EXHIBIT 2: CURRENT AND ANTICIPATED ENVIRONMENTS

The current business and technical infrastructure supports DMV's commercial driver and problem driver functionalities, including the Commercial Driver's License Information System (CDLIS) and the Problem Driver Pointer System (PDPS). The Commercial Motor Vehicle Safety Act (CMVSA) of 1986 is based on the Federal Motor Carrier Safety Regulations (FMCSRs) in 49 CFR §§ 383 and 384, and was passed in a national effort to remove unsafe and unqualified drivers from the nation's highways. Some significant features of the CMVSA, focused on improving traffic safety, include:

- All jurisdictions are required to participate in CDLIS and PDPS.
- The single license requirement, which became effective on July 1, 1987, mandates that commercial drivers hold only one driver license (DL).

CDLIS is a nationwide computer system with a repository that enables State Driver Licensing Agencies (SDLAs) to ensure that commercial drivers have only one DL and one complete driver record. Data and driver records are accessible to individual states via the American Association of Motor Vehicle Administrators (AAMVA) CDLIS portal for matching or verifying purposes. In addition to name, date of birth, and social security number (SSN), other data related to the driver and driver record is provided.

California Vehicle Code (CVC) §15200 et seq. requires California to comply with federal regulations for commercial drivers. CVC §15210(a) defines a commercial driver license (CDL) as one issued in accordance with 49 CFR § 383. These federal provisions require the issuing state to verify the name, date of birth, and SSN provided by the applicant with information on file with the Social Security Administration (SSA) prior to issuing a CDL. The state is prohibited from issuing, renewing, upgrading, or transferring a CDL if the SSA database does not match the applicant-provided data. Pursuant to 49 CFR § 383.73(n), the state must establish computer system controls that will prevent the issuance of CDLs to unqualified applicants. Additionally, 49 CFR § 383.73(b)(3)(ii) requires the state to check with CDLIS prior to issuing a CDL.

AAMVA is the system operator of CDLIS and is responsible for the CDLIS Central Site and the telecommunications network used by CDLIS. Currently, DMV utilizes CDLIS to share and report information on commercial drivers. SDLAs use CDLIS to complete various procedures, including:

- Claiming State of Record (SOR) status for a commercial driver.
- Transferring the driver record when a CDL holder moves to or from another state.

- Transmitting out-of-state convictions and withdrawals.
- Responding to requests for driver status and history.

CDLIS contains three types of data records, including data stored at the CDLIS Central Site, Driver History Record data, and ancillary data records. The data stored at the CDLIS Central Site contains only the information needed to properly identify a driver, which includes the following data elements:

- SOR and DL number
- Driver name
- Driver date of birth
- Driver SSN
- Driver gender
- The date and time the driver was added to CDLIS
- The date and time the record was last updated
- Indicator of a change state of record in progress
- Indicator if the SSN is one assigned by SSA, a substitute SSN, or a pseudo SSN.

Additionally, DMV utilizes PDPS to share and report information on problem drivers. PDPS is developed and maintained by the National Driver Register organization, which is part of the U.S. Department of Transportation, National Highway Transportation Safety Administration (NHTSA). PDPS enables jurisdictions to check a nationwide information system called the National Driver Register (NDR). The NDR is a repository of information on problem drivers provided by all 51 jurisdictions (all 50 states plus the District of Columbia). Based on information received as a result of an NDR search, PDPS "points" the inquiring jurisdiction to the SOR, where an individual's driver status and history information is stored. Based on the information received from the SOR, the issuing state decides whether or not the applicant is eligible to receive a DL.

Pursuant to 49 USC § 30304, states must submit reports to NDR for each individual who has had a DL denied, suspended, revoked, or canceled for cause, or who has incurred certain motor vehicle-related convictions. Reports submitted to the NDR must contain, at a minimum, name, DOB, gender, and SSN, if the SSN is used by the state for licensing purposes. Additionally, 49 CFR § 383.73(b)(3)(ii) requires the state to check with PDPS prior to issuing a CDL.

CVC §15000 et seq. sets forth the provisions of the Driver License Compact. CVC §15001 directs DMV to furnish to other states any necessary information or documents necessary under these provisions. CVC §15022 requires states to report convictions to other participating states. It also provides that in reporting

a conviction to another state, the "report shall clearly identify the person convicted."

The CDLIS and PDPS systems are queried prior to the issuance of every California DL. The system checks CDLIS and PDPS for every DL application (original/renewal, renewal-by-mail, duplicate, or correction) in the field office, and when determining eligibility for renewal-by-mail/internet. Headquarters may also check CDLIS and PDPS on an ad hoc basis to support business processes and problem resolution.

Both systems are used in licensing decisions and as a method of sharing driver record information. However, these two platforms do not cover all California licensed drivers and exclude identification card holders as well as REAL ID compliance status.

The REAL ID Act of 2005 was passed by Congress in response to the events of 9/11 and includes new requirements for SDLAs to abide by in order for its DL/ID cards to be used to board a domestic flight or visit a military base or certain federal facilities. In accordance with 6 CFR § 37.29, federal regulations require states to check with all other states to determine if the applicant currently holds a DL or REAL ID compliant ID card in another state prior to issuance of a REAL ID compliant DL card. Additionally, these federal regulations require states to check with all other states to determine if an applicant currently holds a REAL ID compliant DL or ID card prior to issuance of a REAL ID compliant ID card.

States have historically relied upon an applicant's self-attestation when signing their DL/ID card application. With no ability to verify information, beyond what an individual voluntarily offers an SDLA, there has not been a mechanism to confirm a person's identity and driving history. The REAL ID Act requires SDLAs to connect their DL/ID databases in a way that improves identity security as part of the licensing issuance process. To fulfill this requirement, states are enrolling in S2S: an electronic tool that allows states to determine whether an applicant already holds a DL/ID card in another state. This capability not only supports the detection and deterrence of fraud, but also improves the integrity of U.S.-issued credentials, highway safety, and homeland security.

The U.S. Department of Homeland Security (DHS) commissioned AAMVA to identify and discuss functional requirements to allow states to electronically verify if a person holds a DL/ID in another state. The S2S Verification Service Pilot comprised of 15 participating states and was funded by a Federal grant to the State of Mississippi. Findings from the pilot phase indicate that the S2S service provides states with significant visibility into whether an identity is in use in another state and what credentials were issued under that identity. This collaborative effort between AAMVA, DHS, and the REAL ID Verification Systems Working

Group, was successful in developing what is now the high-level requirements for S2S:

- Enables a state to determine if a person holds a REAL ID compliant DL or ID card in another state.
- Enables a state to determine if a person holds a customary DL card in another state.
- Enables a state to send a request to another state to terminate a DL or ID card.
- Limits a person to one REAL ID card.
- Limits a person to one DL (whether customary or REAL ID compliant).

S2S is owned by and governed through AAMVA. The AAMVA S2S Governance Committee oversees the development of the system requirements, the definition of enforcement of compliance, as well as oversight of the operational and financial aspects of S2S.

At this time, California does not have existing business processes for the S2S program; however, it most closely resembles the CDLIS program. S2S leverages the existing pointer system that allows SDLAs to "talk" to each other through a third-party proprietary technology platform, known as CDLIS. S2S extends this platform beyond commercial drivers to all non-commercial DL cards and all REAL ID compliant cards to empower states to check with each other upon issuance.

AAMVA is the operator of the State Pointer Exchange Services (SPEXS) Central Site, which encompasses both CDLIS and S2S credentials, supports the telecommunications network used by SPEXS, and provides help desk support. AAMVA supports both Unified Network Interface/AAMVA Message Interchange Envelope (UNI/AMIE) and Web Services platform, which provides DMV with an opportunity to implement S2S utilizing the existing CDLIS platform (AMIE) or a new platform, such as Web Services using the National Information Exchange Model (NIEM).

SPEXS contains three types of data records, including data stored at the SPEXS Central Site, Driver History Record data kept by the SOR, and ancillary data records. The data stored at the SPEXS Central Site contains only the information needed to properly identify a driver, which includes the following data elements:

- SOR and DL/ID number
- Driver name
- Driver date of birth
- Driver SSN (last 5 digits only)

- The date and time the driver was added to SPEXS
- The date and time the record was last updated
- Indicator of a change state of record in progress
- Type of document issued (DL, permit for base DL, or ID)
- CDLIS Pointer indictor
- REAL ID compliant indicator
- Indicator if the SSN is one assigned by SSA, a substitute SSN, or a pseudo SSN.

California submitted its REAL ID Compliance Package to DHS in January 2018. As part of its REAL ID Compliance Package, California committed to implementing S2S in an effort to satisfy the requirements of the REAL ID Act, specifically with the requirement for California to verify REAL ID compliant DL and ID cards with the state of issuance (6 CFR § 37.13). The current expected production date for the Solution is November 14, 2022 after the loading of data pointers to AAMVA from November 11-13, 2022.

Figure C-1: Business Capabilities of Current Environment

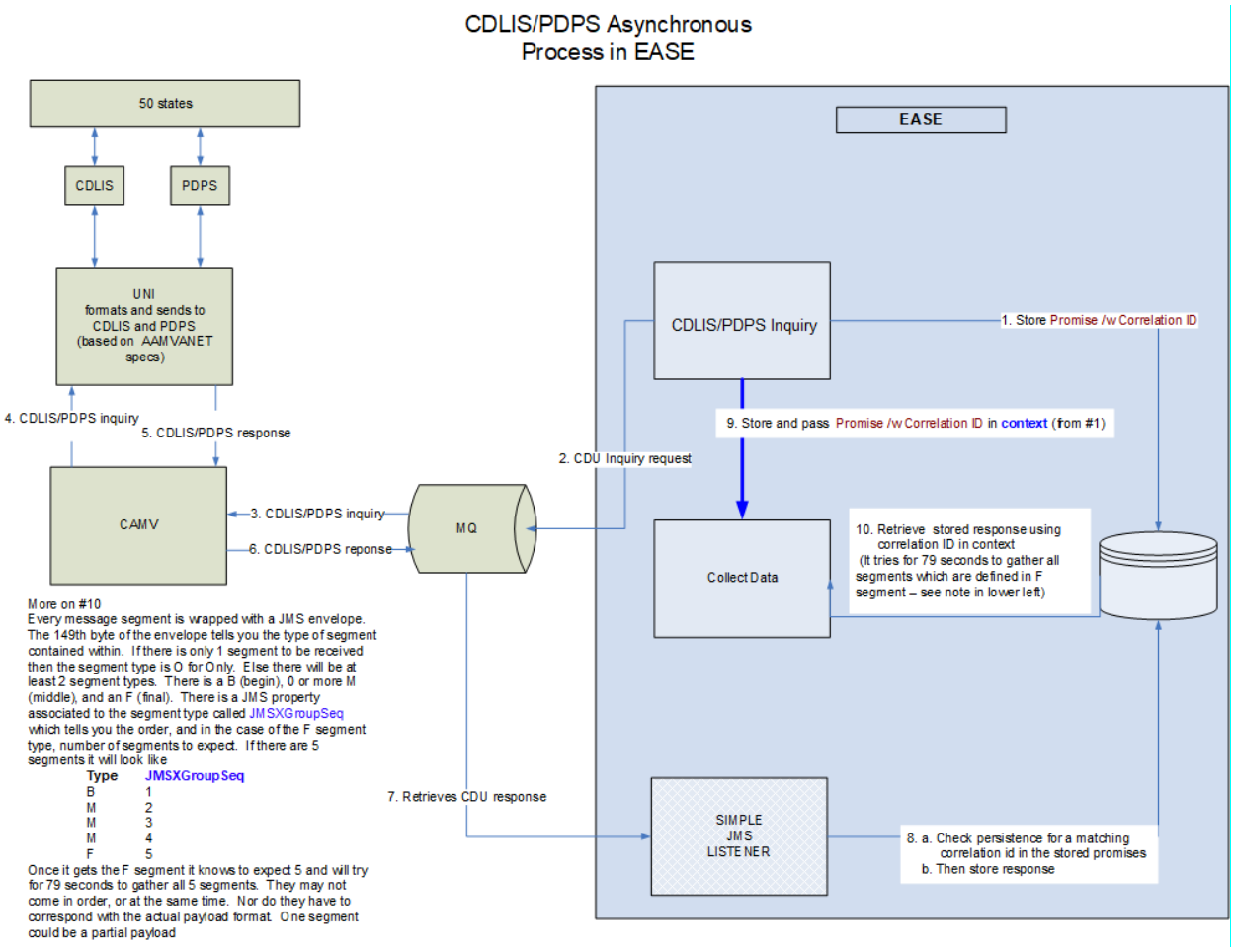
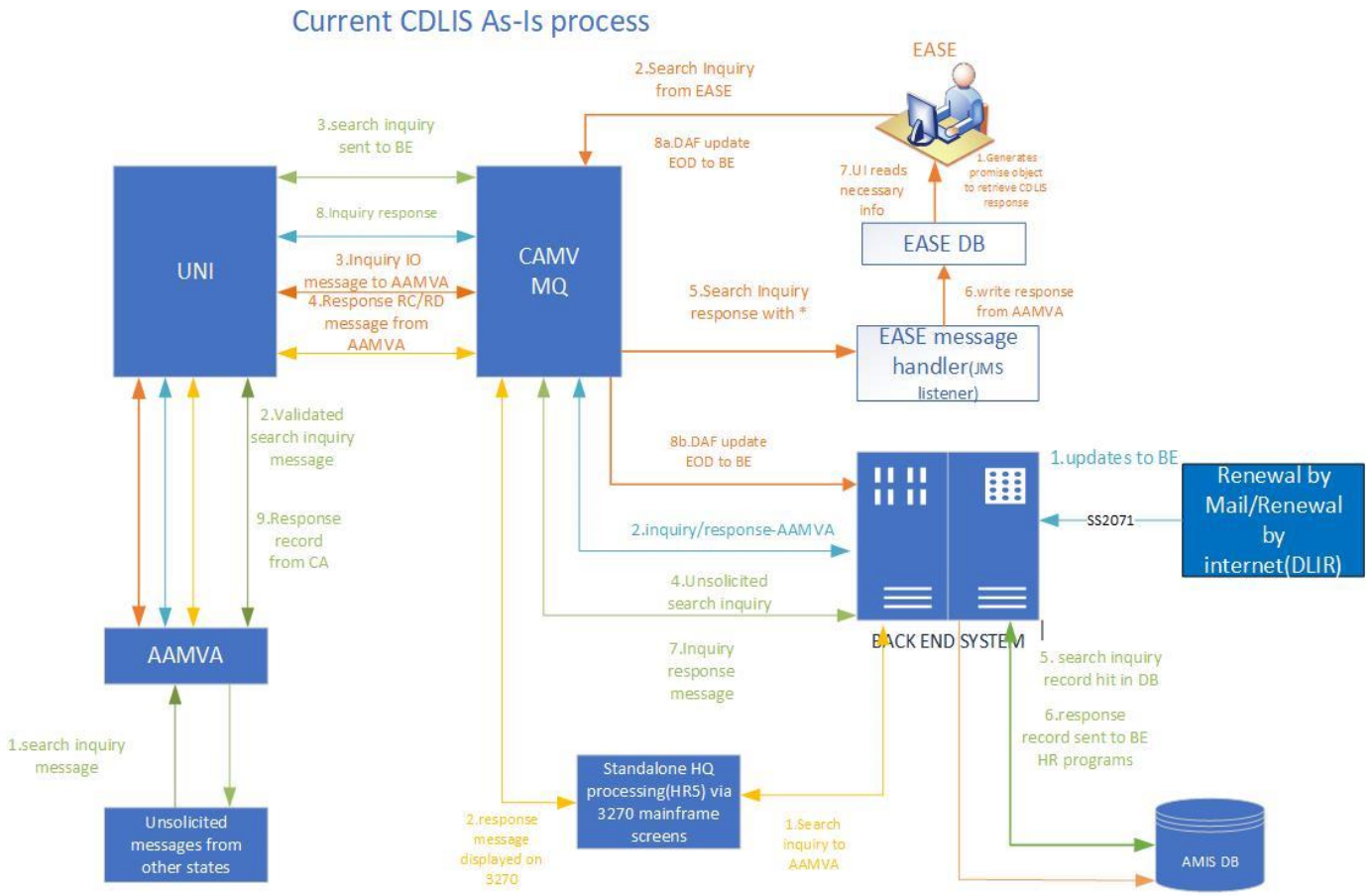


Figure C-2: Existing CDLIS Process Flow



Orange line-Solicited Search Inquiry

1. EASE sends Search Inquiry to AAMVA Central Site.
2. Central Site's response is sent to EASE and displayed on EASE UI.
3. EASE sends response to Back-End System.
4. If needed, Back-End System will update the Master Database.

Green line-Unsolicited Search Inquiry

1. Back-End System receives unsolicited Search Inquiry message sent from other jurisdiction via Central Site.
2. Back-End System queries the Master Database.
3. If record is found, Back-End System composes response and sends response to Central Site.

Yellow line-Standalone HQ processing using HR5

1. From 3270 screens, HQ initiates search inquiry through Back-End System to Central Site.

2. Central Site's response is sent to Back-End System and displayed on 3270 screens.
3. If record is found, c composes response and sends response to Central Site.

Blue line-RBM/RBI (DLIR) Application Process

1. DLIR Renewal application triggers Back-End System's SS2071 program to sends Search Inquiry to AAMVA Central Site.
2. Central Site's response is sent to Back-End System which continues the Renewal application process.

Figure C-3: Existing CDLIS Architecture

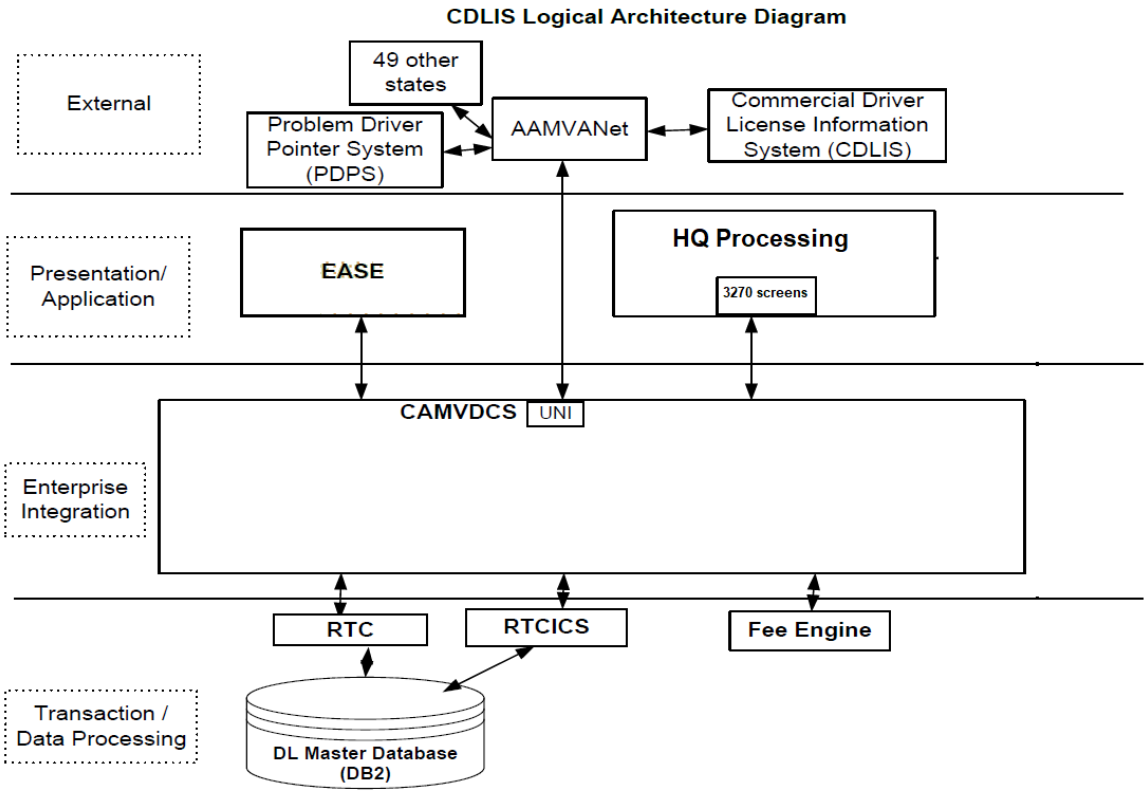


Figure A-1: Anticipated Environment

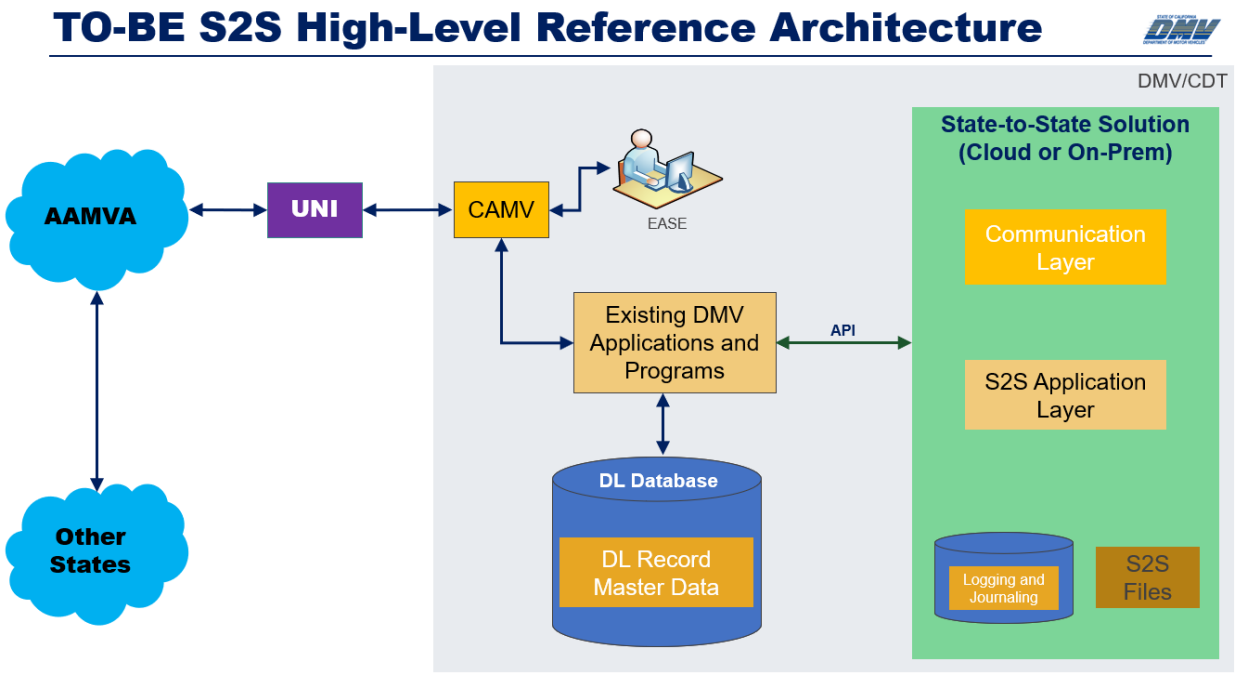


Figure A-2: Anticipated Future Environment

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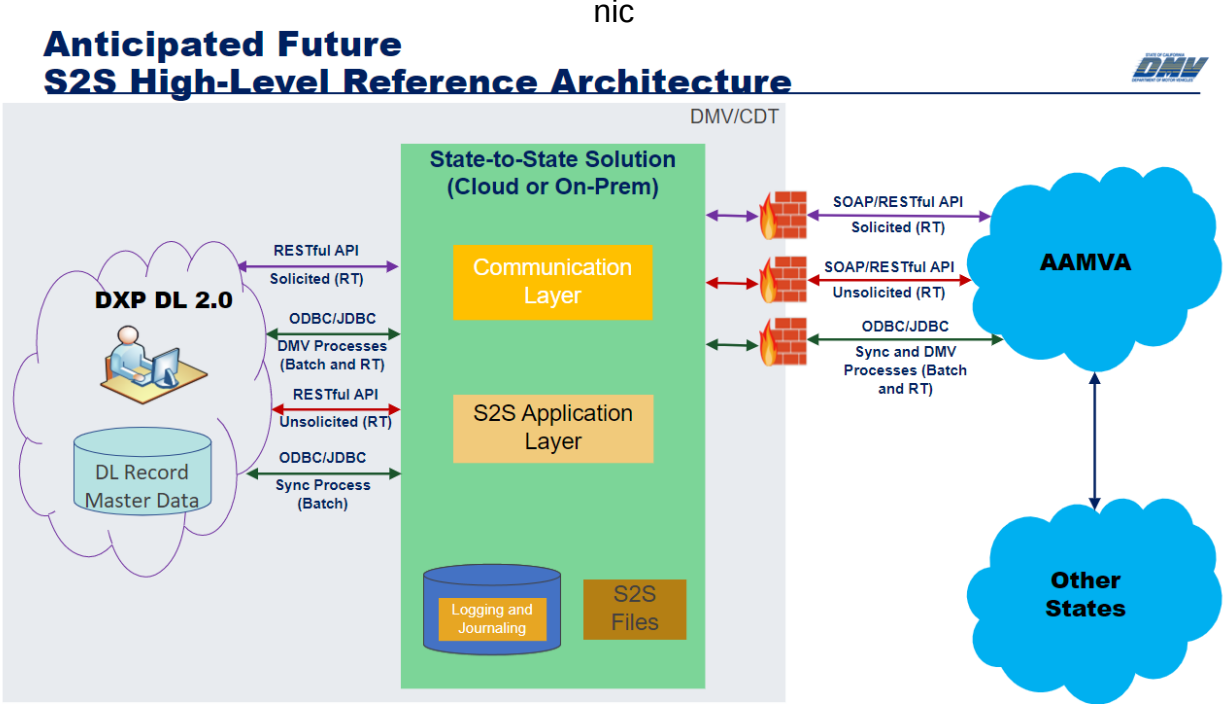

DXP technical environment includes the following major components:

- MuleSoft – Enterprise Application Integration
- Red Hat/Decision Manager – Enterprise Business Rules Engine
- Talend – Enterprise Data Integration
- AWS - Cloud Platform
- Salesforce – PaaS