



The Commercial Vehicle Information Systems and Networks Program, 2011

INTRODUCTION

The Federal Motor Carrier Safety Administration (FMCSA) was created as an operating administration within the U.S. Department of Transportation (USDOT) by the Motor Carrier Safety Improvement Act of 1999. The primary mission of the FMCSA is to reduce crashes, injuries, and fatalities involving large trucks and buses.

The Commercial Vehicle Information Systems and Networks (CVISN) program supports that safety mission by providing grant funds to States to:

- Improve safety and productivity of motor carriers, commercial vehicles and their drivers.
- Improve efficiency and effectiveness of commercial vehicle safety programs through targeted enforcement.
- Improve commercial vehicle data sharing within States and between States and FMCSA.
- Reduce Federal, State, and industry regulatory and administrative costs.

Core CVISN

CVISN consists of both Core and Expanded CVISN functionality. Core CVISN capabilities exist in three program areas:

- Safety Information Exchange—designed to assure the safety of motor carriers and commercial vehicles through improved data

collection and enhanced data sharing (e.g., inspection reports, credentials status) across agency and jurisdictional boundaries.

Specific Safety Information Exchange items include:

- Use the Aspen automated inspection software at all major inspection sites.
- Connect to the national Safety and Fitness Electronic Records (SAFER) system to provide exchange of interstate carrier and vehicle safety data among States.
- Implement a State-specific Commercial Vehicle Information Exchange Window (CVIEW) system or an equivalent to exchange credential and safety data with the national SAFER system, which makes the data available to other jurisdictions.

- Electronic Credentials Administration—designed to automate the application, processing, and issuance of motor carrier operating credentials and permits in order to improve the efficiency of both the motor carriers and the State credentialing agencies.

Specific Electronic Credentials Administration items include:

- Automate processing of International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA) credentials and conduct at least 10 percent of transaction volume electronically.

— Participate in IRP Clearinghouse to share information across jurisdictions and automate funds settlement between jurisdictions.

— Participate in IFTA Clearinghouse to share information across jurisdictions and automate funds settlement between jurisdictions.

- **Electronic Screening**—designed to target enforcement resources at high-risk and non-compliant motor carriers and commercial motor vehicles by identifying a commercial vehicle and verifying its safety and credentials information, as well as its weight, while it remains in motion. Vehicles known to be non-compliant or carriers with histories of poor safety performance are targeted for inspection while vehicles with the necessary operating credentials that are operated by a motor carrier with a history of good safety performance are allowed to bypass an inspection facility.

Specific Electronic Screening items include:

— Implement electronic screening at a minimum of one fixed or mobile inspection site, and be ready to replicate this functionality at other sites.

Expanded CVISN

Once a State is certified as having deployed all of the Core CVISN functionality, it is deemed to be Core CVISN Compliant and must maintain these capabilities. Once Core CVISN Compliant, a State may use its Federal CVISN Deployment Grant funding to deploy Expanded CVISN functionality. The Expanded portion of the CVISN program is designed to be more flexible than the Core component of the program.

States are not required to deploy a set of fixed capabilities or to enable certain technologies as part of expanded CVISN but rather are able to choose the capabilities that they wish to deploy. This “cafeteria approach” allows States to customize their Expanded CVISN programs and focus their technology resources on the projects that are most important to their needs.

While States can deploy a wide variety of

capabilities as part of their Expanded CVISN programs, the FMCSA supports a set of key capabilities. The FMCSA, in conjunction with public and private stakeholders, initially identified 40 capabilities that could be integrated into the CVISN program. These capabilities were segmented into four Expanded CVISN program areas:

- Driver Information Sharing;
- Enhanced Safety Information Sharing;
- Smart Roadside;
- Expanded Electronic Credentialing.

Based on input from industry and State agencies, the FMCSA further developed and defined a list of high-priority Expanded CVISN capabilities. Table 1 provides a brief description of each of these capabilities.

CVISN FUNDING

The Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU), a highway authorization act, was enacted on August 10, 2005, as Public Law 109-59. This legislation authorized \$100 million in Federal deployment funds to support States’ implementation of Core and Expanded CVISN functionality. The SAFETEA-LU authorizes the USDOT to provide up to \$2.5 million (less the amount of Federal deployment monies a State received for its CVISN program under the Transportation Equity Act for the 21st Century) to each State for the deployment of Core CVISN capabilities. The SAFETEA-LU also authorizes the USDOT to provide States up to \$1 million in Federal deployment grants each fiscal year (FY) to support their deployment of Expanded CVISN functionality. States that have become Core CVISN Compliant and have received less than \$2.5 million in Federal Core deployment funds are eligible to use the remainder of their Core deployment funds to deploy Expanded CVISN functionality. [The CVISN program was reauthorized by the Moving Ahead for Progress in the 21st Century (MAP-21) legislation in 2012.]

Table 1: High-Priority Expanded CVISN Capabilities

Program Area	Capability	Description
Driver Information Sharing	Driver Snapshots	<ul style="list-style-type: none"> • Use and maintain driver snapshots in all processes (e.g., enforcement, credentialing, hiring, inspection) that require information about drivers. • Use and maintain driver snapshots in all processes that require information about drivers (e.g., enforcement, credentialing, hiring, inspection).
	Access to Driver Data	<ul style="list-style-type: none"> • Improve enforcement personnel and carrier’s access to driver information to target driver safety risk.
Enhanced Safety Information Sharing	Safety Data Quality	<ul style="list-style-type: none"> • Establish data quality measures (timeliness, accuracy, and integrity), especially for those data elements used in making safety decisions. • Regularly check data used in CVISN processes for quality; purge stale data; and correct errors.
	Carrier Access to Safety Data	<ul style="list-style-type: none"> • Improve the carrier’s ability to review safety-related data (carrier, vehicle, driver, cargo, crash, citation, inspection) collected by a State or Federal agency in a timely manner. • Consider proactively delivering safety data to the carrier.
Smart Roadside	Roadside Access to Data	<ul style="list-style-type: none"> • Provide integrated and improved access for roadside personnel to data stored in infrastructure systems (e.g., SAFER, Motor Carrier Management Information System [MCMIS], Commercial Driver’s License [CDL] data systems).
	Virtual Weigh Stations	<ul style="list-style-type: none"> • Expand the use and capabilities of virtual/remote enforcement sites to increase the effectiveness of enforcement.
Expanded Electronic Credentialing	Access to Credentials Data	<ul style="list-style-type: none"> • Enhance interfaces and systems for information sharing to provide improved access to more current and accurate credentials information for authorized stakeholders.
	Better e-Credentialing	<ul style="list-style-type: none"> • Reduce complexity and redundancy for users by offering access to multiple credentials from a single source. • Expand the types of credentials that are available electronically (e.g., add oversize/overweight [OS/OW] permitting, Hazardous Materials).

Core CVISN

FMCSA is committed to ensuring that the Core CVISN capabilities are deployed in all 51 jurisdictions (50 States and the District of Columbia). The FMCSA prioritizes the funding of States’ Core CVISN deployment functionality over Expanded deployment CVISN activities. As noted, each State may receive up to \$2.5 million in Federal Core CVISN deployment funds. To be eligible for these funds, States must meet the following requirements:

- Have an approved CVISN Program Plan and

Top-Level Design (PP/TL) by FMCSA.

- Certify that its CVISN deployment activities are consistent with the National ITS and CVISN architectures and standards and agree to execute interoperability test developed by FMCSA.
- Do not exceed the \$2.5 million statutory financial cap in Federal CVISN Core deployment grant funds.
- Agree to promote interoperability and efficiency to the extent practicable.¹

¹ SAFETEA-LU, Section 4126(e)(2)(B)

Expanded CVISN

Under Expanded CVISN, each State is eligible to receive up to \$1 million annually in Expanded CVISN funds. FMCSA requires States seeking Expanded CVISN funding to prepare an Expanded CVISN PP/TLD for approval by FMCSA. This document must include:

- Background information concerning a State’s CVISN program.
- State’s CVISN program goals and objectives.
- State’s CVISN accomplishments to date.
- Date on which the State was certified Core CVISN Compliant.
- Motor carrier and State business case for Expanded CVISN services.
- Description of the State’s Expanded CVISN project(s), including costs, management approach, deployment schedule, and conformance with appropriate architecture(s).
- Funding plan, including plan to secure necessary matching funds.
- Review of outstanding issues.

The number and value of CVISN deployment grants awarded by FMCSA has varied greatly in recent years based on a variety of factors (e.g., States’ need for CVISN funding, States’ ability to generate the necessary match, States’ eligibility for CVISN funding given their past funding and current deployment status, CVISN findings from program

Table 2. Total Value and Number of Federal CVISN Deployment Grants Awarded by FMCSA, 2006–11

	Number of Grants	Total Amount
2006	30	\$14,512,884
2007	26	\$22,442,372
2008	23	\$18,192,327
2009	18	\$19,925,000
2010	4	\$4,761,848
2011	20	\$17,010,364

review). Table 2 summarizes the number of CVISN grants awarded by FMCSA during FYs 2006–11, and the total value of CVISN grants awarded in these same years.

CY 2011 CVISN PROGRAM ACTIVITIES

During calendar year (CY) 2011, major activities occurred in the following areas:

- States continued their deployment of CVISN functionality.
- FMCSA administered the FY 2011 CVISN grant program.

Deployment of CVISN Functionality

Four States completed the implementation of their IRP and IFTA e-credentialing systems. Three States successfully deployed their CVIEW systems and successfully completed their SAFER certification, which allowed them to upload their content to the national repository. Two States also completed the deployment of their electronic screening functionality in 2011.

This deployment activity enabled seven States (Arkansas, Iowa, Louisiana, New York, South Carolina, Texas, and Virginia) to become certified as Core CVISN Compliant in 2011. This is the largest number of States certified as Core Compliant in any single year in the history of CVISN.

By December 2011, 28 States had deployed all aspects of Core CVISN and were certified as Core CVISN Compliant. Figure 1 illustrates the current deployment of Core CVISN functionality.

All States and the District of Columbia have deployed at least one element of Core CVISN functionality and many States are close to achieving Core CVISN Compliance. Table 3 summarizes the number of States that have deployed each Core CVISN element. As indicated in the table, all jurisdictions have deployed the Aspen inspection software or an equivalent and the vast majority (48 out of 49) currently are participating in both the IRP

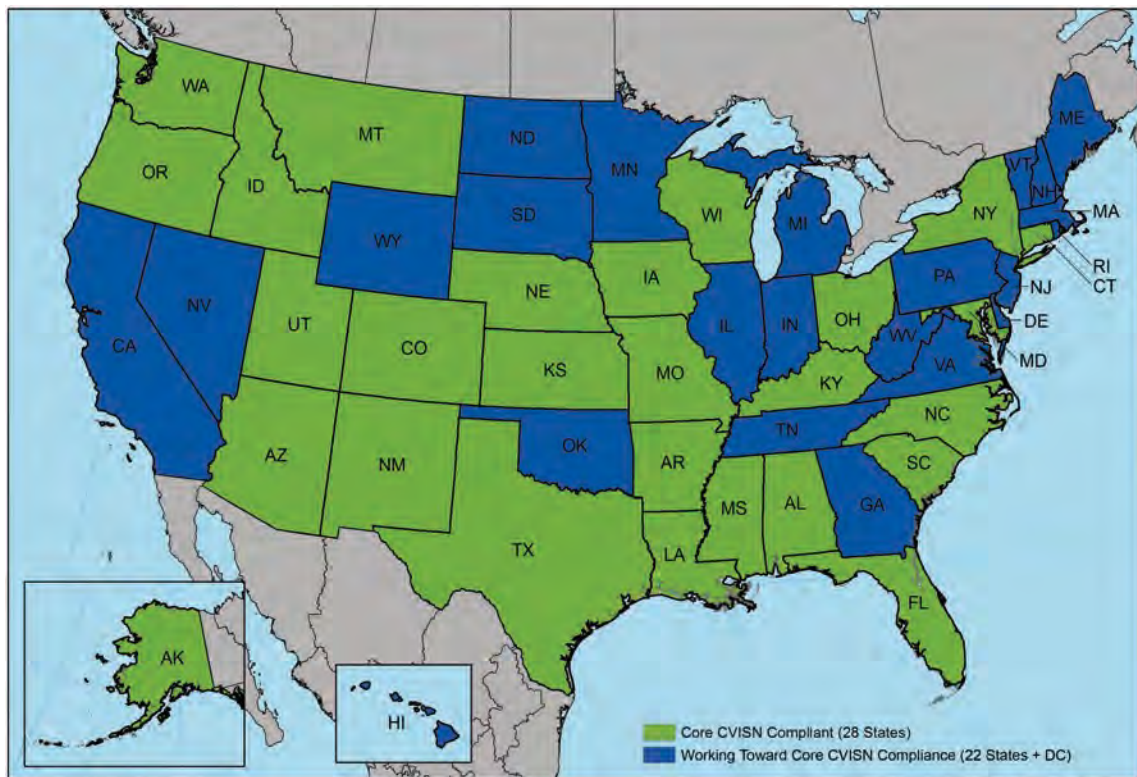


Figure 1: Deployment of Core CVISN Functionality as of July 2012

and IFTA Clearinghouses. Alaska and Hawaii are exempted from participating in IRP and IFTA and therefore only 49 jurisdictions are required to deploy IRP and IFTA related functionality. Appendix A gives a State-by-State summary of CVISN deployment activities in 2011.

CVISN Grant Funding

In FY 2011, FMCSA distributed \$17,010,364 in Federal CVISN Deployment funding to 20 States. Three States received a total of \$2,243,467 in Federal CVISN funding to support their

Table 3. Number of Jurisdictions Deploying Core CVISN Element

Core CVISN Element	Number of Participating States (and District of Columbia)	Percent Deployed
Safety Information Exchange		
• Aspen or equivalent	51	100%
• Connectivity to SAFER system (upload at least IRP data)	33	65%
• CVIEW or equivalent upload/download IRP and IFTA)	33	56%
Credentials Administration*		
• Automated processing of IRP	41	84%
• Automated processing of IFTA (includes tax filing)	37	76%
• Data exchange with IRP clearinghouse	48	98%
• Data exchange with IFTA Clearinghouse	48	98%
Electronic Screening		
• Deployment of e-screening at one site (minimum)	39	76%

*Alaska and Hawaii are exempted from participating in IRP and IFTA.

deployment of Core CVISN functionality. Seventeen States received a total of \$14,766,897 in Federal CVISN funding to support the deployment of 41 Expanded CVISN projects in FY 2011. Figure 2 illustrates the 20 States that applied for and received FY 2011 Federal CVISN funding.

CVISN PROGRAM SUPPORT

FMCSA supports the CVISN States and disseminates information to gather feedback on the program from the stakeholders. FMCSA’s activities leverage stakeholder groups currently in place and streamline the process of disseminating information. The key elements of this support include:

- CVISN program managers’ conference calls—FMCSA coordinates monthly conference calls among the State CVISN program managers. These calls are designed to update the program managers on key elements of the national CVISN program. These calls serve as a forum for State

CVISN program managers to exchange information among themselves and to solicit specific technical expertise and/or assistance from their peers. FMCSA uses these calls as a mechanism to request feedback on the CVISN program from the State program managers.

- FMCSA conducts regular meetings of the Architectural Configuration Control Board (ACCB) to “review, analyze, discuss, and make recommendations about proposed changes to the CVISN architecture, top-level design,”² interface standards, and other technical requirements.
- Stakeholder briefings—FMCSA delivers a series of CVISN briefings to both public and private sector stakeholder groups. These briefings provide an update regarding the status of the CVISN program, highlight accomplishments to date, and describe next steps. These briefings are an opportunity for the stakeholders to provide feedback to FMCSA regarding the CVISN program and any open/outstanding issues that

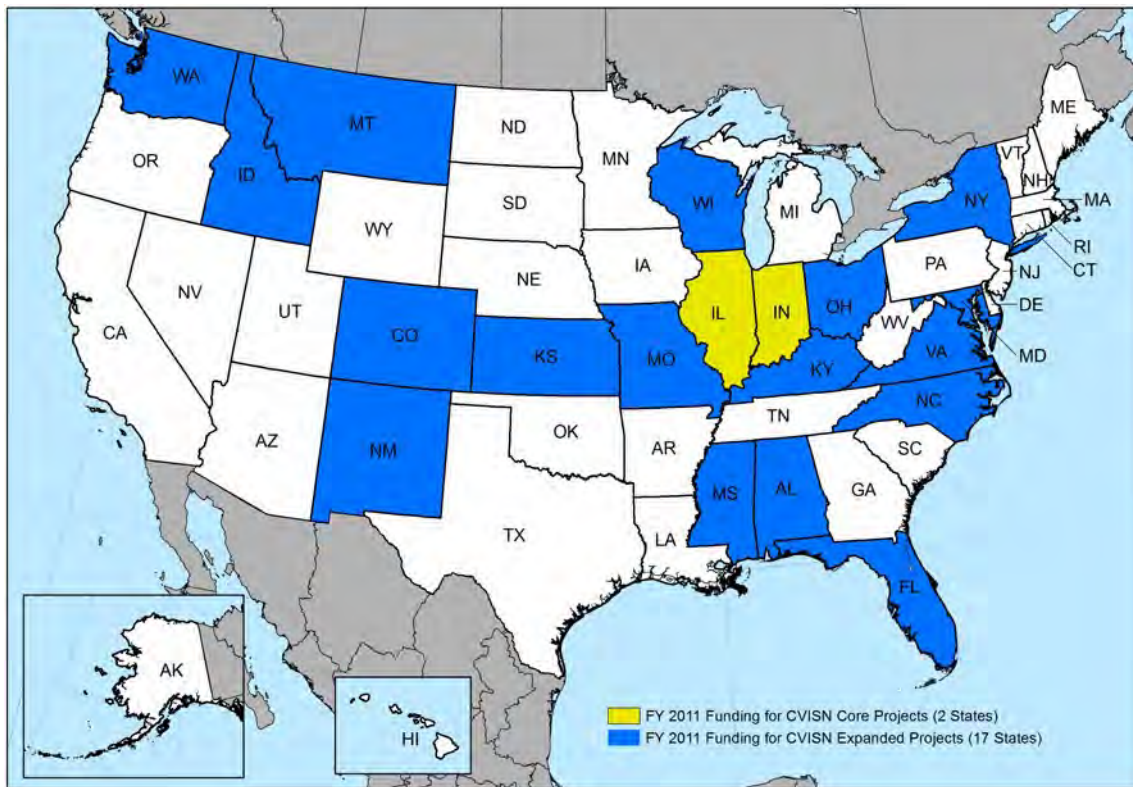


Figure 2. States Receiving Federal CVISN Funding in FY 2011

² CVISN Architecture Change Management Process and SAFER/Federal System Change Management Process, July 2005.

may exist. FMCSA also schedules webinars as needed to inform stakeholders of key information regarding the program.

- FMCSA provides customized technical assistance to the States, to support the deployment of both the Core and Expanded CVISN functionality. FMCSA's CVISN training support includes:

- Core CVISN Training Courses: FMCSA delivers customized training courses to State CVISN program teams requiring a "refresher" course in the basic concepts and technical elements of the Core CVISN program. These courses are delivered at the request of a State CVISN Program Manager and/or a State FMCSA Division Administrator.

- Core CVISN Workshops: FMCSA delivers streamlined onsite versions of the CVISN Workshop series. These streamlined workshops are designed to focus on a State's CVISN organization and functional needs. The workshops support the development of a State's Core CVISN PP/TLD.

- Expanded CVISN Training: FMCSA delivers onsite or centralized training regarding the Expanded CVISN capabilities. These courses include an overview of the capabilities goals and objectives, as well as the functional and technical aspects of deploying the capabilities. These courses are designed to educate the stakeholders about the FMCSA supported initiatives, related architecture and standards, and how their Core CVISN deployment might be modified/augmented to take advantage of these new capabilities.

- Technical Assistance: FMCSA support staff provides focused, short-term technical assistance to States that request help with a specific Core or Expanded CVISN topic (e.g., electronic payment, SAFER Interface Certification Testing). This assistance also may be used by States to support their Core or Expanded CVISN planning efforts.

In 2011, FMCSA provided CVISN technical assistance to Maine, Georgia, Rhode Island, and the District of Columbia.

Building on the momentum that was generated in 2011, the CVISN program will see widespread activity in 2012, when an additional four to five States are expected to complete their deployment of Core CVISN functionality and be certified as Core CVISN Compliant. FMCSA also will administer the CVISN Deployment Grant program and coordinate a national CVISN Deployment Workshop, to discuss changes in the program and share lessons learned from successful deployment programs. For more information about the CVISN grant program, please to to the FMCSA Web site:

<http://www.fmcsa.dot.gov/facts-research/cvisn/index.htm>

FMCSA's primary contact for technical aspects of the CVISN program:

Mr. Jose M. Rodriguez
Transportation Specialist
CVISN Program Manager
Federal Motor Carrier Safety Administration,
Technology Division
1200 New Jersey Avenue, SE
Washington, DC 20590
(202) 366-3517
jose.rodriguez@dot.gov

FMCSA's primary contact for administrative and financial aspects of the CVISN Deployment Grant program:

Ms. Julie Otto
Transportation Specialist
Federal Motor Carrier Safety Administration, State
Programs Division
1200 New Jersey Avenue, SE
Washington, DC 20590
(202) 366-0710
Email: julie.otto@dot.gov

APPENDIX A: SUMMARY OF STATE CVISN DEPLOYMENT ACTIVITIES IN 2011

State	Core Compliant	2011 Core Grant	2011 Expanded Grant	Activities
Alabama	Yes	\$0	\$975,147	<ul style="list-style-type: none"> • Working with the CVIEW, IFTA, and IRP systems enhancements. • Working with the University of Alabama's Center for Advanced Public Safety to develop mobile apps for use with the CVISN program.
Alaska	Yes	\$0	\$0	<ul style="list-style-type: none"> • Adding automated vehicle identification (AVI) and license plate readers (LPR) to some weigh stations.
Arizona	Yes	\$0	\$0	<ul style="list-style-type: none"> • Submitted revisions to its PP/TLD to FMCSA. • Upgrading CVIEW electronic screening at several ports of entry (POE), and developing and procuring an OS/OW permitting and routing system.
Arkansas	Yes	\$0	0	<ul style="list-style-type: none"> • Working to complete requirements for full deployment, including IRP e-credentialing.
California	No	\$0	\$0	<ul style="list-style-type: none"> • Did not report CVISN activity in 2011.
Colorado	Yes	\$0	\$1,000,000	<ul style="list-style-type: none"> • Updated its Program Plan, including the deployment of virtual weigh stations and a single query interface to CVIEW.
Connecticut	Yes	\$0	\$0	<ul style="list-style-type: none"> • Completed e-screening modernization study, and rebuilding the IRP Web page. • Completed a project to allow motor carriers to use CVISN Commercial Vehicle Operations (CVO) Portal in conjunction with the State DOT's OS/OW permits on an automated basis. • Work continues on a project to allow motor carriers to pay for IFTA decals and IFTA quarterly fuel tax returns electronically through the CVISN CVO Portal.
Delaware	No	\$0	\$0	<ul style="list-style-type: none"> • Signed IFTA project contract. • Restarted the virtual weigh-in-motion (WIM) program. • Reviewing locations for e-screening. • Expects to be Core Compliance by the end of 2012.
District of Columbia	No	\$0	\$0	<ul style="list-style-type: none"> • Anticipates achieving Core Compliance by the end of 2014.
Florida	Yes	\$0	\$1,000,000	<ul style="list-style-type: none"> • Upgraded its OS/OW e-permitting system. • Deployed LPR systems. • Evaluated virtual weigh station (VWS) locations and deployed numerous software upgrades.

State	Core Compliant	2011 Core Grant	2011 Expanded Grant	Activities
Georgia	No	\$0	\$0	<ul style="list-style-type: none"> • Implemented an IFTA e-credentialing system. • Submitted an amended CVISN PP/TLD to FMCSA. • Expects to become Core Compliant by the end of 2013.
Hawaii	No	\$0	\$0	<ul style="list-style-type: none"> • Completed modifications to the CVISN PP/TLD. • Expects to reach Core Compliance by September 2014.
Idaho	Yes	\$0	\$1,000,000	<ul style="list-style-type: none"> • Upgrading their Core CVISN systems, including its e-credentialing systems and CVIEW. • Upgraded e-screening system for the East Boise POE.
Illinois	No	\$1,540,800	\$0	<ul style="list-style-type: none"> • Implementing an IFTA online application system. • Expects to achieve Core Compliance by the end of 2013.
Indiana	No	\$136,000	\$0	<ul style="list-style-type: none"> • Developing and testing a new IFTA system. • Implementing the CVIEW system by end of 2012. • Expects to reach Core Compliance in 2013.
Iowa	Yes	\$0	\$0	<ul style="list-style-type: none"> • Designing a new OS/OW system to replace the 14-year-old system.
Kansas	Yes	\$0	\$1,000,000	<ul style="list-style-type: none"> • Completing the Mainframe Special Permitting System Rewrite and an interactive Web application. • Developing the KS Corporation Commission's Motor Carrier Authority System Rewrite project, which includes developing of a question and answer portal for carriers, establishing key system interfaces to share information with other agencies, tying civil assessments to roadside activities, and development of a real-time link to KSCVIEW.
Kentucky	Yes	\$0	\$1,000,000	<ul style="list-style-type: none"> • Developing Web-based tax filing for the KY Intrastate Fuel Tax. • Working with an OS/OW permitting and routing system. • Evaluating LPR technology and clearing up inaccuracies detected by LPRs.

State	Core Compliant	2011 Core Grant	2011 Expanded Grant	Activities
Louisiana	Yes	\$0	\$0	<ul style="list-style-type: none"> • Completed their two remaining CVISN components—IFTA quarterly filing and IRP online.
Maine	No	\$0	\$0	<ul style="list-style-type: none"> • Implemented its CVIEW program. • Working to deploy a transponder reader at their Kittery weigh station. • Expects to be Core Compliant by November 2012.
Maryland	Yes	\$0	\$920,000	<ul style="list-style-type: none"> • Implementing VWS at five sites. • Installing LPR technology at all VWS sites.
Massachusetts	No	\$0	\$0	<ul style="list-style-type: none"> • Evaluating and procuring an IRP system. • Developing a concept of operations for a fixed inspection station that meets Core CVISN requirements for e-screening. • Expects to be Core Compliant by the end of 2013.
Michigan	No	\$0	\$0	<ul style="list-style-type: none"> • Did not report CVISN activity in 2011.
Minnesota	No	\$0	\$0	<ul style="list-style-type: none"> • Did not report CVISN activity in 2011.
Mississippi	Yes	\$0	\$1,000,000	<ul style="list-style-type: none"> • Developed a three-pronged approach to deal with overweight CMVs bypassing fixed scales. • Upgraded the Orange Grove fixed weigh station on I-10 and installed an infrared camera, a USDOT number reader, and an LPR. • Installed two VWS locations near Vicksburg and on U.S. Highway 51. • Purchased a mobile Infrared Inspection System (IRIS) van through a partnership with other State agencies. • Completed a validation project of the Smart Roadside Inspection System.
Missouri	Yes	\$0	\$60,750	<ul style="list-style-type: none"> • Completed construction and installation of the Bloomsdale weigh station on I-55. • Implemented training for the new weigh station, including a “fingerprinting” system to automatically identify CMVs while they remain in motion. • Updating CVIEW to provide customer access to data, using Safety Measurement System (SMS) information through CVIEW to provide proactive safety information to carriers, and deploying Unified Carrier Register (UCR) Web services.

State	Core Compliant	2011 Core Grant	2011 Expanded Grant	Activities
Montana	Yes	\$0	\$1,000,000	<ul style="list-style-type: none"> • Worked to upload IRP information to the National Law Enforcement Telecommunications System (NLETS). • Working on updating its e-payment system, improvements to the e-citation system, and installation of additional LPRs and USDOT readers. • Operated three mobile enforcement vans with satellite communications capability.
Nebraska	Yes	\$0	\$0	<ul style="list-style-type: none"> • Worked to improve its CVISN and IFTA operations. • Increase participation in the online motor carrier services—between 20 and 30 percent overall, with some services at 40 percent. • Created a customized file transfer process to fit the needs of the State’s largest carriers, allowing for data processing in only a few hours.
Nevada	No	\$0	\$0	• Did not report CVISN activity in 2011.
New Hampshire	No	\$0	\$0	• Did not report CVISN activity in 2011.
New Jersey	No	\$0	\$0	<ul style="list-style-type: none"> • Awarded an extension of the 2007 CVISN grant, which covers five projects, and identified alternative sources of funding to advance the CVISN program. • Developed an RFP for an e-screening vendor. • Working with a contractor to schedule the “Mobile Screening Using WIM Sites Project” upgrades to 20 WIM sites.
New Mexico	Yes	\$0	\$1,000,000	• Funded and installed an LPR and two VWSs at an existing location.
New York	Yes	\$0	\$1,000,000 \$566,667	<ul style="list-style-type: none"> • Installed USDOT reader cameras and LPR camera systems. • Addressed the issue of information sharing between U.S. States and Canadian provinces on IRP and SAFER data. • Deployed additional e-screening and VWS sites. • Installing LPR cameras at the Schodak site, and incorporating an over-height detection system and hazardous materials placard reader into USDOT reader cameras.

State	Core Compliant	2011 Core Grant	2011 Expanded Grant	Activities
North Carolina	Yes	\$0	\$903,000	<ul style="list-style-type: none"> • Installed the Wilmington VWS and LPR. • Added a WIM to the transponder reader at the Halifax County weigh station. • Added a WIM and LPR at the Mt. Airy weigh station.
North Dakota	No	\$0	\$0	<ul style="list-style-type: none"> • Highway Patrol updated the permits issuance project.
Ohio	Yes	\$0	\$724,000	<ul style="list-style-type: none"> • Did not report CVISN activity in 2011.
Oklahoma	Yes	\$0	\$0	<ul style="list-style-type: none"> • Awarded a contract to deploy WIM, LPR, and USDOT reader at two new POEs in Kay County and Beckham County on the Kansas and Texas borders respectively.
Oregon	Yes	\$0	\$0	<ul style="list-style-type: none"> • Did not report CVISN activity in 2011.
Pennsylvania	No	\$0	\$0	<ul style="list-style-type: none"> • Did not report CVISN activity in 2011.
Rhode Island	No	\$0	\$0	<ul style="list-style-type: none"> • Did not report CVISN activity in 2011.
South Carolina	Yes	\$0	\$0	<ul style="list-style-type: none"> • Deployed IRP/IFTA e-credentialing for Web users. • Working on CVISN projects for I-85 and I-95 weigh stations and VWSs on bypass routes.
South Dakota	No	\$0	\$0	<ul style="list-style-type: none"> • Deployed IRP and IFTA systems. • Developed a second e-screening location at the Sisseton POE. • Expects to be Core Compliant by May 2012.
Tennessee	No	\$0	\$0	<ul style="list-style-type: none"> • Lost its Core Compliance status due to the aging and unstable nature of its CVIEW. • The State's new CVIEW system should be deployed by the end of 2012.
Texas	Yes	\$0	\$0	<ul style="list-style-type: none"> • Deployed electronic screening at the new Waverly site.
Utah	Yes	\$0	\$0	<ul style="list-style-type: none"> • Did not report CVISN activity in 2011.
Vermont	No	\$0	\$0	<ul style="list-style-type: none"> • Did not report CVISN activity in 2011.
Virginia	Yes	\$0	\$1,000,000	<ul style="list-style-type: none"> • Installed LPRs and IRIS at Stephens City I-81 and Dumfries I-95 weigh stations.
Washington	Yes	\$0	\$500,000	<ul style="list-style-type: none"> • Designed the first VWS in the State. • New Spokane POE reported to be operational in September 2011. • Deploying IRIS.
West Virginia	No	\$0	\$0	<ul style="list-style-type: none"> • Working on deploying their CVIEW.

State	Core Compliant	2011 Core Grant	2011 Expanded Grant	Activities
Wisconsin	Yes	\$0	\$684,000	<ul style="list-style-type: none"> • Updating the CVIEW program, expanded SAFER data in compliance with data transaction updates, and worked with the State Patrol to improve the availability of training. • Created a two-State OS/OW permit credentialing system with Minnesota. • Improved functionality of the registration, insurance, and authority system. • Creating an IRP fee calculation module.
Wyoming	No	\$0	\$0	<ul style="list-style-type: none"> • Deployed a new IFTA/IRP system. • Working on IFTA and IRP e-credentialing. • Expects to reach Core Compliance by the end of 2013.

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