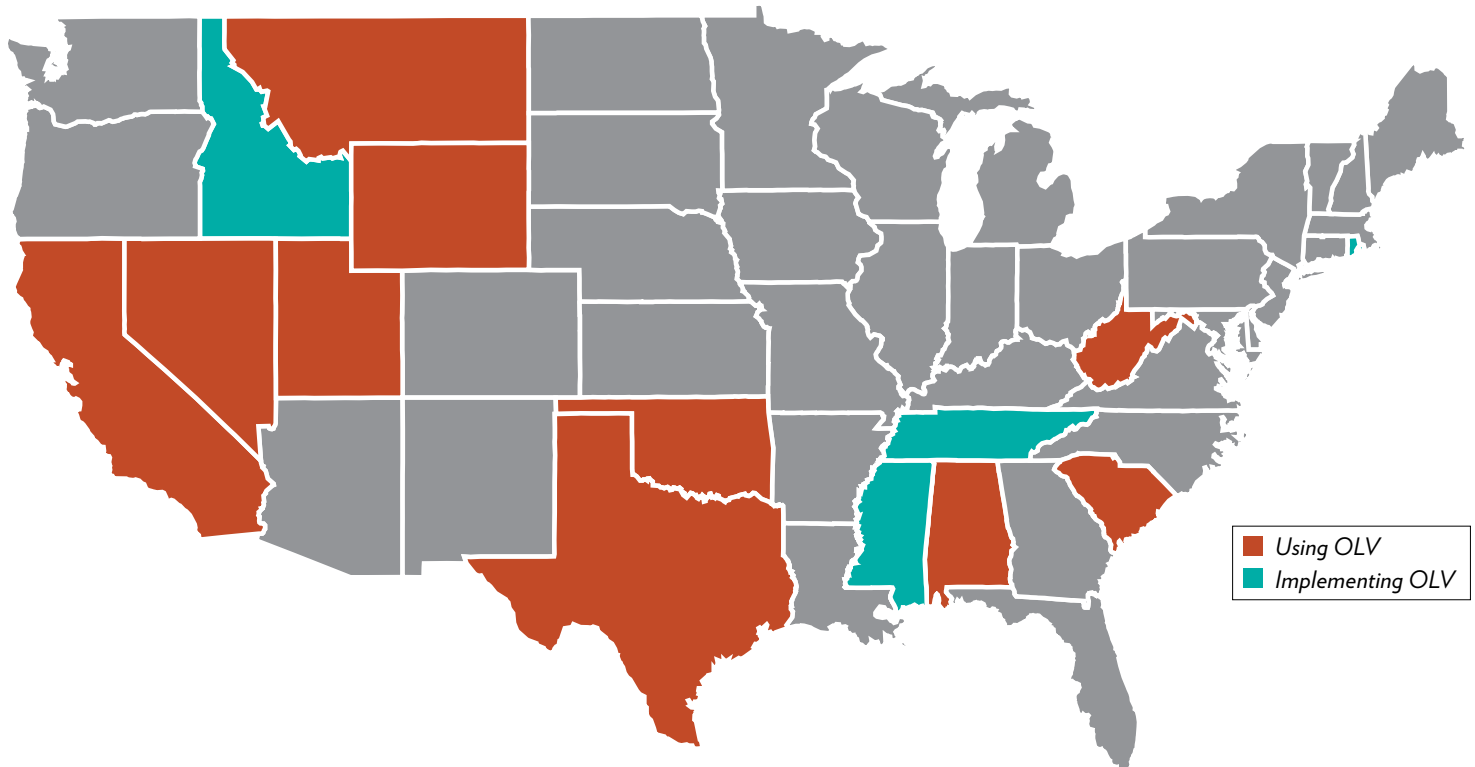
that provides IT and other services for them, or develop their own systems that can communicate with authorized insurance companies. When creating its unique system called TexasSure, the TDI researched other state programs and evaluated their designs and success rates, Gonzalez says.

"We also established a working group with insurance company representatives to learn about their experiences in other states and their reporting capabilities and limitations," Gonzalez adds. "Next, we evaluated our requirements and developed the design to implement for



### PHASING OUT PRINT

Ten states currently use OLV systems, while four more are in the process of coming online.



*“Some specific items we considered were the frequency of reporting, the availability of the system and the amount of data needed from insurance companies.”*

**BEN GONZALEZ**

Spokesperson, Texas Department of Insurance

Texas. Some specific items we considered were the frequency of reporting, the availability of the system and the amount of data needed from insurance companies. During the development, testing and implementation process, we had regular conference calls with the insurance companies and the vendor to resolve any technical questions and issues.”

In Alabama, another state with an OLV system, Legislative Act 2011-688 was passed, requiring the Alabama Department of Revenue to create an Online Insurance Verification System (OIVS). The act also created a 13-member insurance advisory council to facilitate the implementation of the OIVS, says Sherry Helms, registration manager, Alabama Motor Vehicle Division.

“The council assisted in the development of a detailed guide for insurers that provides a descriptive explanation of the insurance verification process and technical specifications for insurers to be in compliance with the law,” Helms says. “The council outlined the testing phase for the OIVS and

identified any changes that needed to be made during the testing phase.”

Vendors registered with the Alabama Department of Finance–Purchasing Division presented their OIVS solutions to the advisory council, Helms says. The council recommended that the department work with the University of Alabama to implement OIVS, and the university now handles IT needs related to the system.

Alabama’s OIVS pilot program ran for nine months, during which testing with pilot insurers and license plate issuing officials and their vendors was done, and details regarding user guides and data transfers were smoothed out. While Alabama is just one example of OLV implementation, and each jurisdiction will follow its own processes, Helms has a few key words of advice for development.

“Establishing an advisory council ensures that all parties affected by the implementation of [OLV] are communicating and working together to develop solutions to address any concerns with the implementation or system, and to determine

Of the 66,000 tickets issued in Idaho in 2011 for driving without insurance, 47,000 were later dismissed because the drivers proved they did in fact have insurance—they just couldn’t find the ID card.

Source: Idaho Makes Electronic Proof of Insurance Official, IdahoStatesman.com, May 1, 2012.

enhancements needed to the process,” she says. “We would also recommend a 12-month implementation period to allow all parties time to be able to fully implement the Web services needed for [OLV].”

Once OLV is established, providing error reports back to insurers assists them with identifying issues within their systems and determining how to address them, Helms adds.

**BENEFITS OF OLV**

According to Casey Garber, manager of Vehicle Programs at AAMVA, the benefits of Online Insurance Verification are threefold: The system saves time, money and cuts down on fraud.

Drivers do not need to worry about being issued a ticket and going to court; law enforcement does not need to issue the ticket and complete unnecessary paperwork; and the court system does not need to get involved.

“And there is the added benefit of being able to check it on a regular basis,” Garber says. “If some states are checking it monthly, they can make sure that the insurance is maintained versus people dropping their insurance once they get registration.”

Helms says her jurisdiction has noticed immediate benefits. “A response is returned from insurers in less than one second to confirm that vehicles are properly insured, or to indicate when evidence of insurance would be required from the registrant to an authorized requester,” she says. “Cases of fraudulent insurance identification cards have been found because the National Association of Insurance Carriers (NAIC) number used was not a valid insurer number.”

In Texas, the TexasSure database has been able to provide all 254 county tax assessor-collectors and Texas law enforcement with updated insurance verification statuses since 2008, says Gonzalez. This enabled the state to crack down on the number of uninsured vehicles.

“Soon after its launch, the database showed that statewide 24 percent of Texas registered vehicles could not be matched to an insurance policy. In August 2015, 11 percent of Texas registered vehicles could not be matched,” Gonzalez says.

OLV is relatively inexpensive to implement and is a comprehensive solution that could replace less effective methods of insurance verification currently in use. With the continuing advancement of Web services and technology, printed automobile insurance just might become a thing of the past. **m**



## WHERE ELSE DO YOU SEE THE PUBLIC MORE THAN AT THE DMV?

**Q & A WITH**

# Brad Simpson

*MOVE CATCHES UP WITH BRAD SIMPSON, DIRECTOR OF UTAH'S DEPARTMENT OF MOTOR VEHICLES SINCE 2002 AND WINNER OF AAMVA'S 2015 CHAIR'S AWARD OF EXCELLENCE*

INTERVIEW BY BRITTANY MAGEE

**Q** **WHAT DID YOU DO PRIOR TO BECOMING DIRECTOR OF THE UTAH DMV, AND WHAT WAS YOUR PROUDEST ACCOMPLISHMENT IN THAT FIELD?**

I worked in Utah's auditing division for 12 years, and then as deputy director for the division for another five years. I was working on oil and gas revenues for the state of Utah and the Department of the Interior (DOI), and I had to rewrite the oil and gas regulations on how to share revenues with the states. I was asked by the Western Governors' Association to represent them and the Western states on

a three-year project to make sure the states received proper payments. Working with the DOI was a once-in-a-lifetime experience. I felt like we accomplished a lot and made it fair for everybody to share the royalties.

**Q** **WHAT EVENTUALLY LED YOU TO THE DMV?**

I always wanted to serve the citizens of Utah, but I also wanted to run a large organization where I could make a difference. Where else do you see the public more than at the DMV? The majority of citizens interact with us at least once a year. I think we've made great strides, and I hope to continue to serve the public with excellent service.

**Q** **AS DIRECTOR OF THE UTAH DMV, YOU'VE OVERSEEN THE**

**IMPLEMENTATION OF MANY PROJECTS. OF WHICH PROJECTS ARE YOU MOST PROUD?**

The Vehicle and Dealer Registration System (VADRS), which allows many DMV tasks to be done online, has been one of the highlights of my career. It was a 15-month project that we completed on time and on budget, and we were honored with the Utah Governor's Award for Excellence for Innovation and Efficiency in 2014.

Another project was On the Spot (OTS). We reached out to all of the private emission and safety stations within our state and asked if they would renew yearly vehicle registrations at the same time citizens were completing their safety and emission inspections. We currently have 712 private partners doing about 43 percent of vehicle renewals. That

## FAST FACTS

### Brad Simpson



**HOMETOWN**  
Oakley, Utah



**EDUCATION**  
B.S. in Accounting  
from Utah Valley  
University



**FAVORITE BOOK**  
"Lonesome Dove" by  
Larry McMurtry



**ON THE ROAD**

*Brad drives a Ford pickup truck on weekends and after work, and a Toyota to and from work.*



*Brad Simpson and his wife, Jane, attend the 2015 AAMVA Region IV meeting.*

makes it so about half of our citizens never need to come into a DMV office when they need a vehicle renewal.

#### **Q** WHAT ARE YOUR FUTURE GOALS AS DMV DIRECTOR?

I think paperless is the future, and we need to develop and encourage more usage of electronic services. People expect things to be more convenient, and we're committed to making that happen in Utah. In the future, we don't want to build brick-and-mortar buildings because we should be doing everything from home on our computers.

#### **Q** YOU HAVE SERVED ON AAMVA'S REGION IV BOARD FOR THE LAST FIVE YEARS AND AS THE TREASURER FOR THE INTERNATIONAL BOARD OF DIRECTORS FOR THREE OF THOSE YEARS. WHAT WAS THE BEST PART ABOUT WORKING WITH AAMVA?

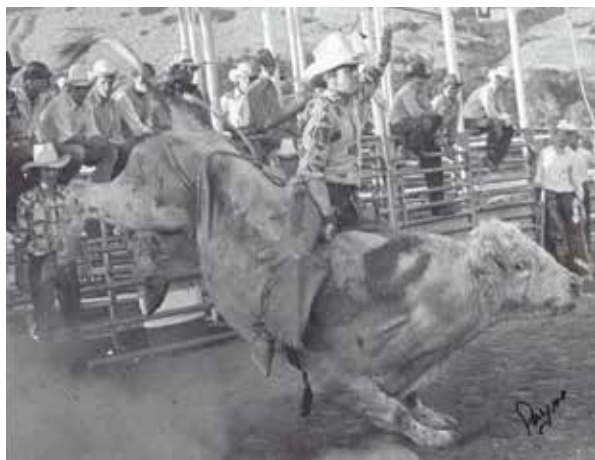
I think the best thing over the past five years is that I've met so many good people, and it truly is like a family. AAMVA is an organization that's committed to the safety of our highways and also attempts to make sure our citizens across the United States and in Canada have an excellent experience with the motor vehicle offices. It has been a pleasure meeting and working with very knowledgeable leaders in the motor vehicle world and sharing ideas with fellow jurisdictions.

#### **Q** LAST AUGUST YOU WON AAMVA'S CHAIR'S AWARD OF EXCELLENCE AND ACHIEVEMENT FOR YOUR

## THE BIG QUESTION

### I HEAR YOU WENT TO COLLEGE ON A RODEO SCHOLARSHIP?

I started in rodeo when I was about 12 years old doing junior rodeo and went on to compete in high school; then Utah Valley University offered me a scholarship. If you want an adrenaline rush, you should get on a 2,000-pound bucking bull—it will get your heart racing, I guarantee that. I have announced a few rodeos, and once in a while I mentor some riders, but now I mostly raise and train horses.



*Brad Simpson rides a bull named Apollo at a rodeo for the Professional Rodeo Cowboy Association in 1976.*

#### **WORK WITH AAMVA—WHAT DOES THAT MEAN TO YOU?**

First of all, it was a shock—I had no idea. I'll always remember this award as a highlight of my career because it's from my peers, and I'm amazed they think I did enough to deserve it. It's always special when your peers recognize you. It was a great honor.

#### **Q** ANY HOBBIES?

In the winter, I like to go snowmobiling and skiing a lot. In the summer, I like to ride ATVs, go fishing or camping, ride my horses, or go golfing. I love to do anything outdoors, which is why anyone who knows me well is surprised I have an office job. **m**



*DMVs WORK WITH SAFETY ORGANIZATIONS TO MAKE SURE MOTOR CARRIERS MEASURE UP TO SAFETY REGULATIONS*

# Tractor Tailors

## FOCUSING ON DRIVER BEHAVIOR IS KEY

**COLLIN MOONEY**, EXECUTIVE DIRECTOR,  
COMMERCIAL VEHICLE SAFETY ALLIANCE

Everything we do at the Commercial Vehicle Safety Alliance (CVSA) is connected to motor carrier safety, but our specific focus is on the North American roadside commercial motor vehicle (CMV) inspection program. We assist member jurisdictions with implementing a variety of CMV safety programs, such as roadside inspections conducted at check stops and weigh-ins throughout North America.

The biggest challenge in motor carrier safety we need to address is driver behavior. Looking at the statistics, the driver's lapse of judgment, driving over hours, driving fatigued and distracted driving are some of the biggest issues in transportation safety.

We host annual programs to promote CMV safety. In June, we hold the International Roadcheck event, which is a 72-hour period of CMV checks performed by CVSA-certified local, state, provincial and federal inspectors in strategic locations throughout North

America. The checks focus not only on mechanical safety and inspections, but also on driver evaluations such as looking at a driver's hours of service, operating requirements and any signs of impairment.

In October, we host Operation Safe Driver Week, which focuses on both commercial and passenger vehicle traffic enforcement and compliance. It enforces safe driving habits such as safe lane changes, no speeding, no texting while driving, etc., and provides education about how passenger vehicles can safely share the road with CMVs.

We're very supportive of the Federal Motor Carrier Safety Administration's new requirement that electronic logging devices (ELDs) be in all commercial vehicles by 2017.

We feel it's going to greatly enhance safety because the electronic recording of hours is going to encourage drivers to follow hours-of-service limitations.

In the long term, there will be autonomous vehicles and trucks, and the driver will begin to play less and less of a factor in operating a CMV. Until then, however, there are a number of advancements in technology that assist in the safe operation of CMVs, such as the lane departure warning (LDW) systems or advanced emergency braking systems (AEBS), which alert the driver if he or she becomes distracted. With all of these enhancements in technology, we hope to see a reduction in injuries and fatalities on our roadways.

---

---

## PROPOSED RULES AND REGULATIONS WILL INCREASE SAFETY

SEAN GARNEY, DIRECTOR, SAFETY POLICY,  
AMERICAN TRUCKING ASSOCIATIONS

American Trucking Associations (ATA) is a safety first organization. As we discuss important industry issues, the first questions we always ask are: How does this impact safety, and is there an opportunity to make it safer?

The majority of all traffic accidents, regardless of whether a truck is involved or not, are the result of human error. Therefore, our top priority is to shift law enforcement's focus to looking at driver behavior rather than simply roadside inspections.

We also have a number of other safety priorities for the year ahead. One is making sure the Commercial Driver's License (CDL) Drug and Alcohol Clearinghouse, which is coming out this spring, is adequate and effective. The database will hold the drug and alcohol

test results for drivers with CDLs. We'll continue to push for an Employer Notification System (ENS) that will allow employers to discover driver violations sooner. There's also the proposed federal entry-level driver training rule, requiring minimum training standards.

ATA communicates a message of safety with advocacy programs such as America's Road Team and Share the Road. America's Road Team is an outreach program of about 20 of the finest truck driver volunteers who help communicate the message of safe trucking. Share the Road teaches the public how to safely drive in proximity to a commercial truck or bus. Allowing people to sit in the cab of the "Share

the Road" truck to see the "No-Zone," or the large blind spots around commercial vehicles, helps them understand the danger areas around trucks and buses and how to avoid them.

The number of large trucks involved in crashes that result in a fatality or injury has decreased over the past 10 years, and I expect that trend to continue. The industry has embraced many recent regulations aimed at improving motor carrier safety. We're expecting a proposed vehicle speed limiter rule, also known as a governor, to be published soon, which would cap commercial vehicles' top speeds. I'm optimistic for the future and expect more good things to come from the industry.

## SAFETY AND REGISTRATION ARE BETTER TOGETHER

DEANN WILLIAMS, CVISN PROGRAM MANAGER, KANSAS  
DEPARTMENT OF REVENUE; PAST CHAIR, INTERNATIONAL  
REGISTRATION PLAN

Motor carriers want to put the most qualified drivers behind the wheel. However, the combination of a growing demand for the transportation of goods and many drivers retiring or leaving the industry has caused a shortage of experienced commercial vehicle drivers. This is one of the most important issues in terms of motor carrier safety because better drivers mean safer roads.

In order to promote commercial vehicle safety, the Kansas Corporation Commission (KCC), which regulates motor carriers in the state, began to require motor carriers applying for intrastate authority to attend a safety class. Instructors discuss intra- and interstate rules and regulations, hours of service, size

and weight issues, etc. The Kansas Highway Patrol (KHP) also offers safety compliance seminars throughout the state. These

classes cover similar topics.

About 10 years ago, the Kansas DMV became a member of FMCSA's Performance and Registration Information Systems Management (PRISM), which aims to target high-risk carriers. And in 2012, our legislature passed a bill that ended Kansas' property tax on motor carriers in exchange for a registration fee to be applied to all commercial vehicles. By doing this we brought all intrastate vehicles into the International Registration Plan (IRP) system, and, as of Jan. 1, 2014, we now have one commercial vehicle registration system. We feel that tying safety and registration together helps to keep unsafe motor carriers off the road.

In Kansas, we value the opportunity to volunteer on committees and serve on task

forces or working groups that promote motor carrier safety. I am on AAMVA's Driver Standing Committee, and several other State of Kansas employees are members of AAMVA working groups. These meetings are great opportunities to learn from and share ideas with other jurisdictions about safety issues.

I think many changes are on the horizon for motor carrier safety with the technology that is available. IRP, Inc. organized a working group in which IRP board and jurisdiction members, IRP staff, AAMVA, CVSA and IFTA are researching electronic vehicle credentialing. If all carriers were scanned at the inspection stations, the ones that are operating on out-of-service and other suspension orders would not be able to bypass the inspection or a mobile reader. It will electronically alert law enforcement to the situation with the motor carrier, forcing the unsafe carriers to address their safety and registration issues, and allowing the safe motor carriers to stay on the road. **m**



# Idea Exchange

## RE-ESTABLISHING A MOTOR CARRIER FORUM WITHIN AAMVA

The regulation of motor carriers these days goes far beyond the issuance of a commercial driver's license. As technology advances, we are experiencing a major shift in the way companies do business. Transportation network companies (TNCs) have altered traditional passenger carrier business models. Packages can be delivered through smartphone apps. You can use a website to connect to strangers willing to help pack and move the contents of your house at an hourly rate.

It can be a challenge to keep up, but it is important to stay ahead of the curve. This is why I think it is so important for us to create an AAMVA Motor Carrier Working Group. Think of a recent motor carrier issue your jurisdiction encountered. How helpful would it have been to have a forum to discuss that topic with folks who have already tackled it? How beneficial would it be for us to all put our heads together to come up with a solution?

Submit topic ideas for the Motor Carrier Working Group to discuss to Cathie Curtis at **CCURTIS@AAMVA.ORG**.

When TNCs barreled into Virginia, we certainly could have benefited from a forum of our peers to discuss how best to balance innovation with consumer protection concerns. Our recommendations, which resulted in landmark Virginia legislation in early 2015, were largely based on what was and wasn't working for other states and cities in which TNCs already operated.

Vermont's Rob Ide will serve as board adviser to the Motor Carrier Working Group, which will complement existing motor carrier organizations and provide a forum for our

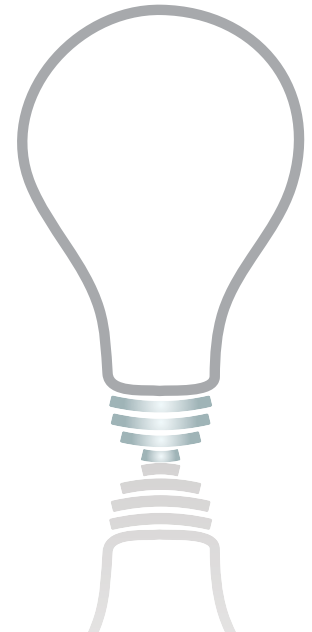
member jurisdictions to gather, organize and share information about arising motor carrier topics in our members' wheelhouses. We want to enable the AAMVA community to remain informed about activities and engage in solving problems that leverage AAMVA members' expertise and complement other stakeholder organizations' work. We've got the skills and brainpower right here; we just need an organized way to harness it.

So let's get started: What do you want the Motor Carrier Working Group to discuss? Transportation Worker Identification Credentials? Regulation of third party CDL testers or driver training schools? Best practices for the design and use of fixed and mobile weigh stations?

The list is endless, but AAMVA members are always ready for the challenge. **m**

Safe travels,

Rick Holcomb, AAMVA Chair of the Board



**3M** Science.  
Applied to Life.™

3M Traffic Safety and Security

# Micro-Replication. Applied to license plate clarity around the clock.

## 3M™ High Definition License Plate Sheeting

Time never slows down, even when vehicles should. While you're working to keep roadways regulated and safe, drivers need license plates that convey instant clarity and visibility. High Definition License Plate Sheeting Series 6700 uses micro-replicated optical elements to improve license plate visibility and legibility day or night, rain or shine.

For more information visit us at [www.3M.com/HDLP](http://www.3M.com/HDLP)

© 3M 2015. All rights reserved.

# The Nation's 1st Mobile Driver License Pilot is Here

A trusted digital credential and the convenience of your mobile phone



After only 8 months of planning and engineering, we have launched the nation's first Mobile Driver License pilot with the State of Iowa. The MorphoTrust® Mobile Driver License (mDL or mobileDL) gives today's consumers the convenience and option of having a genuine, broadly accepted secure driver license (DL) accessible on their mobile phone. Just like your physical DL, the mDL incorporates various visible and invisible security features that are linked and dynamically rendered when the DL is presented. This assures you of a trusted credential that will be able to be quickly and reliably authenticated by retailers, bankers, law enforcement officers, or anywhere you use your driver license today.

**Learn about our mDL pilot in Iowa.**

[www.MorphoTrust.com/mDL/IowaPilot](http://www.MorphoTrust.com/mDL/IowaPilot)



**MorphoTrust USA**