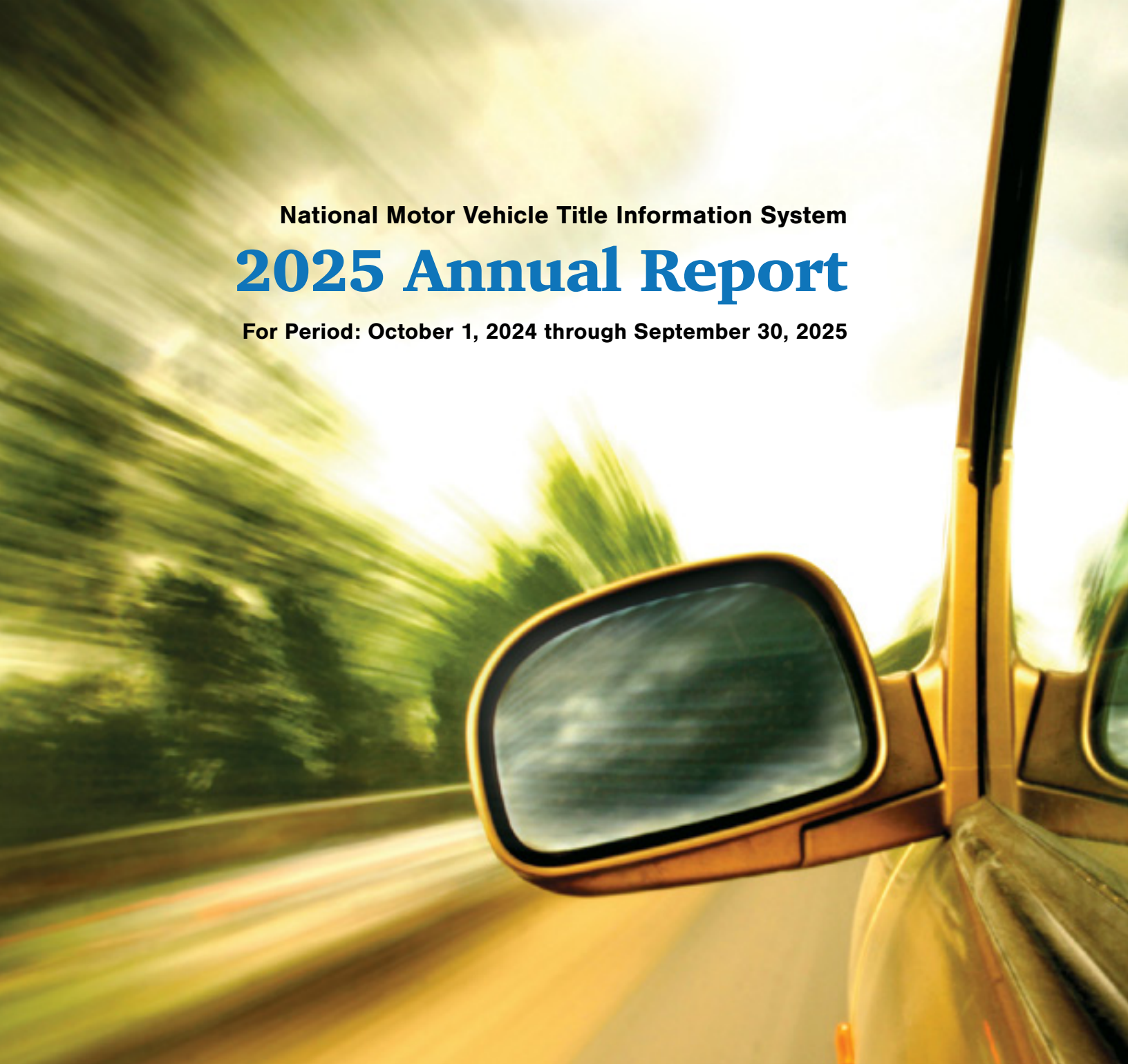


National Motor Vehicle Title Information System

2025 Annual Report

For Period: October 1, 2024 through September 30, 2025





This material is based upon work under 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 under a Cooperative Agreement between the U.S. Department of Justice/Office of Justice Programs and the American Association of Motor Vehicle Administrators (AAMVA). 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, to prepare and publish an annual report and procure an independent financial audit. This NMVTIS Fiscal Year (FY) 2025 Annual Report is the seventeenth publication, covering October 1, 2024, through September 30, 2025 (FY2025). FY2025 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 2026, this report details the performance of NMVTIS during FY2025. 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.

For the status of the system, please visit the U.S. Department of Justice (DOJ) website, under [NMVTIS Annual Reports and Financial Audits | Vehicle History](#).

INTERACTIVITY OF THIS REPORT:

When reading this report online, click on the [blue hyperlinks](#) to go to the referenced websites and pages in the report.

NOTES:

- For the purposes of this report, the term “state” refers to all fifty states and the District of Columbia.
- For some figures, Year-to-Year (Y2Y) comparisons 2020 and prior can be viewed in the [NMVTIS Annual Reports and Financial Audits | Vehicle History](#).
- AAMVA has made several changes to the NMVTIS Annual Report. Beginning in FY2024, static information can now be found on the DOJ 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 FY2025 Annual Report of the National Motor Vehicle Title Information System (NMVTIS). This report documents NMVTIS' continued progress toward the goals established by the 1992 Anti-Car Theft Act and is made available to all system stakeholders.

As required by federal law, this report highlights the system's performance, accomplishments, revenue, and expenses. AAMVA continues to serve as a strong and effective system operator under a cooperative agreement with the U.S. Department of Justice (DOJ), Bureau of Justice Assistance (BJA). During FY2025, AAMVA and DOJ worked toward renewing the cooperative agreement, which expired in October 2025. Renewal efforts were delayed due to the federal government shutdown, and AAMVA continued operating the system under the terms of the existing agreement in the interim.

This year's report reflects the completion of a multiyear effort to modernize how the Annual Report is prepared and presented. Following a communications audit conducted in the prior year—which confirmed the report serves its intended purpose while identifying opportunities for improvement—AAMVA has implemented the final changes to streamline the publication. The result is a more focused, accessible report that highlights the current year's performance while providing five-year trend data for broader context.

Looking at system infrastructure, AAMVA's Board of Directors previously approved a plan to sunset the technologies underpinning NMVTIS and other AAMVA applications. The current network and technology infrastructure was originally established in the early 1990s and, despite updates made in 2015, has become increasingly outdated. Vendor support is diminishing, and institutional knowledge of these legacy systems is declining as experienced staff retire. To address this

Continued on next page.



“NMVTIS has been and remains a trusted, reliable resource for vehicle title and brand history data, and a valuable tool in the fight against fraud. This report takes a comprehensive look at the system and the benefits users can realize from NMVTIS, and highlights what's ahead. Thank you to all the organizations and individuals who have contributed their expertise.”

IAN GROSSMAN
President & CEO

MESSAGE FROM THE NMVTIS OPERATOR *(Continued)*

challenge, AAMVA has begun executing its outreach and transition strategy to move NMVTIS users to a modern RESTful web services solution ahead of a January 2028 sunset date.

NMVTIS remains the nation's trusted source for state vehicle title and brand history as well as Junk, Salvage, and Insurance total loss information. This report reflects the hard work and dedication of the many individuals and organizations who support the system. I am grateful for their contributions and confident you will find this year's report both informative and useful.

Ian Grossman, *President & CEO*

EXECUTIVE SUMMARY

During FY2025, NMVTIS maintained full participation from forty-nine states and the District of Columbia, ensuring nationwide coverage of title and brand information. The system continued growing in scale and usage, with cumulative current title records increasing to more than 703 million and total title history records exceeding 1.3 billion. State participation resulted in more than 315 million transactions during the fiscal year, reflecting increased integration of NMVTIS into state titling workflows and modernization efforts.

AAMVA continued to support state modernization initiatives, including the transition to RESTful web services and the promotion of regular data synchronization activities. These efforts are essential to improving data quality, system reliability, and operational efficiency, particularly in advance of the planned January 2028 sunset of legacy technologies. Five states completed RESTful conversions during FY2025, with additional conversions planned for future fiscal years.

The Junk, Salvage, and Insurance (JSI) Reporting Program remained a core component of NMVTIS, with approximately 17.5 million records reported during FY2025. While overall JSI reporting volumes have declined compared to earlier fiscal years, FY2025 showed a modest increase over FY2024, reflecting heightened reporting activity associated with significant weather events and vehicle losses. Compliance and enforcement efforts continued in coordination with BJA, including support for model state legislation to strengthen reporting requirements and enforcement authority.

The NMVTIS Consumer Access Program experienced substantial growth during FY2025. Billed transaction volume increased by 48% to thirty-nine million transactions, and gross revenue rose by 33% to approximately \$9.5 million. This growth was driven largely by increased consumer demand for used vehicle history information. AAMVA continued to oversee Approved NMVTIS Data Providers, conducted a biennial third-party risk assessment, and advanced a Consumer Access Program Marketing and Pricing Assessment to



4 DATABASES CONTAIN:

- **Title** - 703M Records
- **Title History** - 1.3B Records
- **Brand** - 229M Records
- **Junk, Salvage & Insurance** - 276M Records

Over 2 Billion
Total Records as of 2025!

Continued on next page.

EXECUTIVE SUMMARY *(Continued)*

support long-term program governance, compliance, and sustainability.

NMVTIS also continued to deliver significant value to the law enforcement community through the Law Enforcement Access Tool (LEAT). LEAT inquiries reached a record high of nearly 2.8 million in FY2025, supported by continued growth in the user base, which expanded to more than 12,600 authorized users. NMVTIS data remains an essential investigative resource for identifying stolen vehicles, detecting fraud, and supporting multi-jurisdictional enforcement efforts.

Outreach, training, and stakeholder engagement remained a priority throughout FY2025. AAMVA conducted NMVTIS State Users Workshops, stakeholder webinars, monthly operations forums, and training initiatives through its Learning Management System (LMS). These efforts strengthened collaboration across jurisdictions, promoted best practices, and supported consistent and effective use of NMVTIS nationwide.

Looking ahead, AAMVA will continue to focus on system modernization, implementation of Consumer Access Program assessment recommendations, and continued financial sustainability. NMVTIS remains a trusted, self-sustainable national system that plays a vital role in protecting consumers, supporting public safety, and enhancing the integrity of the U.S. motor vehicle title system.



5 USER 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

- Forty-nine states and the District of Columbia continued to participate in NMVTIS, ensuring nationwide coverage of vehicle title and brand data.
- States submitted more than eighty-seven million current title records and more than eighty-nine million title history records during FY2025, bringing cumulative totals to 703 million current titles and more than 1.3 billion title history records.
- State system usage increased significantly, with more than 315 million total state transactions conducted in FY2025, representing a 17% increase over FY2024.
- AAMVA continued to support RESTful web services conversions and data synchronization efforts as part of statewide title system modernization, with five states completing RESTful conversions during the reporting period.
- NMVTIS remained a critical fraud prevention tool for states, enabling the identification of stolen vehicles, missing or washed brands, cloned vehicle identification numbers (VINs), and title discrepancies before titles were issued.

JUNK, SALVAGE, AND INSURANCE (JSI) REPORTING PROGRAM

- Approximately 17.5 million JSI records were reported to NMVTIS in FY2025, reflecting a 5.3% increase compared to FY2024, consistent with heightened vehicle losses from significant weather events.
- The majority of JSI records continued to be reported by salvage pools, recyclers, and insurers, with salvage pools accounting for the largest share of submissions.
- Of all vehicles reported through the JSI Program in FY2025, 64% completed the reporting lifecycle with a final disposition (e.g., Sold, Crushed, Scrapped, or Salvaged).
- BJA and AAMVA continued to coordinate compliance and enforcement, including development of model state legislation to strengthen reporting requirements and enforcement authority.
- States continued using JSI data to prevent junk, crushed, or scrapped vehicles from being improperly titled or returned to road use.

CONSUMER ACCESS PROGRAM

- NMVTIS Consumer Access Program billed transaction volume reached thirty-nine million, a 48% increase from FY2024, driven primarily by increased consumer demand for used vehicle history information.
- Gross revenue increased by 33%, rising from approximately \$7.1 million in FY2024 to \$9.5 million in FY2025, supporting NMVTIS financial sustainability.

Continued on next page.

HIGHLIGHTS DURING REPORTING PERIOD *(Continued)*

- Fourteen of twenty Approved NMVTIS Data Providers reported growth in billed transactions, with increases ranging from 2% to 478%, while three new Providers entered production.
- AAMVA completed the Consumer Access Program Marketing and Pricing Assessment and began implementing recommendations to strengthen governance, pricing standards, and compliance oversight.

LAW ENFORCEMENT ACCESS PROGRAM

- NMVTIS LEAT inquiries increased to 2,787,282, making FY2025 the highest inquiry volume on record.
- The LEAT user base grew by 14%, reaching 12,601 authorized users, including federal, state, local, tribal, and territorial law enforcement as well as approved Canadian agencies.
- Since program inception, more than twelve million LEAT inquiries have been conducted, with half occurring within the last five fiscal years.
- The NMVTIS Law Enforcement Subcommittee (LESC) completed model Junk, Salvage, and Insurance enforcement legislation and continued outreach, training, and conference presentations.
- NMVTIS LEAT continued to support investigations involving stolen vehicles, cloned VINs, title fraud, and organized vehicle crime across multiple jurisdictions.

State User Fees

Operating
Expenses

Revenue

Funding

SECTION 1: FINANCIAL REPORTS

Financial Reports

Operating Expenditures Totaled \$12,546,247; State User Fees Contributed \$9,886,608

During FY2025, 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 \$15,019,748 in revenue during this period, which was used to cover \$10,596,450 in operating expenses (Figure 1). Total expenses include system modernization costs of \$1,949,796.

All financial information presented is derived from an independent financial audit conducted for the fiscal year ended September 30, 2025.

NMVTIS FY2025 INCOME STATEMENT	
Revenue	\$12,546,247
Expenses	(\$12,546,247)
Operating Income	\$0
Investment Income	\$200,014
Other Income/(Expense)	(\$200,014)
Net Temporary Restricted Revenue**	\$2,673,514
NET INCOME	\$2,673,514

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.*

NMVTIS REVENUE

NMVTIS funding in FY2025 was derived from state user fees of \$9,886,608 and Consumer Access Program fees of \$9,733,614. During FY2025, forty-nine states and the District of Columbia were eligible to receive credits for a share of the Consumer Access Program fees, earning a total of \$4,600,474 ([Figures 2 and 3](#)).

SECTION 1: FINANCIAL REPORTS *(Continued)*

NMTIS REVENUE		
	Total	%
State User Fees	\$9,886,608	79%
Consumer Access	\$9,733,614	78%
Jurisdictional Revenue Share	(\$4,600,474)	-37%
Net Revenue Released from Restriction	(\$2,473,501)	-20%
TOTAL	\$12,546,247	100%

Figure 2

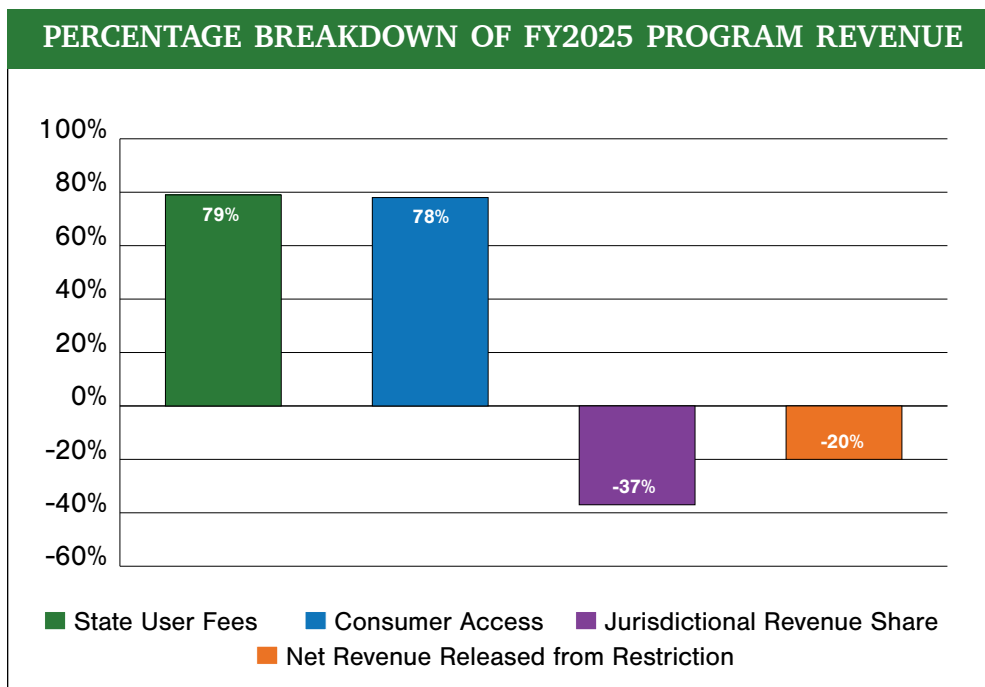


Figure 3

NMTIS OPERATING EXPENSES

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

- **Operations** — Support of the NMTIS program represents \$10,596,450 or 84% of program costs. This includes running six applications and four separate databases, processing eighty-four million messages per month, and maintaining over 99.5% system availability as well as providing jurisdictional support, hosting multiple workshops and webinars, training staff, and supporting Consumer Access Program (CAP) and JSI.
- **Continuous Improvement** — Activities necessary to enhance and further the technology of the system represent \$1,949,796 or 16% of program costs.

SECTION 1: FINANCIAL REPORTS *(Continued)*

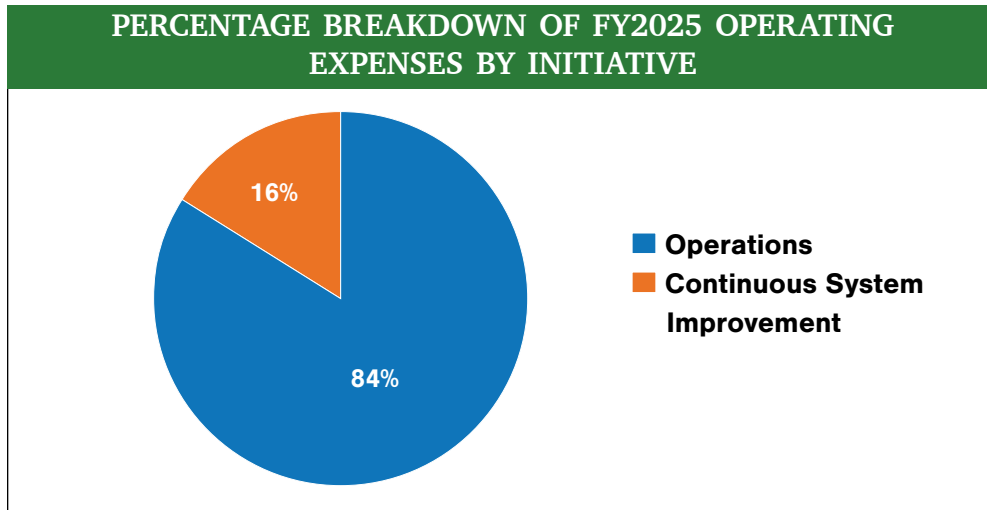


Figure 4

The NMVTIS functional cost breakdown is below (Figures 5 and 6):

PROGRAM EXPENSES		
	Total	%
Direct Labor/Fringe	\$5,951,142	47%
Data Center/Network	\$1,401,880	11%
Other Direct Costs	\$1,440,428	12%
Indirect Costs	\$3,752,797	30%
TOTAL	\$12,546,247	100%

Figure 5

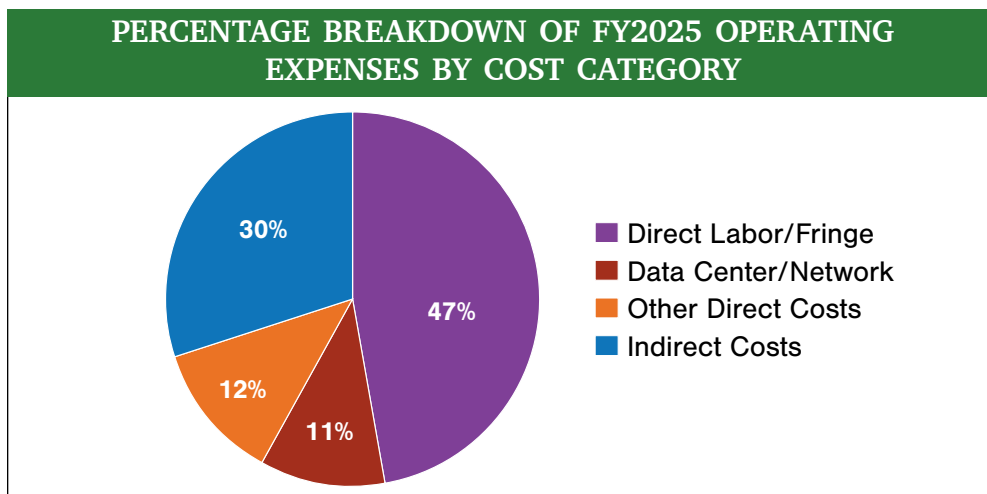


Figure 6

Background Benefits Brand Types Modernization System

SECTION 2: STATE PROGRAM

State Program

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

Over the past five years, the number of current title records accumulated yearly has increased by 14% (Figure 7), from 616 million in FY2021 to 703 million in FY2025. In FY2025, fifty states provided more than eighty-seven million current title records and more than eighty-nine million title history records, yielding totals of 703 million current title records and more than 1.3 billion title history records in the system ([Figures 8, 9, and 10](#)).

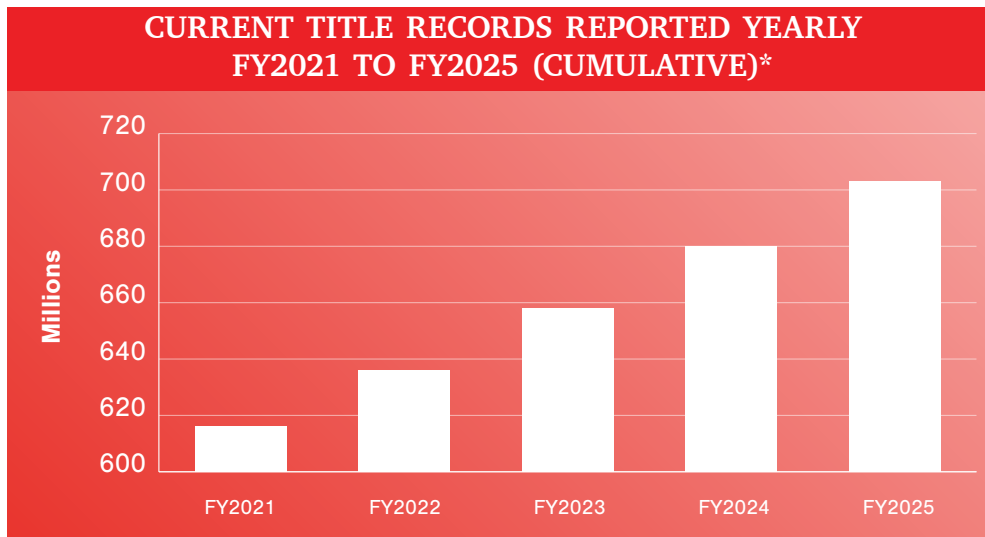


Figure 7

**Y2Y comparisons for fiscal years 2009 to 2020 can be viewed in prior NMVTIS Annual Reports.*

SECTION 2: STATE PROGRAM *(Continued)*

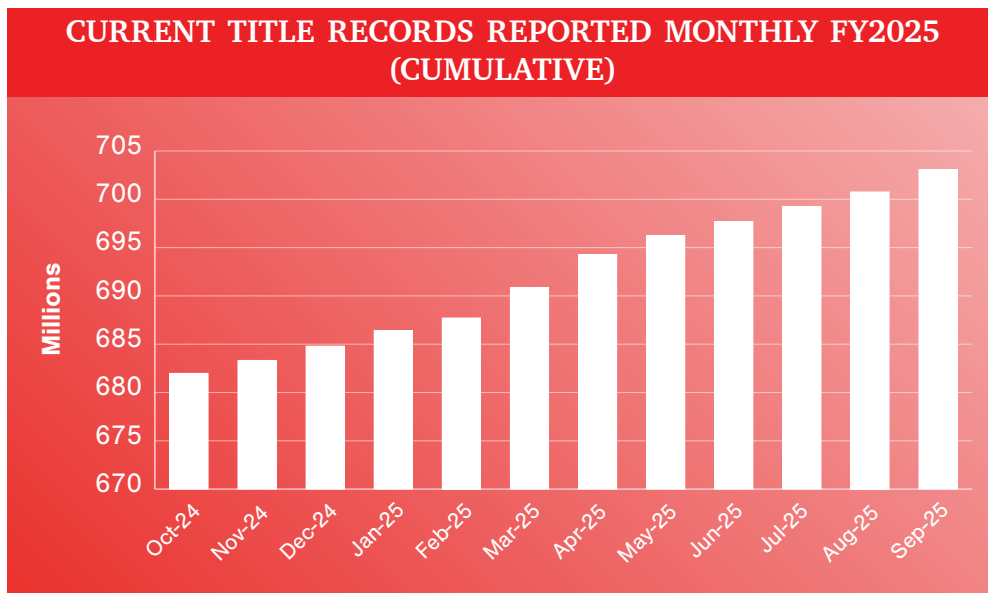


Figure 8

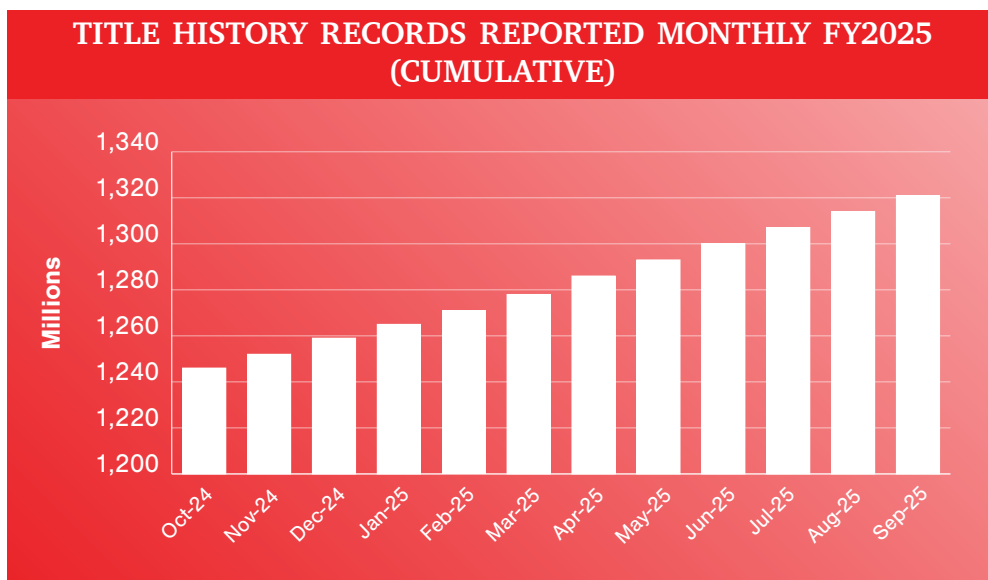


Figure 9

SECTION 2: STATE PROGRAM *(Continued)*

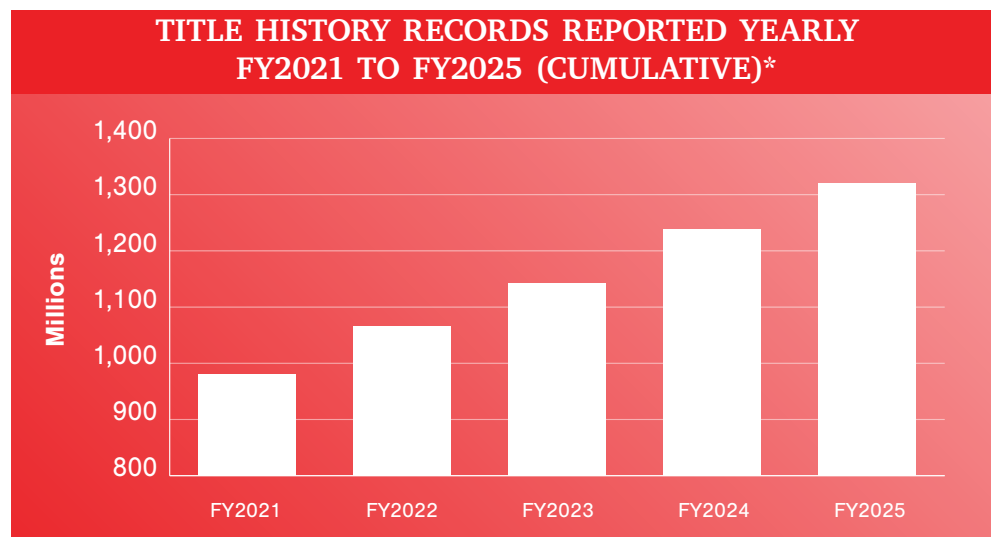


Figure 10

**Y2Y comparisons for fiscal years 2009 to 2020 can be viewed in prior NMVTIS Annual Reports.*

States have their own branding and vehicle status policies and regulations, which are taken into consideration when developing and updating their interface to NMVTIS. State branding and vehicle status policies and regulations are mapped to a standard set of NMVTIS brands to ensure consistency and standard interpretation nationwide. NMVTIS brands and definitions were developed in collaboration with the states. NMVTIS brands reflect events and circumstances affecting the safety and value of vehicles. For example, a "Salvage" brand in NMVTIS indicates that the vehicle needs 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 in the odometer information, which may impact the vehicle's value.

More than sixty NMVTIS vehicle brands have been captured as of September 30, 2025; the top seven brands are shown below. Three of these denote a safety concern with the vehicle affecting the vehicle's eligibility to be retitled for on-road use. These brands are Salvage, Junk, and Rebuilt, and they represented 75% of brands as of the end of FY2025. The Others category includes the remaining brands ([Figure 11](#)).

SECTION 2: STATE PROGRAM *(Continued)*

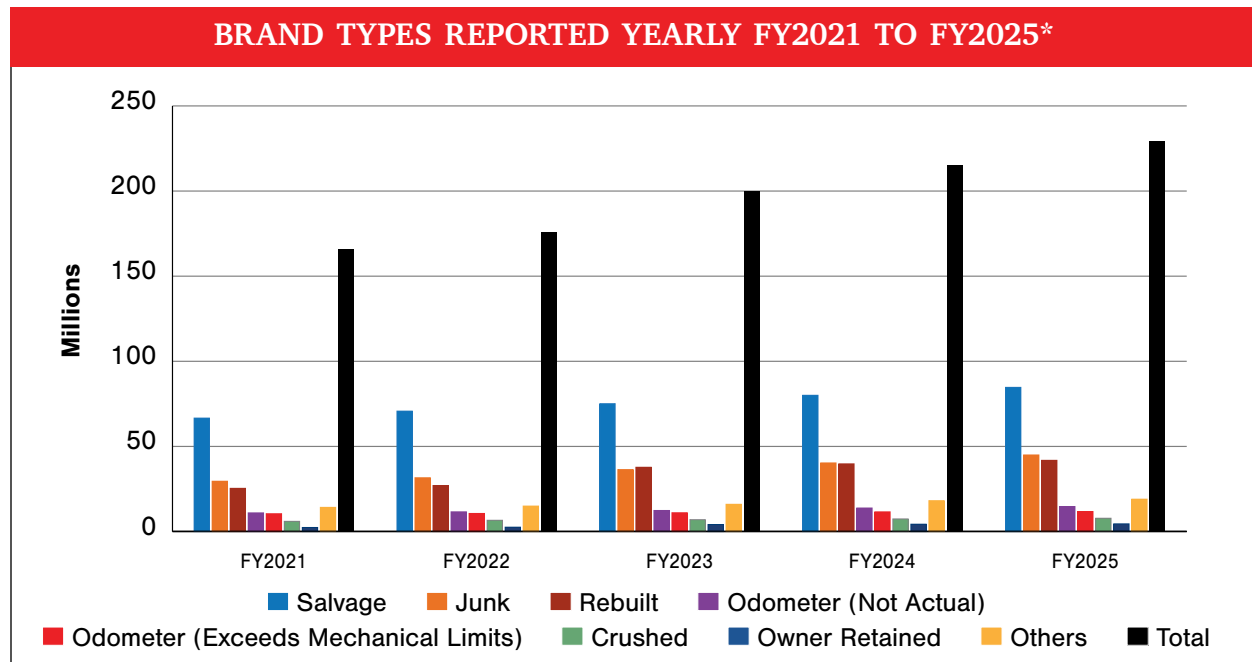


Figure 11

*Y2Y comparisons for fiscal years 2010 to 2020 can be viewed in prior NMVTIS Annual Reports.

Reporting of brand types has risen from approximately 166 million in FY2021 to more than 229 million in FY2025, an increase of 72% (Figure 12).

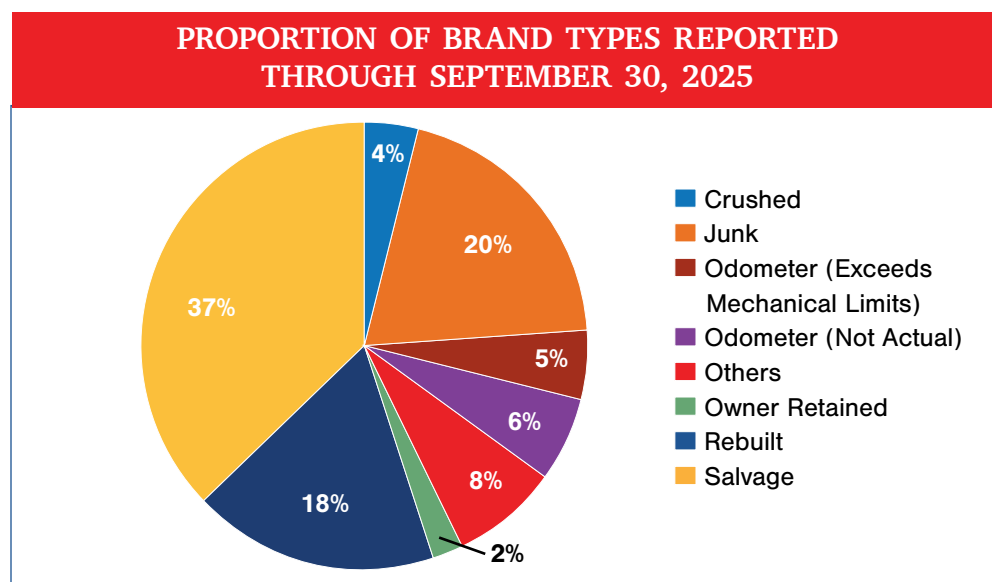


Figure 12

SECTION 2: STATE PROGRAM *(Continued)*

During FY2025 more than 315 million state transactions (inquiries, title updates, and brand updates) were conducted (Figures 13 and 14), an increase of 17% (forty-six million) from more than 269 million transactions conducted in FY2024. The increase can be attributed to states changing how they participate in NMVTIS, which allows more inquiry and update transactions.

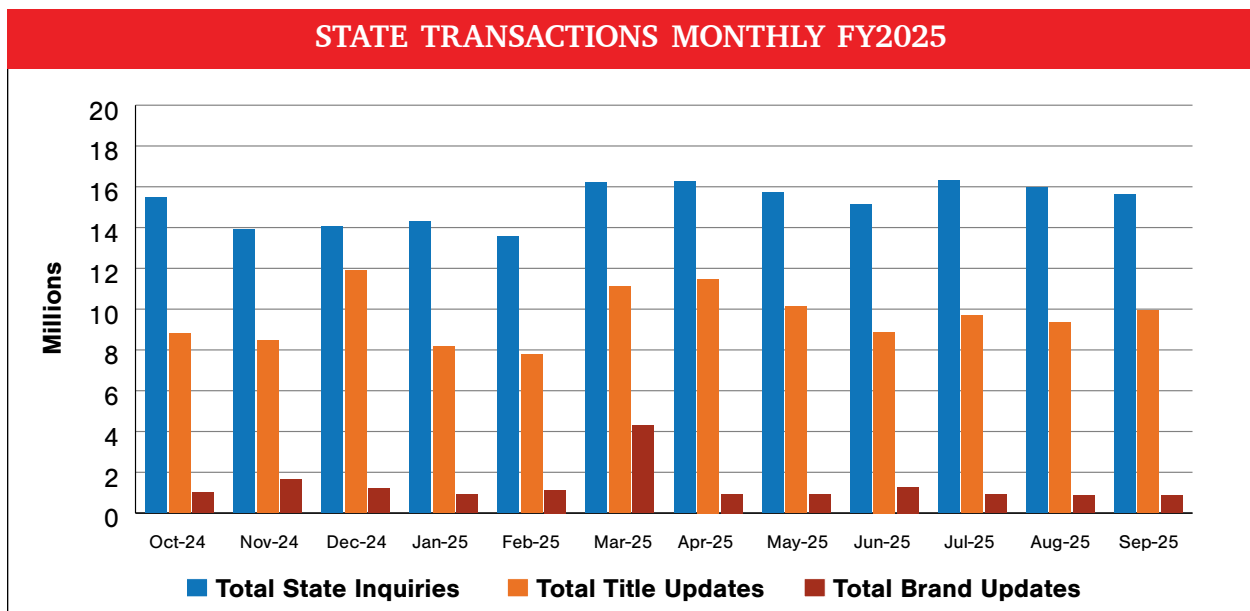


Figure 13

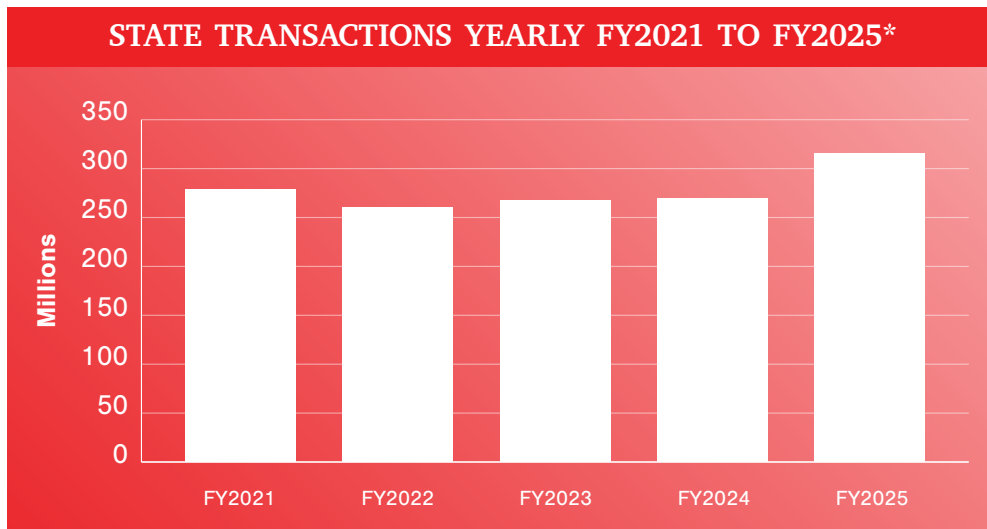


Figure 14

*Y2Y comparisons for fiscal years 2009 to 2020 can be viewed in prior NMVTIS Annual Reports.

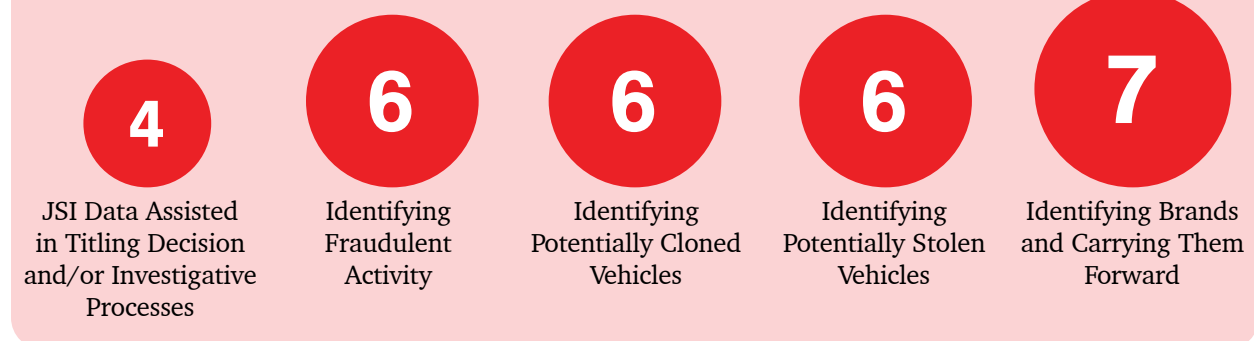
SECTION 2: STATE PROGRAM *(Continued)*

Data Synchronization and Rewrites—RESTful Conversion

During this reporting period, AAMVA continued to support states in re-engineering their NMVTIS application interface as part of their titling systems modernization. This support also included reaching out and educating states on the importance of making the necessary changes to move to the RESTful version on their NMVTIS application. AAMVA also encouraged states to complete a data synchronization (“data sync”) process, coordinating the title and brand data from the states’ title systems with the title and brand data in NMVTIS. Data syncs are included when a state does a NMVTIS rewrite effort. Up to twelve standalone data syncs are planned each year. AAMVA promotes conducting regular data syncs in a variety of member communications, such as *The Week in Review (TWIR)*, emails to NMVTIS Business Points of Contact (POC), and monthly NMVTIS Operation Forum meetings. The goal is for every state to complete a data sync every twelve to eighteen months.

The sunseting of several AAMVA technology solutions by January 2028 sets a deadline for states to move to the RESTful version of NMVTIS. During FY2025, five states completed the conversion to RESTful, with several states working on completing their conversion in FY2026 and beyond. It is essential that states complete the conversion to RESTful or other alternate approach by January 2028.

NUMBER OF STATES REPORTING BENEFITS



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

In a prior reporting period, AAMVA entered into a pilot agreement with the Texas Department of Motor Vehicles (TxDMV) to use part of an existing NMVTIS inquiry transaction to support dealer issuance of temporary tags (“buyer tags”).

Under this arrangement, before issuing a buyer tag for a vehicle taken in on trade, TxDMV uses the NMVTIS inquiry to check for any brands or salvage history indicating that the car is not safe to allow on the road. The buyer tag allows the vehicle to be moved temporarily within the dealer's inventory

SECTION 2: STATE PROGRAM *(Continued)*

without a change in ownership and allows the buyer to title the vehicle in Texas or another state. Tags may be issued for periods of up to sixty days.

Brand information from NMVTIS is used to provide dealers with a simple indicator—thumbs up/down or green light/red light—to guide their decisions. Actual NMVTIS data is not shared with the dealer as part of this process.

The results during this reporting period show that an average of more than 1.6 million inquiries were made to NMVTIS, with just over 8,000 errors being found. The TxDMV defines an error as a case where the NMVTIS check for a salvage/nonrepairable related brand prevented a tag/plate from being issued. Given these results, DOJ supported the AAMVA and TxDMV agreement to extend the pilot for another year through December 2026, allowing both parties to further assess the broader implications for the system of expanding this new use of the NMVTIS inquiry to other states.

NMVTIS State Program Subcommittee (SPS)

Additional information regarding the NMVTIS State Program Subcommittee, including background details and prior-year initiatives, is available on the DOJ website, under [NMVTIS Annual Reports and Financial Audits | Vehicle History](#).

FY2025 Activities and Achievements

- The SPS organized and developed the agenda for the FY2025 NMVTIS State Users Workshop, including vetting jurisdictional speakers and facilitating workshop sessions.
- In addition to the annual workshop, the subcommittee convened two in-person meetings during FY2025.
- SPS members continued to advance several key initiatives:
 - NMVTIS Ambassador Pilot Program: This program is designed to promote open dialogue and collaboration among states. NMVTIS Ambassadors share daily challenges and best practices with their peers.
 - Development of an NMVTIS Learning Path: A dedicated subgroup is creating a structured learning path within the AAMVA LMS platform. This resource will offer role-based training modules focused exclusively on the NMVTIS program and system, supporting staff onboarding and ongoing skill development.
 - Creation of NMVTIS Helpdesk Standard Operating Procedures (SOP): Another subgroup is developing a standardized SOP template for NMVTIS Helpdesk personnel. This template will foster consistency across states and serve as a critical training tool to mitigate the impact of employee turnover.

NMVTIS Webinar Training and Information Sharing for Jurisdictions

State Web Interface (SWI)

AAMVA completed a multiyear full-system rewrite of the SWI application in FY2025 to improve functionality, usability, and overall user experience. All jurisdictions participating in SWI were trained on the new user interface. The changes were well received, as jurisdiction staff rely on the SWI application to assist in more efficient problem solving and service delivery.

Learning Management System (LMS)

AAMVA's Learning Management System (LMS) is a comprehensive, web-based platform designed to provide self-directed education and training for members and approved contractors. Accessible at any time and from any device, the LMS supports flexible learning to meet diverse needs.

During the current reporting period, AAMVA developed a specialized NMVTIS curriculum, including twenty-one courses. Of these, thirteen courses have been completed, with the remaining eight scheduled for development in the next reporting period.

The NMVTIS courses within the LMS are organized into two categories: modules and learning paths. Modules deliver targeted subject matter content, while learning paths are tailored to specific job functions, such as counter/title clerks and help desk personnel, enabling states to train staff efficiently according to their roles.

All LMS courses are available to AAMVA members and can be accessed via the [LMS website](#) portal.

NMVTIS Business Points of Contact (POCs)

The POCs serve as liaisons for their states on NMVTIS-related issues, coordinating outreach to AAMVA as needed on more complex operational matters. They 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. Two roles are identified: primary and secondary contacts.

Only one POC call was held this year, primarily due to conflicting schedules and resource availability during the planning and execution of the NMVTIS State Users Workshop in July. On the call, the POCs received general

“NMVTIS helps protect Texans and keeps our roads safe by providing essential title information to vehicle buyers. Our TxDMV online Title Check feature helps keep unsafe vehicles off Texas roads and gives consumers upfront, reliable information to help them avoid making the wrong purchase.”

DANIEL AVITIA

Executive Director, Texas
Department of Motor Vehicles



updates on NMVTIS program activities and plans for the NMVTIS State User Workshop, and were asked for their input on possible session topics at the workshop. The group also discussed their roles and responsibilities as POCs, provided feedback concerning operations, and exchanged information on how NMVTIS is used by the states. Thirty-nine individuals, representing twenty-four states, participated in the POC call.

NMVTIS Operations Monthly Forum

The NMVTIS Operations Monthly Forum meeting connects jurisdictional IT and business representatives with each other and with AAMVA. The forum provides jurisdictions with an opportunity to address operational or technical issues and allows AAMVA personnel to communicate NMVTIS-related information. In this reporting period, ten monthly conference calls were held, with an average of thirty states represented on each call.

Third NMVTIS State Users Workshop

The third NMVTIS State Users Workshop was held in July of the reporting year in Indianapolis, Indiana. Attendees included representatives of four state user types: vehicle titling, help desk, information technology, and law enforcement. Forty-eight participating jurisdictions sent a total of 142 attendees. The intent of the workshop was to conduct deep dives into specific areas of NMVTIS while learning about all the NMVTIS resources available to help jurisdictions in addressing and solving issues.

Participants engaged in general sessions on NMVTIS, vehicle fraud, and the E-Title as a fraud mitigation tool as well as concurrent sessions on JSI enforcement, model JSI legislation, the Law Enforcement Access Tool (LEAT), best practices, the procedures manual, NMVTIS reports, and state help desk processing. Attendees also had the opportunity to participate in smaller peer-to-peer roundtable discussions on topics including NMVTIS brands, RESTful conversion, and display of NMVTIS data.

“NMVTIS is an essential part of our program when issuing vehicle titles and registrations. It allows us to correctly issue vehicle credentials by capturing accurate information.”

NATHAN LIND

Mail Registration Supervisor,
Driver and Vehicle Services
(Minnesota)



FY2025 NMVTIS STATE USERS WORKSHOP ATTENDEE INTERVIEW QUESTIONS



Introduce yourself, including your title and jurisdiction.

SALMONS: I am Donnie Salmons, Investigator with the Kentucky Transportation Cabinet (KYTC) Motor Vehicle Commission. I have statewide jurisdiction.

Was this your first time attending the NMVTIS State User Workshop? If not, how would you compare this workshop with the previous year?

SALMONS: This was my first time being invited and visiting.

What were your main takeaways from the workshop?

SALMONS: I enjoyed the peer-to-peer connections. I presented a brief segment involving batch filtering NMVTIS bulk data searches with Tom Foster and Les Cavens. NMVTIS has shortened my workload by more than 75%.

Which part of the workshop did you find most valuable?

SALMONS: I found all of it very informative, but could relate most to the Fraud, JSI, and NMVTIS segments.

How relevant was the workshop content to your role in your agency?

SALMONS: I was able to connect with agencies in several jurisdictions in surrounding states to Kentucky. I believe the workshop had something for each area of interest, and the ability to choose the segment that most aligned with your own was beneficial.

How do you plan to apply what you learned in your agency?

SALMONS: I have already disseminated the workbooks I obtained. I have also provided NMVTIS Law Enforcement Officer (LEO) access to local law enforcement agencies in Kentucky. I use NMVTIS through the Regional Organized Crime Information Center (ROCIC) daily.

Did the workshop introduce any new tools, processes, or ideas you intend to use in your agency?

SALMONS: It allowed me to make face-to-face connections, which, in my opinion, is much more beneficial than an email or phone call. When you can put a face to a name and an agency, you have more incentive to assist.

SECTION 2: STATE PROGRAM *(Continued)*

NMVTIS State Users Workshop | Indianapolis, IN | July 9-10, 2025



Vivienne Cameron, Tom Manuel, Linda Friar, and Tracy Godfrey Sr. (TxDMV) at the NMVTIS State Users Workshop, highlighting key program resources and participant engagement.



Renita Snowden and Genia Tyrsina connect with AAMVA colleagues at the NMVTIS State Users Workshop reception.



Brian Ursino and Tom Foster, connect with Randy Belasic (TN DOR), reflecting strong collaboration and engagement among participants.

FY2025 NMVTIS STATE USERS WORKSHOP ATTENDEE INTERVIEW QUESTIONS



Introduce yourself, including your title and jurisdiction.

GODFREY: My name is Tracy Godfrey Sr. I serve as a Program Manager in the Vehicle Titles and Registration Division for the Texas Department of Motor Vehicles. In my role, I am responsible for the daily operations and activities for motor vehicle titling, which includes NMVTIS.

Was this your first time attending the NMVTIS State User Workshop? If not, how would you compare this workshop with previous years?

GODFREY: The July 2025 NMVTIS State Users Workshop in Indianapolis, Indiana, was my first time attending.

What were your main takeaways from the workshop?

GODFREY:

- o E-Titling initiatives
- o New and improved SWI functions
- o Fraud prevention
- o Best practices for researching and resolving NMVTIS errors

Which part of the workshop did you find most valuable?

GODFREY: The exchange of knowledge and experiences during the peer-to-peer roundtables and networking opportunities.

How relevant was the workshop content to your role in your agency?

GODFREY: The workshop content was directly related to my job and provided information, insights, and instructions to help me better perform/oversee NMVTIS related activities.

How do you plan to apply what you learned in your agency?

GODFREY:

- o Sharing the e-title initiative information with management and program staff
- o Educating staff on best practices
- o Implementing blank Manufacturers Certificate of Origin (MCO) fraud mediation

Did the workshop introduce any new tools, processes, or ideas you intend to use in your agency?

GODFREY: The new Change Data Request Form

Junk Compliance Insurance Reporting Salvage

Junk, Salvage, and Insurance Reporting Program

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

During FY2025, 17.5 million records were reported by JSI entities (Figure 15). This was a 5.3% increase from the 16.9 million records reported in FY2024 (Figure 16). This growth reflects increased reporting activity across multiple entity types consistent with heightened natural disasters during the fiscal year, including massive wildfires, record-breaking storms, tornado outbreaks, and inland flooding that caused substantial vehicle losses.

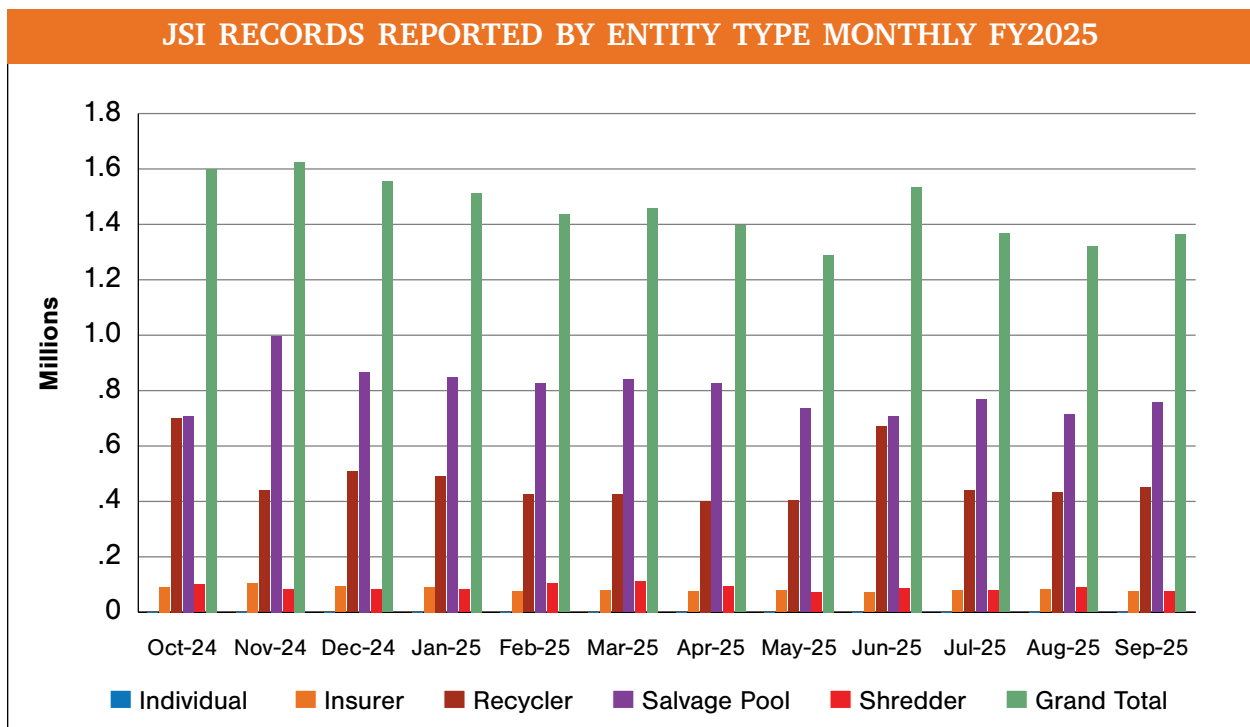


Figure 15

SECTION 3: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM

(Continued)

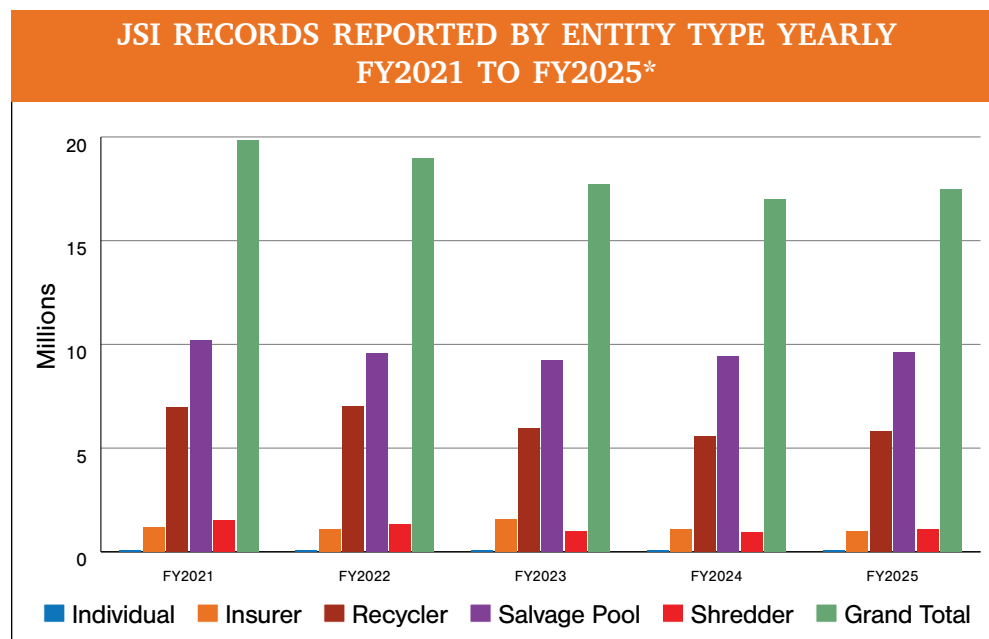


Figure 16

*Y2Y comparisons for fiscal years 2009 to 2020 can be viewed in the prior NMVTIS Annual Reports.

The number of JSI records reported has declined by approximately 13.6% from FY2021 to FY2025, dropping from nearly 19.9 million records to about 17.5 million records. The steepest decline occurred between FY2021 and FY2024, with FY2024 representing the lowest point at approximately seventeen million records. Many FY2024 events occurred in rural or lower-vehicle-density regions, such as the Midwest flooding, New Mexico's South Fork Fire, and multiple plains and Midwest tornado outbreaks, which caused substantial infrastructure and agricultural losses, but did not produce any large surges in total-loss vehicles. There was a modest uptick in FY2025, but it remained below earlier years ([Figure 17](#)).

SECTION 3: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM

(Continued)

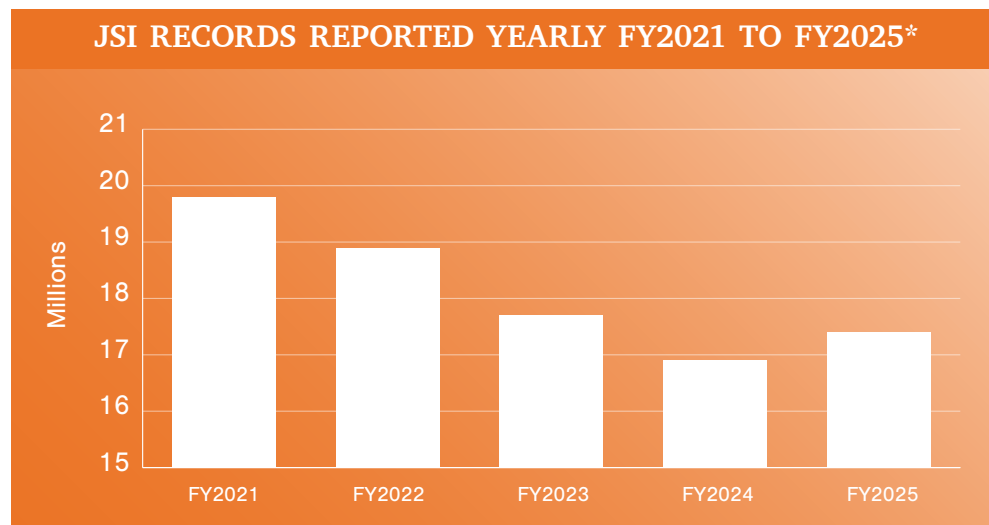


Figure 17

*Y2Y comparisons for fiscal years 2009 to 2020 can be viewed in prior Annual Reports.

The chart below (Figure 18) provides a breakdown of vehicle disposition status for JSI records reported in FY2025, showing what happened to the vehicles reported to NMVTIS. “To Be Determined” (37%) represents more than one-third of all reported vehicles where the final disposition has not yet been established or reported. “Sold” (29%) shows that nearly one-third of vehicles were sold. “Scrap” (14%) indicates vehicles destroyed or recycled for metal. “Crush” (13%) represents vehicles crushed or destroyed. “Salvage” (6%) represents vehicles sent for salvage. Representing 1% or less were “Parts,” indicating vehicles dismantled for parts but not yet scrapped, crushed,

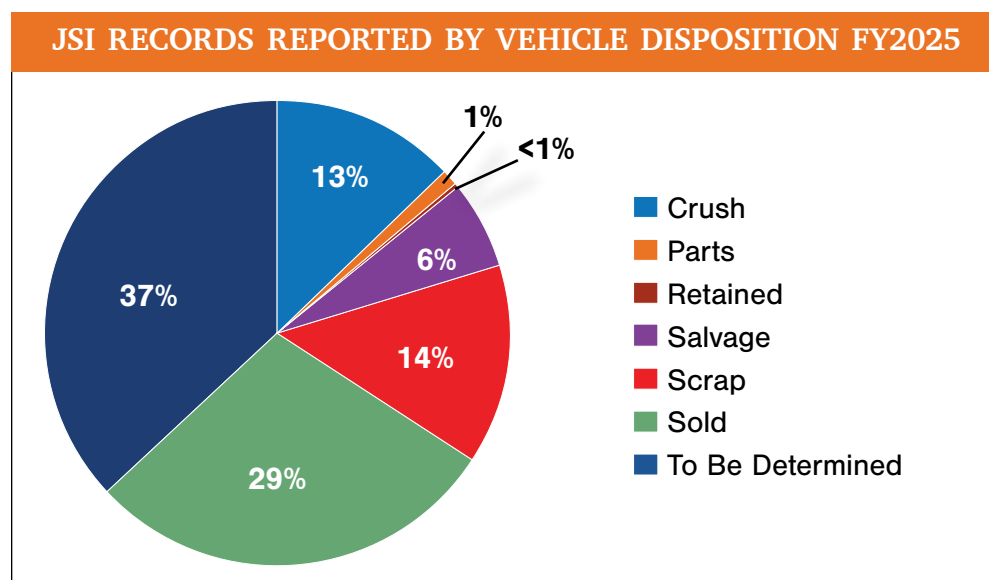


Figure 18

SECTION 3: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM

(Continued)

or sold, and “Retained,” indicating vehicles designated as junk/salvage or declared a total loss that were subsequently kept by the original owner rather than transferred to another party.

The chart titled *JSI RECORDS REPORTED BY VEHICLE DISPOSITION YEARLY FY2021 TO FY2025* (Figure 19) shows the year-over-year breakdown of JSI records by vehicle disposition category from FY2021 to FY2025, revealing both overall trends and category-specific patterns. The Grand Total confirms an overall declining trend, decreasing from approximately twenty million records in FY2021 to between seventeen and eighteen million in FY2025. The To Be Determined category has remained relatively stable at between six and seven million records annually, making it consistently the largest individual disposition category. The Sold category has steadily declined, dropping from approximately 6.5 million records in FY2021 to about five million in FY2025, indicating a notable reduction in vehicles sold through salvage channels. Both Crush and Scrap show gradual declines over the five-year period, with Crush decreasing from roughly 3.5 million to approximately three million records. The Salvage category has remained relatively stable at between one and two million records annually, while Parts and Retained continue to represent minimal volumes throughout the period.

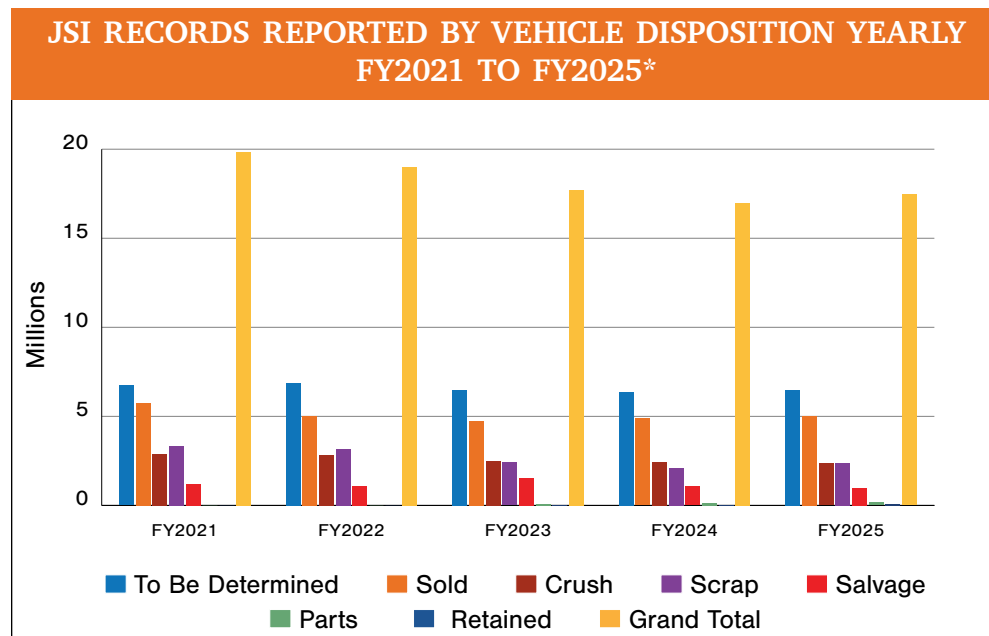


Figure 19

*Y2Y comparisons for fiscal years 2009 to 2020 can be viewed in prior NMVTIS Annual Reports.

Of the vehicles reported during FY2025, 64% completed the reporting process with one of the final dispositions—Crush, Parts, Retained, Salvage, Scrap, or Sold—reported to NMVTIS ([Figure 20](#)).

SECTION 3: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM

(Continued)

The remaining 36% represent vehicles for which 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 initially with a blank or To Be Determined disposition and subsequently updated when the disposition is known.

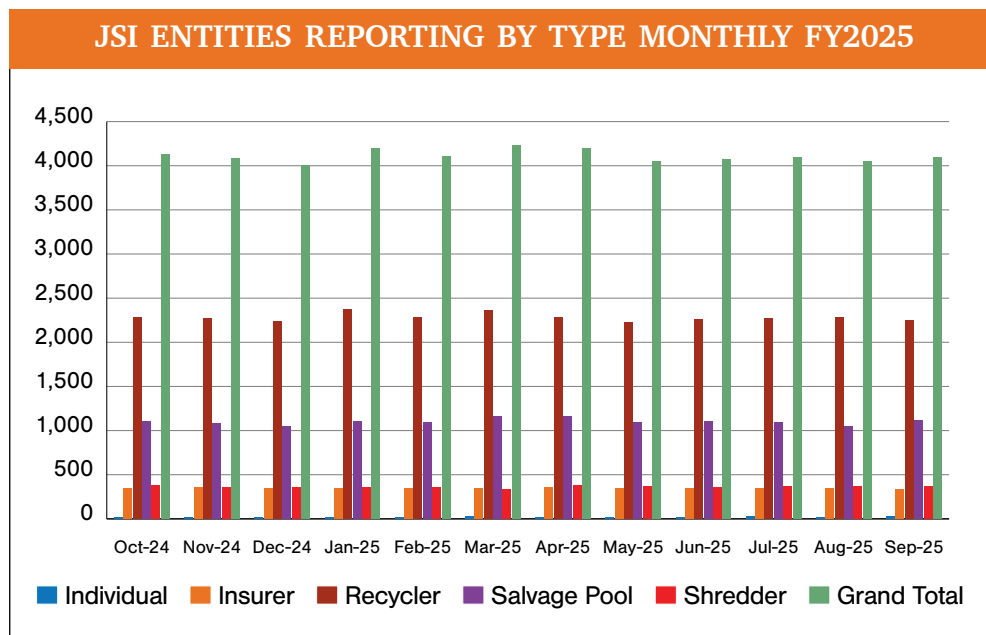


Figure 20

The chart titled, *JSI ENTITIES REPORTING BY TYPE YEARLY FY2021 TO FY2025* (Figure 21) shows the number of reporting entities by submitting JSI records from FY2021 to FY2025, revealing important trends in the stakeholder base. The Grand Total bars show a decline in total reporting entities from approximately 4,500 in FY2021 to about 4,100 in FY2025—a drop of roughly 400 entities (9%). This decline in participating entities correlates with the decline in total records reported. Recyclers represent by far the largest category, maintaining around 2,200-2,500 entities throughout the period, though showing a gradual decline from FY2021 peaks. Salvage Pools remain relatively stable at approximately 1,100-1,200 entities across all five years, showing the greatest consistency of any category. Insurers stayed steady at around 300-400 entities throughout the period. Shredders represent the smallest category at approximately 300-350 entities, remaining relatively stable. Individuals show minimal participation, appearing as barely visible bars with very low numbers.

SECTION 3: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM

(Continued)

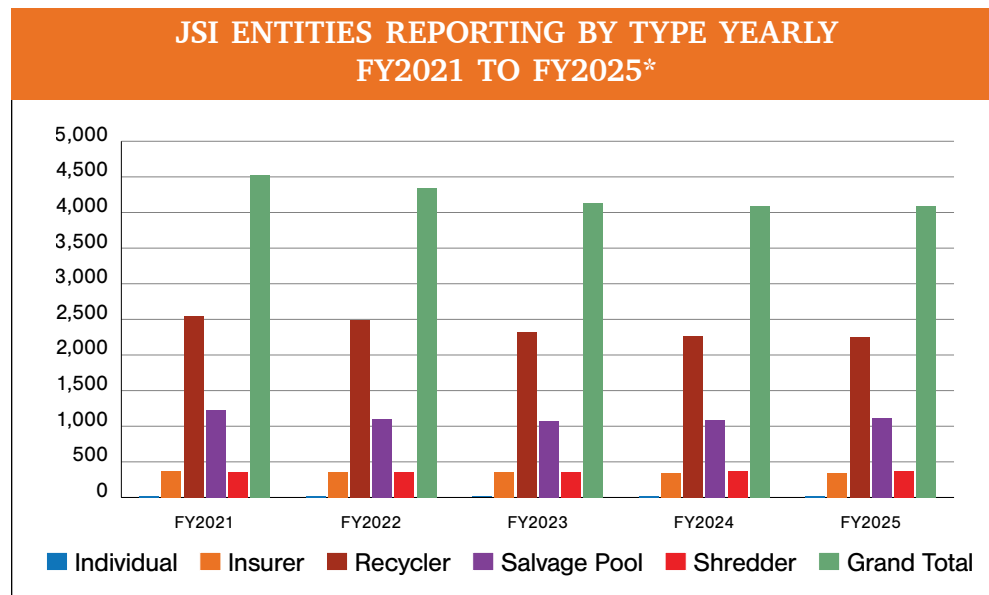


Figure 21

*Y2Y comparisons for fiscal years 2009 to 2020 can be viewed in prior NMVTIS Annual Reports.

STATES AND JSI REPORTING

Note: During FY2025, a calculation error was identified in the figures reported since FY2022. The data has been corrected.

Tennessee Department of Revenue (DOR)

In this reporting period, 105 businesses reported, sixteen fewer than reported in FY2024, a 13% reduction. These businesses submitted 126,895 records, 8% less than the 137,830 reported during FY2024 ([Figures 22 and 23](#)).

Additionally, as part of its contractual arrangement, Auto Data Direct, Inc. (ADD) provides the Tennessee DOR with a nightly national theft check on Tennessee-reported vehicles against all the vehicles reported that day. In the event of a theft alert, Tennessee law enforcement verifies the report and the reporting business is notified. During the reporting period, the nightly theft check yielded 303 theft alerts.

SECTION 3: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM

(Continued)

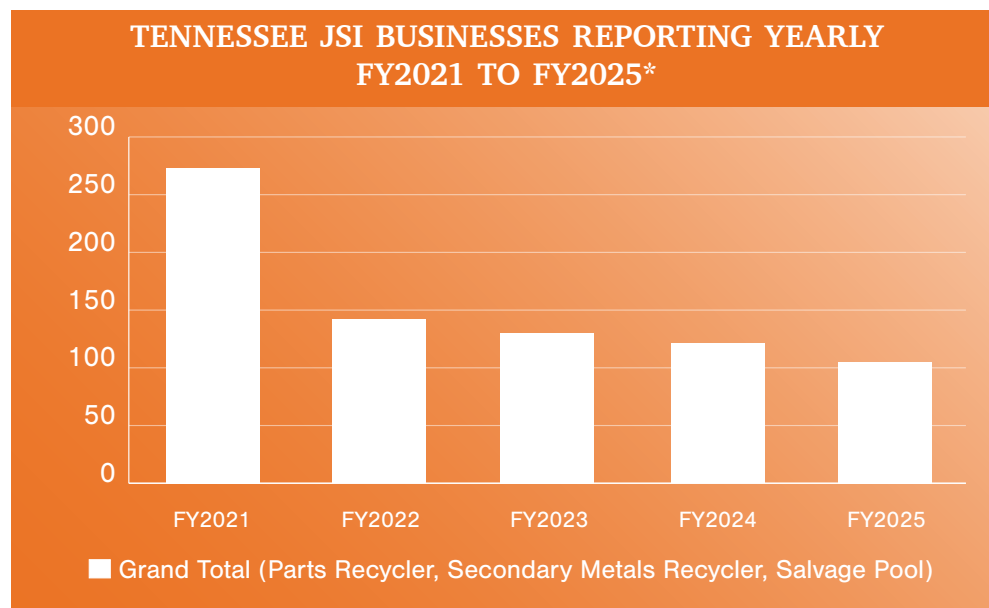


Figure 22

Detailed business type breakdown and Y2Y comparisons for fiscal years 2016 to 2020 can be viewed in prior Annual Reports.

Note: Adjustments have been made to the data for FY2022-FY2024 as a result of a calculation error in reporting.

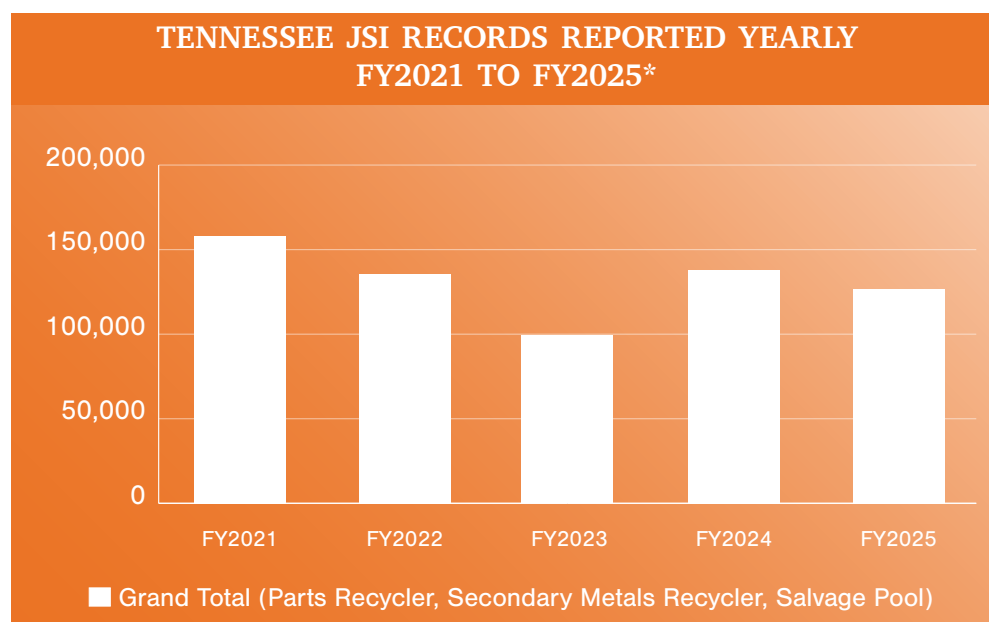


Figure 23

* Y2Y comparisons for fiscal years 2016 to 2020 can be viewed in prior Annual Reports.

SECTION 3: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM

(Continued)

Georgia Department of Revenue (DOR)

During FY2025, 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 ADD, Georgia’s exclusive consolidated state and federal data provider. Additionally, ADD is an NMVTIS Data Consolidator and 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 has varied since inception and continued to do so during this period. The number of businesses reporting decreased by 14%: from 140 in FY2024 to 121 in FY2025 ([Figure 25](#)). It is important to note that not all entities report each month; however, all 121 businesses reported at some point during FY2025. Further, the 120,471 records submitted during this reporting period represented a 3% increase over the 116,282 reported in FY2024 ([Figure 24](#)), while the number of entities reporting decreased.

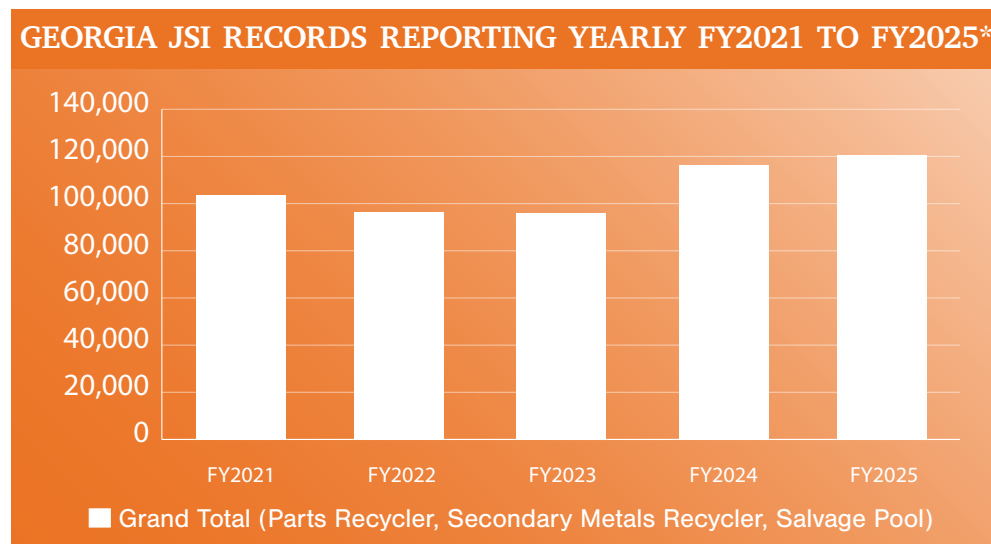


Figure 24

**Y2Y comparisons for fiscal years 2013 to 2020 can be viewed in prior Annual Reports.*

SECTION 3: JUNK, SALVAGE, AND INSURANCE REPORTING PROGRAM

(Continued)

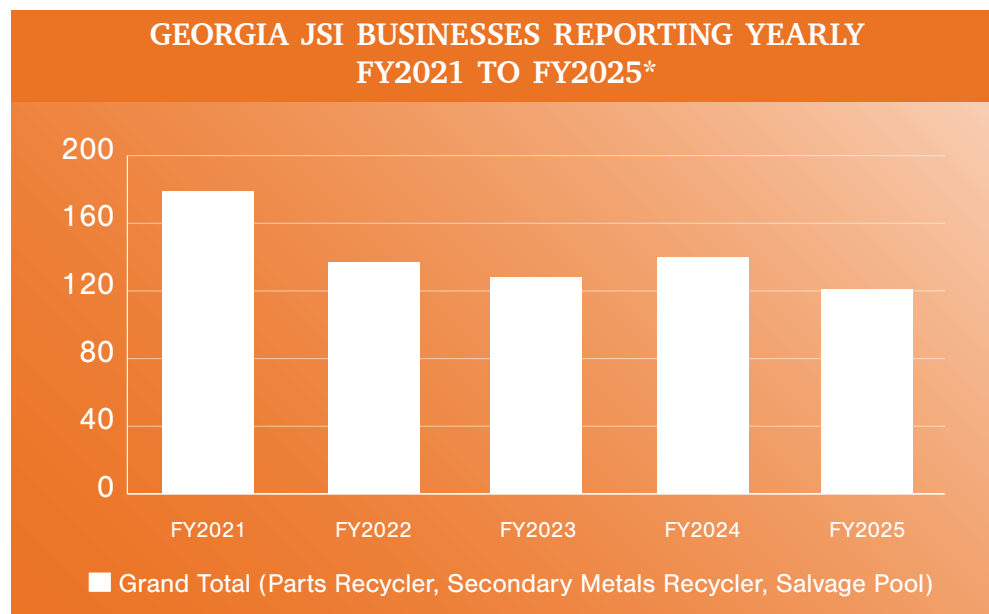


Figure 25

**Y2Y comparisons for fiscal years 2013 to 2020 can be viewed in prior Annual Reports.*

Compliance Efforts—FY2025

Throughout FY2025, the Bureau of Justice Assistance (BJA) continued to monitor and respond to inquiries regarding potential compliance issues, remind reporting entities to submit timely and accurate required NMVTIS reports, and ensure that consumers are aware of the dangers associated with flood-damaged vehicles.

In addition, BJA supported the NMVTIS Law Enforcement Subcommittee in creating model legislation that would enable state law enforcement to support the compliance and enforcement role of the DOJ. The model legislation includes language that addresses business license applications and renewals, penalties, and other administrative actions. AAMVA plans to conduct outreach with the states in the coming reporting period to encourage use of the model legislation.

Further, BJA engaged AAMVA to explore the implications of NMVTIS system updates to the JSI program that would change the capture of total loss reports as well as the processing of record amendments.

Work on both of these initiatives will continue into FY2026.

Data Providers

Assessment

Access

Transaction Volume

SECTION 4: CONSUMER ACCESS PROGRAM

Consumer Access Program

Consumer Access Program background and additional information can be found on the DOJ website, under [NMVTIS Annual Reports and Financial Audits | Vehicle History](#).

Transaction Volume and Gross Revenue Increase

In FY2025, billed transaction volume for the NMVTIS Consumer Access Program reached thirty-nine million, representing a 48% increase compared to 26.3 million transactions in FY2024 (Figure 26). This substantial growth was primarily driven by a rise in consumers purchasing used vehicles. As a result, there was a significant surge in consumer inquiries related to used vehicles.

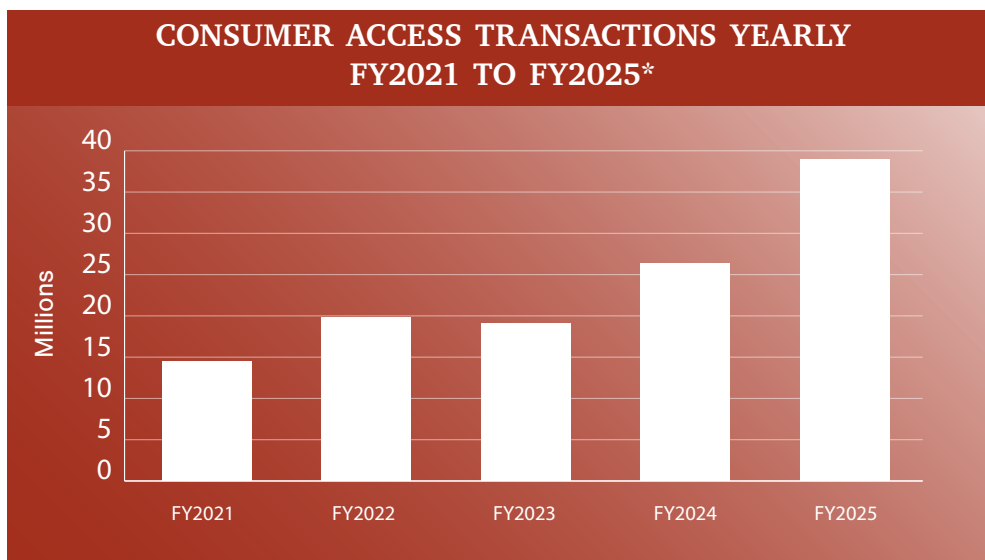


Figure 26

**Y2Y comparisons for fiscal years 2009 to 2020 can be viewed in prior Annual Reports.*

Gross revenue for the NMVTIS Consumer Access Program increased by 33%, reaching \$9.5 million in FY2025 compared to \$7.1 million in FY2024 (Figure 27). This notable growth reflects the program's expanding market presence and the heightened demand for vehicle history information among consumers and commercial entities.

SECTION 4: CONSUMER ACCESS PROGRAM *(Continued)*

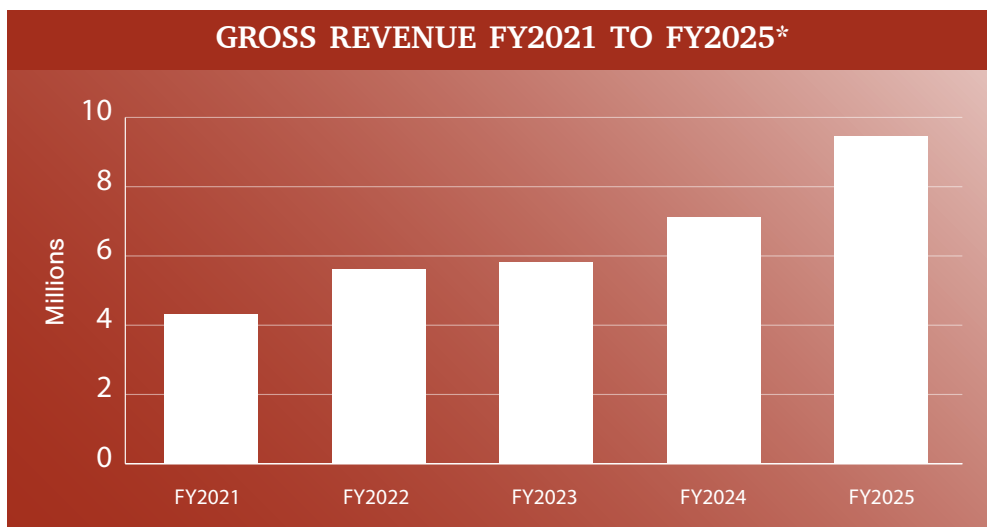


Figure 27

**Y2Y comparisons for fiscal years 2009 to 2020 can be viewed in prior Annual Reports.*

Program Pricing Review

In FY2022, the AAMVA Board approved a 6.2% rate increase for NMVTIS data inquiries and directed staff to implement a regular review process for program rates to ensure ongoing financial sustainability and market competitiveness. Although a comprehensive rate review was scheduled for FY2025, it was not conducted as planned due to competing priorities and resource constraints. The rate review has been rescheduled and will be completed in FY2026.

Regular evaluation of program rates is essential to maintaining consistency with market conditions, supporting operational needs, and ensuring equitable access for all stakeholders. The upcoming review will provide an opportunity to assess current pricing structures, identify areas for improvement, and reinforce the program's commitment to transparency and fiscal responsibility.

Third-Party Risk Assessment

In FY2025, AAMVA conducted its biennial third-party risk assessment of NMVTIS data-sharing partners, including providers, to evaluate potential security risks that could impact AAMVA operations. Higher-risk partners are monitored on an annual basis.

Approved NMVTIS Data Providers (“Providers”)

The increase in billed transaction volume during FY2025 was reflected in the performance of NMVTIS Data Providers. Fourteen out of twenty providers reported growth, with increases ranging from 2% to an impressive 478%. This broad spectrum of growth highlights the varying market dynamics and operational strategies among providers.

Of the remaining six providers, three experienced declines in billed transaction volume, with reductions ranging from 6% to 21%. The other three providers commenced production during FY2025, contributing to the overall expansion of the program’s reach and service capacity.

These results demonstrate the program’s continued evolution and the competitive landscape among providers. Ongoing analysis of provider performance will be essential to identify best practices, address operational challenges, and support sustained growth across the network. The entry of new providers further underscores the attractiveness of the NMVTIS Consumer Access Program and its potential for future market development.

Consumer Access Program Market and Price Assessment

In FY2024, AAMVA, in its role as the NMVTIS System Operator, engaged Great Lakes Marketing (GLM) to conduct a Consumer Access Program Market and Price Assessment. The assessment was initiated to support program oversight responsibilities and to evaluate the effectiveness of the NMVTIS Consumer Access Program in meeting statutory, contractual, and operational objectives. Specifically, the assessment focused on:

- identifying opportunities to support sustainable growth of the NMVTIS Consumer Access Program while meeting program requirements; and
- evaluating the Consumer Access Program pricing framework to assess competitiveness with comparable sources of bulk vehicle data and to guide potential adjustments.

“Since the implementation of our additional checks for stopping questionable titles prior to issuing, coordinating inspections with WisDOT’s Wisconsin State Patrol and (unsuspecting) customers has resulted in the recovery of just over fifty stolen/retagged vehicles (clones or counterfeit VINs).”

ARDIS WELLS

Supervisor, Vehicle Research
Unit, Wisconsin Department of
Transportation

SECTION 4: CONSUMER ACCESS PROGRAM *(Continued)*

The assessment was completed in FY2025. AAMVA is currently implementing the assessment's recommendations to enhance program governance, clarify compliance expectations, and strengthen enforcement mechanisms consistent with other FY2025 oversight initiatives described in this report. Implementation efforts include:

- updating contractual and policy language to reinforce enforcement authority and clearly articulate provider compliance obligations under the NMVTIS Consumer Access Program;
- implementing modifications to pricing structures to ensure transparency and consistency with program oversight objectives, including effective management of fee adjustments;
- establishing clearer standards and enforcement expectations related to provider pricing practices and consumer subscription models;
- supporting evolving and approved use cases for NMVTIS data, including regulated scenarios in which access to a defined subset of data is appropriate;
- clarifying and strengthening the definition of a U.S. presence, with particular consideration given to entities operating virtually or through cloud-based infrastructures; and
- providing explicit guidance within the NMVTIS Rider regarding data retention requirements and secure data destruction obligations.

Other

Texas Department of Motor Vehicles (TxDMV)

During FY2025, the “Don’t Buy a Wreck—Do a Title Check!” video received 13,474 views, compared to 13,937 views in FY2024. TxDMV directs customers to its Title Check website via the Mail tab on all Texas Certificates of Title. In FY2025, the site recorded 466,121 page views, an increase from 459,123 views in FY2024. Notably, there were 309,336 new visitors to the Title Check website, up from 151,979 visitors in FY2024. TxDMV also continues to display several of AAMVA’s NMVTIS videos on televisions in the lobbies of its Regional Service Centers for customer viewing.

Investigations Inquiries Law Enforcement Access

NMVTIS Law Enforcement Program

During FY2025, NMVTIS Law Enforcement Access Tool (LEAT) 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.

The number of inquiries exceeded those of past years, increasing from 2,374,562 in FY2024 to a record-breaking 2,787,282 in FY2025 (Figure 29). The growth in LEAT inquiries continues to demonstrate the value of NMVTIS to the law enforcement community. The number of new NMVTIS LEAT users for FY2025 was 1,500, the largest annual growth in users seen since the tool's inception. These new users represent a 14% increase in total users, from 11,105 users in FY2024 to 12,601 at the end of FY2025 (Figure 28).

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 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 [Law Enforcement | Vehicle History](#).

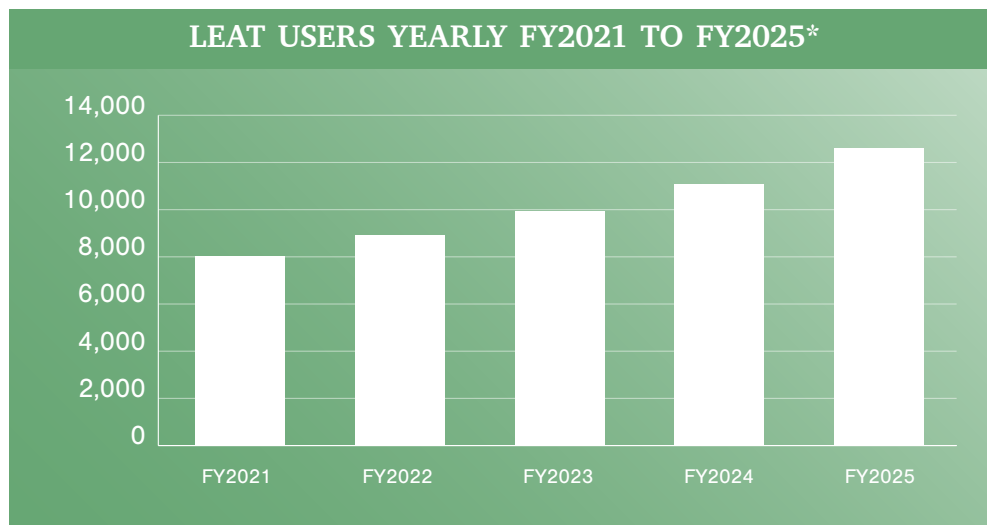


Figure 28

*Y2Y comparisons for fiscal years 2006 to 2020 can be viewed in prior Annual Reports.

SECTION 5: LAW ENFORCEMENT PROGRAM *(Continued)*

NMVTIS LEAT inquiries increased by 63%, from 1,711,519 in FY2023 to 2,787,282 in FY2025. The increase is likely to be due to the addition of nearly 1,500 new users and NMVTIS LEAT being used by Customs and Border Patrol (CBP). Since its inception in FY2009 and through FY2025, more than twelve million NMVTIS LEAT inquiries have been conducted, with half of those inquiries occurring in the last five years (Figure 29).

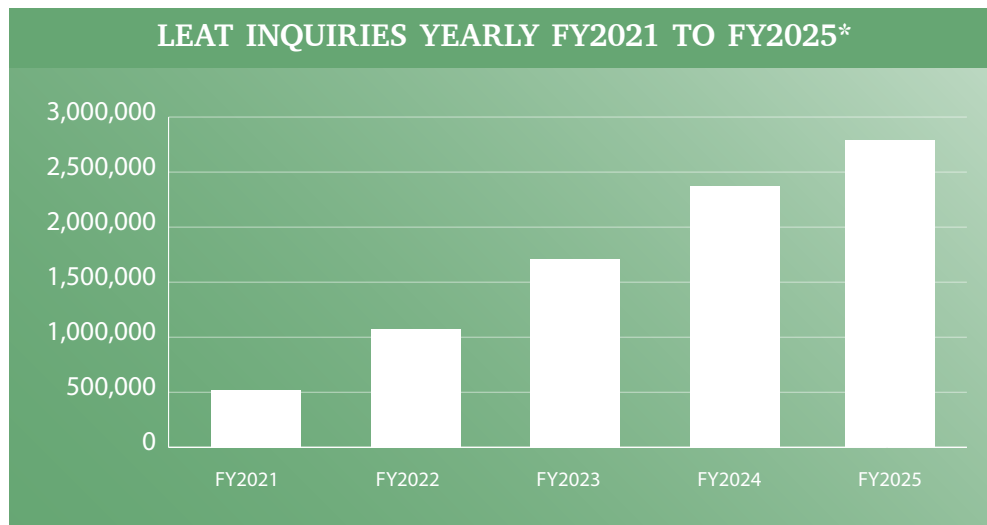


Figure 29

**Y2Y comparisons for fiscal years 2006 to 2020 can be viewed in prior Annual Reports.*

NMVTIS Law Enforcement Subcommittee (LESC)

In FY2025, 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 completed model legislation for Junk, Salvage, and Insurance (JSI) enforcement to offer as a resource for jurisdictions. This model provides 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. For the first time, the FY2025 award recognized an enforcement unit or Task Force: the Nevada DMV Compliance Enforcement Division.

Ongoing initiatives of the LESC include inclusion of "purged" stolen vehicle records and a reconciliation of the Mexican stolen vehicle files

SECTION 5: LAW ENFORCEMENT PROGRAM *(Continued)*

provided by the National Vehicle Service (NVS). Purged stolen vehicles are those that have expired from the NCIC active theft file (which happens at the conclusion of four full calendar years), but have not been recovered by law enforcement.

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.



Outreach

Fraud Detection

Legislation

Efforts Awareness

Outreach and Awareness of NMVTIS

NMVTIS Awareness Efforts Continued

During FY2025, outreach and awareness initiatives were primarily directed toward supporting the State Program, with a particular emphasis on assisting states in their transition to RESTful web services. AAMVA staff consistently delivered NMVTIS updates to key stakeholders, including the AAMVA Board of Directors, the SPS, and the LESC.

AAMVA maintained regular communication through seven semi-monthly AAMVA Fraud Awareness calls, where NMVTIS updates were shared. In addition, AAMVA facilitated ten NMVTIS Operations Monthly Forum calls, engaging representatives from up to thirty states. To further promote transparency and collaboration, a dedicated call was conducted with NMVTIS Business POCs to address current operational and strategic matters.

Throughout FY2025, two NMVTIS Stakeholder webinars were organized, attracting 283 participants from state motor vehicle agencies, law enforcement, industry associations, vendor partners, and federal agencies.

Consumer Outreach

AAMVA continues to encourage states to feature the public awareness video, “Check NMVTIS Before You Buy!” on their public-facing websites. Additionally, four short videos highlighting key messages from the full-length version remain available for display in state agency waiting areas and for posting on agency websites to help increase consumer awareness.

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 FY2025. The module contains the most current promotional and informational material available.

For 2025, a recent AAMVAcast (podcast) was incorporated into the existing NMVTIS material within the Law Enforcement Module. The podcast discusses auto theft prevention with Matt Dingbaum, Iowa Department of Transportation, Bureau of Investigation and Identity Protection, and Tom Foster, AAMVA, Law Enforcement Program. The value of NMVTIS to consumers, law enforcement, and investigations is emphasized throughout.

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 of NMVTIS as a resource for the motor vehicle community to detect and deter fraud. NMVTIS

SECTION 6: OUTREACH AND AWARENESS OF NMVTIS *(Continued)*

remained on the agenda for monthly Fraud Awareness calls for the law enforcement, vehicle, and driver communities.

STATE LEGISLATIVE EFFORTS

During FY2025, six states—Arkansas, Georgia, Oregon, Tennessee, Texas, and West Virginia—introduced NMVTIS-related legislation. Four bills introduced in Arkansas, Oregon, Tennessee, and Texas were adopted with an effective date in FY2025. To date, there have been forty-eight NMVTIS-related legislative bills adopted by states.

ADOPTED LEGISLATION:



ARKANSAS

AR H 1845: Introduced, March 18, 2025; Adopted: April 21, 2025;

Effective: August 4, 2025

- Requires the Office of Motor Vehicles to implement an electronic lien system, electronic titling system, and electronic registration system to allow real-time connectivity to NMVTIS.



OREGON

OR S 840: Introduced, January 13, 2025; Adopted: Jun 24, 2025;

Effective: January 1, 2026

- Establishes that before finalizing a retail sales transaction a vehicle dealer must conduct a vehicle record search using the NMVTIS or a vehicle record search using an equivalent commercially available system to the NMVTIS that, at a minimum, maintains records from those states participating in data sharing with NMVTIS if the vehicle is subject to the reporting requirements of NMVTIS. The vehicle dealer must also verify the title information and inform the retail customer of any brand, defect, or irregularity found in the search that could impact the vehicle's value. This provision does not apply when a vehicle is sold with a salvage title certificate or with a document issued by another state with a title brand.
- Establishes that a vehicle dealer commits the offense of failure to maintain proper vehicle dealer records if the dealer does not keep records or books of all the following information concerning any used or secondhand vehicles or campers the dealer deals with, including a copy of a NMVTIS vehicle record report obtained by the vehicle dealer through a NMVTIS data provider, or an equivalent commercially available system when permitted.

SECTION 6: OUTREACH AND AWARENESS OF NMVTIS *(Continued)*



TENNESSEE

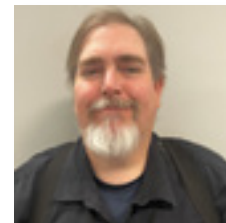
TN S 1068: Introduced, February 5, 2025; Adopted: May 9, 2025;

Effective: May 9, 2025

- Establishes that a demolisher who purchases or otherwise acquires a motor vehicle for purposes of wrecking, dismantling, or demolition is not required to obtain a certificate of title for the motor vehicle in the demolisher's name. After the motor vehicle has been demolished, processed, or changed so that it physically is no longer a motor vehicle, the demolisher shall make the required notification to NMVTIS and surrender for cancellation the certificate of title or auction sales receipt. The Department of Revenue Taxpayer and Vehicle Services Division shall issue forms and rules governing the surrender of auction sales receipts and certificates of title as are appropriate.
- Requires a demolisher to keep an accurate and complete record of all motor vehicles purchased or received in the course of the demolisher's business. The records must contain the name and address of the person from whom each motor vehicle was purchased or received, the date when the purchase or receipt occurred, and the date reported to NMVTIS. The demolisher shall make the records open for inspection by any law enforcement agency at any time during normal business hours. A record required by this section must be kept by the demolisher for at least one year after the date of the transaction to which it applies.

“Michigan’s Office of Investigative Service states that NMVTIS is an extremely valuable tool for them.”

CHARLES LEIBRAND
NMVTIS Help Desk Technician,
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TEXAS

TX H 5436: Introduced, April 7, 2025; Adopted: June 20, 2025; Effective: September 1, 2025

- Requires a used automotive parts recycler who purchases a motor vehicle under this statute to compile the following information in the manner prescribed by the department: the name, address, and NMVTIS identification number of the recycler.
- Requires a used automotive parts recycler who purchases a motor vehicle under this statute to submit to the department the NMVTIS information necessary to satisfy any applicable requirement for reporting information to NMVTIS in accordance with rules adopted under 28 C.F.R. Section 25.56. The information must be submitted not later than 24 hours, not counting weekends or official state holidays, after the close of business on the day the vehicle is received. The department may report information received under this subsection to NMVTIS on the recycler's behalf. A

SECTION 6: OUTREACH AND AWARENESS OF NMVTIS *(Continued)*

used automotive parts recycler is not required to report information to NMVTIS if the department reports the information on behalf of the recycler.

PROPOSED LEGISLATION:



GEORGIA

GA H 184: Introduced, January 29, 2025; Referred to House Committee on Motor Vehicles

- Within two business days of commencement of towing under this article, the towing company or storage facility shall commence a search of the NMVTIS database to obtain the last state of record of the vehicle and then obtain the most current name and address of the person who owns or holds a lien from the state agency responsible for maintaining motor vehicle title data or an authorized vendor providing real-time access to that state database, by electronic means, if available. No storage charges beyond the initial two business days shall accrue until the notice requirement has been met. If a state does not have a mechanism to provide such information electronically, then the towing company shall make all reasonable efforts to obtain the vehicle owner and lienholder information.



TEXAS

TX H 4368: Introduced, April 1, 2025; Referred to House Committee on Transportation

- Prohibits a title for a motor vehicle from being issued based on a nonrepairable vehicle title issued on or after September 1, 2003, or comparable out-of-state ownership document or record, or evidence of a notation on an out-of-state ownership document or record in NMVTIS.

TX S 2247: Introduced, March 11, 2025; Referred to Senate Committee on Transportation

- Prohibits a title for a motor vehicle from being issued based on a nonrepairable vehicle title issued on or after September 1, 2003, or comparable out-of-state ownership document or record, or evidence of a notation on an out-of-state ownership document or record in NMVTIS.

SECTION 6: OUTREACH AND AWARENESS OF NMVTIS *(Continued)*



WEST VIRGINIA

WV H 2766: Introduced, February 21, 2025; Referred To House Committee on Finance

- Provides tax credits to individuals or automotive dealerships that donate eligible vehicles for certain low-income individuals. An eligible vehicle must include a vehicle history report run through NMVTIS to prove it is not a junk or salvage vehicle, the certificate of title must contain no brand information for the vehicle, and the dealer must have no knowledge or reason to believe the vehicle is or should have been branded.

**System
Improvement**

**Looking
Ahead**

Engagement

Sustainability

Looking Ahead

Hawaii Fully Participates in NMVTIS; 100% of the U.S. DMV data is represented in NMVTIS; Outreach Plan for States to implement Model State JSI Legislation Executed; State Users to Participate in a NMVTIS/E-Titling Forum; Continuation of System Improvements and Sunsetting of Technologies; Implementation of Recommendations of Consumer Access Market and Price Assessment; AAMVA/DOJ renew the NMVTIS Operating Agreement; Continued Financial Sustainability.

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 support Hawaii with efforts to fully participate.

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.

Outreach Planning—Model State Junk/Salvage Insurance Legislation

With the development and publication of the model legislation, AAMVA plans to work with its members to assist in implementing the model legislation to strengthen the compliance and enforcement of the JSI Program requirements, enhancing the value and usefulness of the data.

NMVTIS/E-Titling Forum

Building on the success of the NMVTIS State Users Workshops, AAMVA will host a forum on NMVTIS and E-Titling, which is emerging as a key topic for state users in the vehicle title ecosystem. As NMVTIS is a key aspect of state titling, it is essential to have an opportunity for stakeholders to consider and discuss the nature and extent of the intersection of these areas.

System Improvement Activities

In FY2026, AAMVA plans to complete the rewrite of the NMVTIS online logic for each transaction to leverage cloud efficiencies. At the same time, as part of the AAMVA Board-approved initiative to sunset outdated technologies, AAMVA will continue to support members and vendor partners undertaking system rewrites to ensure seamless transitions and alignment with modern standards in advance of the January 2028 sunset date.

Key initiatives include:

- Data Sync Automation—specifications
- Business Intelligence—Internal Dashboard—State Program
- RESTful Conversion efforts:
 - State—scheduling and implementation
 - NICB Theft File—plan
 - Consumer Access Program—specifications and plan

Consumer Access Program Changes

AAMVA will take steps to enhance the program and protect the NMVTIS brand and the product, including exploring new use cases for NMVTIS. Additionally, the current rate structure will be assessed to determine competitiveness and any need for changes.

Operating Agreement

AAMVA will work with the DOJ to renew the agreement to ensure that it accurately reflects the current operation while positioning the system for the future.

Sustainability

With NMVTIS established as a self-funding program, AAMVA will continue to explore opportunities to increase Consumer Access Program revenues through rate reviews and, if necessary, rate increases, and will pursue new use cases for NMVTIS data. Additionally, AAMVA will monitor system costs, making necessary adjustments and advancements to ensure that the system remains on the path of self-sustainability now and in the future.

“NMVTIS is an essential service, not only for consumer protection, but also to facilitate the future of Digital Titling across the U.S. We look forward to continuing to work with AAMVA to support and enhance the functionality offered by NMVTIS. ”

JOHN BRUEGGEMAN
Chief Strategy Officer, Vitu

Alerts

Fraud

Title
Accuracy

Data Assisted

State Benefits During FY2025

States reported a variety of benefits from participating in NMVTIS, including improved identification of stolen vehicles, enhanced title accuracy, better customer service, and more effective fraud detection.

Potential Stolen Vehicles Identified Using NMVTIS

State	Results
Connecticut	Identified 5,565 potential stolen vehicles; 104 vehicles were recovered, with 44 confirmed stolen and 60 identified as clones.
Florida	From 10/1/2024 to 9/30/2025, 44 stolen vehicles were identified and recovered.
Indiana	Approximately 2,426 potentially stolen vehicles were identified.
Michigan	Michigan identified approximately 603 active vehicle fraud cases, 163 (27%) referred directly from the NMVTIS Help Desk. They also recovered 31 vehicles that were identified as stolen or confirmed stolen.
Minnesota	About 50 confirmed stolen vehicles were identified, including some with active theft reports and abandoned vehicles.
Wisconsin	WisDOT followed up on 157 stolen vehicle alerts during title processing, excluding notifications for titles issued to insurance companies.

SECTION 8: EXHIBITS-STATE BENEFITS *(Continued)*

Vehicle Brands Identified and Carried Forward Using NMVTIS

State	Results
Connecticut	Identified 53 missing or recaptured brands, which were corrected on titles. Customers were notified, and new titles issued only if the unbranded title was surrendered.
Florida	Of 91 odometer fraud complaints received, 75 titles were branded Not Actual or flagged for correction.
Indiana	Approximately 58,605 missing brands were identified and carried forward on title documents.
Michigan	NMVTIS allows Michigan to capture missed brands and verify with film research and/or confirm brands with other jurisdictions. This allows Michigan to identify and add missed brands quickly, or confirm incorrectly branded vehicles, usually in less than 48 hours.
Minnesota	About 20 missing or recaptured brands were identified and corrected on Minnesota titles.
Oregon	While Oregon does not track the number of brands identified, every title activity checks NMVTIS brands, ensuring accurate branding.
Texas	Texas identified 25,540 missing or recaptured brands. Out-of-state titles and previously issued Texas titles were corrected, and 21,853 transactions were caught where brands were not carried forward.
Wisconsin	Titles with multiple brands or a Salvage brand are reviewed against NMVTIS.

SECTION 8: EXHIBITS-STATE BENEFITS *(Continued)*

Enhanced Customer Service Attributed to NMVTIS Use

State	Results
Connecticut	NMVTIS enables accurate title issuance and protects consumers by identifying discrepancies or fraud before issuing new titles. Consumers can also purchase NMVTIS reports for added protection.
Florida	Staff regularly use NMVTIS to investigate and resolve title fraud affecting both Florida residents and out-of-state victims.
Indiana	NMVTIS plays a crucial role in combating auto theft and fraud by providing vital vehicle title information and promoting transparency.
Michigan	NMVTIS allows Michigan to quickly assess the validity of surrendered title documents and the accuracy of brands with other jurisdictions. 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.
Minnesota	NMVTIS ensures accurate title information and has helped identify at least 15 cases of odometer fraud.
Oregon	NMVTIS provides comprehensive vehicle history, helps reject fraudulent transactions, and ensures accurate branding.
Texas	NMVTIS inquiries identified 118,214 errors, resulting in secondary reviews and corrections that prevented fraud and title issues.
Wisconsin	System checks prevent re-titling of cloned or fraudulent vehicles, with 98 titles cancelled or prevented from being issued, representing 5.33% of titles reviewed.

SECTION 8: EXHIBITS-STATE BENEFITS *(Continued)*

Potential Cloned Vehicles Identified Using NMVTIS

State	Results
Connecticut	Identified 60 cloned VINs; associated credentials were canceled in collaboration with law enforcement.
Florida	Identified 44 stolen vehicles, which were recovered during the reporting period.
Indiana	Identified 266,559 cloned VINs, though many may be data entry errors rather than actual cloned vehicles.
Michigan	Michigan has identified 25 cloned VINs. They had 603 active vehicle fraud cases; 163 (27%) were referred directly from the NMVTIS Help Desk.
Minnesota	Approximately 10 cloned VINs were identified and confiscated by law enforcement.
Wisconsin	Identified 34 cloned VINs; investigation led to recovery and return of vehicles, some with counterfeit VINs.

Potential Fraudulent Activity Identified Using NMVTIS

State	Results
Connecticut	Identified 708 vehicles previously reported as junk before new titles were issued.
Florida	Cases of odometer rollbacks, counterfeit and altered titles, and stolen vehicles were identified.
Michigan	Michigan identified different types of fraud such as VIN verification/cloned vehicles, altered title/odometer fraud, stolen activity, and lien fraud. They handled approximately 603 vehicle fraud cases, referred 206 fraud cases for warrants, identified 25 re-tagged vehicles, assisted in the recovery of 31 stolen vehicles, and identified 55 fraudulent lien releases.
Minnesota	More than 100 cases of odometer, brand, and VIN discrepancy fraud were identified, including vehicles previously reported as junk.
Oregon	VIN discrepancies, fraudulent titles or MCOs, and brand washing were identified, with NMVTIS used to reject fraudulent transactions.
Texas	Identified 418 fraudulent incidents, which were reported, including vehicles previously reported as junk, fake or fraudulent titles, odometer alterations, and brand tampering.
Wisconsin	Identified 98 cases of title fraud, including fraudulent Manufacturer Statements of Origin and out-of-state titles.

SECTION 8: EXHIBITS-STATE BENEFITS *(Continued)*

Enhancements for Motor Vehicle Titling Agencies Attributed to NMVTIS

State	Results
Connecticut	Data verification helps resolve insurance compliance cases and saves consumers time and money by verifying salvage inspections. NMVTIS assists in identifying vehicles that have left the state or been junked.
Indiana	Improved record-keeping systems are needed to analyze NMVTIS hits efficiently and enhance accuracy in record management.
Michigan	Michigan identified enhancements such as data syncs, an increase in Change State of Title (CSOT) resets, and RESTful Solutions migration. A constant push from AAMVA for jurisdictions to perform data syncs as well as AAMVA involvement in CSOT resets and RESTful migration has helped Michigan to eliminate their manual help tickets.
Minnesota	Enhancements include renewal notices not sent to customers with vehicles out of state and data verification for accurate titles. NMVTIS is integrated into Minnesota's computer system for instant updates.
Oregon	NMVTIS ensures valid ownership documents and correct branding, helps identify and correct staff errors, and resolves system issues related to title uploads and renewal notices.
Wisconsin	Implementation of updated records and programming resulted in staff processing savings of nearly \$57,000.

JSI Data Assisted in Business Processes

State	Results
Connecticut	JSI is used to verify information before issuing titles or registrations and aids DMV law enforcement investigations. NMVTIS is referenced for all title transactions daily.
Indiana	JSI data assists in correcting washed brands and ensures that vehicles classified as junk are not returned to the road, enhancing safety and compliance.
Michigan	Michigan does not issue brands based off JSI data within NMVTIS. Brands are added in Michigan only when the customer applies for the specific brand. They do use JSI to verify that a vehicle have not been crushed before issuing a Michigan title if the JSI data is newer than the current Michigan title: they will then require a vehicle disposition.
Minnesota	JSI data is checked for every Minnesota title issued.
Oregon	Vehicles with Crush, Scrap, or Parts disposition cannot be titled in Oregon; JSI data is used to confirm total loss status.
Texas	TxDMV considers JSI information when issuing Certified Copies of Title, especially for vehicles marked as Scrap or Junk.
Wisconsin	Correction requests and audits of junkyards are informed by JSI data, with education provided on proper reporting practices.



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