



April 2015

# The Commercial Vehicle Information Systems and Networks Program, 2013

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## INTRODUCTION

The Commercial Vehicle Information Systems and Networks (CVISN) grant program supports the Federal Motor Carrier Safety Administration's (FMCSA's) safety mission by providing grant funds to States to:

- Improve safety and productivity of motor carriers, commercial motor vehicles (CMVs), and their drivers.
- Improve the efficiency and effectiveness of CMV safety programs through targeted enforcement.
- Improve CMV 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 ensure the safety of motor carriers and CMVs 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:

- Using the Aspen automated inspection software at all major inspection sites.

- Connecting to the national Safety and Fitness Electronic Records (SAFER) system to provide exchange of interstate carrier and vehicle safety data among States.
- Implementing a State-specific Commercial Vehicle Information Exchange Window (CVIEW) system (or an equivalent) to exchange credential and safety data with the national SAFER system. This 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 to improve the efficiency of both the motor carriers and the State credentialing agencies. Specific Electronic Credentials Administration items include:

- Automating processing of International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA) credentials and conducting at least 10 percent of the transaction volume electronically.
- Participating in the IRP and IFTA Clearinghouses to share information across jurisdictions and automate funds settlement between jurisdictions.

#### Electronic Screening (e-screening).

Designed to target enforcement resources to high-risk and noncompliant motor carriers and CMVs by verifying safety and credentials

information and the CMV's weight while it remains in motion. Vehicles known to be noncompliant or carriers with histories of poor safety performance are targeted for inspection.

Vehicles with the necessary operating credentials that are operated by motor carriers with a history of good safety performance are allowed to bypass an inspection facility. Specific e-screening items include implementation of e-screening at a minimum of one fixed or mobile inspection site, and being 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 it is 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 program's Core component.

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 variety of capabilities as part of their Expanded CVISN programs, FMCSA supports a specific set of key capabilities. 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, FMCSA further developed and defined a list of high-priority Expanded CVISN capabilities. Table 1 provides a brief description of those capabilities.

### **CVISN FUNDING**

The CVISN program was reauthorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012. The USDOT is authorized 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 USDOT is also authorized 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.

### **Core CVISN**

To be eligible for Core CVISN deployment funds, States must meet the following requirements:

- Have an FMCSA-approved CVISN Program Plan and Top-Level Design.
- Certify that its CVISN deployment activities are consistent with the National Intelligent Transportation Systems Architecture and with CVISN standards and agree to execute interoperability tests developed by FMCSA.
- Ensure that funding does 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 [The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Section 4126(e)(2)(B)].

**Table 1. High-Priority Expanded CVISN Capabilities.**

<b>Program Area</b>	<b>Capability</b>	<b>Description</b>
Driver Information Sharing	Driver Profiles	<ul style="list-style-type: none"> <li>Use and maintain driver safety profiles in all processes (e.g., enforcement, credentialing, hiring, inspection) that require information about drivers.</li> </ul>
Driver Information Sharing	Access to Driver Data	<ul style="list-style-type: none"> <li>Improve enforcement personnel and carriers' access to driver information to target driver safety risk.</li> </ul>
Enhanced Safety Information Sharing	Safety Data Quality	<ul style="list-style-type: none"> <li>Establish data quality measures (timeliness, accuracy, and integrity), especially for those data elements used in making safety decisions.</li> <li>Regularly check data used in CVISN processes for quality; purge stale data; and correct errors.</li> </ul>
Enhanced Safety Information Sharing	Carrier Access to Safety Data	<ul style="list-style-type: none"> <li>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.</li> <li>Consider proactively delivering safety data to the carrier.</li> </ul>
Smart Roadside	Roadside Access to Data	<ul style="list-style-type: none"> <li>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).</li> </ul>
Smart Roadside	Virtual Weigh Stations	<ul style="list-style-type: none"> <li>Expand the use and capabilities of virtual/remote enforcement sites to increase the effectiveness of enforcement.</li> </ul>
Expanded Electronic Credentialing	Access to Credentials Data	<ul style="list-style-type: none"> <li>Enhance interfaces and systems for information sharing to provide improved access to more current and accurate credentials information for authorized stakeholders.</li> </ul>
Expanded Electronic Credentialing	Better e-Credentialing	<ul style="list-style-type: none"> <li>Reduce complexity and redundancy for users by offering access to multiple credentials from a single source.</li> <li>Expand the types of credentials that are available electronically (e.g., add oversize/overweight [OS/OW] permitting, Hazardous Materials).</li> </ul>

**Expanded CVISN**

Under Expanded CVISN, each State is eligible to receive up to \$1 million annually in Expanded CVISN funds. To fulfill the requirement of an approved Expanded CVISN Program Plan and Top-Level Design for approval by FMCSA, the 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.

- State's 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.

Table 2 summarizes the number and amounts of CVISN grants awarded by FMCSA during FYs 2006–13.

**Table 2. Total Amount and Number of Federal CVISN Deployment Grants Awarded by FMCSA, 2006–13.**

Year	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
2012	22	\$15,609,917
2013	20	\$15,785,861

**CY 2013 CVISN PROGRAM ACTIVITIES**

During calendar year (CY) 2013, major activities occurred in the following areas:

- States continued their deployment of CVISN functionality.
- FMCSA conducted the 2013 CVISN Deployment Workshop: Advancing Safety & Monitoring Performance.
- FMCSA administered the FY 2013 CVISN grant program.

**Deployment of CVISN Functionality**

Four States—Illinois, Indiana, Maine, and Tennessee—all achieved Core CVISN certification in 2013. With these four States reaching the certification milestone, 33 States have now completed their deployments of Core CVISN functionality and have entered the Expanded portion of the CVISN program, as illustrated in Figure 1.

Three States—Indiana, New Jersey, and Tennessee—successfully deployed CVIEWs in 2013. With these deployments, 36 States have now completed their CVIEW deployments and enabled interstate sharing of credential data.

In 2013, seven States were able to successfully complete their deployment of electronic screening functionality. Those States were Maine, Pennsylvania, Rhode Island, Minnesota, New Hampshire, Nevada, and Vermont. A key factor that allowed several of the States to deploy electronic screening functionality was a CVISN architecture update that implemented a performance-based standard for transponders. This change enabled wireless mobile devices to be used as transponders and global positioning system (GPS) coordinates to trigger the required electronic data exchange in electronic screening systems 1 mile before a weigh station at highway speeds. The new program flexibility of using GPS and geofences instead of highway gantries has accelerated CVISN deployment and has yielded significant cost savings for the States.

States were able to make good progress in deploying their electronic credentialing functionality in 2013. In 2013, California, Illinois, and Indiana were able to complete their deployment of electronic credentialing functionality (both IFTA and IRP). As a result, 38 States have now automated their processing of both IRP and IFTA credentials.

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 numbers 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) is currently participating in both the IRP and IFTA Clearinghouses. Because Alaska and Hawaii are exempt from participating in IRP and IFTA, only 49 jurisdictions are required to deploy IRP- and IFTA-related functionality. A summary of State-specific activities can be found in the Appendix.

Figure 1. National Map of Core CVISN Functionality Deployment in FY 2013.

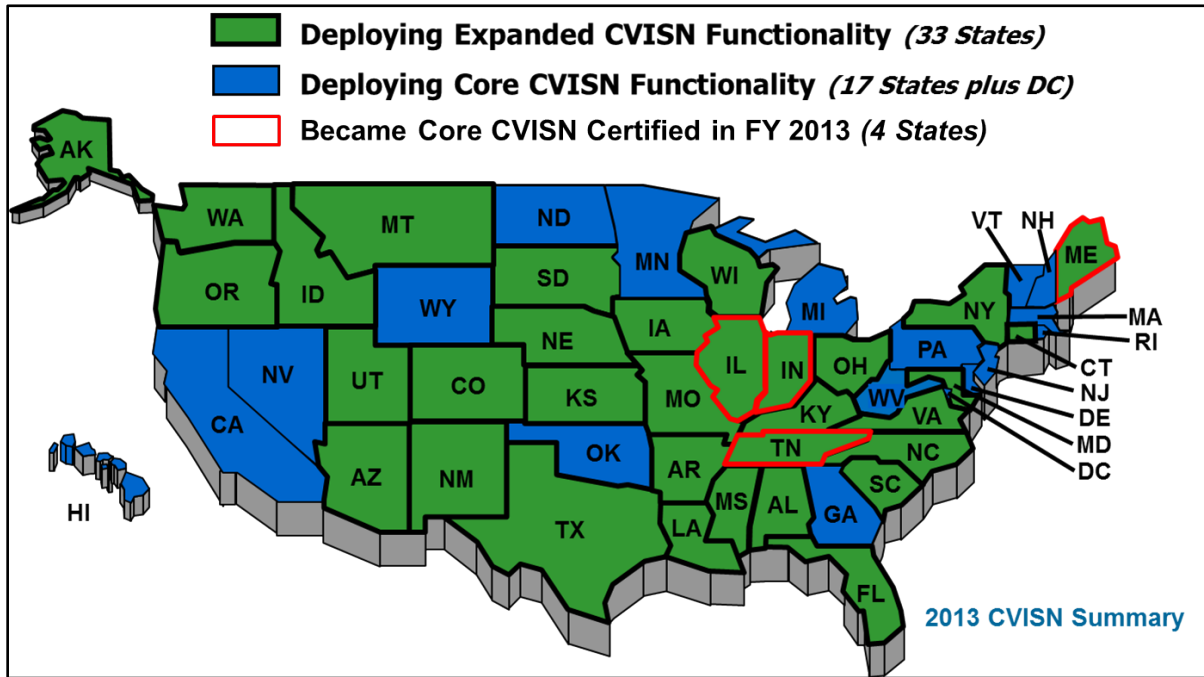


Table 3. Number of States Deploying Core CVISN Elements, December 31, 2013.

Core CVISN Element	Number of States That Have Deployed Functionality (a)	Total Number of Applicable States (b)	Percent of Applicable States with Functionality Deployed (a/b)
<b>Safety Information Exchange</b>			
– Aspen or equivalent	51	51	100%
– Connectivity to SAFER system (upload at least IRP data)	35	49	71%
– CVIEW or equivalent (upload/download IRP and IFTA)	36	49	73%
<b>Credentials Administration*</b>			
– Automated processing of International Registration Plan (IRP)	40	49	82%
– Automated processing of International Fuel Tax Agreement (IFTA) (includes tax filing)	38	49	78%
– Data exchange with IRP Clearinghouse	48	49	98%
– Data exchange with IFTA Clearinghouse	48	49	98%
<b>Electronic Screening (e-Screening)</b>			
– Deployment of e-Screening at one site (minimum)	47	51	92%

**Note:** States include the District of Columbia.

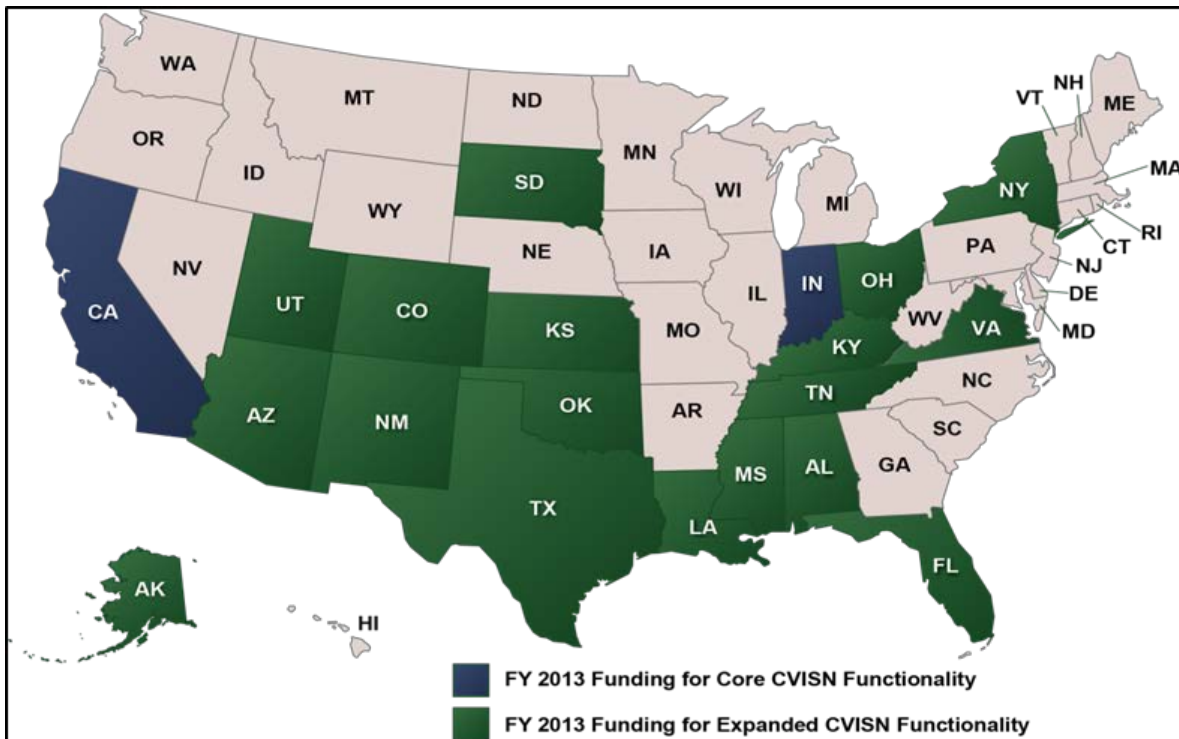
\*Alaska and Hawaii are exempt from participating in the Credentials Administration (IRP and IFTA).

## CVISN Grant Funding

In FY 2013 FMCSA distributed a total of \$15,785,861 in Federal CVISN Deployment funding to 20 States. Indiana and California received \$17,000 and \$100,000 respectively in

Federal CVISN funding to support deployment of Core CVISN functionality. Eighteen States received a total of \$15,668,861 in Federal CVISN funding to support the deployment of Expanded CVISN functionality. Figure 2 shows the States that received Federal CVISN funding in FY 2013.

**Figure 2. States Receiving CVISN Funding in FY 2013.**



## Information and Contacts

*For more information about the CVISN grant program, please visit:*

<http://www.fmcsa.dot.gov/commercial-vehicle-information-systems-and-networks-cvisn>.

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## APPENDIX: SUMMARY OF STATE CVISN DEPLOYMENT ACTIVITIES IN 2013

State	Core Compliant	2013 Core Grant	2013 Expanded Grant	Projects/Activities
Alabama	Yes	\$0	\$962,742	<ul style="list-style-type: none"> <li>• Revision of the Expanded CVISN Program Plan and Top-Level Design.</li> <li>• Migration and extension of the CVIEW portal electronic screening (e-screening) deployment.</li> <li>• IFTA and IRP: Clearinghouse membership dues.</li> <li>• Motor carrier services training engine upgrade.</li> </ul>
Alaska	Yes	\$0	\$533,862	<ul style="list-style-type: none"> <li>• Feasibility study for bridge weigh-in-motion (WIM) system on Richardson Highway.</li> <li>• Upgraded and enhanced transponder administration software.</li> <li>• Purchased handheld transponder reader.</li> <li>• Maintenance and expansion of CVISN operating environment.</li> <li>• Created field-accessible CVIEW database subset.</li> <li>• Developed request for proposal (RFP), oversight, and project management for automatic license plate readers (ALPRs) and audio-video interleave (AVI) system.</li> <li>• Sterling Highway virtual weigh-in-motion (VWIM) upgrade.</li> <li>• Enable reader board weight display at Glenn Weigh Stations.</li> <li>• Developed and deployed smartphone short message service (SMS) commercial vehicle (CV) query application.</li> </ul>
Arizona	Yes	\$0	\$1,000,000	<ul style="list-style-type: none"> <li>• Implemented integrated IRP/IFTA system.</li> <li>• Mobile enforcement van ordered.</li> <li>• Continued work on new commercial off-the-shelf (COTS) routing and permitting system.</li> <li>• Rollout of e-citations with ASPEN integration at ports.</li> <li>• Saint George, Utah southbound camera screening project in process.</li> </ul>
Arkansas	Yes	\$0	\$0	<ul style="list-style-type: none"> <li>• Arkansas continued work on e-screening enhancements at various weigh stations and planning for a virtual weigh station (VWS) in the western part of the State.</li> </ul>
California	No	\$100,000	\$0	<ul style="list-style-type: none"> <li>• Ongoing work related to the purchase, design, and deployment of a CVIEW system that meets national CVISN program requirements.</li> </ul>
Colorado	Yes	\$0	\$770,000	<ul style="list-style-type: none"> <li>• Power over Ethernet (PoE) business system replacement.</li> <li>• Funded CVISN Administrator.</li> <li>• CVISN-related membership fees.</li> </ul>
Connecticut	Yes	\$0	\$0	<ul style="list-style-type: none"> <li>• No activity reported.</li> </ul>
Delaware	No	\$0	\$0	<ul style="list-style-type: none"> <li>• Delaware continued work to become Core compliant by September of 2014.</li> </ul>

State	Core Compliant	2013 Core Grant	2013 Expanded Grant	Projects/Activities
District of Columbia	No	\$0	\$0	<ul style="list-style-type: none"> <li>No activity reported.</li> </ul>
Florida	Yes	\$0	\$718,295	<ul style="list-style-type: none"> <li>CVISN-related membership fees.</li> <li>Program management salary.</li> <li>Purchased 20 USDOT cameras for installation.</li> <li>Container number database (CNDB) was completed and operational.</li> <li>Finalized port of entry study.</li> <li>Upgrades to software at Motor Carrier Size and Weight (MCSAW) weigh stations and Department of Agriculture and Consumer Services (DACS) interdiction.</li> <li>DACS interdiction stations for license plate reader (LPR) and container number reader (CNR) system; maintenance and upgrades to CNDB.</li> <li>Software upgrades at MCSAW weigh stations for integration of handheld scanners for oversize/overweight (OS/OW) permit validation.</li> <li>Upgraded equipment at five DACS interdiction stations.</li> <li>Installed equipment at DACS interdiction station that previously did not have any LPRs or CNRs.</li> <li>Enhancements to the electronic OS/OW permitting system.</li> <li>Purchased equipment for kiosk to be installed at MCSAW weigh stations.</li> <li>Purchased additional four USDOT cameras to be installed at MCSAW weigh stations.</li> <li>Ongoing operations and maintenance.</li> <li>Attended FMCSA workshop in November 2013.</li> </ul>
Georgia	No	\$0	\$0	<ul style="list-style-type: none"> <li>The Department of Revenue (DOR) prepared and released a RFP to obtain the services to replace the IRP to meet the plan for electronic credentialing for motor carrier registration and to design and implement a CVIEW system.</li> <li>The RFP was amended with additional requirements to meet the integration with the Georgia Title and Registration Information System (GRATIS).</li> <li>Legislative action: during the 2013 session of the Georgia General Assembly, the agency responsible for the administration of the Federal Unified Carrier Registration (UCR) system was transferred from the DOR to the Department of Public Safety (House Bill 255, effective July 1, 2014). CVISN development is not affected by this.</li> </ul>
Hawaii	No	\$0	\$0	<ul style="list-style-type: none"> <li>No activity reported.</li> </ul>
Idaho	Yes	\$0	\$1,000,000	<ul style="list-style-type: none"> <li>Upgraded State-wide e-screening system.</li> </ul>
Illinois	Yes	\$0	\$0	<ul style="list-style-type: none"> <li>Achieved Core Compliance.</li> </ul>
Indiana	No	\$17,000	\$0	<ul style="list-style-type: none"> <li>CVISN-related training and travel.</li> </ul>



State	Core Compliant	2013 Core Grant	2013 Expanded Grant	Projects/Activities
				<ul style="list-style-type: none"> <li>Implemented a new IFTA e-credential system.</li> <li>Completed CVIEW requirements.</li> <li>Became CVISN Core compliant in July 2013.</li> <li>Added two new VWSs.</li> </ul>
Iowa	Yes	\$0	\$0	<ul style="list-style-type: none"> <li>Top-Level Design discussions are ongoing.</li> </ul>
Kansas	Yes	\$0	\$925,000	<ul style="list-style-type: none"> <li>Commercial Vehicle Registration System.</li> <li>Motor Carrier Portal.</li> <li>Carrier Self-Issue.</li> <li>The new OS/OW system went live December 15, 2013.</li> </ul>
Kentucky	Yes	\$0	\$1,000,000	<ul style="list-style-type: none"> <li>Program support.</li> <li>CVISN-related fees.</li> <li>Maintained e-screening and registration systems.</li> <li>Upgraded weigh station with LPR/USDOT number reader.</li> <li>Deployed temporary permits Web site.</li> <li>Kentucky Intrastate Tax (KIT) E-file/E-Pay Web-Based Tax Wizard System was deployed.</li> <li>Motor Carrier Portal Phase 1 was implemented.</li> <li>Development of Kentucky's Super CVIEW continued.</li> <li>Development of Kentucky's new observation system continued.</li> <li>Work began on the installation of a virtual screening system on the "AA" Highway in Carter County.</li> <li>Work began on the installation of a mainline screening system at the I-64 eastbound weigh station in Shelby County.</li> <li>Attended CVISN workshop in DC.</li> </ul>
Louisiana	Yes	\$0	\$1,000,000	<ul style="list-style-type: none"> <li>Upgraded two VWSs.</li> <li>OS/OW permitting, including bridge analysis routine and geographic information system (GIS) based routing for OS/OW permitting.</li> <li>Technology Enhancements Project (TEP): Phase 2 TEP—Department of Public Safety (DPS) Information Management System (IMS) system replacement; Phase 3 TEP—Web-based 48-hour trip permitting.</li> <li>CVIEW enhancements/maintenance.</li> <li>Contracted systems architect/projects management.</li> <li>CVISN-related travel.</li> </ul>
Maine	Yes	\$0	\$0	<ul style="list-style-type: none"> <li>Achieved Core Compliance. Installed new e-screening system.</li> </ul>
Maryland	Yes	\$0	\$0	<ul style="list-style-type: none"> <li>Completed production deployment for six VWSs, including a dual-lane implementation.</li> <li>Completed production deployment of a consolidated VWS monitor for all locations, including an analytics engine for VWS and traffic</li> </ul>

State	Core Compliant	2013 Core Grant	2013 Expanded Grant	Projects/Activities
				<p>data.</p> <ul style="list-style-type: none"> <li>• VWS application demonstrated to visiting transportation dignitaries from Japan, Brazil, and Afghanistan in conjunction with Federal Highway Administration (FHWA) and FMCSA outreach.</li> <li>• Started outreach efforts to educate and inform potential CMV violators about observed behaviors at VWS locations (the goal is to achieve voluntary compliance).</li> <li>• LPR tests ongoing at two fixed sites—potential integration with VWS locations for CVIEW and National Crime Information Center (NCIC) violation data and alarms.</li> <li>• Started DriveWyze e-screening pilot tests at Maryland State Police fixed sites. WIM integration to be tested shortly.</li> </ul>
Massachusetts	No	\$0	\$0	<ul style="list-style-type: none"> <li>• No activity reported.</li> </ul>
Michigan	No	\$0	\$0	<ul style="list-style-type: none"> <li>• Internal discussions regarding efforts to become Core compliant are ongoing within the State Government.</li> </ul>
Minnesota	No	\$0	\$0	<ul style="list-style-type: none"> <li>• The State of Minnesota has a contract with DriveWyze and is currently utilizing the screening tool at two fixed weigh stations.</li> </ul>
Mississippi	Yes	\$0	\$1,000,000	<ul style="list-style-type: none"> <li>• Installed a VWS.</li> <li>• CVISN program management salary.</li> <li>• CVISN-related travel and training.</li> </ul>
Missouri	Yes	\$0	\$0	<ul style="list-style-type: none"> <li>• Streamlined quarterly IFTA tax filing for customers with 5,000 or less miles so they can file annually instead of quarterly.</li> <li>• Modified the IFTA system to change the method of calculation of interest fees for underpayment of fuel taxes.</li> <li>• Partnered with the Missouri State Highway Patrol to perform annual weigh facility inspections and coordinated oversight of screening sites to ensure safe operations by CMV operators.</li> <li>• Updated CVIEW to contain Safety Management System (SMS) information, granted access to allow Missouri customers to view this safety data, and provided a link to the Federal site for further safety information.</li> <li>• Created proactive notifications/email(s) to carriers regarding changes to safety snapshots.</li> <li>• Incorporated national UCR data into Missouri CVIEW to provide more information for roadside enforcement and to continue fulfillment of data exchange.</li> <li>• Paid IRP membership dues.</li> <li>• Paid IFTA membership dues.</li> <li>• Paid PrePass membership dues.</li> <li>• Paid weigh scale warranties.</li> </ul>

State	Core Compliant	2013 Core Grant	2013 Expanded Grant	Projects/Activities
Montana	Yes	\$0	\$0	<ul style="list-style-type: none"> <li>• Installed LPR, USDOT and infrared cameras on the off-ramps at two weigh stations.</li> <li>• Signed a contract for two 360 SMARTView trailers equipped with cameras and communications for mobile integration with existing WIM sites.</li> <li>• UCR integrated into Montana's CVIEW.</li> <li>• Continued to develop the SmartCop electronic citation project in cooperation with the Montana Department of Justice, Highway Patrol, and Information Services Division.</li> <li>• Solicited RFP for new IRP, IFTA, and permitting system.</li> <li>• Continued to reassess CVISN Architecture and CVISN-related deployments for technology modernization opportunities.</li> <li>• Completed the Web service to upload IRP information to the National Law Enforcement Telecommunications System (NLETS).</li> <li>• Mobile Officer Vehicle Enforcement (MOVE) Program.</li> </ul>
Nebraska	Yes	\$0	\$0	<ul style="list-style-type: none"> <li>• Implemented online service for trip and fuel permits.</li> <li>• Initiated the NextGen PrePass pilot program to evaluate functionality and determine future implementations in Nebraska.</li> </ul>
Nevada	No	\$0	\$0	<ul style="list-style-type: none"> <li>• Successfully deployed a new e-screening system.</li> </ul>
New Hampshire	No	\$0	\$0	<ul style="list-style-type: none"> <li>• Successfully deployed a new e-screening system.</li> </ul>
New Jersey	No	\$0	\$0	<ul style="list-style-type: none"> <li>• Successfully deployed a CVIEW.</li> </ul>
New Mexico	Yes	\$0	\$1,000,000	<ul style="list-style-type: none"> <li>• Upgraded CVIEW.</li> <li>• Maintain five fixed and eight virtual ports of entry.</li> <li>• Permitting system replacement has been approved and is currently headed to the testing phase. The project should be ready for soft launch in November 2014. Full launch is scheduled for March 2015.</li> <li>• Integrated Query Project Expansion Commercial Driver's License (CDL) project is ongoing.</li> <li>• IMS expansion project has been postponed and extended to April 2015 due to vendor dashboard enhancements.</li> </ul>
New York	Yes	\$0	\$800,000	<ul style="list-style-type: none"> <li>• Installed USDOT number camera system.</li> <li>• CMV inspection signage.</li> <li>• In-road equipment and infrastructure improvements.</li> <li>• Work continued to complete the RFP (including contract documents and technical plans) to procure and install all four planned CVISN-compliant e-screening/VWS deployments in New</li> </ul>

State	Core Compliant	2013 Core Grant	2013 Expanded Grant	Projects/Activities
				<p>York State (NYS) associated with New York's active CVISN grants (2006, 2011 and 2013).</p> <ul style="list-style-type: none"> <li>• Work continued as part of an innovative joint partnership/project with the New York City Department of Transportation (NYCDOT) in order to procure and deploy a CVISN-compliant VWS on I-95 northbound along the approach to the Alexander Hamilton Bridge in the Borough of Manhattan. The procurement of all intelligent transportation system (ITS) in-road and roadside equipment was completed in summer, 2013.</li> <li>• The proposed Phase III tasks include the development of a real-time 5.9 GHz dedicated short-range communications (DSRC) routing application with driver warnings and vehicle disabling that can address commercial vehicle/bridge collisions and instances of wrong-way driving.</li> <li>• Work continued relating to the permanent installation of FMCSA's International Border Crossing E-screening System (IBCES) at NYSDOT's planned Champlain commercial vehicle inspection facility.</li> <li>• NYSDOT and the NYS Police began discussions with DriveWyze, Inc. in consideration of initiating a pilot test of the DriveWyze application in the State.</li> </ul>
North Carolina	Yes	\$0	\$0	<ul style="list-style-type: none"> <li>• An RFP was submitted and specifications for adding two license plate readers at the VWS in Wilmington were completed in March 2013.</li> <li>• Specifications and plans for the addition of a ramp WIM and LPR for the Mount Airy Weigh Station were completed.</li> <li>• The Mount Airy Weigh Station WIM and LPR were installed in the latter part of 2013 and were in the 60-day test window by January 2014.</li> <li>• Planning and specifications of the VWS in Mooresville.</li> </ul>
North Dakota	No	\$0	\$0	<ul style="list-style-type: none"> <li>• No activity reported.</li> </ul>
Ohio	Yes	\$0	\$55,000	<ul style="list-style-type: none"> <li>• CVISN-related fees to maintain Core certification.</li> </ul>
Oklahoma	No	\$0	\$0	<ul style="list-style-type: none"> <li>• Completed revisions to Core Program Plan/Top-Level Design to accommodate program development/needs.</li> <li>• Researched issues with daily IRP updates to CVIEW and assisted in resolution of issues.</li> <li>• CVISN components of IRP and IFTA.</li> <li>• Replacement systems project.</li> <li>• Oklahoma CVIEW maintenance.</li> <li>• Communications upgrades at fixed ports.</li> <li>• Mainline WIM installation/integration with</li> </ul>

State	Core Compliant	2013 Core Grant	2013 Expanded Grant	Projects/Activities
				<ul style="list-style-type: none"> <li>PrePass.</li> <li>CVISN-related travel.</li> </ul>
Oregon	Yes	\$0	\$0	<ul style="list-style-type: none"> <li>No activity reported.</li> </ul>
Pennsylvania	No	\$0	\$0	<ul style="list-style-type: none"> <li>Deployment of electronic screening functionality.</li> </ul>
Rhode Island	No	\$0	\$0	<ul style="list-style-type: none"> <li>Deployment of electronic screening functionality.</li> </ul>
South Carolina	Yes	\$0	\$0	<ul style="list-style-type: none"> <li>No activity reported.</li> </ul>
South Dakota	Yes	\$0	\$948,962	<ul style="list-style-type: none"> <li>Paid program management costs.</li> <li>Maintained CVIEW and other CVISN-related systems.</li> <li>Install a VWS.</li> <li>CVISN-related fees to maintain Core certification.</li> </ul>
Tennessee	Yes	\$0	\$985,000	<ul style="list-style-type: none"> <li>Program management salary.</li> <li>Maintained CVIEW.</li> <li>Installed a VWS.</li> <li>CVISN-related fees to maintain Core certification.</li> </ul>
Texas	Yes	\$0	\$985,000	<ul style="list-style-type: none"> <li>Installed over-height bridge sensors.</li> <li>Program management and system architect services.</li> <li>CVISN-related travel and training.</li> </ul>
Utah	Yes	\$0	\$985,000	<ul style="list-style-type: none"> <li>Upgraded CVIEW.</li> <li>Purchased/installed LPR and optical character recognition (OCR) camera.</li> <li>CVISN-related fees to maintain Core certification.</li> </ul>
Vermont	No	\$0	\$0	<ul style="list-style-type: none"> <li>No activity reported.</li> </ul>
Virginia	Yes	\$0	\$1,000,000	<ul style="list-style-type: none"> <li>Installed WIM system.</li> <li>Enhanced vehicle/title registration, licensing and tax reporting systems.</li> </ul>
Washington	Yes	\$0	\$0	<ul style="list-style-type: none"> <li>No activity reported.</li> </ul>
West Virginia	No	\$0	\$0	<ul style="list-style-type: none"> <li>Working toward Core compliance.</li> </ul>
Wisconsin	Yes	\$0	\$0	<ul style="list-style-type: none"> <li>Completed Wisconsin carrier and trucking insurance and authority system.</li> <li>Initiated the automated IFTA e-Warning e-mail project, to e-mail warning notices to carriers who have not filed or paid IFTA taxes on time.</li> </ul>
Wyoming	No	\$0	\$0	<ul style="list-style-type: none"> <li>No activity reported.</li> </ul>