

National Motor Vehicle Title Information System

2024 Annual Report

For Period: October 1, 2023 through September 30, 2024





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

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PREFACE

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

The National Motor Vehicle Title Information System (NMVTIS) Final Rule (28 CFR part 25, published January 30, 2009, 74 FR 5740) requires the system operator, the American Association of Motor Vehicle Administrators (AAMVA), to prepare and publish an annual report and procure an independent financial audit. This NMVTIS Fiscal Year (FY) 2024 Annual Report is the sixteenth publication, covering October 1, 2023 through September 30, 2024 (FY2024). FY2024 was agreed upon between the system operator and the U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Assistance (BJA), and corresponds with the federal fiscal year and AAMVA's audit cycle.

Published in August 2025, this report details the performance of NMVTIS during FY2024. Future annual reports will also cover FY periods—October 1 to September 30—and be published the following August. Each annual report provides system performance and highlights, as well as a detailed look at operations and accomplishments in the specific fiscal year.

INTERACTIVITY OF THIS REPORT: When reading this report online, click on the [red hyperlinks](#) to go to the referenced websites and pages in the report.

NOTES:

- For purposes of this report, references to the term “state” means all fifty states and the District of Columbia.
- AAMVA has made several changes to the NMVTIS Annual Report. As of FY2024 and moving forward, static information can now be found on the Department of Justice website, under [NMVTIS Annual Reports and Financial Audits | Vehicle History](#)

MESSAGE FROM THE NMVTIS OPERATOR

On behalf of the Board of Directors of the American Association of Motor Vehicle Administrators (AAMVA), I am pleased to present the sixteenth annual report for the National Motor Vehicle Title Information System (NMVTIS). This report is provided to system stakeholders, documenting NMVTIS' ongoing success in achieving goals outlined in the 1992 Anti Car Theft Act.

During FY2024, NMVTIS continued to fulfill its purpose of protecting states and consumers (individual and commercial) from fraud; protecting consumers from unsafe vehicles; and reducing the use of stolen vehicles for illicit purposes. NMVTIS improved its collaboration with states, its technology vendors, and AAMVA to enhance state system development and implementation protocols. AAMVA held stakeholder webinars in December 2023 and May 2024, providing system performance and program updates, including DOJ's compliance and enforcement efforts. Positive attendee feedback and engagement validated the webinars' value as a forum to exchange information and discuss NMVTIS.

The Consumer Access Program continued to perform strongly. Demand for vehicle history reports containing NMVTIS information exceeded plans. This demand was driven by continued demand for used cars, as economic conditions and lingering supply chain issues continued to affect the availability and price of new vehicles. Other contributing factors for the growth were the performance of two new Approved NMVTIS Data Providers and the high level of state participation in the system.

During FY2024, AAMVA's primary focus for NMVTIS was the State Web Interface (SWI) rewrite. This initiative followed a structured, four-phased approach set to conclude in FY2025.

The NMVTIS program sustained an impressive 99.99% system uptime while executing daily operational activities and delivering key system enhancements. Notable advancements included the initial implementation of Junk, Salvage, and Insurance (JSI) display changes to filter unnecessary records; critical updates to the application and infrastructure; and introduction of the new Learning Management System (LMS) modules for enhanced training. These

Continued on next page.



“NMVTIS remains the trusted source for state vehicle title and brand history data and JSI total loss information for stakeholders. As always, this report could not be prepared without the generous guidance and information provided by many individuals and organizations. I appreciate their valuable contributions, and I trust you will find the report informative.”

IAN GROSSMAN
President & CEO

MESSAGE FROM THE NMVTIS OPERATOR *(Continued)*

enhancements collectively improved data quality, system reliability, and training resources, delivering significant value to all NMVTIS stakeholders.

The new NMVTIS funding model was implemented in FY2024. The model, approved in FY2023 by the AAMVA Board of Directors and DOJ, ensures NMVTIS operations are fully funded, while ongoing system improvements occur in parallel. During the year, AAMVA's Board continued to refine the model as it relates to allocation of state user fees. AAMVA's Board and DOJ approved a change in the proxy used for allocating state user fees. The proxy moved from vehicle registration population figures as reported by the Federal Highway Administration (FHWA) to the current pointer record count in NMVTIS. Pointer records indicate the current state of title for the vehicle in NMVTIS. This move was determined to be a more representative proxy for allocating system operating costs for each state as the source is from the system itself.

This publication underwent a communications audit this year to ensure it was meeting the intended purpose. The audit included reviews of prior reports, other organizations' annual reports, and extensive stakeholder interviews. The results showed this publication does meet its intended purpose, while identifying several ways to streamline its content with a focus on the year's performance and results. The streamlining recommendations are initially being rolled out as part of this publication and will continue into future reports. Our goal is to continue to provide a useful publication, while showcasing the performance of NMVTIS in a more accessible way.

Overall, NMVTIS remains the trusted source for state vehicle title and brand history data and JSI total loss information for stakeholders. As always, this report could not be prepared without the generous guidance and information provided by many individuals and organizations. I appreciate their valuable contributions, and I trust you will find the report informative.

Ian Grossman, *President & CEO*

EXECUTIVE SUMMARY

In FY2024, AAMVA partnered with a third-party consultant to perform a NMVTIS Annual Report Communications Audit. As a result of the audit, all NMVTIS background, overview, benefits, history, and other static items have been moved to a new home on the official NMVTIS website, maintained by the DOJ and located at [NMVTIS Annual Reports and Financial Audits | Vehicle History](#). That website has been updated to capture a new page, dedicated to the NMVTIS annual reports and containing historic published reports and accompanying audits.

Below are the annual report elements moved to the website:

- Key NMVTIS Stakeholders
- System Overview
 - Background
 - System Operator Responsibilities
 - Governance
- Program Overviews
 - State Program – Benefits
 - Junk, Salvage, and Insurance Reporting Program
 - * States and JSI Reporting
 - Consumer Access Program
 - Law Enforcement Program - Benefits
- NMVTIS Milestones
- Specific Services Provided by the NMVTIS Operator (formerly Exhibit 2)
- State Program Title Verification and Data Reporting (formerly Exhibit 3)
- Acronyms Key
- Glossary
- Informational Materials

Beginning with this reporting period and moving forward, all NMVTIS Annual Reports will only contain information relevant to that reporting period.

The reporting period of October 1, 2023, through September 30, 2024 (FY2024) demonstrated continued progress in all four NMVTIS program areas:

- State Program
- JSI Reporting Program



4 DATABASES CONTAIN:

- **Title** - 680M Records
- **Title History** - 1.2B Records
- **Brand** - 219M Records
- **Junk, Salvage & Insurance** - 256M Records

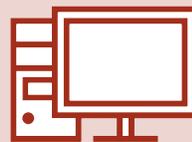
Over 2 Billion
Total Records as of 2024!

EXECUTIVE SUMMARY *(Continued)*

- Consumer Access Program
- Law Enforcement Access Program

Achievements during FY2024 include:

- U.S. motor vehicle title data represented in the system continued at 99%.
- More than 269 million state transactions were conducted.
- States earned over \$3.4 million in revenue credits from the sale of vehicle history reports by Approved NMVTIS Data Providers.
- JSI entities reported more than 16.9 million records.
- States and AAMVA continued efforts to inform consumers of the value of purchasing a vehicle history report before buying a used vehicle.
- Nineteen Approved NMVTIS Data Providers represent twenty-six approved websites where NMVTIS data is available as part of a vehicle history report.
- Billed transactions increased 38%, moving from nineteen to twenty-six million.
- Additional sworn and non-sworn investigators became users of the Law Enforcement Access Tool (LEAT).
- The LEAT includes users from the Royal Canadian Mounted Police.
- AAMVA maintained 99.99% system uptime while conducting daily operational activities and releasing system enhancements.
- New NMVTIS-related legislation became effective in three states.
- Five states introduced NMVTIS-related legislation.



5 USERS GROUPS / 11 APPLICATIONS

States	5 Applications
Approved NMVTIS Data Providers	2 Applications
Law Enforcement	1 Application
JSI Data Consolidators	2 Applications
U.S. Department of Justice	1 Application

HIGHLIGHTS DURING REPORTING PERIOD

STATE PROGRAM

- AAMVA continues to encourage states to improve the data integrity of the system by completing a data synchronization process.
- AAMVA informed states that support of all AAMVAnet Message Interchange Envelope (AMIE) applications will end by January 2028.
- Texas DMV (TxDMV) began a pilot program to use an existing NMVTIS inquiry transaction currently used for certain online transactions.
- AAMVA Board of Directors approved a change in the proxy used for allocation of NMVTIS State User Fees, effective FY2026.

JUNK, SALVAGE, AND INSURANCE (JSI) REPORTING PROGRAM

- AAMVA continued to provide states with JSI information to update state title records.
- States continued to introduce and adopt NMVTIS-related legislation.
- JSI entities reported 16.9 million records in FY2024, a 4% reduction from FY2023.

CONSUMER ACCESS PROGRAM

- Nineteen Approved NMVTIS Data Providers (“Provider(s)”) operated in FY2024.
- Billed transactions increased 38%, moving from nineteen to twenty-six million.
- Gross revenue increased by 22%.
- AAMVA contracted with a third party to perform a NMVTIS Consumer Access Market and Price Assessment.

LAW ENFORCEMENT ACCESS PROGRAM

- The NMVTIS Law Enforcement Subcommittee (LESC) expanded their efforts to increase the role of state law enforcement in the JSI Reporting Program.
- Efforts by the LESC resulted in the number of LEAT users and inquiries reaching a record high.

Revenue

Funding

Operating Expenses

State User Fees

SECTION 1: FINANCIAL REPORTS

Funding

Operating Expenditures Totaled \$11,685,566; State User Fees Contributed \$9,847,210

During FY2024, program revenue consisted largely of consumer access and state user fees. Under federal law, NMVTIS shall be self-sustaining: that is, operated without federal funding. The program earned \$9,792,197 in revenue during this period, which was used to cover \$9,792,197 in operating expenses (Figure 1). Total expenses include system modernization costs of \$1,893,369, which are currently covered by AAMVA Board Designated Funds.

All financial information presented is derived from an independent financial audit conducted for the fiscal year ended September 30, 2024.

NMVTIS FY2024 INCOME STATEMENT	
Revenue	\$9,792,197
Expenses	(\$11,685,566)
Operating Income	(\$1,893,369)
Investment Income	(\$105,279)
Other Income/(Expense)	\$105,279
Net Temporary Restricted Revenue**	(\$4,054,560)
NET LOSS	(\$2,161,191)

Figure 1

** Generally Accepted Accounting Principles treatment that allows AAMVA to show program funds placed into restriction or released from restriction (Operational Reserves) on its Income Statement. (Operational Reserves) on its Income Statement.

NMVTIS REVENUE

NMVTIS funding in FY2024 was derived primarily from state user fees of \$9,847,210 and Consumer Access Program fees of \$7,322,375. During FY2024, fifty states were eligible to receive credits for a share of the Consumer Access Program fees, earning a total of \$3,428,107 ([Figure 2](#) and [Figure 3](#)).

SECTION 1: FINANCIAL REPORTS *(Continued)*

NMTIS REVENUE		
	Total	%
State User Fees	\$9,847,210	100%
Consumer Access	\$7,322,375	75%
Jurisdictional Revenue Share	(\$3,428,107)	-35%
Net Revenue Released from Restriction	(\$3,949,281)	-40%
TOTAL	\$9,792,197	100%

Figure 2

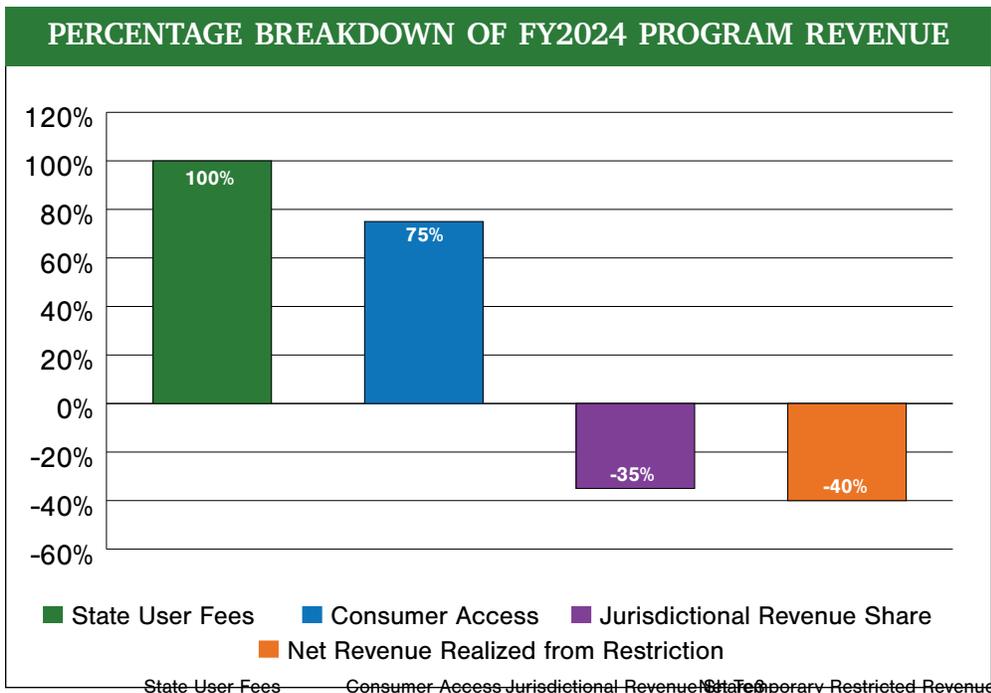


Figure 3

NMTIS OPERATING EXPENSES

NMTIS initiatives and their associated costs segmented ([Figure 4](#)):

- **Operations** — Support of the day-to-day functioning of the NMTIS platform represents \$9,792,197 or 84% of program costs.
- **Modernization** — Activities necessary to enhance and further the technology of the system represent \$1,893,369 or 16% of program costs.

NMTIS functional cost breakdown ([Figure 5](#) and [Figure 6](#)):

SECTION 1: FINANCIAL REPORTS (Continued)

PROGRAM EXPENSES		
	Total	%
Direct Labor/Fringe	\$5,831,790	50%
Data Center/Network	\$1,298,626	11%
Other Direct Costs	\$1,171,123	10%
Indirect Costs	\$3,384,027	29%
TOTAL	\$11,685,566	100.0%

Figure 4

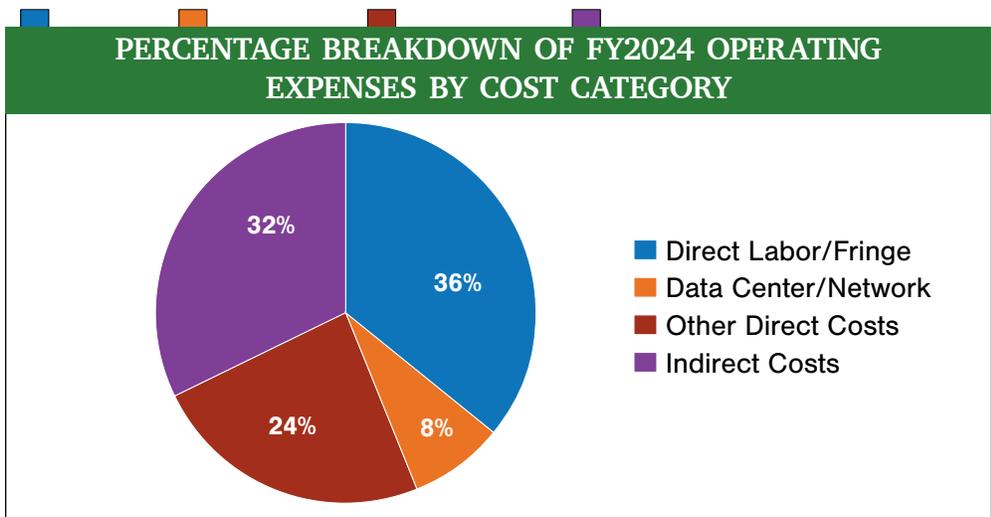


Figure 5

Figure 36 - PERCENTAGE BREAKDOWN of FY2024 OPERATING EXPENSES BY INITIATIVE

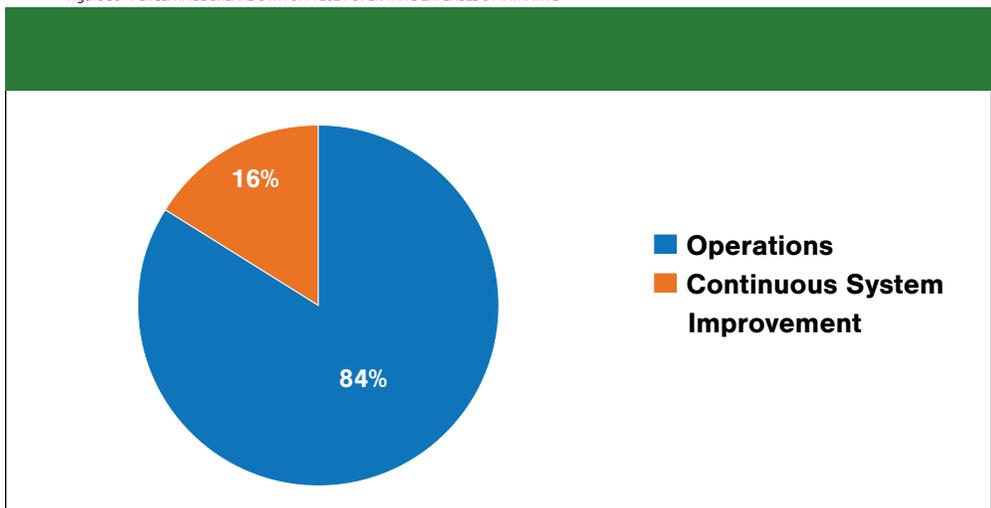


Figure 6

SECTION 1: FINANCIAL REPORTS *(Continued)*

State User Fees

At its June 2024 meeting, the AAMVA Board of Directors approved a change in the proxy used to allocate NMVTIS state user fees. This proxy change shifts the data source from the Federal Highway Administration's (FHWA) annual vehicle registration statistics to a statistic directly from the system. Deemed more applicable to the NMVTIS and system operating and maintenance costs, the new proxy represents the count of current title records as of May 31 in the year fees were being calculated. It was applied to the FY2026 state fee calculation. As is required, states were notified of the FY2026 state user fees at the end of this reporting period.

During FY2024, fifty states were eligible to receive credits for a share of the Consumer Access Program fees, earning a total of \$3,428,107 (Figure 7).

Figure 7

**Y2Y comparisons for fiscal years 2013 to 2019 can be viewed in prior Annual Reports.*

Background

Benefits

System
Modernization

Brand Types

SECTION 2: STATE PROGRAM

State Program

Additional State Program information, such as background and benefits, can be found on the DOJ website located at [NMVTIS Annual Reports and Financial Audits | Vehicle History](#).

Over the past five years, the number of current title records accumulated yearly has increased by nearly 14% (Figure 8), from 594 million in FY2020 to 680 million in FY2024. In FY2024, fifty states provided over twenty million current title records and more than eighty-nine million title history records, yielding totals of more than 680 million current title records and over one billion title history records in the system (Figure 9 and Figure 10). Brand records captured in NMVTIS decreased during FY2024, with 15.9 million brand records added (Figure 11).

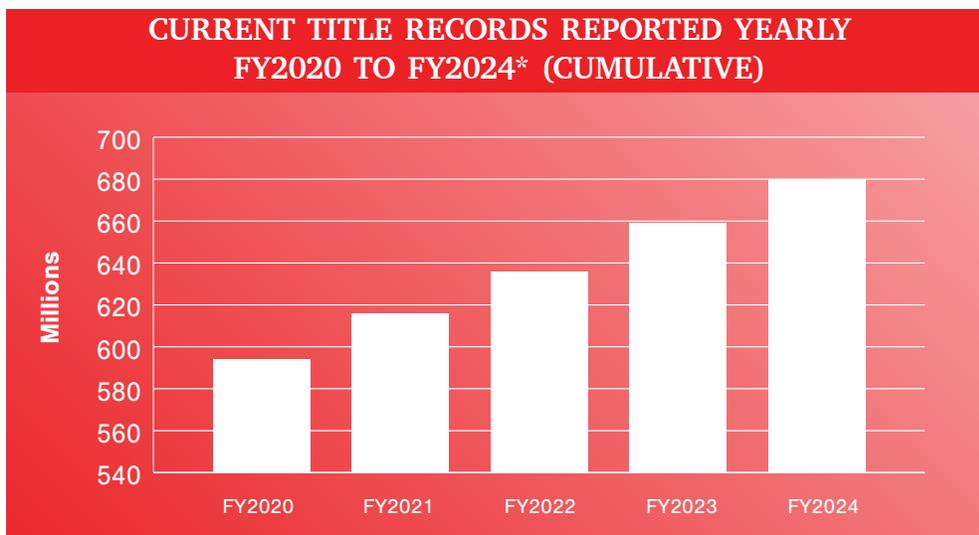


Figure 8

**Y2Y comparisons for fiscal years 2009 to 2019 can be viewed in prior Annual Reports.*

SECTION 2: STATE PROGRAM *(Continued)*



Figure 9



Figure 10

SECTION 2: STATE PROGRAM (Continued)



Figure 11

States have their own branding and vehicle status policies and regulations, which are considered when they are developing or updating NMVTIS. These are mapped to a standard set of NMVTIS brands to ensure consistency and standard interpretation nationwide. NMVTIS brands and definitions are developed in collaboration with the states and are related to events affecting the safety and value of vehicles. For example, a "Salvage" brand in NMVTIS indicates that the vehicle would need to meet certain state requirements (repair and inspection) to be retitled and put back on the road, while the "Odometer Not Actual" brand indicates a discrepancy with the odometer information.

More than sixty NMVTIS vehicle brands have been captured as of September 30, 2024; the top seven are shown below. Three of the top seven denote a safety concern with the vehicle that could affect the vehicle’s eligibility to be retitled for on-road use. These brands are Junk, Crushed, and Dismantled, and they represent 24% of brands as of the end of FY2024. The Others category includes the remaining brands ([Figure 12](#)).

Reporting of brand types has risen from approximately 158 million in FY2020 to more than 219 million in FY2024, an increase of 72% ([Figure 13](#)).

SECTION 2: STATE PROGRAM (Continued)

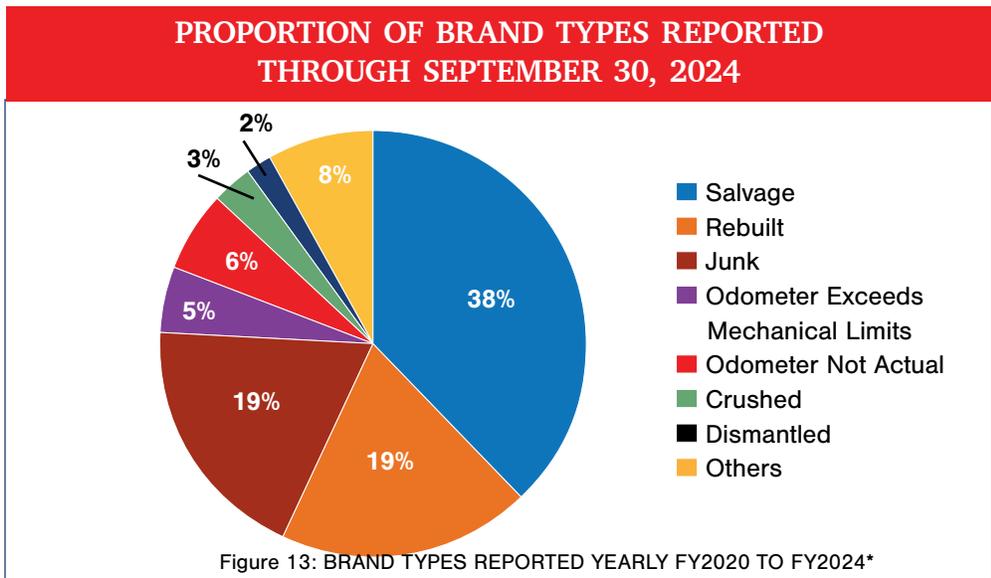


Figure 13: BRAND TYPES REPORTED YEARLY FY2020 TO FY2024*

Figure 12

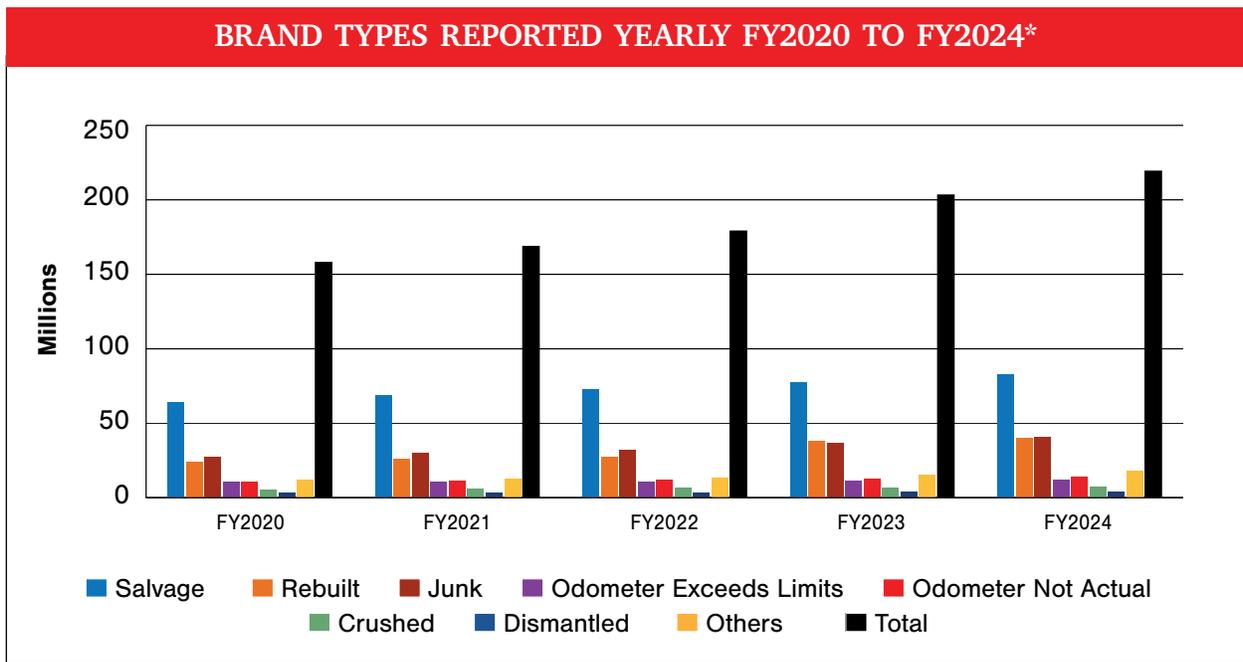


Figure 13

*Y2Y comparisons for fiscal years 2009 to 2019 can be viewed in prior Annual Reports.

Brand records are reported by branders, which include states, the U.S. Department of Transportation (DOT), and the U.S. General Services Administration (GSA) (Figure 14).

SECTION 2: STATE PROGRAM *(Continued)*



Figure 14

SECTION 2: STATE PROGRAM *(Continued)*

California continues to lead with the most brand records, followed by Texas, Illinois, and Pennsylvania. DOT branding reflects the more than 707,000 vehicles traded in under the Consumer Assistance to Recycle and Save Act (CARS), which concluded in FY2011. These brands indicate the vehicles should never be designated as roadworthy. GSA has provided the fewest brands (759), which reflects GSA's reporting of Junk or Salvage brands for federal crash, test/scrap, or salvaged vehicles sold to the public. More details on GSA's reporting can be found under Stakeholder Collaboration in this report.

During FY2024, more than 269 million state transactions (inquiries, title updates, and brand updates) were conducted (Figure 15 and [Figure 16](#)), a decrease of 3.6% from more than 279 million transactions during FY2020.

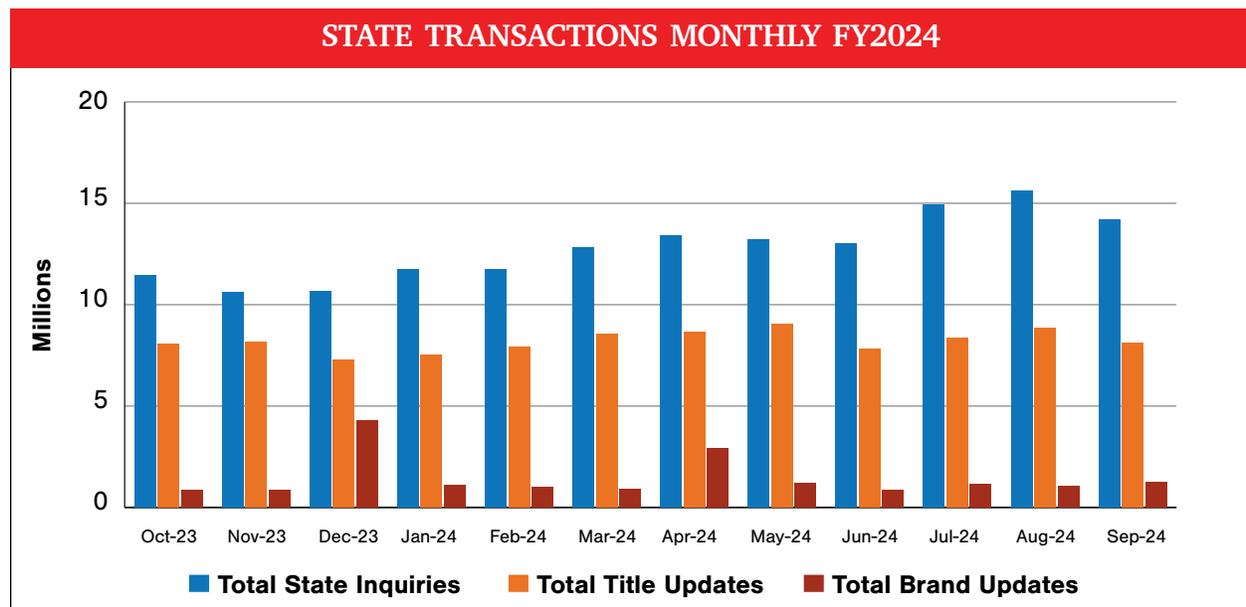


Figure 15



Figure 16

*Y2Y comparisons for fiscal years FY2009 to FY2019 can be viewed in prior Annual Reports.

Data Synchronization and Title System Re-writes

During FY2024, AAMVA continued to support states in re-engineering their NMVTIS application interface as part of their titling systems modernization. AAMVA also encouraged states to complete a data synchronization process. Data synchronization (“data sync”) aligns the title and brand data from the states’ title systems with the title and brand data in NMVTIS. As part of this effort, AAMVA now includes a data sync in every state NMVTIS rewrite effort. AAMVA annually allocates resources for twelve standalone data syncs independent of rewrites. AAMVA also promotes data syncs in *The Week in Review (TWIR)*, emails to NMVTIS Business Points of Contact (POCs), and monthly NMVTIS Forum meetings. AAMVA’s goal is to have every state complete a data sync every twelve to eighteen months. This effort yielded nine completed data syncs: three in conjunction with system rewrites and six independent or standalone data syncs. During this period, five states continued the planning, analyzing, testing, and go-live efforts for NMVTIS system rewrites.

Texas (Tx) Department of Motor Vehicles (DMV) Pilot Project

In June 2024, the Texas Department of Motor Vehicles (TxDMV) began the pilot project to use part of an existing NMVTIS inquiry transaction to support dealer issuance of temporary tags (“buyer tags”) in the following scenarios:

Vehicles taken in on trade – Before issuing a buyer tag, TxDMV will use the NMVTIS inquiry to check if the vehicle has any brands or salvage history. The buyer tag allows the vehicle to be moved temporarily within the dealer’s

SECTION 2: STATE PROGRAM (Continued)

inventory without a change in ownership. It also allows the buyer to title the vehicle in Texas or another state. This process ensures the vehicle is safe for temporary use on the road. TxDMV issues temporary buyer tags for various time frames, up to sixty days.

Brand information indicator – Brand information from NMVTIS will be used to provide dealers with an indicator (thumbs up/down or red light/green light) to guide their decisions. However, the actual NMVTIS data will not be shared with the dealer as part of this process.

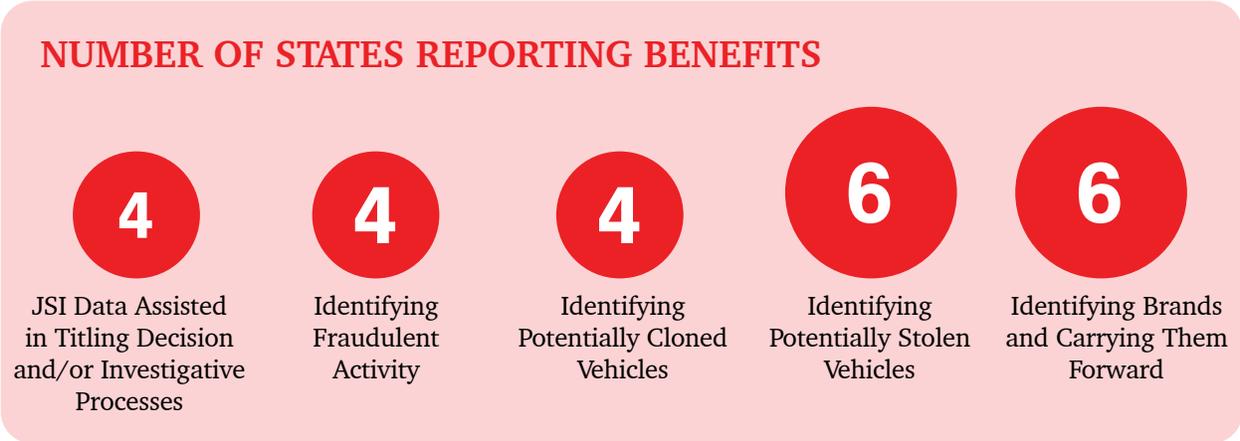
NMVTIS State Program Subcommittee (SPS)

Additional NMVTIS State Program Subcommittee information, such as background and prior year projects, can be found on the DOJ website located at [NMVTIS Annual Reports and Financial Audits | Vehicle History](#).

In FY2024, the SPS reviewed attendee feedback from the 2023 NMVTIS State User Workshop and developed a plan to address many of the challenges reported by the participants. The biggest challenge identified was the difficulty in reaching NMVTIS contacts in other states. Another was the need for consistent training materials to help states manage employee turnover.

Based on these challenges, the SPS developed the following projects:

- 1. Creation of an NMVTIS Ambassador Pilot Program to encourage open communication between states. This program also provides NMVTIS Ambassadors with the opportunity to share their daily challenges with other Ambassadors.
- 2. Creation of a subgroup to develop a NMVTIS learning path using AAMVA's LMS system. The NMVTIS learning path can be used by states to train their staff. The modules will be grouped according to employee functions within the state and will focus solely on the NMVTIS program and system.



SECTION 2: STATE PROGRAM *(Continued)*

3. Creation of a subgroup to develop NMVTIS Help Desk Standard Operating Procedures (SOP). This subgroup's task is to develop a template for states to use when creating SOPs for their NMVTIS help desk personnel. This will allow for consistency across states and serve as an important training tool in the event of employee turnover.

These teams are working to complete many of these tasks in time to present their deliverables at the 2025 NMVTIS State User Workshop scheduled for July.

NMVTIS Webinar Training and Information Sharing for Jurisdictions

State Web Interface (SWI) Training

The SWI application is being upgraded to improve functionality, usability, and overall user experience. Eleven states are participating in a pilot program to validate the functionality and provide feedback to help ensure system quality before implementation. This rewrite effort started in FY2023 and will conclude in FY2025.

Learning Management System (LMS)

AAMVA's LMS is a web-based, self-administered, self-paced education and training tool that members and contractors (with approval) can use at any time on any device. In this reporting period, AAMVA created an NMVTIS curriculum consisting of twenty-one courses. Ten of the courses are complete, and the remaining eleven courses are expected to be developed in the next reporting period. The LMS NMVTIS courses are organized by modules and learning paths. Modules include instructional content, while the learning paths are used by states according to job-specific functions such as counter/title clerk, help desk staff, etc. LMS courses are available to AAMVA members and can be found at NMVTIS LMS Training.

NMVTIS Business Points of Contact (POCs)

The POCs serve as liaisons for their states on NMVTIS-related issues, coordinate outreach to AAMVA as needed, and have an in-depth understanding of their states' title systems, including integration with NMVTIS. Quarterly conference calls with the NMVTIS POCs serve as a forum for NMVTIS updates and feedback, fostering ongoing operational collaboration among the states.

AAMVA held two POC conference calls during FY2024. The POCs received information regarding NMVTIS, discussed their roles and responsibilities as

“NMVTIS is an invaluable resource to Connecticut DMV and consumers. The clear concise provision of vehicle data provides security of investment to customers throughout the car buying process. NMVTIS integrates well with our state titling system to create smooth transactions.”

AUDREY HALL

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



SECTION 2: STATE PROGRAM *(Continued)*

POCs, provided feedback concerning operations, and exchanged information on how NMVTIS is used by the states. Fifty-two individuals, representing twenty-two states, attended the POC quarterly calls.

NMVTIS Operations Monthly Forum

The NMVTIS Operations Monthly Forum meeting connects IT and business representatives from jurisdictions with each other and AAMVA. It provides jurisdictions with an opportunity to address operational or technical issues within the group and allows AAMVA personnel to communicate NMVTIS-related information. In this reporting period, ten monthly conference calls were held, with an average of twenty-six states represented.



Junk Salvage Insurance Reporting Compliance

Junk, Salvage, and Insurance Reporting Program

Additional *Junk, Salvage, and Insurance Reporting Program* information, such as background and benefits, can found on the DOJ website located at [NMVTIS Annual Reports and Financial Audits | Vehicle History](#).

During FY2024, 16.9 million records were reported by JSI entities (Figure 17 and [Figure 18](#)). This was a 4% reduction from the 17.7 million records reported in FY2023 ([Figure 19](#)). This figure was lower than expected, given that the 2024 Atlantic hurricane season was one of the costliest on record. In particular, Hurricane Helene at the end of the reporting period resulted in historic flooding. The impact on reporting is likely to appear in the first quarter of the next reporting period.

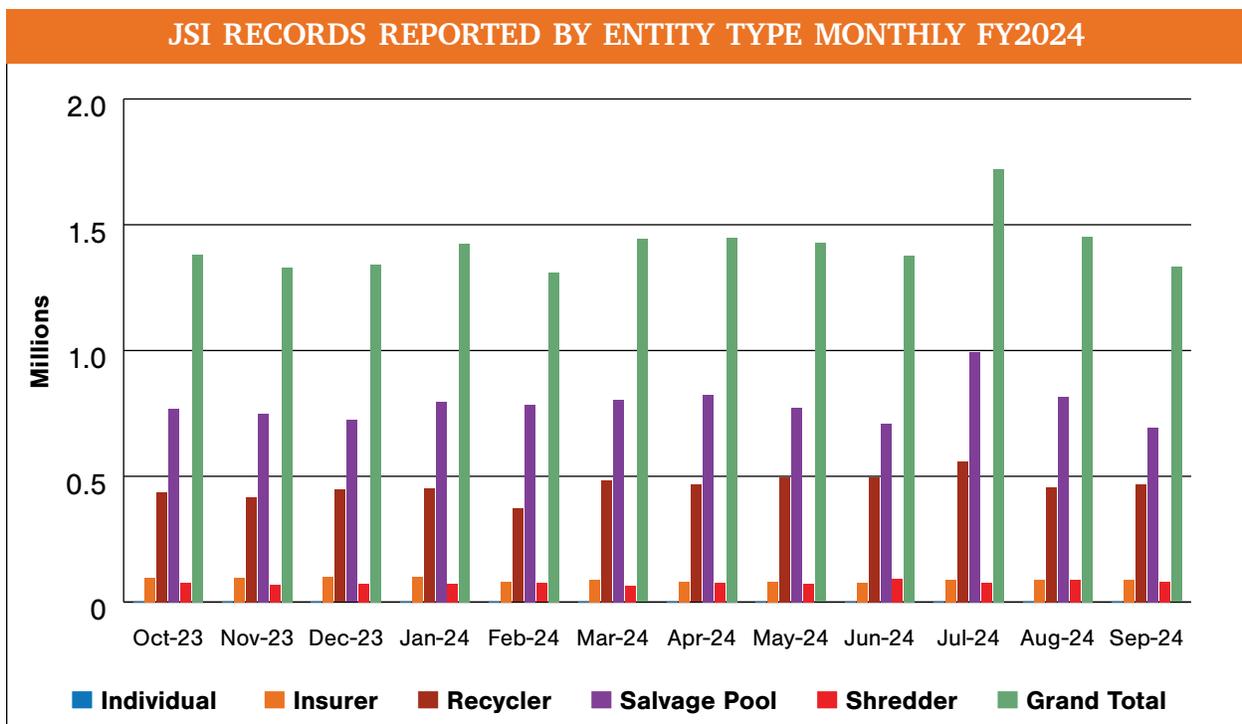


Figure 17

SECTION 3: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*

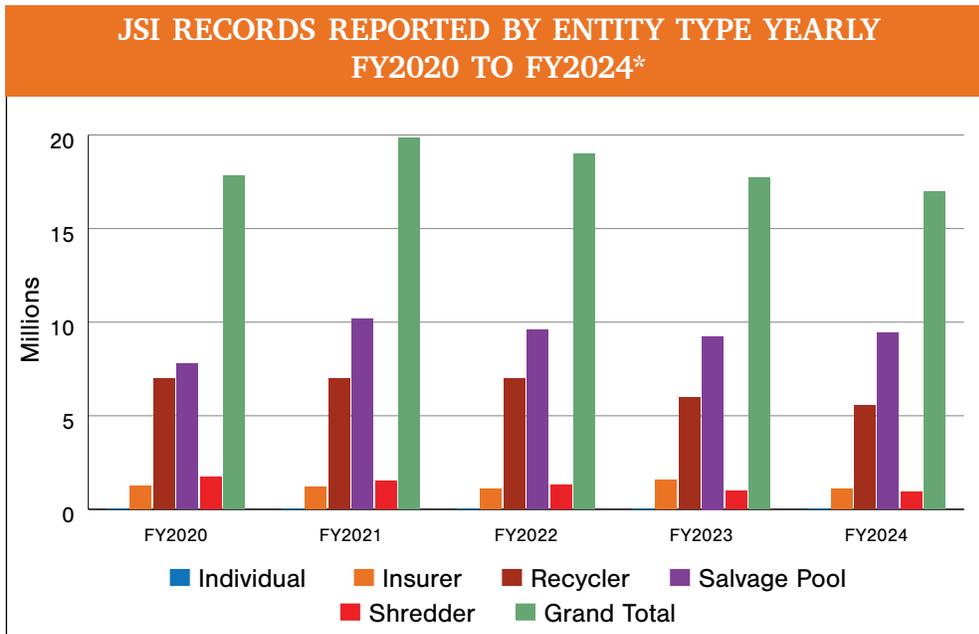


Figure 18

*Y2Y comparisons for fiscal years 2009 to 2019 can be viewed in prior Annual Reports.

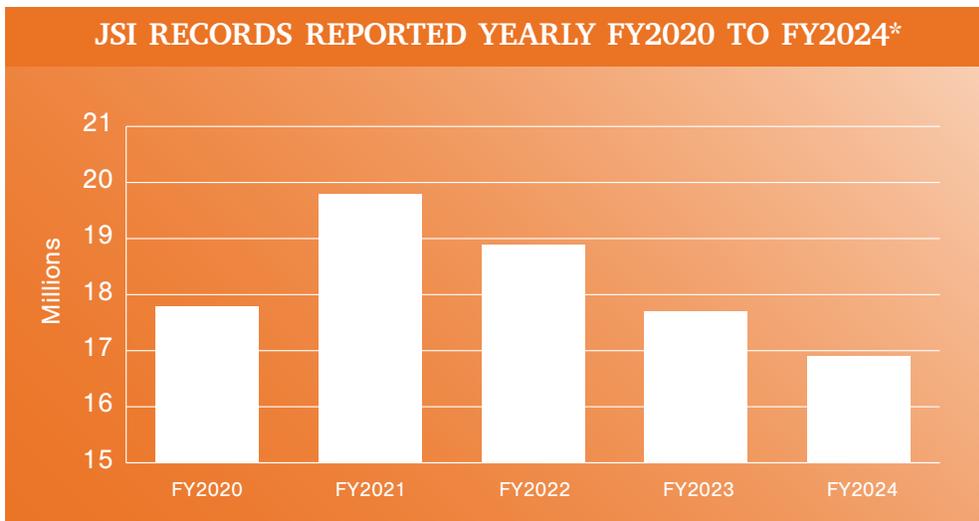


Figure 19

*Y2Y comparisons for fiscal years 2013 to 2019 can be viewed in prior Annual Reports.

Of the vehicles reported during FY2024, 62% completed the reporting process with one of the final dispositions—Crush, Parts, Retained, Salvage, Scrap, or Sold—reported to NMVTIS ([Figure 20](#) and [Figure 21](#)). The remaining 38% represent vehicles for which the reporting is incomplete and the final disposition is pending or, in this case, To Be Determined. Some reporting entities include the disposition status when a report is first submitted, while others take a two-step approach. The record is submitted

SECTION 3: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*

initially with a blank or To Be Determined disposition and subsequently updated when the disposition is known.

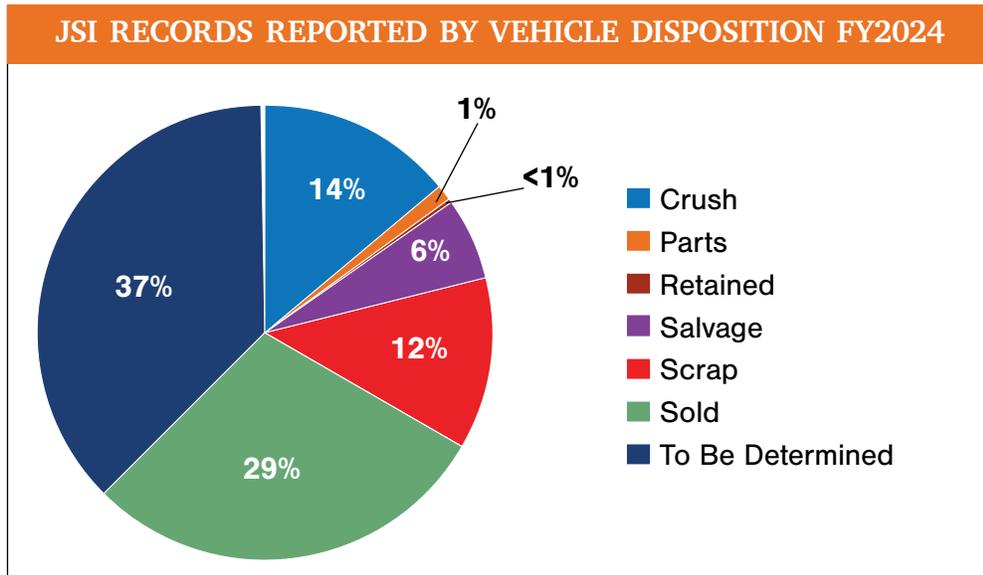


Figure 20

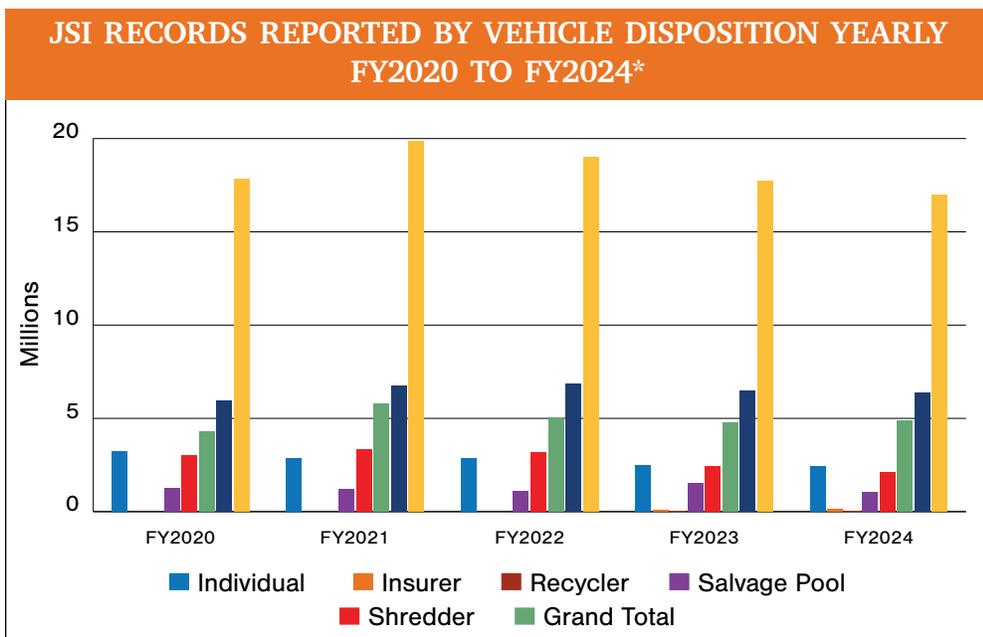


Figure 21

*Y2Y comparisons for fiscal years 2009 to 2019 can be viewed in prior Annual Reports.

SECTION 3: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*

STATES AND JSI REPORTING

Additional *States and JSI Reporting* information, such as background and reporting exceptions, can be found on the DOJ website located at [NMVTIS Annual Reports and Financial Audits | Vehicle History](#).

Georgia Department of Revenue (DOR)

During FY2024, the Georgia Department of Revenue (DOR) continued its program requiring businesses engaged in the purchase or receipt of salvage vehicles (secondary metals recyclers, used motor vehicle parts dealers, and scrap metal processors, collectively referred to as “salvage dealers”) to report NMVTIS information to the DOR. In turn, the DOR provides electronic reporting that satisfies the salvage dealers’ state reporting requirements as well as federal NMVTIS reporting requirements. This is accomplished through Auto Data Direct, Inc. (ADD), Georgia’s exclusive consolidated state/federal data provider. Additionally, ADD is a NMVTIS Data Consolidator. ADD provides the DOR with a web-based service enabling the consolidated reporting of both state and federally required salvage vehicle information in a single process. The consolidated reporting is done at no cost to the entities.

The number of Georgia businesses and the number of records reported through this arrangement have been variable since inception and continued to be so during this period. In this reporting period, there was an 8% increase in the number of businesses reporting, from 215 in FY2023 to 233 in FY2024 (Figure 22). It is important to note that not all entities report each month; however, all 233 businesses reported at some point during FY2024. Additionally, the 125,224 records submitted during this reporting period were 20.2% higher than the 104,153 reported in FY2023 ([Figure 23](#)).

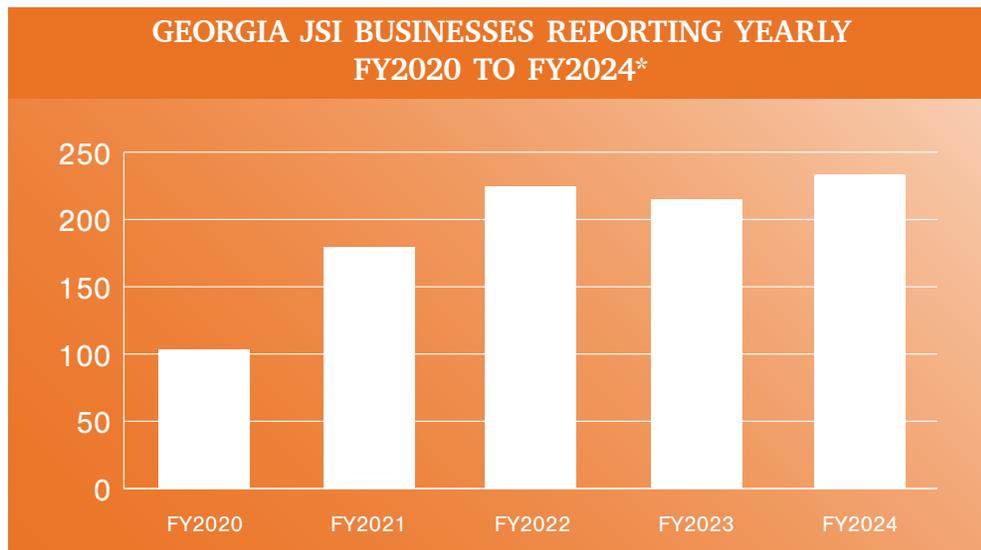


Figure 22

**Y2Y comparisons for fiscal years 2013 to 2019 can be viewed in prior Annual Reports.*

SECTION 3: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*

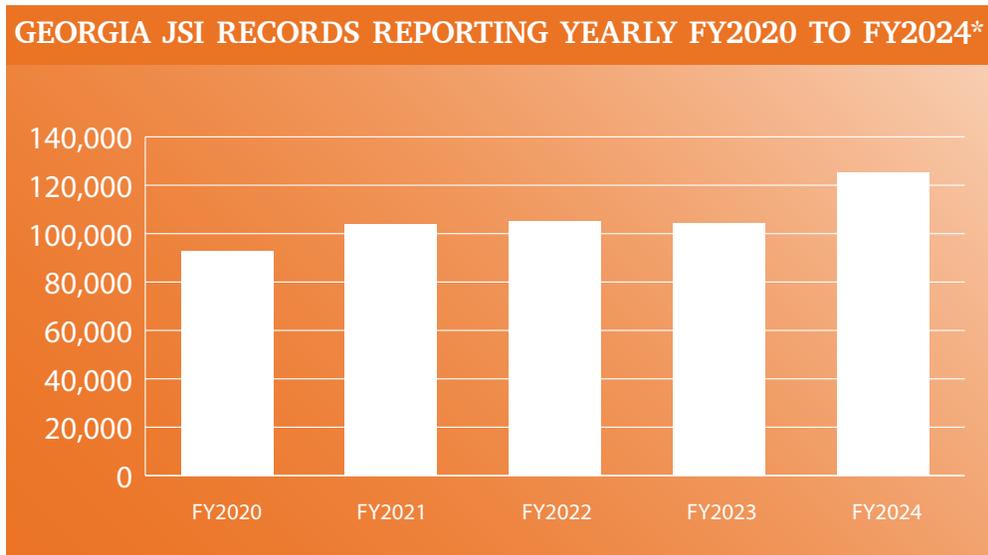


Figure 23

**Y2Y comparisons for fiscal years 2013 to 2019 can be viewed in prior Annual Reports.*

Tennessee Department of Revenue (DOR)

On July 1, 2016, the Tennessee Department of Revenue (DOR) entered a contractual arrangement with ADD to provide consolidated reporting. Since its inception, the number of businesses reporting has varied; however, during FY2024, 217 businesses reported, eight fewer than in FY2023. These businesses submitted 150,778 records, 41% more than reported during FY2023 ([Figure 24](#) and [Figure 25](#)).

As part of its contractual arrangement, ADD provides the Tennessee DOR with a nightly national theft check on reported vehicles against all the vehicles reported that day. In the event of a theft alert, the report is verified by Tennessee law enforcement and the reporting business is notified.

SECTION 3: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*

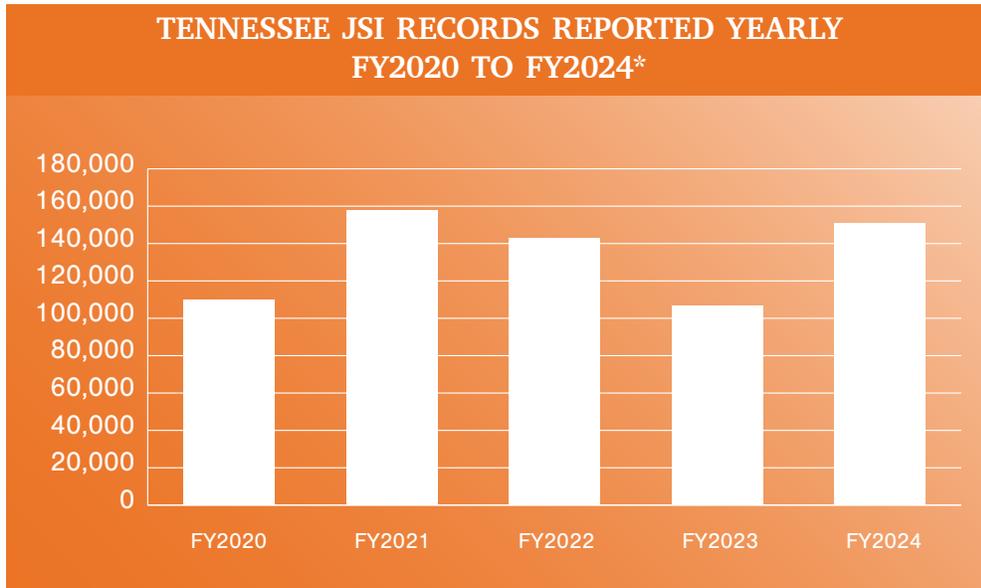


Figure 24

**Y2Y comparisons for fiscal years 2016 to 2019 can be viewed in prior Annual Reports.*

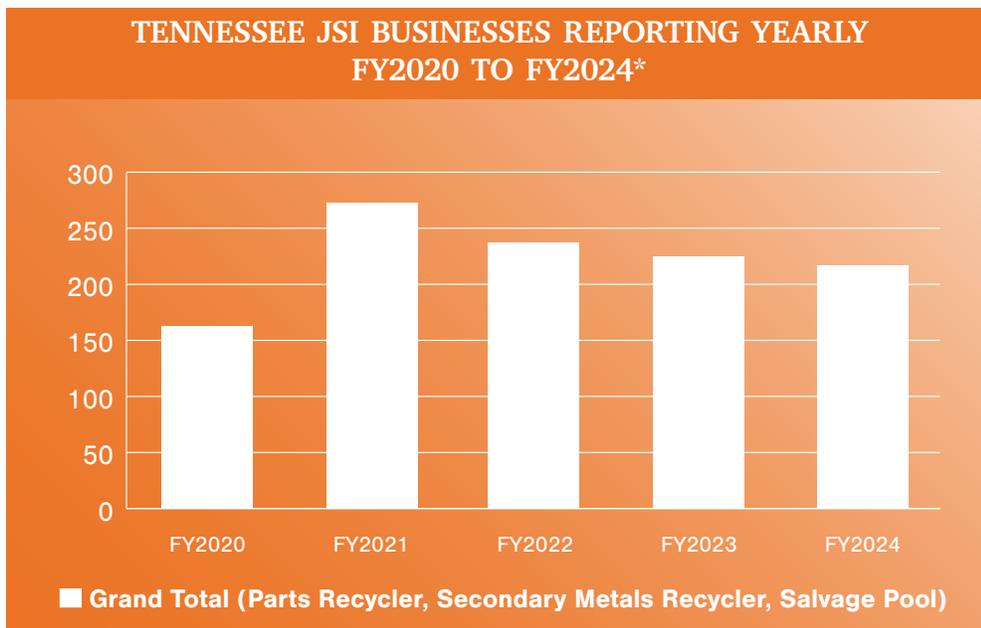


Figure 25

**Y2Y comparisons for fiscal years 2016 to 2019 can be viewed in prior Annual Reports.*

SECTION 3: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM *(Continued)*

States Reporting on Behalf of JSI Entities

Additional *States Reporting on Behalf of JSI Entities* information, such as background, can be found on the DOJ website located at [NMVTIS Annual Reports and Financial Audits | Vehicle History](#).

Compliance Efforts

Throughout FY2024, the Bureau of Justice Assistance (BJA) continued to monitor and respond to inquiries regarding potential compliance issues, reminding reporting entities of the importance of timely and accurate submission of required NMVTIS reporting and ensuring that consumers are aware of the dangers associated with flood-damaged automobiles. Following Hurricane Helene at the end of the reporting period, DOJ began to consider issuing a formal notification reminding entities of the importance of timely and accurate submission of required NMVTIS reporting and ensuring that consumers are aware of the dangers associated with flood-damaged automobiles.

Additionally, BJA engaged AAMVA to explore the implications of NMVTIS system updates on the JSI program, specifically regarding changes to how total loss reports are captured and how record amendments are processed. Work on both initiatives is ongoing.

“The NMVTIS program enhances protection for Indiana residents by making it more difficult for individuals who commit fraud. This system helps safeguard customers from title fraud and assists in uncovering purchases involving stolen vehicles, ensuring a safer and more transparent vehicle buying experience.”

TANEIKA MCQUIRE

Director of Titles, Indiana Bureau of Motor Vehicles



Assessment

Access

**Transaction
Volume**

Data Providers

Consumer Access Program Transaction Volume and Gross Revenue Increase

Additional *Consumer Access Program* information, such as background, can be found on the DOJ website located at [NMVTIS Annual Reports and Financial Audits | Vehicle History](#).

The Consumer Access Program experienced growth in both billed transaction volume and gross revenue in FY2024. The billed transaction volume increased by 38% compared to FY2023 (Figure 26 and [Figure 27](#)). This growth is largely attributed to a higher volume of inquiries on used cars. Gross revenue increased by 22%, reaching \$7.1 million in FY2024, compared to \$5.8 million in FY2023 ([Figure 28](#)).

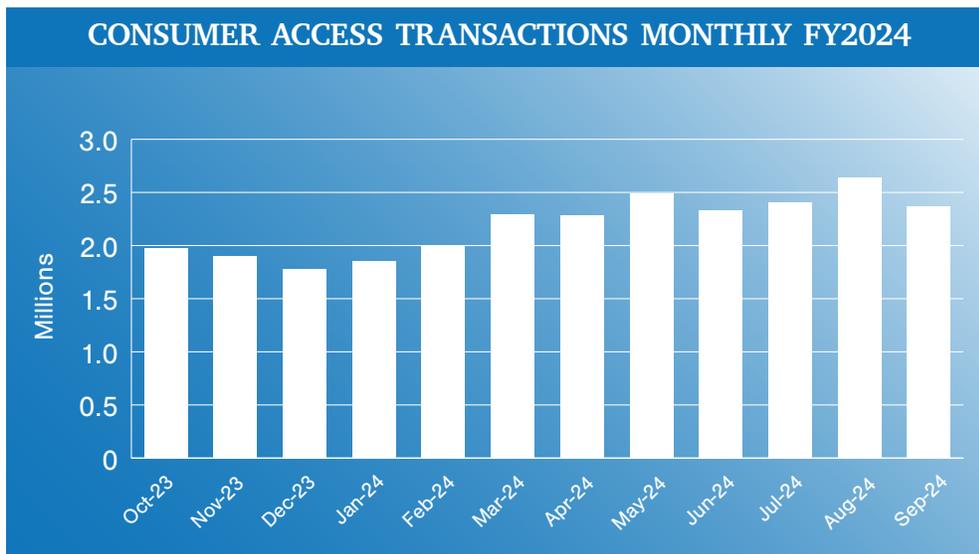


Figure 26

Approved NMVTIS Data Providers (“Providers”)

In this reporting period, nineteen Providers were in operation for all or part of the fiscal year. One Provider was approved in FY2024 but deferred moving into production until FY2025. Furthermore, AAMVA continued to support three Providers that were Approved in FY2023 but deferred their production until FY2025. Nineteen Approved NMVTIS Data Providers represent twenty-six approved websites where NMVTIS data is available as part of a vehicle history report. Providers and AAMVA continued to explore opportunities to expand NMVTIS data into new markets and promote new uses for NMVTIS information.

SECTION 4: CONSUMER ACCESS PROGRAM *(Continued)*

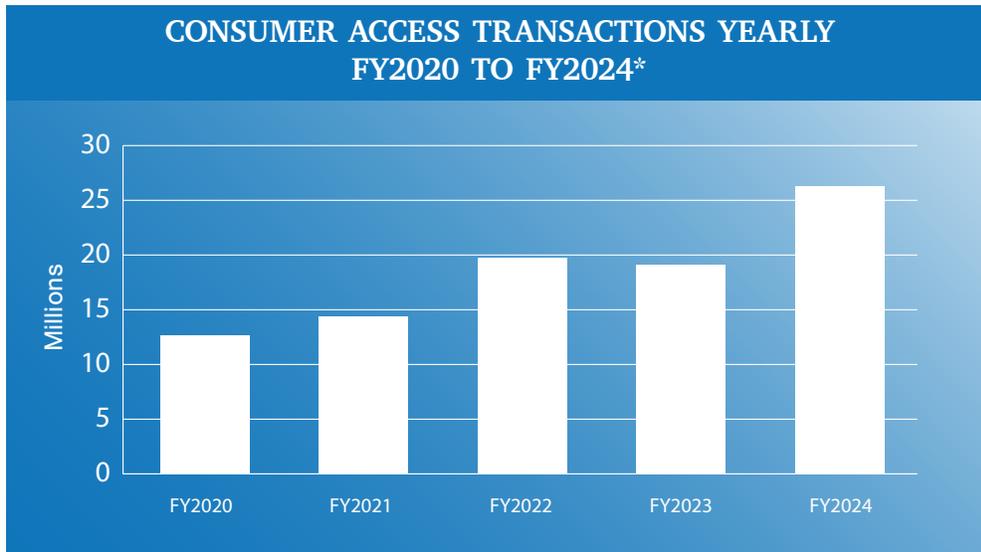


Figure 27

**Y2Y comparisons for fiscal years 2010 to 2019 can be viewed in prior Annual Reports.*

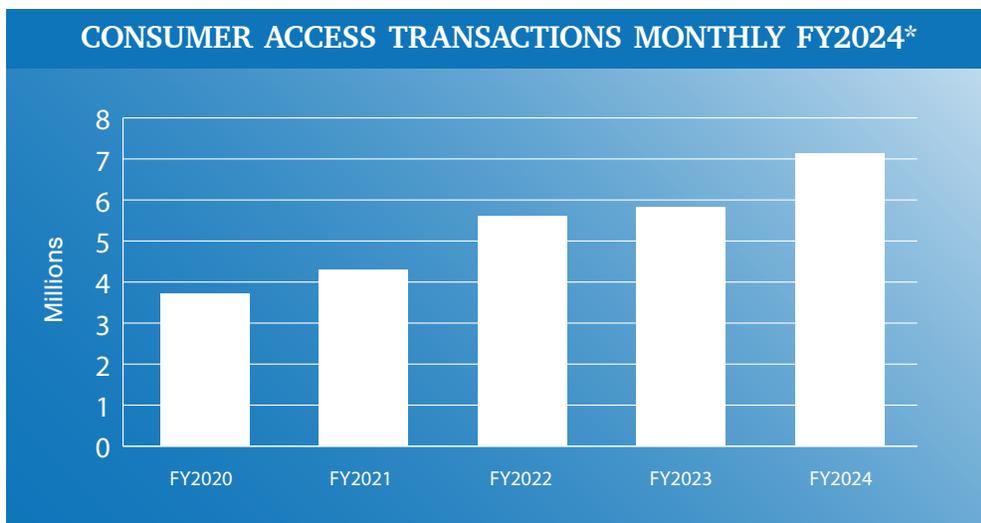


Figure 28

**Y2Y comparisons for fiscal years 2009 to 2019 can be viewed in prior Annual Reports.*

NMVTIS Consumer Access Market and Price Assessment

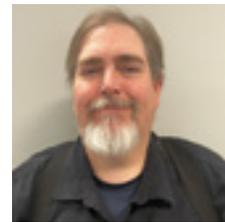
In FY2024, AAMVA contracted with a third party to perform a NMVTIS Consumer Access Market and Price Assessment. The goal of the assessment was twofold:

- To evaluate and recommend Consumer Access growth opportunities
- To compare the wholesale pricing structure for NMVTIS data against other sources of vehicle data

The project kickoff included a data-gathering exercise to gain a comprehensive understanding of the scope and to address any questions. The NMVTIS Consumer Access Market and Price Assessment will conclude in FY2025. Additional details regarding the assessment will be available in the next reporting period.

“NMVTIS is an essential resource for the State of Michigan to ensure the validity and accuracy of vehicle ownership transfer and vehicle branding building consumer confidence in the integrity of vehicle transactions.”

CHARLES LEIBRAND
NMVTIS Technician, Michigan
Department of State



Investigations

Law

**Enforcement
Access**

Inquiries

Law Enforcement Access Program

NMVTIS Law Enforcement Access Tool (LEAT) Inquiries Increased 39% from FY2023

Additional Law Enforcement Access Program information, such as Background and Benefits, can be found on the DOJ website located at [NMVTIS Annual Reports and Financial Audits | Vehicle History](#).

During FY2024, users continued to recommend features to enhance the NMVTIS LEAT search tool and further assist law enforcement investigations. These new features would improve the search functionality, add additional response sets, and explore new data sets to be included. The NMVTIS LEAT program continues to add users across a wide range of jurisdictions. In addition, total inquiries grew from 1,711,510 in FY2023 to 2,374,562 in FY2024, making FY2024 the year with the most inquiries conducted. The continual growth in LEAT inquiries demonstrates the value of NMVTIS to the law enforcement community.

The number of NMVTIS LEAT users rose by 12%: from 9,937 in FY2023 to 11,105 at the end of FY2024 (Figure 29). NMVTIS LEAT users include law enforcement officers (federal, state, local, tribal, and territorial), military investigators, and non-sworn state DMV investigators from the U.S. The user base for LEAT is not limited to the U.S., and users have been approved from Canadian sworn law enforcement agencies such as Service Alberta’s Special Investigation Unit and the Royal Canadian Mounted Police. To ensure this data is limited to sworn law enforcement officers and non-sworn state DMV investigators, access to NMVTIS LEAT can only be attained if a user is verified by either the Regional Information Sharing Systems (RISS) or the FBI’s

FIGURE 29. LEAT USERS YEARLY FY2020 TO FY2024*

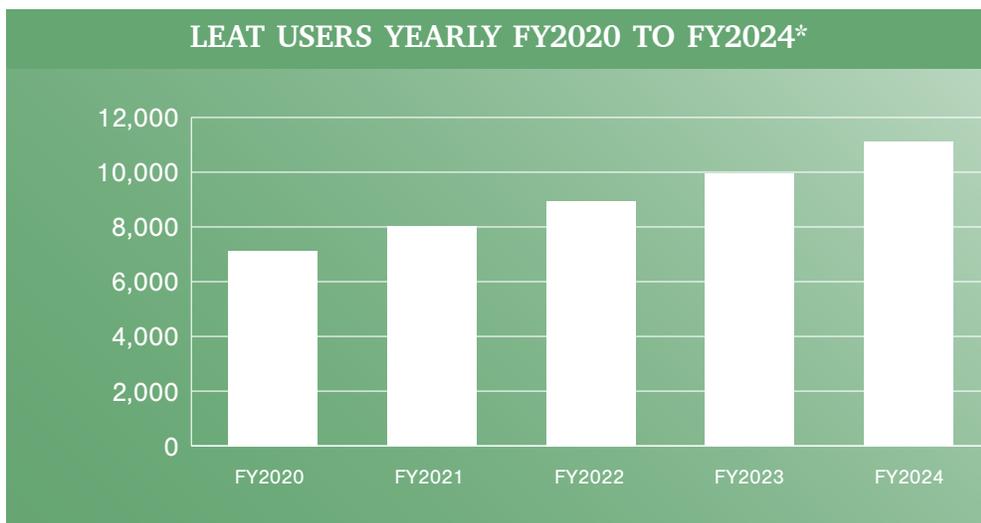


Figure 29

*Y2Y comparisons for fiscal years 2006 to 2019 can be viewed in prior Annual Reports.

Law Enforcement Enterprise Portal (LEEP). These are Secure But Unclassified (SBU) systems that provide vetting for all users. Additional information about LEAT and how to become a LEAT user can be found at https://vehiclehistory.bja.ojp.gov/nmvtis_law_enforcement.

NMVTIS LEAT inquiries increased by 59%, from 1,073,448 in FY2022 to 1,711,510 in FY2024. The increase is likely due to the addition of nearly 1,000 new users and normal fluctuation. Since its inception in FY2009 and through FY2024, over 7.1 million NMVTIS LEAT inquiries have been conducted, with 4.8 million in the last five years (Figure 30).

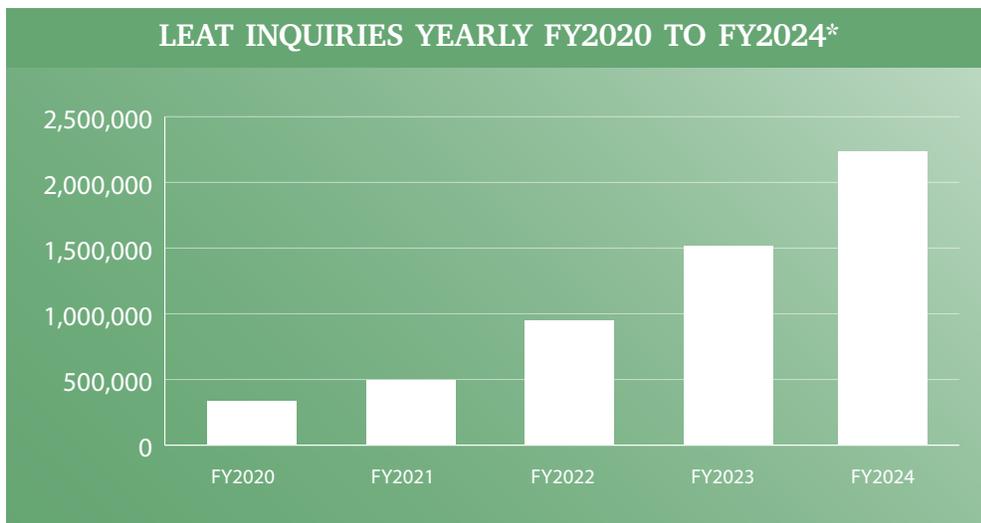


Figure 30

**Y2Y comparisons for fiscal years 2006 to 2019 can be viewed in prior Annual Reports.*

NMVTIS Law Enforcement Subcommittee (LESC)

In FY2024, AAMVA’s NMVTIS LESc, composed of law enforcement personnel, industry experts, and federal partners, continued to support and encourage the use of the NMVTIS LEAT. LESc members provided presentations at training events and conferences to educate attendees on effective methods of using NMVTIS LEAT and to provide case studies demonstrating the tool’s successful use.

The LESc continued documenting state NMVTIS enforcement and compliance legislation and began the process of preparing model legislation to offer as a resource for jurisdictions. Once published, this model will provide a legislative benchmark based on the best practices from jurisdictions with strong JSI enforcement.

To encourage and promote the use of NMVTIS LEAT, the NMVTIS LESc revised the NMVTIS Enforcement Award criteria in FY2023 to be more inclusive of investigators and investigative teams. This revision took effect in FY2024 and resulted in four NMVTIS Fraud Award submissions, more than in previous years.

SECTION 5: LAW ENFORCEMENT ACCESS PROGRAM *(Continued)*

Members of the LESC participated in a pilot project to assess the NMVTIS JSI reporting portal as a tool for law enforcement investigations. Investigators from Iowa, Maine, and Tennessee participated in a three-month pilot and recommended that access to these reports be included in the NMVTIS LEAT Federated Search page. The LESC anticipates this feature will be available to investigators beginning in FY2025.

The LESC continued researching NMVTIS success stories and suggestions for program enhancements, providing law enforcement and DMV investigators with updated tools and resources to strengthen vehicle-related crime investigations.

LAW ENFORCEMENT INTERVIEW: CORPORAL NATE BRADLEY, MISSOURI STATE HIGHWAY PATROL



AAMVA: Introduce yourself and provide a brief description of your background.

BRADLEY: My name is Nate Bradley. I graduated from Truman State University in May 1997 and from the Missouri State Highway Patrol Academy on July 1, 1997. I was initially assigned to Pettis County, Missouri and was promoted to Corporal in June 2024. I transferred to Jackson County, Missouri for the promotion and worked the road there until 2010.

I started learning more about the vehicle crime world in 2008, and left the road in 2010 to supervise Missouri's Motor Vehicle Inspection (MVI) Division, which conducts detailed vehicle examinations in order to convert a Salvage Title to a prior Salvage Title. I continued studying to enhance my skills and learn more about vehicle crimes, and served as the International Association of Auto Theft Investigators (IAATI) Associate Director for several years. Currently, I am the President of the North Central Regional Chapter of IAATI; last year alone I participated in the recovery of 334 stolen vehicles.

LAW ENFORCEMENT INTERVIEW: CORPORAL NATE BRADLEY, MISSOURI STATE HIGHWAY PATROL *(Continued)*

AAMVA: How do you use NMVTIS to perform your everyday duties?

BRADLEY: After learning about NMVTIS and gaining access to the system, I began to familiarize myself with the data NMVTIS provides. After I discussed the benefits of using NMVTIS with my team, they decided to run all VINs through NMVTIS, and quickly realized that by performing NMVTIS checks and comparisons, they could obtain the vehicles' titling and JSI information. This gave us the ability to identify all types of fraud, from branding issues to odometer frauds.

AAMVA: Can you, at a high level, provide an overview of a few cases where NMVTIS was one of the resources you relied on during the investigation? How did the NMVTIS Law Enforcement Access Tool assist you with these cases?

BRADLEY: In 2015, I investigated a 48-vehicle odometer fraud case, which ended up spanning several years. The suspects were skipping title assignment when they purchased older-model, higher-mileage vehicles from various individuals and dealerships. The suspects rolled significant mileage off, forged some signatures, and offered vehicles for sale on the internet, all while claiming to be the vehicles' previous owners. After additional investigation, my team and I determined that the suspects conducted a similar scheme on the East Coast, where they originated. In the end the case was prosecuted through the US Attorney's Office and the suspects went to prison.

Another case we investigated involved classic Corvettes. Vehicle owners purchased parts from or obtained clean, unbranded titles to the vehicles, from which the suspects created vehicles with matching numbers. The suspects restamped engines, transmissions, and frames, and sometimes faked the trim tag to show the vehicle had a rarer color combination, making it more valuable and collectible. My team and I discovered that this case appeared to be widespread, not simply affecting one shop in the Kansas City area. NMVTIS provided us with

LAW ENFORCEMENT INTERVIEW: CORPORAL NATE BRADLEY, MISSOURI STATE HIGHWAY PATROL *(Continued)*

title history and branding information that we would never have had access to. Since the vehicles were older than 1982 and not stolen, my team and I could not use Carfax or ISO Claimsearch.

We also investigated a large (\$156 million in one year) scrap metal theft case. The business was required to report every vehicle they destroyed to NMVTIS. However, the business did not know this, nor did they know what NMVTIS was.

Currently, my team and I are investigating a consumer fraud case where NMVTIS has been instrumental. Most big rental car companies are self-insured. So, after a rental car is damaged by a crash and is not fixed, the vehicle goes to CoPart or Insurance Auto Auctions (IAA). In many circumstances, the vehicle requires a Salvage title. However, in the interest of making more money, some less-than-honest companies skip that part and sell the vehicle through the salvage auction with a clean unbranded title. A business in Kansas City purchased three of these vehicles. The suspects made several cosmetic repairs to the vehicles, then laundered the vehicles through one of the larger vehicle auctions without disclosing any of the associated damage or repairs. Fortunately, NMVTIS caught the salvage scam, which directed the suspects back to the DMV when discovered. I am still working on how I will prosecute the business, with the goal to force Enterprise, Avis, and Hertz to do the right thing and obtain Salvage titles to their vehicles.

AAMVA: Provide NMVTIS-related guidance and/or advice to those investigators who may be new to vehicle fraud.

BRADLEY: NMVTIS is an invaluable tool in fighting vehicle crimes. The data is only as good as what is reported, but once you understand the limitations of the data, you can draw sound investigative conclusions. It also provides great lead information for investigations.

Legislation

Outreach

Awareness Efforts

Fraud Detection

Outreach and Awareness of NMVTIS

NMVTIS Awareness Efforts Continued

Outreach and awareness efforts during FY2024 were broadly focused on the State Program. AAMVA staff provided regular NMVTIS updates to the AAMVA Board of Directors, the SPS, and the LESC. NMVTIS updates were also provided during eight of the semi-monthly AAMVA Fraud Awareness calls. Additionally, AAMVA hosted ten NMVTIS Operations Monthly Forum calls, with participation from as many as twenty-six states. Two calls were also held with NMVTIS Business POCs to ensure open communication and awareness of current operational and strategic issues. During FY2024, one NMVTIS Stakeholder Webinar was held, with 285 attendees representing state motor vehicle agencies, law enforcement, industry associations, vendor partners, and federal agencies.

Consumer Outreach

AAMVA continued to encourage states to post the public awareness video, "Check NMVTIS Before You Buy!" on their public-facing websites. The four short videos, reflecting key messages from the full-length video, remained available for use in state agency waiting areas and for posting on state agency websites to increase consumer awareness.

Texas Department of Motor Vehicles (TxDMV)

During FY2024, the "Don't Buy a Wreck – Do a Title Check!" video had 13,937 views, compared to 12,391 views during FY2023. TxDMV refers customers to its Title Check website on the "Mail" tab of all Texas Certificates of Title. During FY2024, there were 459,123 page views, a 28.8% increase over the 356,190 views reported in FY2023. Notably, there were also 151,979 new visitors to the Title Check website, a 10.3% increase from the 137,735 new visitors in FY2023. The televisions in TxDMV Regional Service Center lobbies now show several of the NMVTIS videos about the importance of obtaining a vehicle history report that includes NMVTIS information before purchasing a used vehicle.

FRAUD DETECTION AND REMEDIATION

AAMVA's Fraud Detection and Remediation (FDR) Training Program

The FDR training program provides in-depth training to educate attendees on the latest techniques in fraud deterrence and detection.

The NMVTIS module was developed and added to the FDR training program during the FY2015 reporting period. All states continued to use the FDR program during FY2024. As part of AAMVA Fraud Awareness efforts with motor vehicle agencies and law enforcement, regular updates were presented on NMVTIS program performance. Additionally, states continued to identify opportunities to enhance vehicle title information and to encourage the use

SECTION 6: OTHER AREAS *(Continued)*

of NMVTIS as a resource for the motor vehicle community to detect and deter fraud. NMVTIS remained on the agenda for monthly Fraud Awareness calls for the law enforcement, vehicle, and driver communities.

State Legislation Efforts

During FY2024, five states—Florida, Indiana, Nebraska, New Jersey, and West Virginia—introduced NMVTIS-related legislation. Four bills introduced in Florida, Indiana, and Nebraska were adopted with an effective date in FY2024. To date, there have been forty-four NMVTIS-related legislative bills adopted by states.

ADOPTED LEGISLATION:



FLORIDA

FL H 179: Introduced, January 9, 2024; Adopted, March 22, 2024; Effective, July 1, 2024

- A towing-storage operator who comes into possession of a vehicle or vessel and who claims a lien for recovery, towing, or storage services, must give notice by certified mail to the registered owner, the insurance company insuring the vehicle or vessel, and all persons claiming a lien thereon, as disclosed by the records in the DHSMV or as disclosed by the records of any corresponding agency in any other state in which the vehicle or vessel is identified through a records check of the NMVTIS or an equivalent commercially available system as being titled or registered.
- A towing-storage operator who comes into possession of a vehicle or vessel that is to be sold for purposes of being dismantled, destroyed, or changed in such manner that it is not the vehicle or vessel described in the Certificate of Title must report the vehicle to the NMVTIS and apply to the DHSMV for a certificate of destruction. A certificate of destruction can be reassigned a maximum of two times before dismantling or destruction of the vehicle is required and must accompany the vehicle or vessel for which it is issued in lieu of a Certificate of Title. The application for a certificate of destruction must include proof of reporting to the NMVTIS and an affidavit from the applicant that she or he has complied with all applicable requirements of this section and, if the vehicle or vessel is not registered in this state or any other state, by a statement from a law enforcement officer that the vehicle or vessel is not stolen and must be accompanied by such documentation as may be required by the department.
- If attempts to locate the name and address of the registered owner, the insurance company insuring the vehicle or vessel, and any other person claiming a lien are unsuccessful, 5 business days, excluding a Saturday, Sunday, or federal legal holiday, after the initial tow or storage, the towing-storage operator must notify the public agency of jurisdiction where the vehicle or vessel is stored in writing by certified mail or receipt-acknowledged electronic delivery that the towing-storage operator has been unable to locate the name and address of the owner or lienholder and a physical search of the vehicle or vessel has disclosed no ownership information and a good faith effort has been made, including records

SECTION 6: OTHER AREAS *(Continued)*

checks of the Department of Highway Safety and Motor Vehicles database and the NMVTIS or an equivalent commercially available system.

- Redefines "good faith effort" as requiring necessary checks to have been performed by a towing-storage company to establish the prior state of registration and title of a vehicle or vessel that has been towed or stored by the company, including a check of the electronic NMVTIS or an equivalent commercially available system to determine the state of registration when there is not a current registration record for the vehicle or vessel on file with the department.

FL S 1350: Introduced, January 9, 2024; Adopted, May 31, 2024; Effective, July 1, 2024

- If the department's records do not contain the owner's address, the independent entity must, for a motor vehicle, identify the latest titling jurisdiction of the vehicle through use of the NMVTIS or an equivalent commercially available system and attempt to obtain the owner's address from that jurisdiction. If the jurisdiction returns an address that is different from the owner's address provided by the insurance company, the independent entity must send a notice to both addresses.
- The independent entity shall maintain for at least 3 years the records related to the 30-day notice sent to the owner. For motor vehicles, the independent entity shall also maintain for at least 3 years the results of searches of the NMVTIS or an equivalent commercially available system and the notification to the NMVTIS.
- The independent entity shall make the required notification to the NMVTIS before releasing any damaged or dismantled motor vehicle to the owner or before applying for a Certificate of Destruction or Salvage Certificate of Title. The independent entity is not required to notify the NMVTIS before releasing any damaged or dismantled vessel to the owner or before applying for a Certificate of Title.
- Upon applying for a Certificate of Destruction, Salvage Certificate of Title, or Certificate of Title for a motor vehicle or for a Certificate of Title for a vessel, the independent entity shall provide a copy of the release statement from the insurance company to the independent entity, proof of providing the 30-day notice to the owner, proof of notification to the NMVTIS if required, proof of all lien satisfactions or proof of a release of all liens on the motor vehicle or vessel, and applicable fees.
- Defines "rebuilt inspection services" means an examination of a rebuilt vehicle and a properly endorsed Certificate of Title, Salvage Certificate of Title, or manufacturer's statement of origin and an application for a Rebuilt Certificate of Title, a rebuilder's affidavit, a photograph of the junk or salvage vehicle taken before repairs began, if available, a photograph of the interior driver and

“The MSS investigators use the NMVTIS LEAT routinely during fraud investigations. It is a valuable tool in locating stolen vehicles.”

MICHAEL RENNIE

Operations & Management
Consultant Manager, Fraud
Mitigation Program, Bureau
of Motorist Services Support
(MSS), Florida Highway Safety
and Motor Vehicles



SECTION 6: OTHER AREAS *(Continued)*

passenger sides of the vehicle if airbags were previously deployed and replaced, receipts or invoices for all major component parts, and repairs which were changed, and proof that notice of rebuilding of the vehicle has been reported to the NMVTIS.



INDIANA

IN S 65: Introduced, January 8, 2024; Adopted, March 13, 2024; Effective, July 1, 2024

- An automotive salvage recycler shall maintain the following information with respect to each motor vehicle purchase transaction without a Certificate of Authority or Title to which the automotive salvage recycler is a party for at least five years after the date of the purchase transaction including the name, address, and NMVTIS identification number of any scrap metal processor or automobile scrapyards.



NEBRASKA

NE L 1200: Introduced, January 16, 2024; Adopted, April 15, 2024; Effective, April 16, 2024

- An application for a Certificate of Title for a vehicle shall include a statement that an identification inspection has been conducted on the vehicle. The identification inspection shall also include a statement that the vehicle identification number has been checked for entry in the National Crime Information Center and the Nebraska Crime Information Service or the NMVTIS.
- For each junk yard, salvage yard, and auto recycler vehicle required to be reported under 28 C.F.R. 25.56, as such regulation existed on January 1, 2024, the information obtained by the department of motor vehicles under this section may be reported to the NMVTIS in a format that will satisfy the requirement for reporting under 28 C.F.R. 25.56, as such regulation existed on January 1, 2024.

Sustainability

Engagement

Looking Ahead

System Improvement

Looking Ahead

Fifty U.S. States, including the District of Columbia will Continue to Be Fully Participating in NMVTIS; State Users to Participate in Third NMVTIS State Users Workshop; System Improvements and Sunsetting of Technologies Continue; Stakeholder Engagement to Expand; Implementation of Enhancements Continues to Annual Report Format and Publication Process; Evaluation of Recommendations for the Consumer Access Market and Price Assessment Continues; AAMVA/DOJ Cooperative Agreement to Renew; Continuing Financial Sustainability Projected.

Participation

AAMVA will continue to support states as they rewrite and modernize their title systems to enable more effective participation in NMVTIS. AAMVA will also explore and implement the most efficient approach for Hawaii to participate in the system.

Through ongoing training and outreach by the LESC, law enforcement's reliance on the NMVTIS LEAT will continue to grow as users recognize the benefits of including LEAT as a key resource for investigations. The LESC continues to pursue greater involvement of state and local law enforcement in achieving more complete reporting by all required entities.

State Users Workshop

Building on the success of the NMVTIS State Users Workshop held in 2023, AAMVA plans to host a third workshop in FY2025. The workshop program will be designed for representatives from vehicle titling, operational help desks, law enforcement, and information technology to engage and discuss current challenges and identify future opportunities for state users of NMVTIS.

System Improvement Activities

In FY2025, AAMVA plans to complete the State Web Interface (SWI) application rewrite, incorporating technical and application enhancements. With NMVTIS now fully transitioned to the cloud, AAMVA intends to rewrite the NMVTIS online logic for each transaction to leverage cloud efficiencies.

Key Initiatives for FY2025 include:

- Enhancing jurisdictional access to NMVTIS data
- Expanding and refining JSI offerings
- Introducing new LMS modules to provide advanced training opportunities for jurisdiction members
- Rewriting the Consumer Access web service to improve performance and efficiency

Additionally, as part of the AAMVA Board-approved initiative to sunset outdated technologies, AAMVA will continue to support members undertaking system rewrites to ensure seamless transitions and alignment with modern standards.

Stakeholder Engagement

AAMVA will continue stakeholder engagement efforts by holding a stakeholder webinar to provide the NMVTIS community with updates on system performance and key initiatives. The webinar will focus on topics requested by stakeholders, as well as other areas of interest from the System Operator's perspective. In the year ahead, AAMVA also plans to actively engage with the junk and salvage industry through participation at industry conferences.

Consumer Access Market and Price Assessment

At the end of FY2024, AAMVA embarked on an assessment of the Consumer Access Program to identify new market opportunities for using NMVTIS data. Additionally, the current rate structure is being evaluated to determine competitiveness and identify any necessary changes.

Cooperative Agreement

As the current cooperative agreement expires at the beginning of FY2026, AAMVA will work with the DOJ to review, revise, and renew the agreement to ensure it accurately reflects the current operation while positioning the system for the future.

Annual Report

AAMVA, in conjunction with the DOJ, will continue to implement the approved recommendations from the communication audit conducted during FY2024. These changes are expected to result in further refinements in the FY2025 NMVTIS Annual Report and future reports.

Sustainability

As NMVTIS is established as a self-funding funding model, AAMVA will continue to monitor system revenues and costs, making necessary adjustments and advancements to ensure the system remains on the path of self-sustainability now and in the future.

“NMVTIS protects Texans across the Lone Star State by providing access to important vehicle title information through our TxDMV online Title Check feature. NMVTIS continues to make Texas roads safer by identifying brand issues and keeping unsafe vehicles off our roads.”

DANIEL AVITIA
Executive Director, Texas
Department of Motor Vehicles



EXHIBIT 1: STATE BENEFITS

During FY2024, states reported a wide range of benefits from participating in NMVTIS.

	Potential Stolen Vehicles Identified	Vehicle Brands Identified and Carried Forward	Potential Cloned Vehicles Identified	Potential Fraudulent Activity Identified	JSI Data Assisted in Business Investigative Processes	Enhanced Customer Service	Enhancements for Motor Vehicle Titling Agencies
Alabama	★	★	★	★	★	★	★
Alaska			★	★	★	★	★
Arizona						★	★
Arkansas						★	★
California	★	★		★		★	★
Colorado	★	★	★	★	★	★	★
Connecticut	★	★	★	★	★	★	★
Delaware	★	★	★	★	★	★	★
D.C.	★	★		★	★	★	★
Florida	★	★	★	★		★	★
Georgia	★	★	★	★	★	★	★
Idaho						★	★
Illinois						★	★
Indiana	★	★	★	★	★	★	★
Iowa	★	★	★	★	★	★	★
Kansas						★	★
Kentucky	★	★	★	★	★	★	★
Louisiana						★	★
Maine	★	★	★	★	★	★	★
Maryland	★	★	★	★	★	★	★
Massachusetts	★	★		★		★	★
Michigan	★	★	★	★	★	★	★
Minnesota	★	★	★	★	★	★	★
Mississippi	★	★	★	★	★	★	★

EXHIBIT 1: STATE BENEFITS *(Continued)*

	Potential Stolen Vehicles Identified	Vehicle Brands Identified and Carried Forward	Potential Cloned Vehicles Identified	Potential Fraudulent Activity Identified	JSI Data Assisted in Business Investigative Processes	Enhanced Customer Service	Enhancements for Motor Vehicle Titling Agencies
Missouri	★	★	★	★		★	★
Montana	★	★	★	★	★	★	★
Nebraska	★	★	★	★	★	★	★
Nevada	★	★	★	★	★	★	★
New Hampshire	★	★	★	★	★	★	★
New Jersey	★	★	★	★	★	★	★
New Mexico						★	★
New York	★	★	★	★	★	★	★
North Carolina	★	★	★	★	★	★	★
North Dakota					★	★	★
Ohio						★	★
Oklahoma						★	★
Oregon						★	★
Pennsylvania	★	★	★	★	★	★	★
Rhode Island			★	★		★	★
South Carolina						★	★
South Dakota			★			★	★
Tennessee	★	★	★	★	★	★	★
Texas	★	★		★		★	★
Utah	★	★	★	★	★	★	★
Vermont	★	★		★	★	★	★
Virginia		★	★	★	★	★	★
Washington						★	★
West Virginia	★	★	★	★	★	★	★
Wisconsin	★	★	★	★	★	★	★
Wyoming	★	★	★	★	★	★	★

EXHIBIT 1: STATE BENEFITS *(Continued)*

Potential Stolen Vehicles Identified Using NMVTIS

State	Results
Connecticut	An investigation conducted by the Connecticut DMV Commercial Vehicle Safety Division (CVSD) determined that eighty-five vehicles were deemed stolen. The vehicles were cancelled and removed from NMVTIS.
Indiana	Indiana identified 2,685 stolen “hits” or confirmed stolen vehicles.
Massachusetts	Massachusetts has identified seventy-one confirmed stolen vehicles where title applications were halted from processing.
Michigan	NMVTIS has had more than ninety incidents of potential fraud referred to their Regulatory Monitoring Division. This has resulted in ten vehicle recoveries.
Texas	Texas continues to participate via batch and does not receive stolen information from NMVTIS as a result. A separate process is used to identify stolen vehicles.
Wisconsin	WisDOT followed up on 254 stolen vehicle alerts generated during title processing from 10/1/23 to 9/30/24, excluding any notifications for titles issued to insurance companies.

EXHIBIT 1: STATE BENEFITS *(Continued)*

Vehicle Brands Identified and Carried Forward Using NMVTIS

State	Results
Connecticut	Title documents in Connecticut were missing 275 identified vehicle brands. Once these errors were identified, the brands were added to the titles and letters were sent to the customers to advise of the corrections made. New titles were issued once the unbranded title was returned by the customers and/or lienholders.
Indiana	Indiana has identified 55,819 vehicle brands that were missing from the title documents. They were carried forward.
Massachusetts	Massachusetts identified 119 vehicle brands that were missing from the title documents. They were carried forward.
Michigan	Michigan identified more than 150 vehicles that were carried forward. NMVTIS allows Michigan to capture missed brands and verify with film research and/or confirm brands with other states. This allows Michigan to quickly identify and add missed brands or confirm incorrectly branded vehicles, in most cases in less than 48 hours.
Texas	<p>TxDMV identified 23,761 brands as missing/recaptured. There were 2,617 out-of-state titles surrendered to TxDMV which did not contain the brand reported by NMVTIS. These brands were recaptured on the TxDMV title prior to issuance. Another 1,316 previously issued TxDMV titles, which already had brands, were rebranded before new TxDMV titles were issued.</p> <p>Additionally, 478 vehicles that lacked ownership evidence and were processed under a bond, court order, or foreclosure lien were identified as missing brands when originally processed. Further, 18,916 transactions were caught where a processing clerk failed to carry forward a value-limiting brand printed on the surrendered ownership document. NMVTIS facilitated these brands being captured, so that a title was not issued with the brand being left off in error.</p> <p>TxDMV also identified 434 vehicles previously reported as Exempt from odometer disclosure for which TxDMV applies the not actual brand.</p>
Wisconsin	Wisconsin reviews titles with multiple brands or a Salvage brand that does not have an equivalent Rebuilt or Repaired or Prior Salvage brand listed on the printed title. Reviewing these titles against NMVTIS, Wisconsin continues to find titles received from other states that had a Salvage brand listed on their title but not on NMVTIS.

EXHIBIT 1: STATE BENEFITS *(Continued)*

Enhanced Customer Service Attributed to NMVTIS Use

State	Results
Connecticut	NMVTIS allows Connecticut to issue the most accurate titles and offers an added layer of protection to consumers by identifying any discrepancies or fraud prior to the title being issued.
Indiana	In the State of Indiana, NMVTIS plays a crucial role in combating auto theft and fraud. This system is designed to provide vital information on vehicle titles, helping to deter criminal activities associated with stolen or misrepresented vehicles. By maintaining accurate records and sharing data across states, NMVTIS State Web helped to protect consumers and promote transparency.
Massachusetts	Being fully integrated online with NMVTIS has enhanced Massachusetts' ability to process title transactions with the most accurate data possible. A major benefit has been ensuring that all brands are captured accurately and vehicles are properly inspected before branding a vehicle as Rebuilt. The increased data integrity also reduces the amount of customer service interaction required.
Michigan	NMVTIS allows Michigan to quickly assess the validity of surrendered title documents and the accuracy of brands with other states. Approximately 99% of out-of-state title transactions occur and are approved in real time while the customer is at the branch office. Most of the rest can be resolved in just a few hours.
Texas	During the reporting period, NMVTIS inquiries generated 113,721 errors that resulted in transactions receiving a secondary review to ensure accuracy. Of these transactions, most had valid errors requiring a correction which would otherwise not have been identified without NMVTIS and likely would have resulted in title corrections, fraud being perpetrated, or issues for future owners.
Wisconsin	<p>Additional system checks prevent cloned or fraudulent vehicles from being re-titled, stopping them from being sold to dealerships here or elsewhere under a clear title, only to be recovered later when their true identity is discovered.</p> <ul style="list-style-type: none"> • 1,892 Change State of Title (CSOT) checks identified as mismatches due to bad out-of-state titles or keying by staff. • 419 checks between October and December yielded 68 fraudulent title cancellations. • 372 checks between January and March yielded 31 fraudulent title cancellations. • 539 checks between April and June yielded 19 fraudulent title cancellations. • 562 checks between July and September yielded 44 fraudulent title cancellations. • 162 Wisconsin titles were cancelled and/or prevented from being issued.

EXHIBIT 1: STATE BENEFITS *(Continued)*

Potential Cloned Vehicles Identified Using NMVTIS

State	Results
Connecticut	Connecticut identified forty cloned vehicles. Their investigators have worked with other states and law enforcement to cancel these credentials and remove erroneous information from NMVTIS.
Indiana	Indiana identified 2,685 cloned vehicles. The number of potential cloned vehicles and VIN errors hindered their ability to assess the issue and maintain the integrity of vehicle identification records. Indiana’s analysis suggests that each recorded VIN hit is more likely the result of a data entry error than a cloned vehicle problem.
Michigan	By using NMVTIS, Michigan has identified more than ten cloned vehicles and initiated over twenty VIN inspections, approximately half of which revealed cloned or retagged vehicles.
Wisconsin	Wisconsin has identified five cloned VINs. Title documents were reviewed prior to VIN verifications; cloned vehicles were recovered and returned to previous owners and/or reporting agencies.

Potential Fraudulent Activity Identified Using NMVTIS

State	Results
Connecticut	Connecticut identified 704 vehicles previously reported as junk prior to a new title being issued.
Massachusetts	Massachusetts identified 297 cases of fraud, such as fraudulent or counterfeit titles, odometer fraud, and broken chains of ownership.
Michigan	Michigan has used NMVTIS to identify fraudulent titles, odometer branding, and branding and VIN discrepancies. They have identified more than ninety incidents of potential fraud that have been referred to Michigan’s Regulatory Monitoring Division. Specifically, twenty vehicles previously reported as junk were identified prior to a new title being issued.
Texas	<p>Texas has identified the following potentially fraudulent activities:</p> <ul style="list-style-type: none"> • 166 fake/fraudulent out-of-state titles • 190 Texas titles • 173 titles had odometers altered • 14 titles had brands tampered with or altered <p>While not directly linked to fraudulent activities, there were 2,323 superseded titles surrendered and another 11,525 odometer discrepancies.</p> <p>Texas also identified 543 fraudulent incidents and 166 cases where new titles were issued to vehicles previously reported as junk.</p>

EXHIBIT 1: STATE BENEFITS *(Continued)*

Enhancements for Motor Vehicle Titling Agencies Attributed to NMVTIS

State	Results
Connecticut	Data verification aids in clearing insurance compliance cases by verifying vehicles titled in a new state. It also saves the consumers time and money by providing evidence of salvage inspections being done by a previous state. NMVTIS assists in identifying whether a vehicle has left the state or was registered/titled in another state.
Indiana	Indiana had 779,370 total NMVTIS hits. It is important to note that a significant number of these hits stem from errors in association where vehicles or records may be mistakenly linked to one another. To address this issue, Indiana believes that implementing a more efficient record-keeping system is crucial. Such a system would allow Indiana to analyze each NMVTIS hit individually, eliminating the need to download multiple reports or engage in time-consuming manual calculations. This improvement is a priority for Indiana as they strive to enhance processes and accuracy in record management.
Massachusetts	NMVTIS has allowed Massachusetts to collaborate with other states in new and innovative ways. The sharing of information and the connections made not only strengthens states' NMVTIS programs but promotes communication across all areas of vehicle program management.
Michigan	Michigan has identified enhancements such as data syncs and CSOT resets. A constant push from AAMVA from states to do data syncs, along with AAMVA involvement in massive CSOT resets, has helped to eliminate Michigan's and other states' manual help desk tickets.
Texas	With the assistance of AAMVA, Texas implemented a pilot program in late June 2024 that results in a real-time NMVTIS brand check performed across our various systems prior to the issuance of a temporary permit. This real-time check helps prevent the issuance of a temporary permit to salvage, non-repairable, and/or junk vehicles. In total, since the pilot was implemented, Texas has completed 3,133,698 NMVTIS checks and have prevented issuance of 19,002 temporary permits resulting from the return of a Salvage, Nonrepairable, and/or Junk brand.
Wisconsin	Just over 258,000 NH updates were made to Wisconsin records, representing a cost savings of just over \$50,000 for staff that would have been making manual updates.

EXHIBIT 1: STATE BENEFITS *(Continued)*

JSI Data Assisted in Business Processes

State	Results
Connecticut	JSI is used to verify information prior to issuing a title or registration. It also aids in investigations performed by DMV law enforcement.
Indiana	Indiana uses JSI data. It provides Indiana with the opportunity to correct washed brands on customers' new title documents. This correction is crucial because it not only clarifies the vehicles' status but also prevents any misrepresentation of their history. Furthermore, JSI plays a significant role in their efforts to ensure that no vehicle classified as Junk under the Junked Vehicle Status Index (JSI) is allowed to be put back on the road, thereby enhancing road safety and compliance with regulatory standards.
Michigan	Michigan does not issue brands based on JSI data within NMVTIS. Brands are added in Michigan only when the customer applies for the specific brand. They do not use JSI to verify that a vehicle has not been crushed prior to issuing a Michigan title. If the JSI data is newer than the current Michigan title, then they would require a vehicle inspection.
Texas	TxDMV does not use JSI information via the batch process. It is considered when JSI shows Scrapped or Junk when a Certified Copy of Title is being issued.

EXHIBIT 2: PRESS

[2024FloodDamageNotification.pdf](#)

[BMV Detectives Crack Stolen Vehicle Cases](#)

[MarylandOfficialsIssueWarningOnFloodDamagedUsedCars.pdf](#)

[ChicagoManSignedFakeTitleApplication.pdf](#)



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