Minutes
CVISN Architecture Configuration Control Board
20 January 2005 meeting

Attendees:

Ray Russell (CO)	Beth Hartley (NE)	Dan Coelho (Volpe)
Chris Campbell (ID)	Steve Trudell (NY)	Gary DeRusha (Volpe)
Jim Csencsits (ID)	Terri Ungerman (OK, LA)	Andrew Wilson (Volpe)
Joe Foster (MD)	Laura Haney (UT)	Jingfei Wu (Volpe)
DJ Waddell (MD/APL)	Tim Galbraith (WI)	Nancy Magnusson (APL)
Cathy Beedle (NE)	Barry Larson (WI)	Beth Roberts (APL)
John Casteel (NE)	Chuck Teasdale (WI)	

A meeting of the CVISN Architecture Configuration Control Board (ACCB) was held 20 January 2005. The list of CVISN Architecture Open Change Requests (CRs) for Discussion was distributed to the ACCB members via email. The Architecture Change Requests reviewed at the meeting are attached to these minutes.

Action items assigned appear in the relevant section of the minutes. Comments or corrections to these minutes or the CRs should be sent to Beth Roberts (mailto:Onna.Roberts@jhuapl.edu).

The ACCB minutes are posted on the Change Request page of the CVISN Web site: http://cvisn.fmcsa.dot.gov/index.html.

The next meeting will be held 17 February 2005 at 2:00 PM EDT.

General Topics

- SAFER 4.7 was released on 1/20/05. The release document containing the CRs included in SAFER Release 4.7 will be updated and posted to the CVISN Web site.
- The suggestion was made to add some semantic constraints to the SAFER interface certification process. Richard L. (DJ) Waddell took the action to draft some data semantics specifications, such as, "Last_Update_Date must not be greater than system date at time of update." Volpe endorsed the idea of adding semantic checks to the SAFER interface certification process and will review the draft upon completion.

CR Discussion

1. **SAFER CR 50:** Review business rule for XML input transaction T0022
   In January of 2004, it was recommended at the ACCB meeting that states not send a vehicle registration to SAFER when it is in a transitional state. This CR was reopened because some states expressed an interest in uploading active and inactive records to SAFER in one file due to transitional stages of vehicle transfers. This would require SAFER to allow multiple

plates per VIN within a jurisdiction. Currently, SAFER doesn't allow this and PRISM would end up counting the vehicle twice. Volpe will investigate further and provide an impact analysis. Volpe would like to hear from the states that there is sufficient interest in this problem to warrant the effort it will take to implement this change.

2. **SAFER CR 133:** Allow SAFER to store one IRP VIN record per VIN per jurisdiction. States did not want to allow SAFER to store one IRP VIN record per VIN per jurisdiction. The suggestion was made in the December 16th ACCB meeting to have VOLPE change the schema so that only vehicle data that does not change be kept in the Vehicle_VIN table and data that changes be put in another table or added to the Registration table. Volpe took the action item to discuss the schema change with their Sponsor and reported back with the following: "Since changing the database schema will ultimately require changing the source code for both XML services and EDI services, and currently we are taking the direction from FMCSA to minimize changes to the EDI services, the most possible time to implement the schema changes would be when EDI is phasing out." Volpe recommended states download all T0028 transaction updates until the T0028 baseline problem is resolved. Volpe suggested a new workaround to resolve the T0028 baseline problem and asked for states to help test (LA and ID expressed interest and Volpe will follow up with them).

3. **SAFER CR 138:** Recommend changing CVIS_DEFAULT_CARRIER into a field with mandatory left justification
States that uploaded records to SAFER containing a CVIS_DEFAULT_CARRIER with leading zeroes will have to work with Volpe to delete them and send new records. After March, 2005, Volpe will start rejecting records containing a CVIS_DEFAULT_CARRIER with leading zeroes.

4. **PRISM CR 155**: Keep vehicles no longer submitted by a non-CVIEW PRISM State on the Target File if the carrier responsible for safety is out of service. Since CVIEW States in PRISM are required to maintain their IRP vehicle records regardless of the status of the vehicles, their PRISM Target File processing logic will stay the same. This CR only applies to the logic of processing vehicle records from States using the PRISM Pilot Architecture's Targeted Vehicle File method. Related with this CR would be the elimination of records associated to non-OOSO carriers that stay in the database even though they are no longer being maintained by the non-CVIEW State. Although these 'ghost' records are not included in the CVISN T0028 transaction set, they are returned in Query Central inquiries and that is a change that needs to be approved.
Gary DeRusha presented this CR as a courtesy to the ACCB.   It only impacts the PRISM pilot states, not CVISN states – going forward with CR.

Action Items from ACCB Meeting 20 January 2005

1. SAFER CR 50: Review business rule for XML input transaction T0022
Action Item: Volpe will post to the list serv to solicit comments from the states – Is there sufficient interest in this problem to warrant the effort it will take to implement this change?

2. SAFER CR 138: (part of CR 2954) Recommend changing CVIS_DEFAULT_CARRIER field into mandatory left justification

Action Item: Volpe will re-post to the CVISN System Architects list serv saying this is planned for implementation at the end of the 1st quarter of 2005, and any records uploaded to SAFER containing a CVIS_DEFAULT_CARRIER with leading zeroes will be rejected.

3. DJ Waddell (MD/APL): Data Semantics for Date Fields.
    Action Item: DJ will follow up on LAST_UPDATE_DATE investigation. Draft some data semantics specifications for use with the SAFER interface certification process. Volpe endorsed the idea of adding semantic checks to the SAFER interface certification process and will review the draft upon completion.

Items that the ACCB Recommended for FMCSA Approval

None.

Items that the ACCB Disapproved

None.