

Overview of the CVISN Program

presented to

2008 Smart Roadside Workshop

presented by

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Agenda

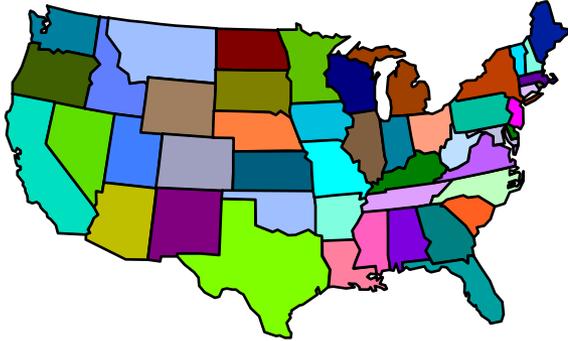
- **Motivation for CVISN**
- **CVISN Goals**
- **CVISN Overview**
 - **Core CVISN Program Areas**
 - **Expanded CVISN**
 - **Electronic Screening**
 - **CVISN Deployment Status**
- **CVISN Benefits**
- **Relevance to Smart Roadside**

Motivation for CVISN

- **How can governments ensure the safe and secure movement of a growing commercial vehicle industry with limited resources?**
 - **Freight volume is expected to double by 2035**
 - **Truck vehicle miles traveled are forecasted to increase 60 percent by 2020**
 - **State infrastructure and resources to conduct enforcement/regulatory activities already are “overwhelmed” in many states**

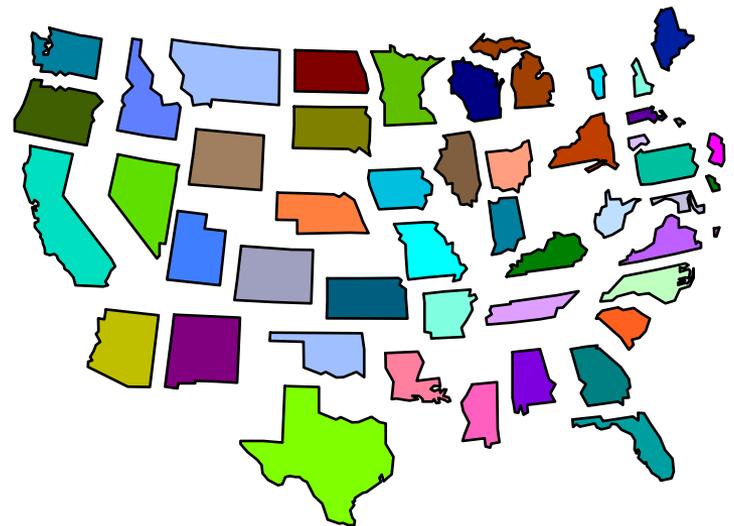
- **How can the government improve the productivity and mobility of the commercial vehicle industry?**
 - **Support key economic sector**
 - **Improve customer service**

Motivation for CVISN (continued)



Roads were built to allow traffic flow within and between States.

Information systems were built primarily to allow information to flow within a State agency, resulting in difficulties in responding to external requests for information sharing.



CVISN Program Overview

- **CVISN is a nationwide program managed by FMCSA that is designed 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**

CVISN Program Overview (continued)

Core CVISN

Program Areas

Credentials Administration

- Automated processing of IRP and IFTA credentials
- Interstate data exchange and funds transfer via IRP and IFTA Clearinghouses

Safety Information Exchange

- Sharing of safety data and supporting credentials data among State agencies
- Interstate data exchange
- Use of ASPEN inspection software

Electronic Screening

- Automated weight and credentials screening (at fixed or mobile site)

CVISN Architecture (Technical Infrastructure)

Mainstreaming and Deployment Planning (Organizational Infrastructure)

Electronic Screening

■ Objectives

- Use technology to identify trucks as they approach roadside weigh or inspection stations
- Allow safe and legal vehicles to bypass inspection/weigh facilities without stopping

■ Core CVISN functionality

- Implement electronic screening at a minimum of one fixed or mobile inspection site
 - Identify enrolled vehicles (e.g., via in-vehicle transponders)
 - Screen vehicles based on safety history and credentials status (e.g., registration, fuel tax payment, operating authority) as well as weight (optional)
 - Allow enrolled vehicles that meet the State's criteria to bypass inspection sites

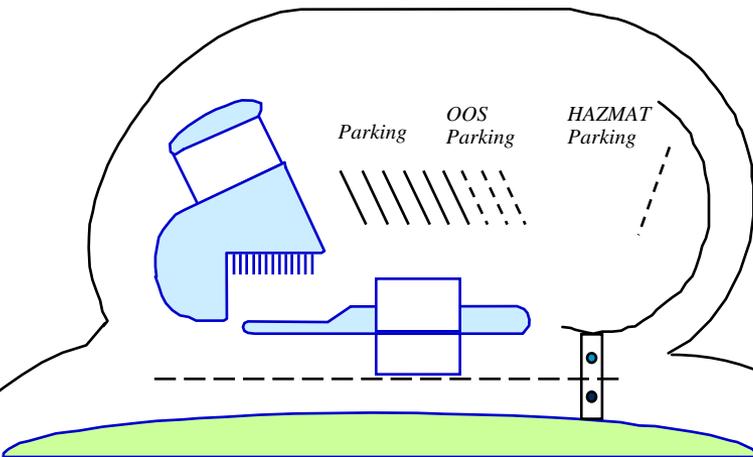
Electronic Screening (continued)

Targeted Safety Enforcement

- **Current, accurate information allows enforcement personnel to be more discriminating in selecting vehicles for inspections**
- **As a result, enforcement officers can focus on high-risk operators, allowing safe and legal carriers, vehicles, and drivers to bypass roadside inspections**
- **This is accomplished by electronically:**
 - **Using inspection selection tools**
 - **Accessing credentials and safety information at the roadside**
 - **Exchanging information with other agencies and states**
 - **Screening vehicles at mainline speeds**

Electronic Screening (continued)

1. Commercial vehicle approaches weigh station. Screening system identifies the carrier and vehicle; classifies the vehicle; and weighs the vehicle.



2. Credential, safety, and weight data are processed to determine whether vehicle can bypass station.

3. Bypass decision is sent to the transponder. Driver is notified of decision via green light or red light on transponder.

Screening System

2



4

3

1

4. Compliance reader verifies that vehicle has been cleared to bypass the station.

Safety Information Exchange

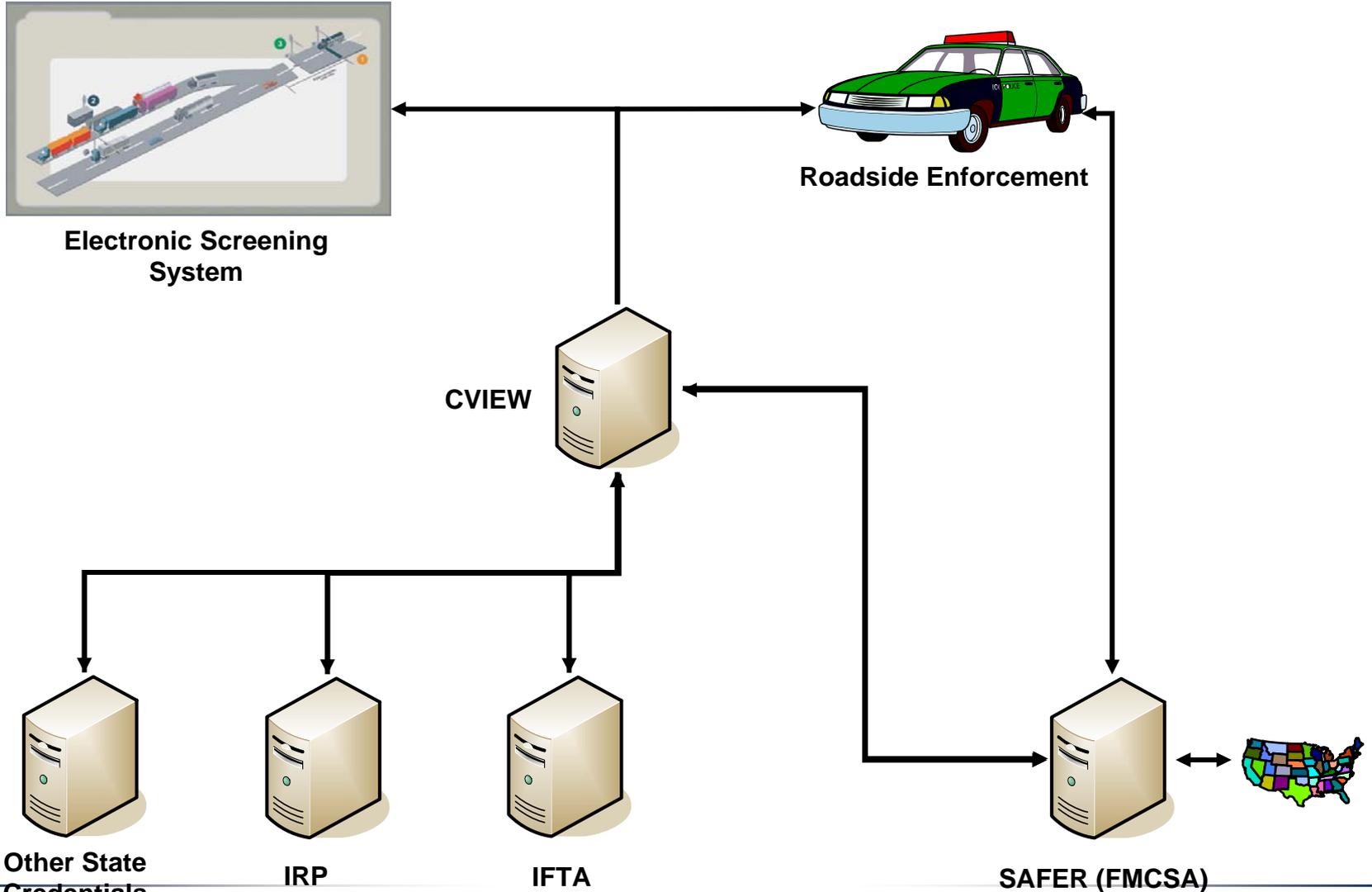
■ Objective

- Improve the exchange of safety and credentials information among State agencies and between states and FMCSA

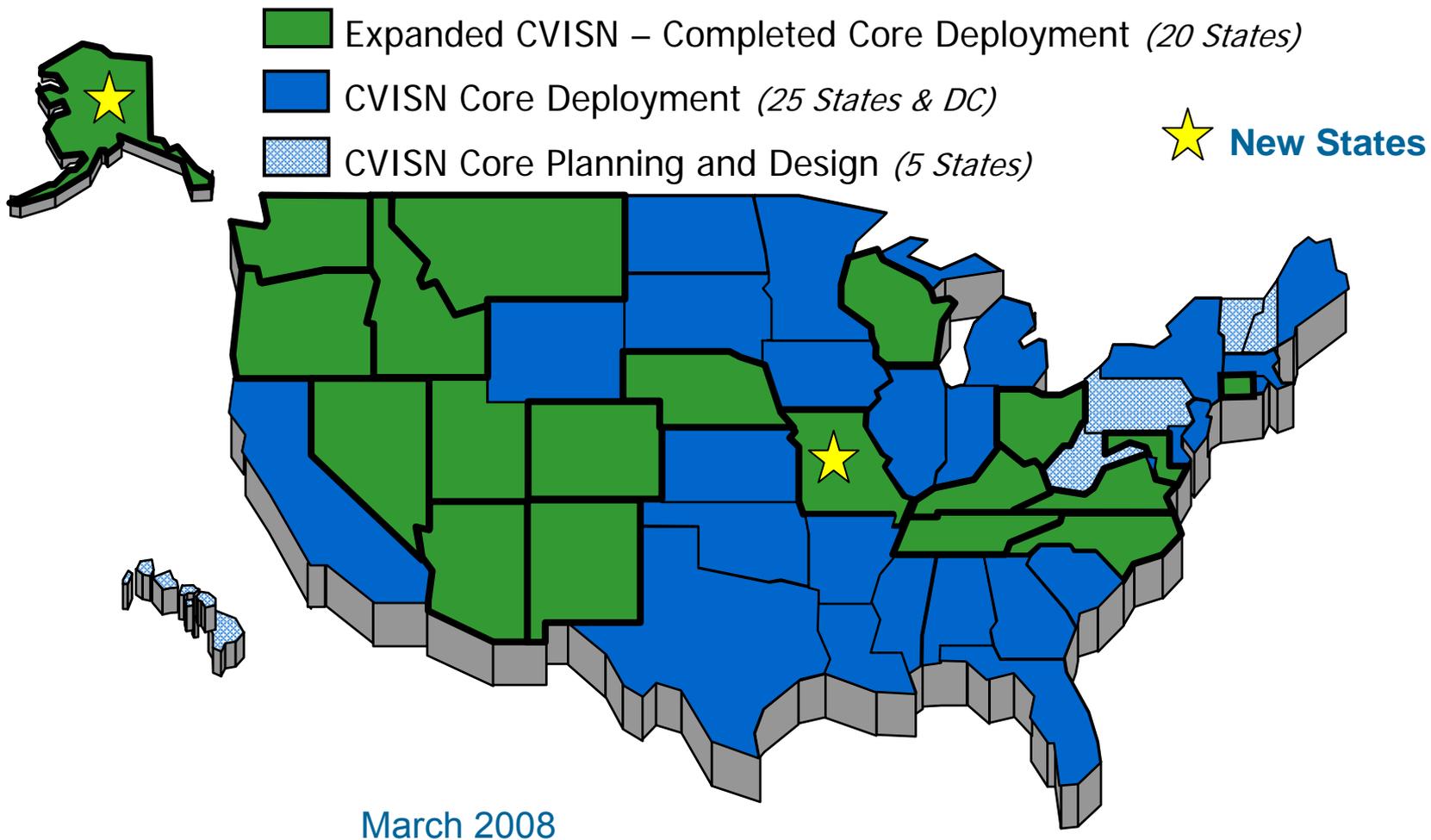
■ Core CVISN functionality

- Implement a State-specific data exchange system, Commercial Vehicle Information Exchange Window (CVIEW) or equivalent
 - Store interstate and intrastate carrier and vehicle information
 - Share information with authorized State users (e.g., law enforcement)
 - Exchange carrier and vehicle data with FMCSA's SAFER system
- Use ASPEN or equivalent automated inspection software at all major inspection sites

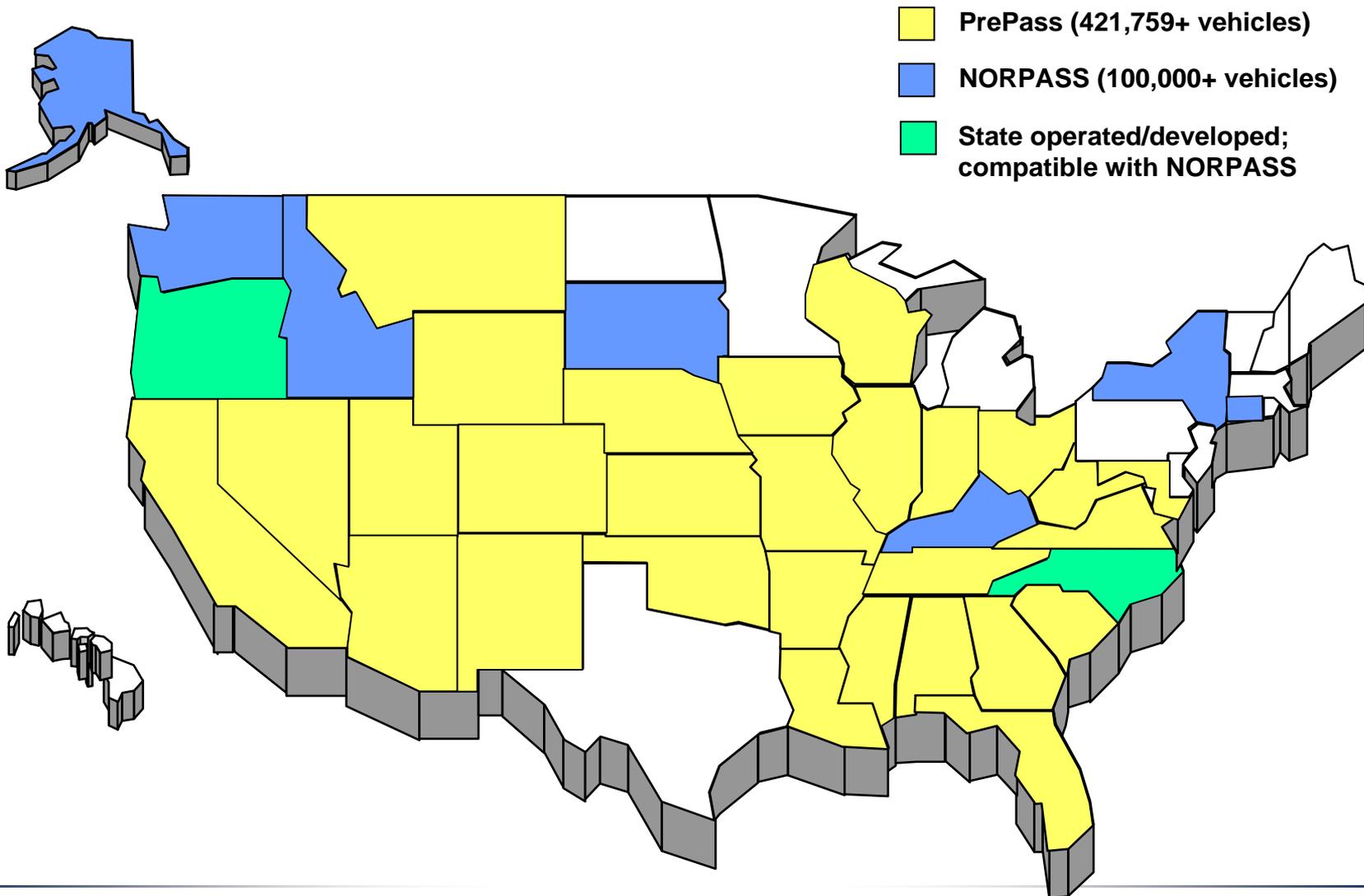
Safety Information Exchange



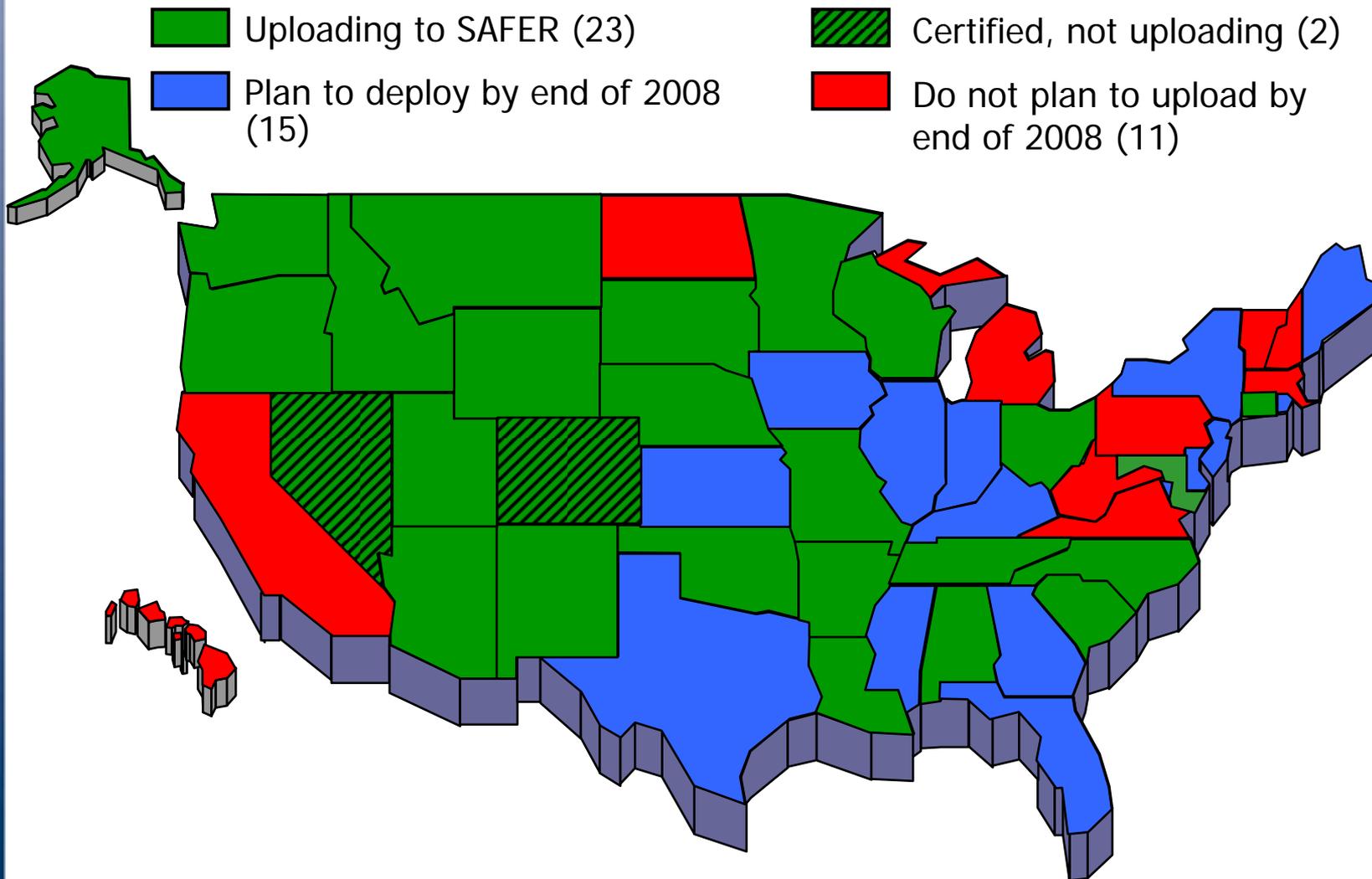
CVISN Deployment Status



Electronic Screening Deployment Status



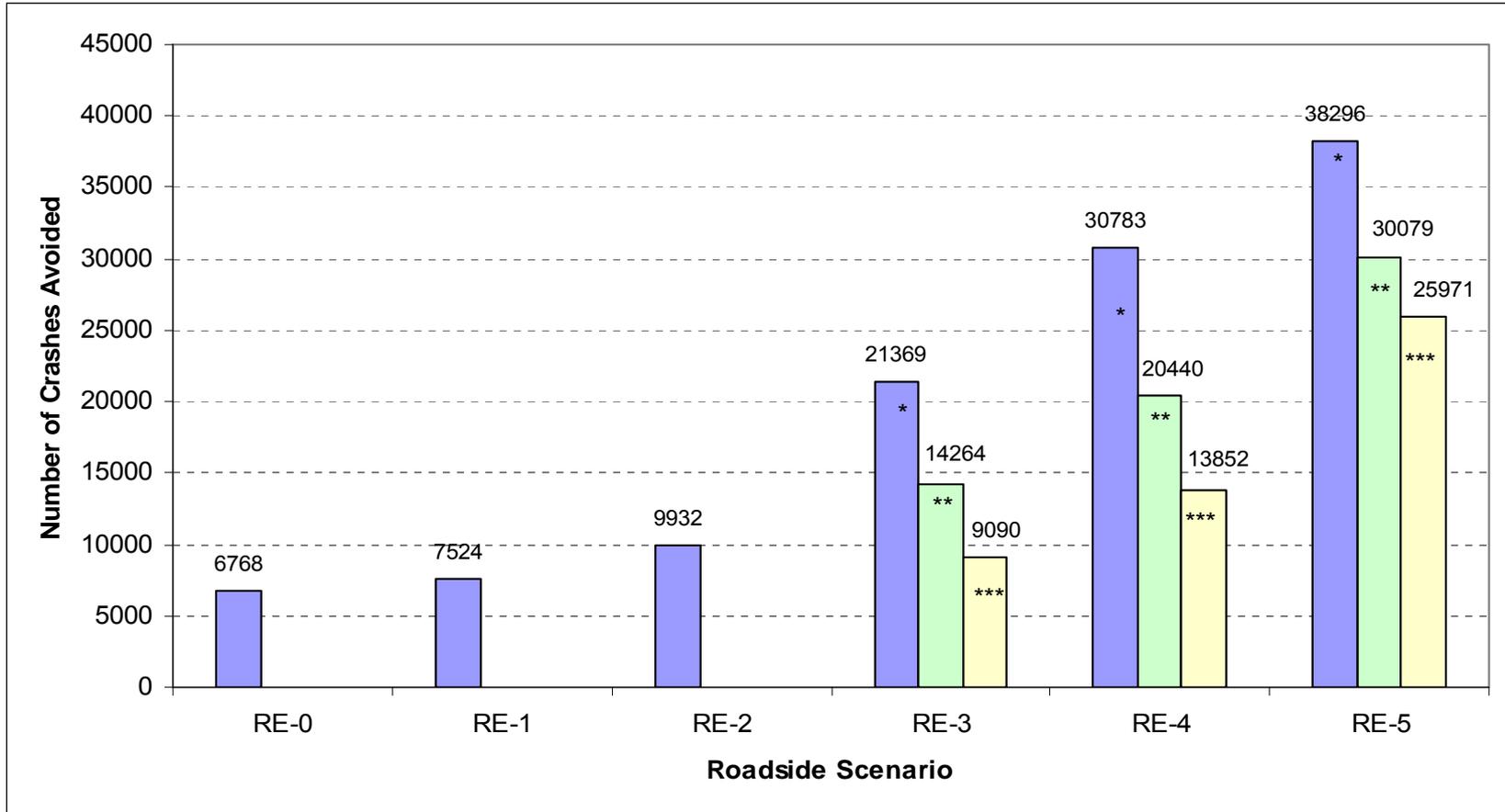
Safety Information Exchange Deployment Status



CVISN Benefits

	Benefit Applies to		Benefit Derived From		
	Carrier	State	SIE	ES	ECA
Targeted enforcement focused on high-risk carriers and vehicles	●	●	●	●	
More effective use of roadside enforcement resources		●	●	●	
Real-time access to online data at fixed inspection facilities and by mobile units	●	●	●	●	
Improved asset tracking and safety/driver management	●		●	●	
Improved access to credential and safety information from other jurisdictions	●	●	●	●	●
More efficient and cost effective processing of credential applications	●	●			●
Improved customer service/Ability to receive select credentials 24X7	●	●			●
Improved accuracy and timeliness in credentials processing	●	●	●		●

CVISN Benefits (continued)



* 5% threshold,

** 10% threshold,

*** 25% threshold

CVISN Benefits (continued)

- **Key findings from National CVISN Evaluation included:**
 - **Significant advances in deployment nationally since Model Deployment Initiative Evaluation in 2002**
 - **Results suggest that focusing on specific types of vehicle and driver OOS conditions could improve the inspection selection process by identifying trucks that are more likely to be involved in crashes**
 - **Real-time safety data, integrated with Large Truck Crash Causation Study (LTCCS) data, can help reduce the number of crashes, injuries, and fatalities**
 - **More research should be conducted to determine appropriate safety measures**

Future Priorities for CVISN Program

- **Continue advancements to integrate State and motor carrier information systems with Federal systems to improve safety and productivity**
- **Support State and other stakeholders efforts to:**
 - **Improve access to and quality of data**
 - **Share commercial driver information**
 - **Enhance roadside operations**
 - **Promote electronic credentialing transactions**
 - **Implement COMPASS, CSA-2010, PRISM, etc.**
- **Address program issues from SAFETEA-LU**

Relevance to Smart Roadside

- **Network of 355 roadside electronic screening sites in place**
- **CVISN funding can be used to deploy roadside safety systems (e.g., virtual weigh stations)**
- **CVISN architecture provides platform to share data across jurisdictional lines and with commercial vehicles**
- **Organizational infrastructure in place to support deployment of Smart Roadside**

Questions

Overview of the CVISN Program