

move

JOINING FORCES

How partnerships can
help motor vehicle
administrators and
highway safety offices
accomplish more

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of highway funding

Mobile driver's licenses for air travel

Best practices for the deterrence
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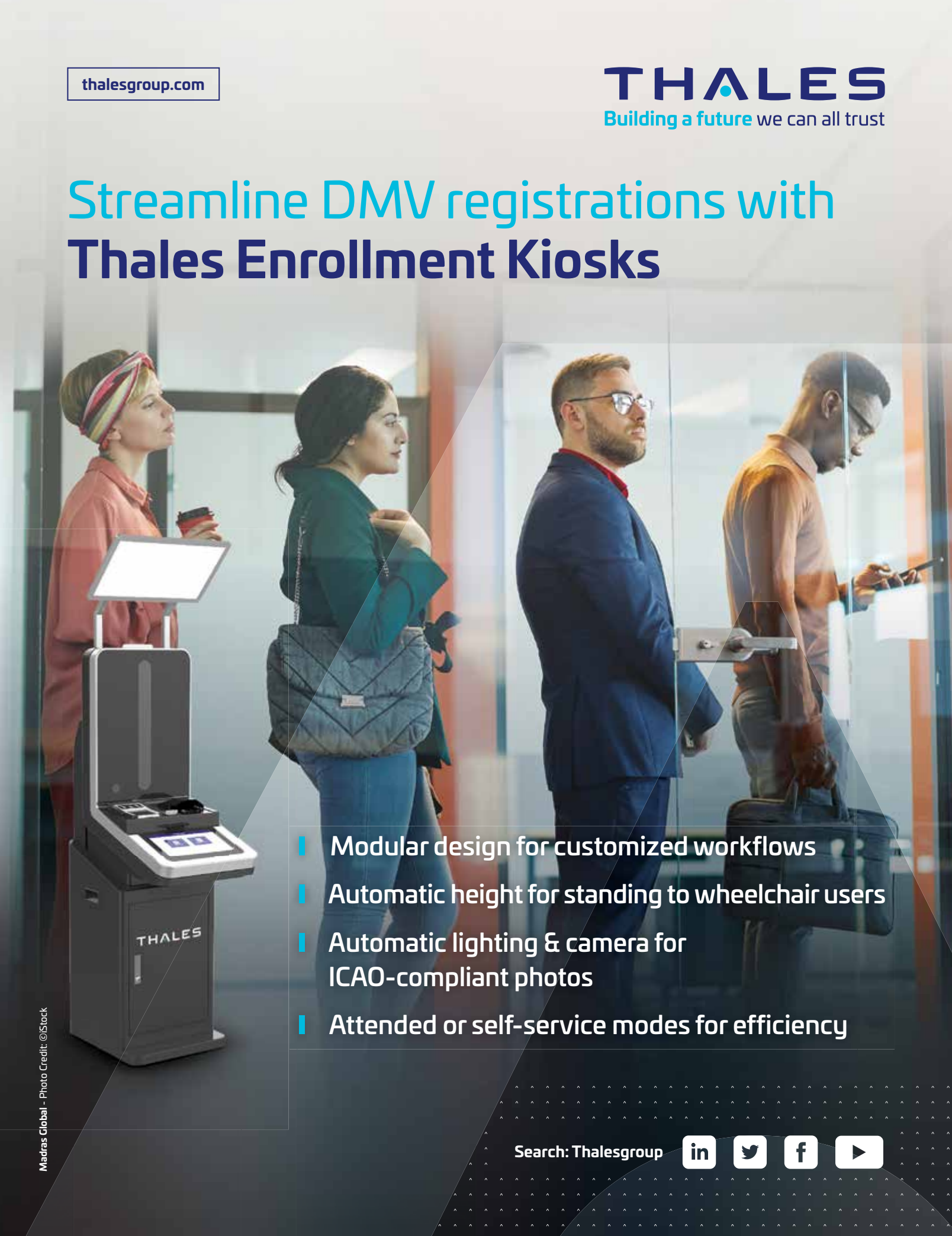


OUR VISION

Safe drivers
Safe vehicles
Secure identities
Saving lives!

MOVE is the publication of the American Association of Motor Vehicle Administrators. For more information, visit www.aamva.org.

Streamline DMV registrations with Thales Enrollment Kiosks

- 
- The background image shows four diverse individuals interacting with Thales Enrollment Kiosks in a bright, modern office environment. A woman on the left is looking at the kiosk screen while holding a coffee. Next to her, another woman is standing with her arms crossed. In the center, a man in a blue suit is looking at the kiosk. On the right, a man is looking down at a smartphone while standing near a kiosk. The kiosks are sleek, dark-colored machines with large touchscreens and the Thales logo on the front.
- Modular design for customized workflows
 - Automatic height for standing to wheelchair users
 - Automatic lighting & camera for ICAO-compliant photos
 - Attended or self-service modes for efficiency



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JOINING FORCES

Forming relevant partnerships can help motor vehicle administrators and highway safety offices accomplish more by sharing the workload, resources—and the results

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States plan for the future of highway funding

BY MATT ALDERTON



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Don't forget to visit **MOVEmag.org** to read the latest web exclusives.

Move over laws are in place to protect law enforcement, fire, EMS transportation and towing professionals, but not enough drivers obey the law. Read about the laws and what jurisdictions can do to promote them in our online exclusive, "Supporting and Promoting Move Over Laws," at [MOVEmag.org/supporting-and-promoting-move-over-laws](https://www.move-mag.org/supporting-and-promoting-move-over-laws).



Connecting With Safety Stakeholders

*SUCCESS DEPENDS
ON EFFECTIVE
COLLABORATION*

This time a year ago, I used my *MOVE* column to reflect on the absence of in-person AAMVA gatherings—how much we missed them; how eager we were to resume them. Fast forward a year and I am happily reflecting on recent encounters at in-person events of AAMVA stakeholders and members.

The in-person “vibe” and unintentional conversations I experienced in these past few months reinforce just how much we miss when computer screens and telephones are our main forms of engaging. I am reminded that chance meetings face-to-face fill gaps in our knowledge, relationships, work and gaps we may not recognize until the unscripted conversation occurs.

After two years of limited in-person meetings, we have become good at carrying out business over virtual connections. But we also need the unexpected connection during in-person engagements and I am very glad to know many of you plan to travel to AAMVA meetings and events this year to reconnect in substantive

sessions and through unscripted encounters.

Connections matter, and this issue of *MOVE* magazine shines a spotlight on stakeholders within the AAMVA community who deploy strategies, programs and advocacy to reduce the risk of serious and fatal crashes. The Road to Zero (RTZ) coalition, managed by the National Safety Council, highlights these partnerships in its roadmap to get to zero traffic deaths.

The roadmap is as clear today as it was when the coalition released it last year. It is a call to action and the U.S. Department of Transportation responded with the recently issued National Roadway Safety Strategy (NRSS). While laying out multiple

strategies to improve transportation safety nationwide, the NRSS calls on all stakeholders as essential to fulfilling its promise. The AAMVA community models stakeholder collaboration and together forms a community of practitioners essential to success.

The NRSS calls out excessive speed, impairment and not wearing seatbelts for our immediate focus. The three high-risk behaviors represent the leading contributors to serious and fatal crashes and strategies like alcohol ignition interlock devices, administrative license suspensions to deter impaired driving, enforcement of primary seat belt laws, support for high visibility law enforcement, graduated driver's license requirements for novice drivers, and traffic enforcement strategies focused on dangerous driving behaviors are all interventions that work. These are strategies the AAMVA community heavily influences, and their success depends on effective stakeholder collaboration.

Further in the report, the NRSS calls on states and federal agencies to strengthen systems for the electronic exchange of non-CDL driver history record information, much like the community is doing through the exclusively electronic exchange of CDLIS records and the driver history record exchange capability in the State-to-State Verification Service. With timely, accurate records, our traffic enforcement and court partners can better identify and take unsafe drivers off the road.

In other words, stakeholder collaboration on these many strategies, along with the other actions NRSS and RTZ outline in the reports above, are key to reaching zero fatalities. AAMVA is committed to supporting our community in this work, and we are excited to intensify our connection through in-person meetings in the months and years ahead. **m**

Anne Ferro
AAMVA President and CEO

Chance meetings face-to-face fill gaps in our knowledge, relationships and work.



Stop Scammers, Stop Fraud



*AAMVA'S DETERRENCE
AND DETECTION
OF FRAUD BEST
PRACTICES,
EDITION 2 CAN HELP
JURISDICTIONS
COMBAT CRIMINAL
ACTIVITY*

BY KATHLEEN HAGAN

Departments of motor vehicles (DMVs) across North America have a huge responsibility on their shoulders: protecting the integrity of the motor vehicle and personal identity documents they issue to the public.

To help jurisdictions deter and detect fraud that happens at DMVs, AAMVA created a working group that developed the *Best Practices for the Deterrence and Detection of Fraud*, which was released in 2015. But a lot has changed since then, and a new working group was established in 2021 to create an updated best practice document that has been published in the spring of 2022.

THE NEED FOR AN UPDATE

While the original best practice document covered a wide range of fraud-related topics, it did not offer depth into any of them. According to Paul Steier, director of Vehicle Programs at AAMVA, the updated best practice provides more details about the different types of fraud that can happen at DMVs, including:

- › Driver's license and personal identity fraud
- › Vehicle fraud (e.g., documents, liens)
- › Motor carrier fraud (e.g., commercial driver's licenses, inspections, operating authority)

"This updated best practice document is the heart and soul of everything you want to know about fraud: how it occurs, why it occurs, and what you can do as a DMV or law enforcement administration to deter and stop it," Steier says.

In addition to including more in-depth information around the various types of fraud, the original best practice document also needed to be updated to reflect today's reality—that more transactions are online. With electronic titling and mobile driver's licenses becoming popular, new guidance around

how to be prepared for current and future online fraud was developed and included in the updated guide.

"Because data is being transferred online, you don't physically see the fraud that's occurring as much as you used to physically with paper documents and plastic ID cards," Steier explains. "You need to develop ways to figure out what's going on, and that's where data analytics and auditing your records become important."

Another potential vulnerability for DMVs is internal fraud. "People wanting to bribe employees to create a record that appears legitimate is a huge threat that will continue to grow as we move more services online," Steier says. "You need to think about the integrity of your systems and who has access to them."

"Because data is being transferred online, you don't physically see the fraud that's occurring as much as you used to physically with paper documents and plastic ID cards."

PAUL STEIER

Director of Vehicle Programs at AAMVA



Ultimately, it is important for DMVs to be aware of this risk of internal fraud and create environments that endorse ethical behavior and encourage employees to do the right thing.

HOW TO USE THE GUIDE

Steier says AAMVA's Fraud Detection & Remediation (FDR) training program remains the primary source of fraud training for AAMVA members; however, the *Deterrence and Detection of Fraud Best Practices, Edition 2* is an extremely valuable document for subject-matter experts within the jurisdictions.

"Jurisdictions should have their subject-matter experts look at the specific recommendations around risks and vulnerabilities [in Chapter 6] and make sure they're doing everything they can to overcome those risks," Steier advises.

When fraud is identified, DMVs need to act quickly and make sure there are consequences for the perpetrators to help deter future fraud.

LOOKING TO THE FUTURE

Ultimately, the benefits of combating fraud far outweigh the costs. DMVs should make sure they have the proper staffing, training, resources and technologies in place to successfully protect the integrity of their documents.

In addition to the release of the updated *Deterrence and Detection of Fraud Best Practices, Edition 2* this spring, AAMVA is updating the *DMV Investigative Unit Resource Guide* for publication in late 2022 or early 2023, and will continue with annual updates to the FDR training program. Stay tuned! **m**

go online

TO DOWNLOAD THE NEW *BEST PRACTICES FOR THE DETERRENCE AND DETECTION OF FRAUD* DOCUMENT, VISIT [AAMVA.ORG/PUBLICATIONS-NEWS/BEST-PRACTICES-STANDARDS](https://www.aamva.org/publications-news/best-practices-standards).



Ready for Takeoff

JURISDICTIONS ARE AIMING TO ALLOW MOBILE DRIVER'S LICENSES (mDLs) AS VALID IDENTIFICATION FOR AIR TRAVEL

BY SCOTT MASON



The world is heading online. The desire for digital over physical documents is becoming the norm—and motor vehicle agencies are embracing the tradition. Several jurisdictions across North America now offer mobile driver's licenses (mDLs) to their customers, allowing for ease of access and increased security over the physical cards consumers have become accustomed to.

"Jurisdictions started offering mDLs in 2017," says Mike McCaskill, director of Identity Management at AAMVA, "and pilot programs began back in 2016. Benefits of mDLs are vast: They are more secure, they can be updated in real

time and they provide increased privacy for the consumer.”

MOVING mDLs FORWARD

New advancements bring innovation, as businesses and government authorities are brainstorming what additional uses there are for mDLs to make customers’ lives easier. What may be the most exciting application that motor vehicle administrators are working on for mDLs is their use as valid ID for air travel.

“When we launched our [mDL] pilot program several years ago, we also surveyed the pilot participants,” says Chrissy Nizer, administrator at the Maryland Department of Transportation. “The No. 1 reason that people wanted to be able to use a mobile driver’s license was for travel, which we thought was interesting. Depending on your job or how frequently you travel for leisure, it happens maybe several times a year—but it’s certainly not something most people do every day.”

Taking this response to heart, Maryland, along with Arizona and Georgia, have partnered with Apple and the Transportation Security Administration (TSA) to figure out the best way to make this dream a reality.

Nizer says her team has direct contact with Apple and TSA as they work to perfect the user experience and security of Maryland’s mDLs. The goal is to have an mDL available to a consumer with the click of a button, popping up instantly in the Apple Wallet feature on iPhones and iPads. TSA then provides the

equipment needed to scan and verify mDLs in the security lines at local airports.

PERFECTING THE PROGRAM

With Maryland, Georgia and Arizona “going first” with regard to mDL air travel verification, there is definitely a learning curve. Eric Jorgensen, motor vehicle division director at the Arizona Department of Transportation, says that being an early adopter will benefit others that have yet to begin the process. “As other jurisdictions begin work on allowing mDLs for travel, we’ll have laid the groundwork for their success,” he says.

This goes for other smartphone providers, too. According to a report from Counterpoint Research, Apple had a 47% share of smartphones in the United States as of Q3 2021—which means that 53% of smartphone users will also need a solution. “Apple is a large provider of smartphones—but they’re not the only one,” Jorgensen says. Google, Samsung and other smartphone providers will likely be hopping on board to provide the service to their users, too.

Ensuring a smooth user experience is another high

mDLs have been around since 2017. They’re secure, can be updated in real time and provide increased privacy for the consumer.

priority for Jorgensen and Arizona. “Apple has a great user experience team,” he says. “They’re trying to make sure the customers are easily able to enroll their mDL into the Apple Wallet and that each jurisdiction can easily verify the authenticity of the mDL information, as well.”

SUPPORT FOR SUCCESS

While there are many moving parts and several stakeholders involved in the project, it is important to remember that this is a team effort, with all entities supporting each other through implementation. The jurisdiction, Apple and TSA all need to be constantly communicating to make sure user information is properly verified.

AAMVA has been instrumental in championing the initiative, too, with mDL support dating back a decade. The AAMVA Joint mDL Subcommittee helped develop the functional requirements used to create ISO standards for interoperability between jurisdictions. The ISO 18013-5, published in September 2021, gives motor vehicle administrators a road map to ensure their mDLs are compliant and can be accepted as valid ID both federally and in other jurisdictions.

“[AAMVA] is also creating its Digital Trust Service,” McCaskill says. “The Digital Trust Service will be the one-stop shop for relying parties to obtain the public keys from verified issuing authorities, establishing trust in the mDL with which they are interacting.”

GOING PUBLIC

Both Arizona and Maryland plan on having their mDLs ready for consumers in early 2022, and in the meantime are determining the best way to craft messaging for how to obtain and use the mDL for travel.

“We’re working with both Apple and TSA to make sure we have the right message at the right time,” Jorgensen says. “We don’t want to do it too early—we don’t want to lose that message and have everybody forget [about mDLs] and have to go through the process again. We need to have the proper media exposure in place to inform customers.”

Nizer says Maryland has similar plans regarding marketing mDL opportunities to the public. “We are partnering very closely with Apple to notify customers when this service is available,” she says. “There will also be information on our website detailing how to initiate the mobile driver’s license. So, it will be a partnership as we look at educating the public so that they understand how to go about acquiring and using it.” **m**

Visit aamva.org/topics/mobile-driver-license for guidance and resources relating to mDL implementation.

Listen to our podcast about Arizona’s mDL pilot program at tinyurl.com/AZmobileDL.

Creating a Credential

*HOW THALES
WORKED WITH
THE COLORADO
DOR TO BRING
COLORADO'S
OWN CITIZENS
INTO THE
CREDENTIAL
DESIGN PROCESS*

BY ANDREW CONNER

When looking to redesign its driver's license and other related credentials to improve security, the Colorado Department of Revenue (DOR) brought a unique idea to Thales DIS USA Inc., its vendor partner on the project: The DOR wanted to hold a contest for Colorado citizens to design the next credential.

"What was really cool about this redesign is Thales and the Colorado Department of Revenue involved Colorado citizens in the selection of the design," says Rosalie Johnson, director driver license at the Colorado DOR. "We held a contest, and 55,000 Coloradans voiced their choice for the new credential. Instead of being a card that the government provides to the people without input, the people got to be a part of it. We got a lot of positive feedback about that."

While the project was a success, that was only possible due to the close collaboration between Thales and the Colorado DOR. Thales, which works with over a dozen jurisdictions on a variety of projects surrounding credentials and credential security, approached the idea with collaboration in mind, like they would any new client project.

55,000
Coloradans
voiced their
choice for
the new
credential.

"I think we all knew that when you're putting out a competition to the public to design your new credential, you're taking a risk in that step," says Steven Purdy, head of sales, ID & verification North America at Thales. "We took a consultative approach, explaining in granular detail how we could accomplish something like this, because we really wanted to ensure that we didn't lose the integrity of the security design."

Purdy explains that regardless of the scope of a project his team works on, they give it the same attention to detail. "We have a process called the collaborative design forum, or CDF, which we use as part of the RFP process," says Purdy. "We use it to create sample designs, asking questions like how they want their credential to represent their state and colors that should be used—basically: What is the brand?"

In Johnson's experience with Thales, this approach directly contributed to the success of their credential upgrade project.

"[Thales] is always so responsive and they understand the bigger picture and

"This was a project where everybody got a voice."

ROSALIE JOHNSON

Director Driver License at the Colorado DOR



musings {SOCIAL MEDIA ROUNDUP}

HIGHWAY SAFETY MESSAGING

AAMVA jurisdiction members and their partners in highway safety offices have plenty to say about keeping people safe on the roads. Here's a quick look at their social media messages about highway safety and the road to zero deaths.



Wisconsin Department of Transportation
@WisconsinDOT

Yes, it's extremely cold out there. But for everyone's safety, please keep your cool behind the wheel.



VirginiaDMV
@VirginiaDMV

#Speeding fatalities are on the rise in #Virginia increasing 9% from 2020 to 2021, accd to prelim data. Breaking the speed limit could cost you more than a traffic ticket. Losing control of the vehicle, crashing & loss of life are serious consequences. #SlowDown #ArriveAlive



PA Department of Transportation
@PennDOTNews

Your most precious cargo deserves the best protection. #NationalBubbleWrapDay #BeSafePA



Missouri DOT
@MoDOT

Feeling a little drowsy? It's better to take a power nap in your recliner than in the drivers seat. Being well rested is important, especially if you're behind the wheel. You snooze, you lose. Don't drive drowsy.



Michigan Secretary of State
@MichiganSoS

Nationally, speeding killed 9,478 people in 2019 (26% of all traffic fatalities). Remember to slow down and stop speeding before it stops you.



Michigan Office of Highway Safety Planning
@MIOHSP

Most winter driving crashes are caused by drivers going too fast for the roadway conditions. If roads are snowy or icy, the posted speed limit may not be a safe speed. Drive slow on ice and snow. Get more winter driving safety tips at Michigan.gov/WinterDriving.



MD Highway Safety Office
@zerodeathsMD

Texting and driving is never safe. In fact, it's pretty much like driving blindfolded. You would never do that, would you? #MDOTSafety #BeTheDriver



Idaho Highway Safety
@SHIFIdaho

Last year was a deadly one on Idaho's roads. More people died in traffic crashes than in any other single year since 2006. You can help change that by slowing down, putting away distraction, and driving sober. #DriveWellIdaho



Iowa Department of Transportation
@iowadot

Honking the horn and shouting aren't going to get you moving any faster. Let's all get where we're going safely. Drive chill.



Connecticut Department of Transportation
@CTDOTOfficial

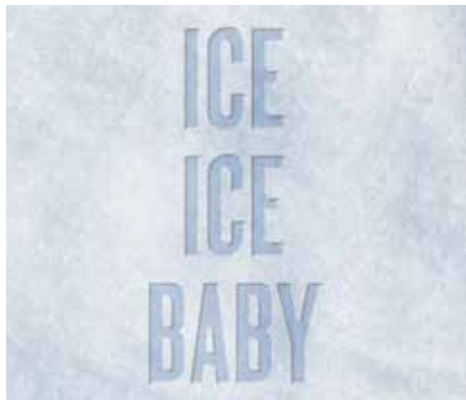
Speed limits are NOT suggestions, especially in the winter when weather conditions can be unpredictable. #SlowDownCT #TakeltSlow #VisionZero



**DriveSafeSD**

@DriveSafeSD

All right: Stop, collaborate and listen.
Winter=Ice. Whether you can see it or
not, it's there. Leave a reactionary gap
between you and the car in front of you.
[#SlowDown](#) [#IcyStreets](#) [#WinterDriving](#)
[#ReactionaryGap](#) [#DriveSafeSD](#)

**CA Office of Traffic Safety**

@OTS_CA

Friendly reminder. Drive like YOUR
(kids, brothers, sisters, nieces, nephews,
best friends, families, neighbors)
live here. [#WednesdayThought](#)
[#GoSafelyCA](#)

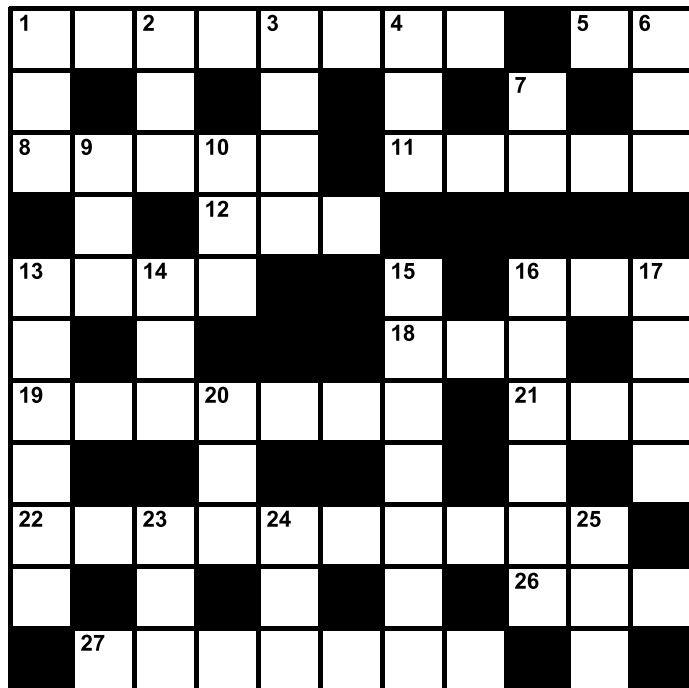
**MN Traffic Safety**

@MnDPS_OTs

Keep the good times going by making
a good choice when alcohol is involved.
When you're planning to party or just
to relax with friends, plan ahead for a
sober ride. [#DriveSmart](#) [#MNDWIs](#)



crossword



ACROSS

1 In many states,
this type of car
is paying zero tax

5 Boston's state

8 "Driving skills for
life" is a Ford
Motor Company
program providing
hands-on safety
training to this
demographic

11 Main source
of revenue for
maintaining road
infrastructure

12 Guess for an arrival
time, abbr.

13 Focusing on _____
_____ safety and
usage has been
the easiest way
to reduce traffic
accidents in some
states, 2 words
(goes with 17 down)

16 Wheel's center

18 Medical care
group, abbr.

19 Basis for future
taxes to maintain
the roads, 2 words

21 3,000 mile change

22 German startup
that applied to
become the first
FAA-approved
operator for auton-
omous urban air
taxis in the U.S.

26 Stop light

27 Method for
tracking number
of miles driven, a
plug-in to the _____
diagnostics system

6 Promotions
for campaigns

7 Former

9 Time before
an event

10 After taxes income

13 Endeavor

14 Org. that helps
with tow service

15 Less expensive

16 President who
brought into law
the first federal
gas tax

17 See 13 across

20 Pair

23 PC linkup

24 Key executive, abbr.

25 Striped shirt wearer

DOWN

1 Absorb, as a cost

2 Watch closely

3 Check for driving
competence

4 Philosopher suffix

JOINING FORCES





*FORMING RELEVANT
PARTNERSHIPS CAN HELP MOTOR
VEHICLE ADMINISTRATORS
AND HIGHWAY SAFETY OFFICES
ACCOMPLISH MORE BY SHARING
THE WORKLOAD, RESOURCES—
AND THE RESULTS*

BY REGINA LUDES

“Safety is a team sport” is a sentiment that embodies the challenge many motor vehicle administrators face in their efforts to promote traffic safety in their communities. Since the issue touches everyone, entities must work together to find the best solutions.

“We can’t do this alone,” says Chrissy Nizer, AAMVA’s chair of the board and administrator, Maryland Motor Vehicle Administration. “We’re much stronger together. We each bring different perspectives and experiences, which can help us come up with the best possible solutions for this multi-faceted problem,” she says.

According to data from the National Highway Traffic Safety Administration (NHTSA), an estimated 20,160 people died in motor vehicle crashes in the first half of 2021, an increase of 18.4% over the same period in 2020. That’s the largest number of fatalities in one period since 2006.

To put a dent in that number, however, motor vehicle administrators can not work alone. Aligning their efforts with organizations with similar goals to improve traffic safety enables them to acquire resources and information that they may not be able to access on their own. While the path to partnership is not always easy, the relationships DMVs build with other government agencies, nonprofit groups and for-profit companies can produce positive long-term results that benefit all partners and their constituents. ▶

“Highway safety is a complicated issue that requires the input of multiple agencies and jurisdictions.”

TERESA BERNTSEN

Director of Washington’s Department of Licensing

LOCAL AND STATEWIDE PARTNERSHIPS

The state of Washington is fortunate to be one of the few states in the country with its own state-run commission, says Shelly Baldwin, director of the Washington Traffic Safety Commission (WTSC). For as long as she's been with the agency, Baldwin says partnerships have been ingrained in the way they conduct business. With a staff of 26 people, she and her team rely on the data, resources and advice they receive from partnering agencies.

WTSC works with several groups, such as the Impaired Driving Advisory Council, which advises on state traffic issues and shares funding assessments. It also partners with the Active Transportation Safety Council to host events and write legislation about pedestrian and bicycle safety.

However, these partnerships have played the biggest role in the revision of the Target Zero strategic plan, which outlines actions to reduce highway fatalities. While WTSC oversees the 18-month revision process, it seeks input from the various partnering agencies, such as the departments of licensing, education, health and transportation. A steering committee tackles the larger issues while subject matter experts at the respective agencies write the material. Then nine commissioners review the drafted plan before it is sent to the governor for approval. The comprehensive plan reflects the discussions and input from all key partners.

Baldwin says the WTSC would never be able to accomplish everything that it has done without the input of key partners. "Everything we do is better because of the partnerships that do it with us," she says.

COMMISSIONED TO BE INVOLVED

One of the nine commissioners serving on the WTSC is Teresa Berntsen, director of Washington's department of licensing. She and the other commissioners meet with WTSC directors quarterly, and each commissioner is assigned to work with a staff member. Each commissioner represents different state departments, such as the department of licensing,

health and education to ensure that these departments' concerns are heard.

When it comes to reviewing the state's annual strategic plan or the revision of Target Zero, Berntsen says the commissioners' roles are to tackle the big questions such as, "How are we going to achieve zero traffic fatalities by the year 2030?"

As licensing director, Berntsen turns to her fellow commissioners and their respective departments to get current driver data before updating the state's licensing requirements. "When developing requirements, we look to state and federal laws and best practices from local agencies. We need to know what skills and knowledge drivers should have to get licensed."

To be successful in their roles, Berntsen says AAMVA members should pursue partnerships to offset their agency's resources. "Highway safety is a complicated issue that requires the input of multiple agencies and jurisdictions. It's important to have a venue for conversation that brings forth data and solution sets that get to the heart of the matter," Berntsen says.

REGIONAL PARTNERSHIPS PAY OFF

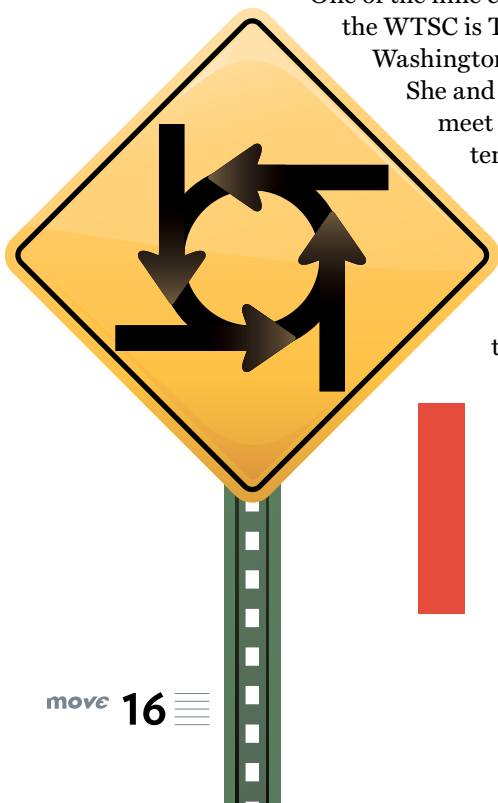
Partnerships that go beyond state borders can be beneficial too. Stephanie Hancock, director of region 3 for National Highway Traffic Safety Administration (NHTSA), says partnerships have helped her address traffic safety issues in her region, which covers six states (Delaware, Maryland, Kentucky, Virginia, West Virginia and North Carolina) and the District of Columbia. With only seven people on her staff, Hancock relies on the support and resources of state highway offices in these states. She also routinely works with law enforcement, nonprofits, health and education departments, and government agencies on traffic safety initiatives.

Shortly after becoming regional director, Hancock's office launched Operation Crash Reduction, a regional campaign to promote seat belt safety and reduce crashes throughout the region's states. Hancock believes in data-driven programs, so her team began by researching traffic data over a 10-year period. They discovered that October was the deadliest month for traffic crashes, particularly over the long Columbus Day weekend. Because the statistic was consistent in every state in her region, Hancock decided a regional campaign was in order. The regional nature of

"We're much stronger together. We each bring different perspectives and experiences, which can help us come up with the best possible solutions."

CHRISSY NIZER

AAMVA's Chair of the Board and Administrator for Maryland's Motor Vehicle Administration



the issue drew widespread media attention, she says.

“We found by focusing on seat belt safety and usage, it was the easiest way to reduce traffic accidents throughout the region,” Hancock says. The results so far have been positive as crashes have dropped during the month of October over the past three years.

Another regional initiative, Operation Checkpoint Strikeforce, encourages states in the region to create a sobriety checkpoint at different designated locations over a six-month period. The agency also promotes Move Over Days among the regional highway offices to raise awareness of the law requiring drivers to slow down when passing emergency vehicles on the side of the road. To make these programs work, Hancock says all regional partners collaborated by contributing ideas and solutions.

However, because each state has different sets of laws governing traffic safety and different response practices, it’s necessary to devise solutions that can be adaptable to their needs, adds Hancock. “You have to do what makes sense for their locations and make it easy for them to participate,” she says.

GOING PUBLIC WITH PARTNERSHIPS

Administrators can also look to the wider community for partnership opportunities. Private companies and agencies can provide financial resources and information that administrators can’t access.

Chuck DeWeese, assistant commissioner of New York’s department of motor vehicles, who currently serves as chair


of the Governors’ Highway Safety Association (GHSA), says GHSA has partnered with numerous companies and nonprofit groups over the years for both financial and traffic safety reasons.

Its longest partnership with Ford Motor Company is a case in point. The Driving Skills for Life teen driver education program provides hands-on driver safety training for 100 to 200 teens every year. The program is funded in part by a grant from Ford. Other funds from the automaker are awarded by GHSA to several states each year for their traffic safety programs.

“There are no strings attached. The partnership allows us leeway to do creative things like the teen driving education program,” explains DeWeese.

While Ford might be the longest-running partnership, GHSA partners with newcomers Uber and Lyft. Founded in 2009 and 2012 respectively, these upstart companies have created programs with GHSA to encourage ride-hailing as a safe alternative to traveling impaired, especially near the holidays.

In addition, GHSA and Uber have worked together to create road and bicycle


The longest-running GHSA partnership, Ford Driving Skills for Life, was created in 2003.

safety campaigns, while Lyft offers grants and ride-share credits to states that can either be distributed to individuals in Lyft-served communities or be used to promote local programs to encourage the ride-sharing option.

“We knew Uber and Lyft were big players and we saw the connection right away,” explains DeWeese. “We’re always trying to find new partners, especially those with a traffic safety focus.”

ADVICE FOR DMVs

To build partnerships in their own jurisdictions, or to enhance the ones already in place, administrators say it is important to value the partnering relationship and not treat it as a one-sided affair. “You need to be willing to do something for them in return,” Hancock says. “You can’t ask them for something and not provide something to benefit them.”

DeWeese adds that both highway safety professionals and DMVs share a common goal: saving lives. The partnership between the two is a natural fit, so he encourages administrators to reach out to highway safety offices to begin a relationship, if one currently does not exist, and start sharing information.

Nizer advises administrators to learn who the program coordinators are, then get involved with one or two who can be most helpful for their location’s situation. She also recommends reviewing the state’s highway office strategic plan, which details safety issues and resources.

“It doesn’t matter where the highway safety office is located. It’s about getting people to work together,” Nizer says. “The more we can work together and shed light on the larger issue, the better off we’ll all be.” **m**

find out more

HEAR MORE FROM CHUCK DEWEESE AT [TINYURL.COM/SAFETYCDWEESE](https://tinyurl.com/safetycdeweese).

PARTNERSHIP BEST PRACTICES

The U.S. Government Accountability Office outlines the following leading practices when collaborating with governments, nonprofits and private companies.

- Define and articulate a common outcome
- Establish mutually beneficial joint strategies
- Identify and address needs by leveraging resources
- Agree on roles and responsibilities
- Establish compatible policies and procedures across agencies
- Reinforce individual accountability for collaborative efforts through performance management systems
- Develop mechanisms to monitor, evaluate and report results
- Reinforce agency accountability for collaborative efforts through agency plans and reports



STATES PLAN FOR THE FUTURE OF HIGHWAY FUNDING

BY MATT ALDERTON

HOW TO FILL THE FUNDING TANK



If you want to see the future of transportation, just look up. So say futurists and science fiction fans. Obsessed with flight, they've long insisted that cars of the future will fly instead of drive. And they might be right: The Federal Aviation Administration (FAA) granted Amazon permission to use drones for package deliveries in August 2020, and German startup Volocopter in January 2021 applied to become the first FAA-approved operator of autonomous urban air taxis in the United States.

But don't prepare for take-off just yet. For now, at least, America still operates on asphalt instead of airstreams, according to the American Society of Civil Engineers (ASCE), which says highways and roads move 72% of U.S. goods—nearly \$17 trillion worth of commerce every year.


Unfortunately, American roads aren't just critical. They're also crumbling. The ASCE gives them a 'D' on its 2021 *Report Card for America's Infrastructure*. Over 40% of American roadways are now in poor or mediocre condition, reports ASCE, which says the average motorist wastes over \$1,000 per year in time and fuel

traversing deteriorating roads.

Highways need our help immediately, according to Oregon Department of Transportation (ODOT) assistant director of Revenue, Finance and Compliance Travis Brouwer, who blames the state of American roadways on a massive funding gap.

"Everybody uses the road system. And yet, most people don't recognize the cost of maintaining it," Brouwer says. "Over time, our funding streams have been compromised. And that means less money to keep the system in a state of good repair."

The biggest strain on transportation coffers has been the deterioration and dilution of



The federal tax on gas is **18.4 CENTS/GALLON**. The tax was last raised in **1993**.

state and federal fuel taxes, according to AAMVA director of Government Affairs Cian Cashin. Fixing roads, he says, starts with fixing the taxes that fund them.

"Currently, we're still reliant on the gas tax for the Highway Trust Fund, but that trust fund has been increasingly insolvent," Cashin says.

Fortunately, a solution is starting to come into focus. And DMVs will play a significant role in executing it.

FUEL TAXES ARE RUNNING OUT OF GAS

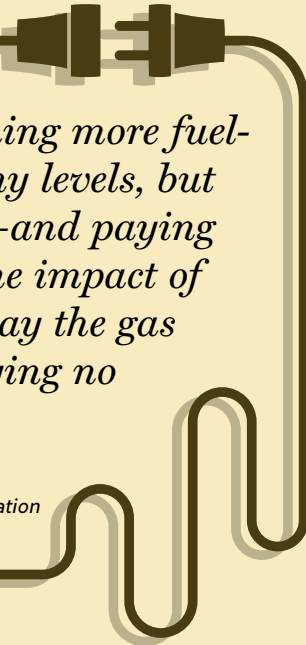
Oregon established America's first fuel tax in 1919. With automobiles becoming more popular, the state decided to tax gasoline at a rate of 1 cent per gallon to fund repairs to public highways.

The first federal gas tax came more than a decade later, when President Herbert Hoover signed the Revenue Act of 1932. The tax of 1 cent per gallon was intended to be a temporary measure to help the United States balance its budget during the Great Depression. Congress made it permanent during World War II, however, and eventually raised it to 3 cents per gallon in order to fund the Highway Trust Fund, which it established in 1956 to support the construction and maintenance of roads and bridges.

In its first year, the federal gas tax raised \$124.9 million, or 7.7% of all federal revenue. Today, federal fuel taxes raise some \$43 billion per year, or approximately 10% of all federal revenue. Collectively, state and local fuel taxes generate another \$50 billion per year.

Although that sounds like a lot, it doesn't go very far. "In Oregon and most other states, fuel taxes are not indexed to inflation," Brouwer says. "So as costs go up across the economy, we have less buying power—we can buy less concrete and less rebar than we could in the past."

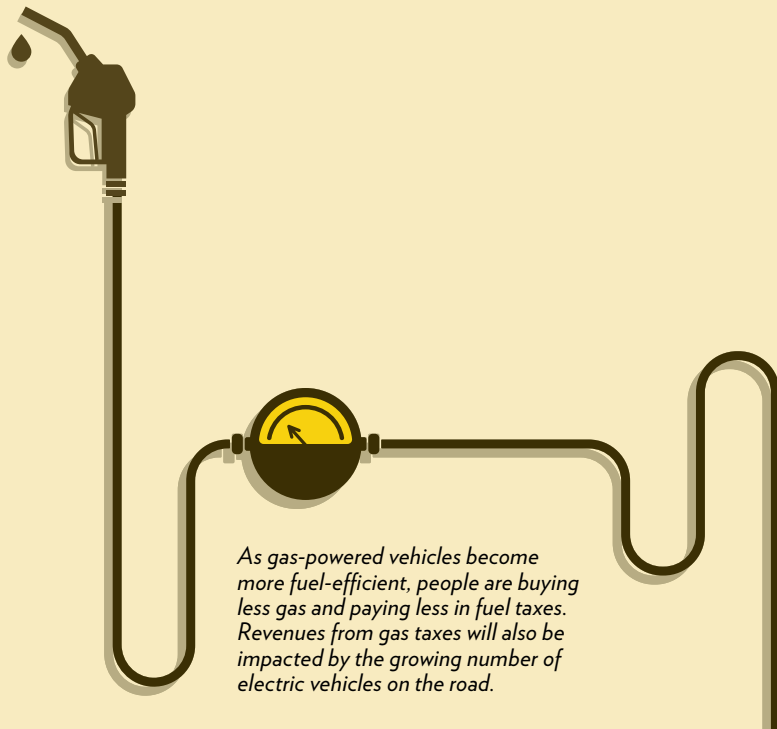
One state that *has* tied its gas tax to inflation is California, whose Road Repair and Accountability Act of 2017, otherwise known as Senate Bill 1 (SB 1), raised state fuel taxes, established new



"Gas-powered vehicles are becoming more fuel-efficient. That's great on so many levels, but it means we're buying less gas—and paying less in fuel taxes. There's also the impact of electric vehicles, which do not pay the gas tax and in many states are paying no tax at all."

LAUREN PREHODA

Program Manager at the California Department of Transportation



motor vehicle fees, and indexed taxes and fees to the Consumer Price Index.

Unfortunately, even aggressive solutions like SB 1 might not be enough, according to Lauren Prehoda, a program manager at the California Department of Transportation (Caltrans). That's because revenue from fuel taxes isn't just weaker than it was in the past. It's also smaller.

"Long term, we have other issues," Prehoda says. "For one, gas-powered vehicles are becoming more fuel-efficient. That's great on so many levels, but it means we're buying less gas—and paying less in fuel taxes. Second, there's the impact of electric vehicles, which do not pay the gas tax and in many states are paying no tax at all. So even if you increase the gas tax, there's going to be a downward slope in revenue in the future as more people start driving electric vehicles."

MILEAGE-BASED USER FEES ARE THE FUTURE

Instead of reforming fuel taxes, policymakers have begun to examine ways of replacing them. The most likely alternative is mileage-based user fees, otherwise known as road usage charges.

"The idea is that individual vehicle owners would pay a per-mile fee for the use of the roadway, which is essentially what the gas tax is today," says Kurt Myers, deputy secretary for driver and vehicle services at the Pennsylvania Department of Transportation (PennDOT). "The fewer miles you travel, the less you pay. The more miles you travel, the more you pay."

While Pennsylvania is currently studying ways to implement a mileage-based user fee, California and Oregon are among a handful of states that already are experimenting with one. In 2017, the latter completed the first pilot of its Road Charge program, wherein drivers pay to maintain roads based on how much they drive instead of how much gas they purchase. While the initial pilot was a simulation to determine how the system might work, Caltrans is now preparing another pilot during which it will collect actual revenue.

Because they're more equitable than fuel taxes, road usage charges are advantageous socially as well as fiscally, according to Prehoda, who oversees Road Charge. Under the gas tax system, she points out, people who have less fuel-efficient vehicles—older cars, for example, or work trucks—typically pay more than people who can afford new, more fuel-efficient vehicles, including hybrid and electric models.

"The nice thing about Road Charge is it's fuel source-neutral," Prehoda says. "It doesn't matter ▶



Learn more about the future of funding and moves to a mileage-based user fee system.
tinyurl.com/IBTTApartner
tinyurl.com/MileageBasedFees

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what kind of car you have or what kind of fuel you're using. Everyone pays the same to use the road."

Oregon's road usage charge program, OReGO, has been in operation since 2015, making it the nation's first fully operable pay-per-mile system. For now, it's purely voluntary. Eventually, however, it will likely be compulsory, according to Brouwer, who says drivers of fuel-powered vehicles receive a credit for fuel tax and remote emissions testing while drivers of electric vehicles are eligible for reduced registration fees.

Currently, participants track miles driven using a mileage reporting device that plugs into their vehicle's on-board diagnostics (OBD) port. Although ODOT never receives or shares location data, devices are available with and without GPS tracking for users who have privacy concerns. And for motorists who don't want a device at all, future iterations of the program might allow them to opt out by paying a flat annual fee, or to manually report their mileage by receiving regular third-party odometer checks.

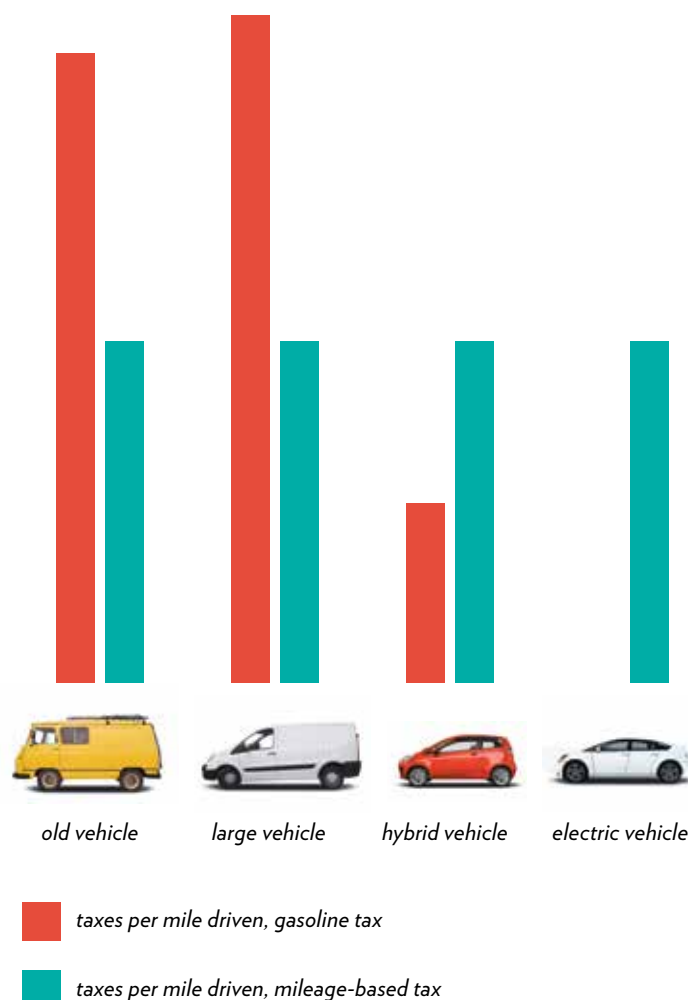
"We're seeing public support for this concept growing, particularly as people see more electric vehicles on the road," Brouwer says. "People are starting to recognize that we need to be able to fund our transportation system in the future, and that this is a pretty fair way to do it."

DESTINATION: INTEROPERABILITY

Among those recognizing the potential of mileage-based user fees are federal lawmakers, according to Jim Tymon, executive director of the American Association of State Highway and Transportation Officials (AASHTO). Last year, he points out, the landmark infrastructure bill—H.R. 3684, the Infrastructure Investment and Jobs Act—included two provisions designed to stimulate "strategic innovation for revenue collection."

The first creates grant-based funding for local, state and regional pilot projects that will "test the feasibility of a road usage fee and other user-based alternative revenue

Because they're more equitable than fuel taxes, road usage charges are advantageous socially and fiscally. Under the gas tax system, people who have less fuel-efficient vehicles typically pay more than people who can afford new, more fuel-efficient vehicles.



mechanisms ... to help maintain the long-term solvency of the Highway Trust Fund." The second provides for the establishment of a national mileage-based user fee pilot program.

"Most states across the country have done the responsible thing and increased their revenue sources for transportation to match what they're spending. The federal government has not. It hasn't increased the federal gas tax for the last 25-plus years," Tymon says. "This bill has some great programs that will help us finally take the next step in terms of how we fund our nation's infrastructure in the future."

Of course, mileage-based user fees have just as many challenges as advantages. Along with privacy concerns, for example, transportation officials must address issues like interoperability—how to track miles, share data and collect revenue when vehicles cross state lines—and enforcement: how and when

"We're years away from having a systematic, interoperable mileage-based user fee program. But states are taking steps to begin that journey, and we're excited about it."

KURT MYERS

Deputy Secretary for Driver and Vehicle Services
at the Pennsylvania Department of Transportation

to collect fees from motorists who are in arrears.

"It's hugely complex, but I think there's a willingness from partners on both sides of the fence—federal and state—to try and find novel solutions," Cashin says. "There are certain aspects of the program that need to be [standardized]. They shouldn't be so prescriptive as to limit participation, but they should make clear what a successful program looks like in ways that are applicable to any participating state."

Some states already are collaborating on best practices. Both California and Oregon, for example, are part of RUC West, a consortium of 18 state transportation organizations that are sharing resources and knowledge around road usage fees. Pennsylvania, meanwhile, is part of the Eastern Transportation Coalition, a similar partnership among 17 states on the Eastern Seaboard.

Says Myers, "We're years away from having a systematic, interoperable mileage-based user fee program. But states

are taking steps to begin that journey, and we're excited about it."

DMVs TAKE THE WHEEL

DOTs aren't the only ones strategizing and collaborating around mileage-based user fees. DMVs are doing the same.

"There's no escaping the fact that the DMV will have to play an active role in the future of these programs," Myers says. "Mileage-based user fees are going to require a lot of communication amongst departments and jurisdictions, and it's fair to assume that much of that communication will be done by the DMV."

States likely will delegate responsibilities to DMVs differently based on how their DMVs are structured and governed. Among other things, however, DMVs might be responsible for providing vehicle and driver data to program administrators, reporting road usage to motorists, and perhaps even tracking and collecting revenue.

Oregon's road usage charge program, OReGO, has been in operation since 2015, making it the nation's first fully operable pay-per-mile system.

"The DMV might run the program entirely, or it might run it jointly with the state tax agency or the state department of transportation," Prehoda says. "There are a lot of different options, but the DMV is going to be involved at some level because the liability for road charges will be tied to VINs—and the database for VINs belongs to the DMV."

Their roles might require DMVs to invest in new IT systems with which to collect, store and share road usage data; new personnel with which to administer their responsibilities; and new interfaces through which to engage the driving public.

"[Mileage-based user fees] may require an expansion of consumer and constituent interaction for DMVs," explains Cashin, who says DMVs are largely focused on interacting with constituents when they need to perform a specific transaction, such as renewing their drivers license or registration. "Constituents are going to want more visibility into their records, including what they're consuming in terms of vehicle miles traveled."

For most DMVs, it will be the latest sea change in technology, governance and culture. It won't happen overnight. But it has to happen quickly.

Concludes Cashin, "We need to figure out the policy implications immediately, because the writing is on the wall in terms of our ability to utilize the gas tax." **m**

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Q & A WITH

Jennifer Homendy

A 25-YEAR VETERAN OF THE TRAFFIC SAFETY INDUSTRY, JENNIFER HOMENDY, CHAIR OF THE NATIONAL TRANSPORTATION SAFETY BOARD (NTSB), DISCUSSES HER STORIED CAREER AND THE LEGISLATION SHE HELPED PASS

Q HOW LONG HAVE YOU BEEN WORKING IN THE TRAFFIC SAFETY INDUSTRY?

Coming up on just 25 years. I started in safety, but it wasn't solely traffic safety. I did rail safety and hazmat safety and some other things at the same time. I have been involved with the safety of commercial motor vehicle drivers, and that expanded to pipeline safety, specifically the transportation of oil and gas by rail, and hazardous materials safety on all modes of transportation, including by truck.

Q HOW DID YOU BECOME INVOLVED WITH NTSB?

I became very involved with the NTSB when I served as a staff director for the railroads pipeline and hazardous materials subcommittee

in the U.S. House of Representatives. At the time, I had come on as a rail expert and hazmat expert. I did not know that much about pipelines, so I reached out to the NTSB and really dug in on pipeline issues because we had legislation before us. I started looking into studies that the NTSB had developed over the years and investigations that we had conducted to see where Congress needed to take action on safety recommendations.

Q HOW HAS YOUR FOCUS SHIFTED TO TRANSPORTATION AND ROADWAY SAFETY?

I have roots in commercial motor vehicle safety, but working with the NTSB over the last few years, I've seen the casualty numbers, and they are staggering: Nearly

40,000 people are dying on our roads and millions more are injured. The NTSB has numerous safety recommendations that have been issued to agencies, stakeholders and others that the board and I are working to get implemented. Fifty percent of our most wanted list is focused on road safety.

"It's going to be important that whenever we're looking at alternative fuels, whether it's lithium batteries or some other form of fuel like hydrogen mix, we really need to focus on safety."

JENNIFER HOMENDY

Chair of the National Transportation Safety Board

FAST FACTS

Jennifer Homendy



EDUCATION

Penn State with a Bachelor of Arts in General Humanities with a focus on public policy and environmental science



HOMETOWN

I was raised in Plainville, Conn., but I consider Fredericksburg, Va., to be my hometown now.



FAVORITE BOOKS?

Daring Greatly series by Brené Brown



LAST MEAL YOU COOKED?

Lasagna



WHAT DO YOU DRIVE?

Subaru Crosstrek

Q WHAT ACCOMPLISHMENTS ARE YOU MOST PROUD OF?

When I started working with the House subcommittee, it was on pipeline safety in 2004. The NTSB had issued a report in 1970 on the need for technology to shut off gas pipelines to prevent explosions. There had been a bad one in a church in which a number of children died. In 1970 that shut-off technology didn't exist yet, but the NTSB was calling for it. Over the years, there were more explosions, and no action was taken. During this period when I was working with the NTSB, there was a tragic house explosion in South Riding, Va., where a family had moved into a new home. During their first night in the house, there was an electrical problem very close to the natural gas line, which caused a significant house explosion. The mother died, the father was seriously injured and the two children sustained minor injuries. That really spurred work to get technology implemented to prevent house explosions. I worked with the NTSB closely to get that done, even though it had been 30-plus years since they issued the first recommendation, we got legislation passed in 2006.

The Pipeline Safety Improvement Act was passed in 2006.

Q WHAT DO YOU HOPE TO ACCOMPLISH DURING YOUR TIME AT NTSB?

Since I've come to the NTSB, we have focused on high voltage lithium-ion batteries and lithium-ion battery transportation, raising safety concerns in aviation and now in traffic safety. It's going to be important that whenever we're looking at alternative fuels, whether it's lithium batteries or some other form of fuel like hydrogen mix, we really need to focus on safety. That has been an area that I've focused on over my career; I did a lot of work with this in aviation and now I'm hoping to transfer what I've learned in aviation to road safety.

Q WHAT DO YOU ENJOY DOING MOST IN YOUR FREE TIME?

I love running. I love biking. I love to swim when it's warmer. Running and biking are times when I can zone out and not think about anything else. I don't even go with headphones because I like to hear what's going on and the wind in the trees. It's so relaxing. **m**



Top: Hiking in Banff, Canada, 2018

Bottom left: Biking with friends on a Saturday

Bottom Right: Emerald Isle, NC, Half Marathon and 5K with her daughter, 2020



*ROADWAY SAFETY
ADVOCATES DISCUSS
THE IMPORTANCE OF
PARTNERSHIPS WITH
FEDERAL AGENCIES*



Federal Funding to Support Safety

STANDARDS, EDUCATION AND AWARENESS

ADRIENNE GILDEA, DEPUTY EXECUTIVE DIRECTOR OF THE COMMERCIAL VEHICLE SAFETY ALLIANCE (CVSA)

The CVSA started as a technical standard-setting organization focused on standardizing and unifying the North American Standard Inspection Program to advance our shared goal of reducing crashes and fatalities. Some of this is very technical work to make sure that nothing on the truck presents an imminent hazard. We also work on the policy side with the Federal Motor Carriers Safety Administration (FMCSA), members of Congress and folks in the industry—even looking ahead to what the world of autonomous trucks is going to look like. So, we've grown from a very technical or professional, standard-setting organization to one of the leaders on trucking and bus safety in the U.S., Canada and Mexico. We also have some initiatives with the Federal Highway Administration.

We are a grant recipient and contractor for the FMCSA, and we use grant funds to help supplement and fund several of our initiatives. For example, we have a contract with FMCSA for a fatigue management program. Other initiatives are more focused on enforcing commercial motor vehicle-specific laws and regulations. We have a couple of campaigns that focus on vehicle safety, including Brake Safety Week, which is usually in the summer. That's when we distribute inspection forms to the jurisdictions and

ask them to collect data on brake violations. And at the same time, we try to raise awareness about proper brake maintenance and care so that we see fewer incidents caused by brake deficiencies. Statistically, we find that brake violations are one of the leading violations on the roadway when you pull the data. Obviously, the brakes are a critical component of vehicle safety because they determine whether a crash occurs or not.

Another of the initiatives that we are partnering with FMCSA on is an awareness campaign focused on the prevention and detection of human trafficking. We've partnered with Truckers Against Trafficking and are helping to distribute their window stickers and wallet cards that help folks who might come across a victim of human trafficking on the roads to recognize the signs. We are helping to teach drivers how to respond and how they can safely and compassionately help that person. We were focusing on that in January in the U.S., February in Canada, and March in Mexico. Our efforts dovetail with the national human trafficking awareness campaigns in the U.S. and Canada, so we sent out educational training and brochures to the jurisdictions to help them get better prepared to really focus on this issue during the three-day campaign.

FROM HIGHWAYS TO CROSSWALKS

GREG COHEN, DIRECTOR, ROADWAY SAFETY FOUNDATION

Our organization works with the Federal Highway Administration (FHWA) to focus on engineering solutions for the roads and the environment around the roads. We have a five-year cooperative agreement with FHWA; it's not a contract, so we have some flexibility in what we do. The most well-known of our programs is the biennial National Roadway Safety Awards, which involves collecting information about various projects and programs around the country that are innovative and have data-driven metrics to show how they've reduced deaths and injuries. We put together a blue-ribbon panel to determine the awardees and send their results around the country—to both communities and to engineering agencies so that they can learn from the successes of others.

We also put together the Roadway Safety Guide, which is a community toolkit about how communities can get involved in roadway safety efforts by working with their local transportation departments or city councils to find federal money or other funds to fix problems. We also have a major project that is part of an international program called the U.S. Road Assessment Program, which is an engineering evaluation of highways and streets through snapshots taken every 100 meters. The relative safety of the roads is then rated on a one- to five-star scale. So, we're implementing that on roads all over the country, but it's also part of a world-wide effort to get roads up to at least a three-star standard or better. There are about 70 factors that go into each photograph to determine its star rating, but the program also allows planning agencies to put out a report based on any sort of budget of what recommended improvements should be looked at and their potential cost and benefit. The FHWA's funding helps us pay for that, particularly for

local and tribal communities that would not be able to pay for that work on their own.

Other projects that we've done most recently are pedestrian safety campaigns with the FHWA. One is an educational campaign that's gone out on television, and the other are related to two new technologies. One of those is Rectangular Rapid Flashing Beacons, which are signs posted at mid-block crosswalks with flashing rectangular LED lights that are activated by the pedestrian. There is also new funding for Pedestrian Hybrid Beacons. They feature a combination of a yellow light and two red lights that are also activated by the pedestrian or bicyclist at a mid-block or low-use crossing.

There's always changing technology and science in terms of the quality of signs and the colors that are used. For example, more than 10 years ago, school crossings signs were approved to have a different color than regular crossings. The new signs are more of a fluorescent yellow-green than the old yellow signs. We rely on the federal cooperative agreement for

most of our programs, and unlike others, who are concerned with vehicles or driver behavior, The Roadway Safety Foundation focuses on the road itself.

One thing that we are careful about is to make sure we're not becoming an advocacy group for specific companies, some of which are members of our group. We've had guardrail companies [as members], and we've advocated for cable median barrier systems, which are not produced by either of those companies. We try to keep it from being too focused on any particular member, but they have a valuable contribution to make because a lot of times they're ahead of the curve and ahead of the government in terms of what's going to come out next—the new thing that will keep the car on the road or make the vehicle itself recognize a pedestrian, so we're getting into that space more.

We all work together because we all see that there is a benefit in taking a more holistic approach, by improving on the road itself, the user, adequate post-crash care, the safety of the vehicle and speed management. But we need individual groups to focus on each of those things to make sure that attention is given to the areas of their specialty. **m**

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Pulling Together

CREATING A STRUCTURE THAT COMMUNITIES CAN ADOPT PROVIDES A COLLABORATIVE WAY TO MOVE FORWARD

In our world, we talk a lot about partnerships—with businesses, other government agencies, law enforcement and each other. A key partnership we can develop is with our highway safety offices as we all strive to reach the goal of zero fatalities on our roadways. The recently announced National Roadway Safety Strategy provides a great framework, including many ways the AAMVA community can contribute to making our roads safer.

Each state in the U.S. is required to have a highway safety office. Those offices look different throughout our jurisdictions; some are small, some are more robust. Some are on their own, some within a state highway department. Here in Maryland, our Highway Safety Office is located within the Motor Vehicle Administration and partners with our State Highway Administration, law enforcement, federal, local and municipal governments, and many other

safety-related organizations. The organizational structure can differ, but the important thing is to ensure the right people are talking to one another and coordinating efforts.

Along with our statewide Strategic Highway Safety Plan (SHSP), we've built a network of local jurisdiction plans—each one implementing the fundamental pieces of the SHSP, but with its own emphasis depending on the critical issues and needs of its communities. Creating a structure that each jurisdiction's neighborhoods and communities can adopt and personalize to reflect their goals—and partner with you on—provides a collaborative way for all of us to move forward together.

We also have so much to learn from our Canadian jurisdictions in the area of highway safety, as we are all interconnected and share many of the same challenges. While we may have different approaches, we are all striving for that same goal: zero roadway fatalities.

It is a really interesting time in highway safety as technology continues to develop and we look beyond the highway to the vehicle itself. With the continued evolution of vehicles, greater fuel efficiency and ever-emerging safety features comes a responsibility to find new, creative ways to fund infrastructure and ensure we continue to invest in our roadways.

I am excited that AAMVA will be central to that discussion and look forward to continuing to hear your innovative ideas and thoughts.

Stay safe. **m**

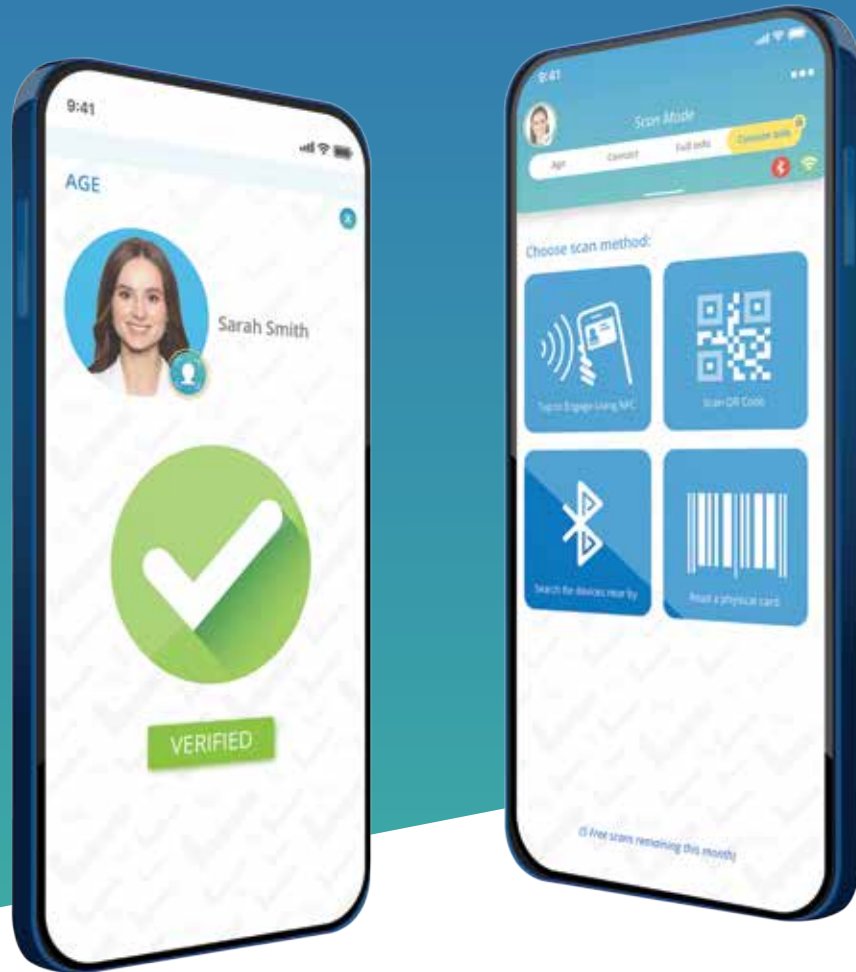
“While we may have different approaches, we are all striving for that same goal, zero roadway fatalities.”

CHRISSY NIZER

2021-2022 AAMVA Chair of the Board

Chrissy Nizer, 2021-2022 AAMVA Chair of the Board

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A simple tap or scan is all that is needed to contactlessly verify identification.

No need for devices or cards to change hands. Our technology is fully **ISO 18013-5** compliant and surpasses AAMVA guidelines.

When looking for the best **ISO** implementation, GET the software experts.

GET Mobile ID is pending UL Certification.



Reach out to us and see how we can help you
Aristotelis Mpougàs Director, Sales & Marketing
+1 (781) 530 0912 | AMpougas@getgroupna.com



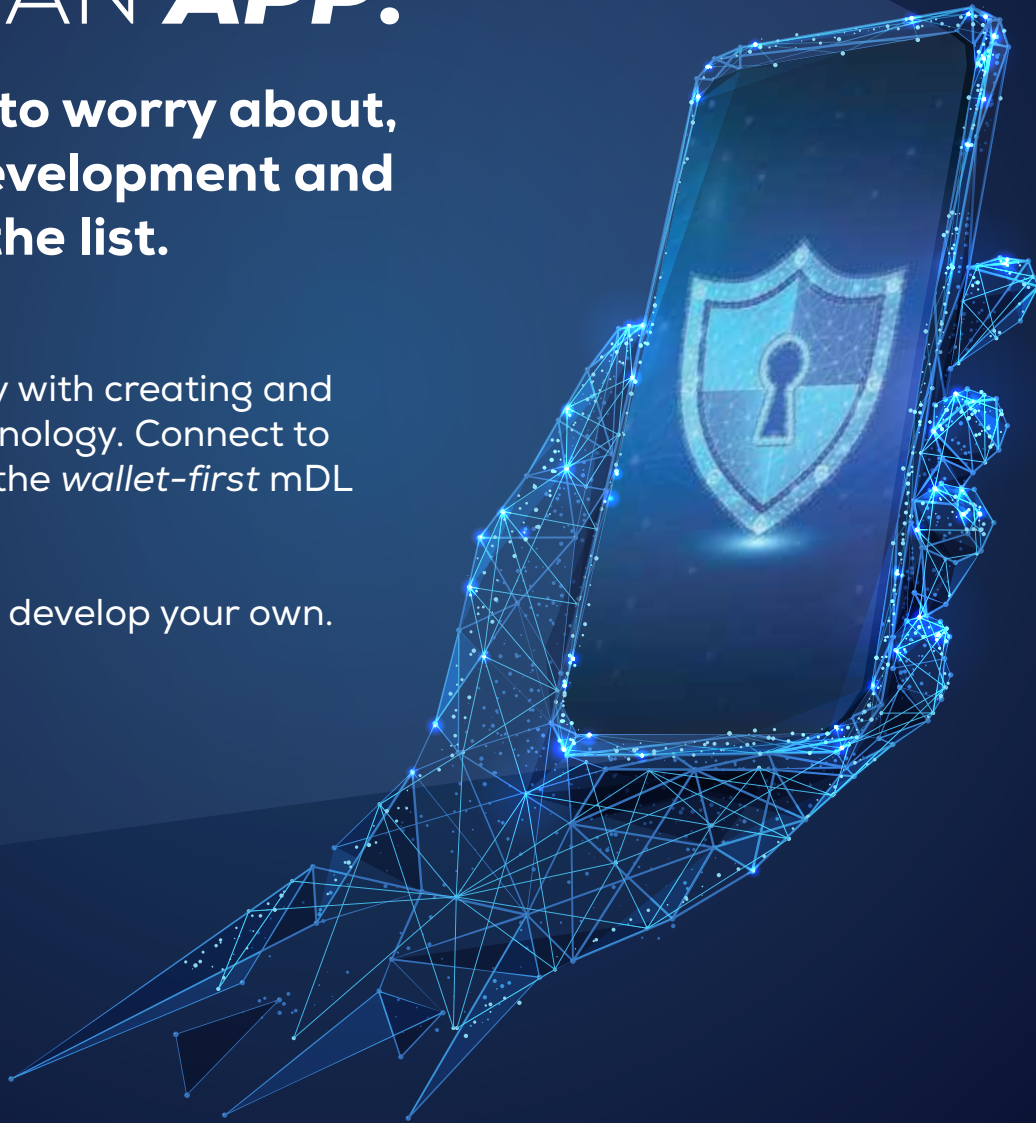
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DON'T BE AN **APP**.

You have enough to worry about, don't add "app development and maintenance" to the list.

Don't burden your agency with creating and maintaining another technology. Connect to the mDL ecosystem with the *wallet-first* mDL solution by FAST.

Get in "their" wallet, don't develop your own.



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