Annual Report
2020

The Innovative Technology Deployment (ITD) Grant Program

April 2021

U.S. Department of Transportation
Federal Motor Carrier Safety Administration

CONTENTS

ITD PROGRAM BACKGROUND

The Innovative Technology Deployment (ITD) Program is a key component of the Federal Motor Carrier Safety Administration's (FMCSA's)[1] drive to improve commercial motor vehicle (CMV) safety. The ITD Program:

- Focuses safety enforcement on high-risk operators.
- Integrates systems to improve accuracy, integrity, and verifiability of CMV data.
- Improves efficiency through electronic screening of CMVs.

On December 4, 2015, the Fixing America's Surface Transportation Act, 2015 (FAST Act) (Pub. L. 114-94) established the ITD Grant Program and placed it under the Motor Carrier Safety Assistance Program (MCSAP) High Priority (HP) Program, reducing the burden on States that apply for multiple grants annually.[2] The FAST Act allowed for at least an 85/15 Federal-funding-to-State-match split, expanding States' access to critical technologies.

This report details ITD funding activities for fiscal year (FY) 2020 and ITD Program activities for calendar year (CY) 2020.

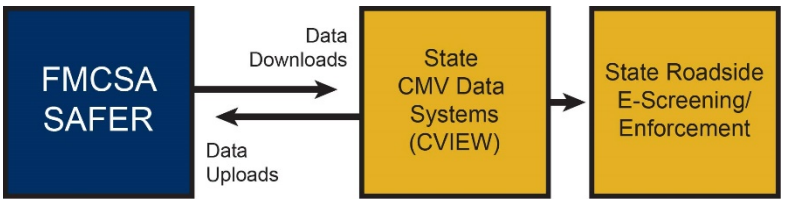
Supporting FMCSA's Safety Mission

To support FMCSA's safety mission, the ITD Program grants funds to States for:

Improving safety and productivity of motor carriers, CMVs, and their drivers.
Improving effectiveness of CMV safety programs through targeted enforcement.
Improving CMV data sharing among States and between States and FMCSA.

Sharing Data to Improve CMV Safety and Efficiency

The ITD Program's goal is collaborative sharing of Federal enforcement data and State credentialing data on a national level. With a Federal/State information network, States have access to the latest carrier, vehicle, and driver information from FMCSA's SAFER (Safety and Fitness Electronic Records) system. Access to real-time data at the roadside enables quick enforcement decisions, improving the efficiency and safety impact of the State CMV inspection process.



To maintain data currency, each ITD State regularly uploads its credential and enforcement data to SAFER and downloads other States' data into their CVIEW. Many States also access SAFER data in real time.

[1] FMCSA was established on January 1, 2000, pursuant to the Motor Carrier Safety Improvement Act of 1999.
[2] Commercial Vehicle Information Systems and Networks (CVISN), the predecessor deployment grant program administered by FMCSA under the authority of 49 U.S.C. § 31106, was repealed by the Fast Act.

ITD PROGRAM FUNDING

Eligibility

To be eligible for ITD deployment funds, a State must meet the following requirements:

- Have an FMCSA-approved ITD Program Plan and Top-Level Design (PP/TLD).
- Certify that its ITD deployment is consistent with the Architecture Reference for Cooperative and Intelligent Transportation (ARC-IT)[3] and the ITD architecture and standards, and agree to execute FMCSA-developed interoperability tests.
- Agree to promote interoperability and efficiency to the extent practicable.[4]

Use of Funds

Grant funds may be used for deployment of new and innovative advanced technology solutions that support commercial vehicle information systems and networks.

Funds may also be used for planning activities, including the development or updating of a PP/TLD (described below), and for operation and maintenance costs associated with innovative technologies.

ITD Funding History

Table 1 lists counts and amounts of ITD deployment grants for FY 2017 through FY 2020. Details about FY 2020 ITD funding are provided later in this report.

Table 1. Federal ITD deployment grants awarded by FMCSA, 2017–2020

Fiscal Year	Total # of Grants	Total Amount of Grants
2017	28	$21,393,837
2018	26	$21,757,930
2019	19	$19,057,095
2020	25	$23,273,191

Program Plan and Top-Level Design

The PP/TLD is a technical document that provides a management framework and system architecture to guide State ITD program deployment and to inform policy- and decision-makers about the funding and technical resources required for successful program implementation. It describes the various systems and networks at the State level that must be refined, revised, upgraded, or built to achieve Core or Expanded

[3] Previously known as the National ITS Architecture.
[4] FAST Act, Section 31104(a)(3)(C).

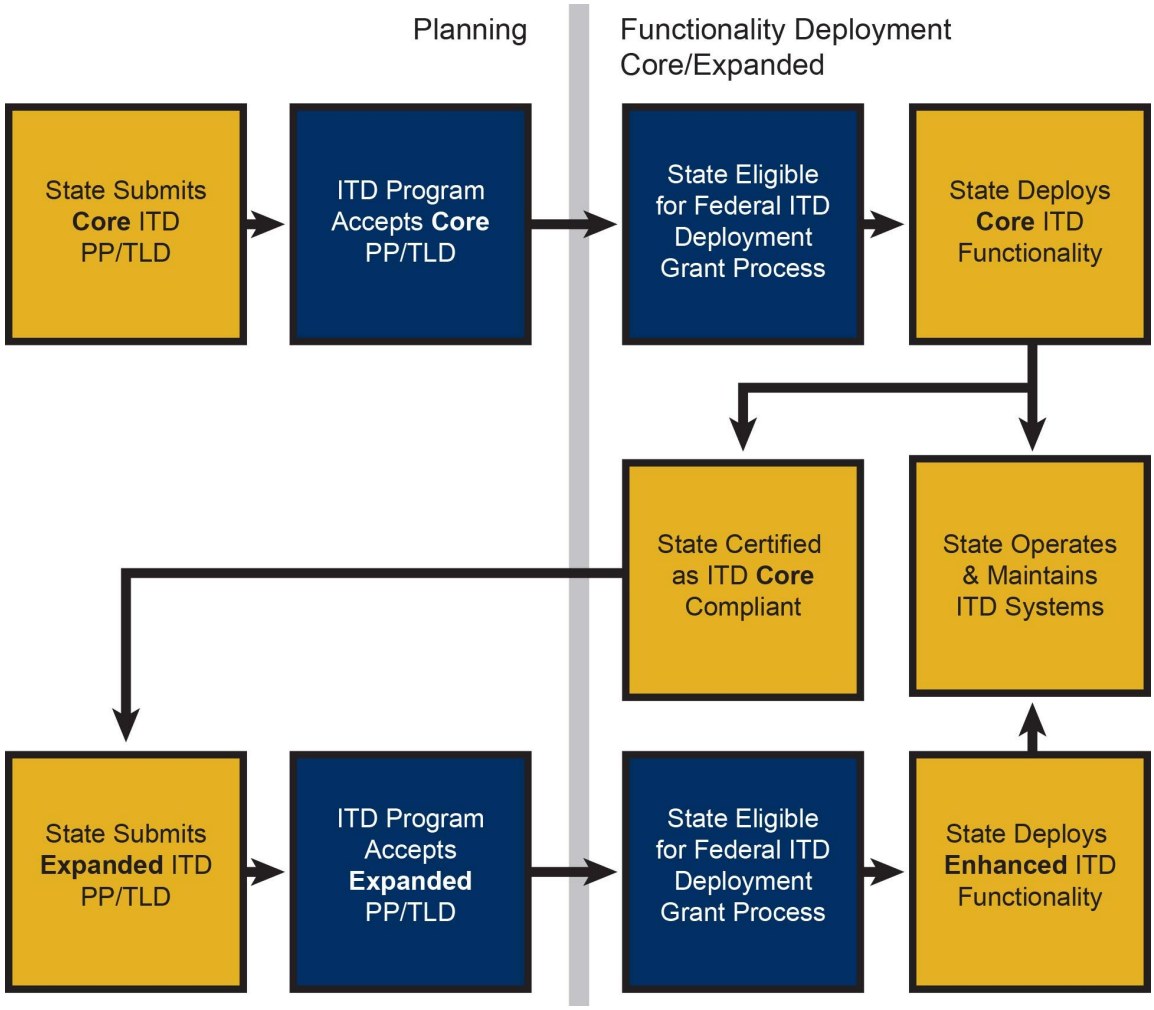
functionality (described below). In 2020, the ITD Program Office reviewed and approved 13 State ITD PP/TLDs (IA, IL, IN, KY, MI, MT, NC, NE, NM, SD, TN, TX, and WA).

ITD Functionality

The ITD Program funds deployment of two phases of functionality, Core and Expanded.

Core ITD: The State has a management framework and system architecture to guide an ITD deployment and to carry out ITD capabilities in the areas of safety information exchange, credentials administration, and electronic screening.

Expanded ITD: The State builds on its Core functionality to extend the services provided through ITD with additional capabilities/technologies that support State-specific goals.



To be eligible for ITD Core or Expanded deployment funds, a State must have their PP/TLD approved by FMCSA prior to any grant application. Once a State deploys all Core ITD functionality, it is deemed Core compliant by FMCSA and is eligible to apply for ITD grant funds to deploy Expanded ITD functionality. States may also apply for funding of planning activities including developing or updating a PP/TLD, or for operation and maintenance related to ITD-funded systems.

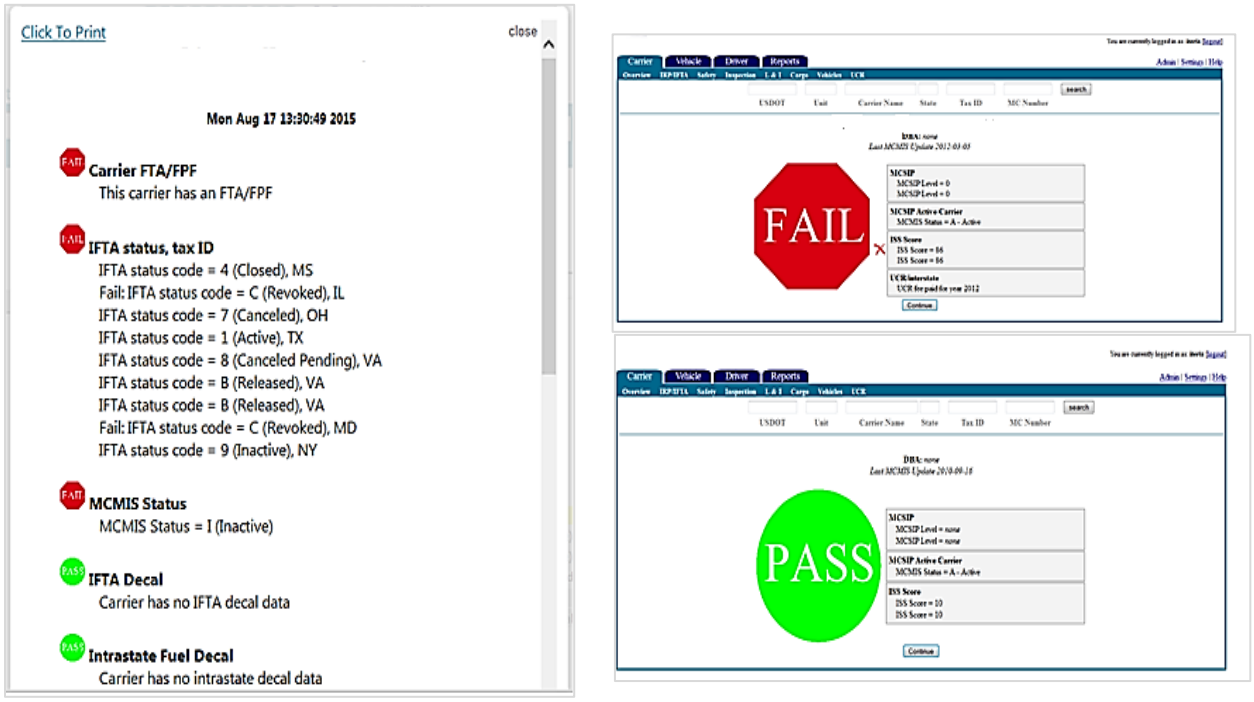
CORE ITD

A State is deemed Core compliant when it is certified by FMCSA as having deployed all Core ITD functionality in three program areas: Safety Information Exchange, Electronic Credentials Administration, and Electronic Screening.

Safety Information Exchange

Safety Information Exchange is the backbone of the program and makes all the other ITD functionalities possible. This functionality improves data collection and sharing (e.g., inspection reports, credentials status) across agency and jurisdictional boundaries. Specific Safety Information Exchange elements include:

1. Conducting inspection reporting using FMCSA's Aspen program (or equivalent) by all certified inspectors. Inspection data is sent to SAFER directly or indirectly.
2. Connecting to SAFER, which enables exchange of interstate carrier and vehicle safety data among States.
3. Implementing a State-specific Commercial Vehicle Information Exchange Window (CVIEW) system (or equivalent) to exchange credential and safety data within the State and with SAFER, which makes the data available to other States.



CVIEW systems exchange credential and safety data among State agencies and with other States via SAFER. This CVIEW screen displays e-screening data about a motor carrier, alerting State personnel of potential safety or compliance issues.

Electronic Credentials Administration

Automation of application, processing, and issuance of motor carrier operating credentials and permits can improve the efficiency of both motor carriers and State credentialing agencies. Specific Electronic Credentials Administration elements include:

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

Electronic Screening (E-Screening)

E-screening systems are used to focus enforcement resources on high-risk and non-compliant motor carriers. These systems identify CMVs while they are in motion, verifying size, weight, and credentials information and reviewing associated carriers' past safety performance. They then communicate safely to drivers to either pull in or bypass the roadside inspection station.

Vehicles are allowed to bypass inspection facilities if they are properly credentialed, operated by a motor carrier with a history of safe operations, and within weight limits (if the site is instrumented for weight measurements); however, they are still subject to random inspection. Specific e-screening elements include implementing e-screening at a minimum of one fixed or mobile inspection site and being ready to replicate this functionality at other sites.

This e-screening technology is positioned ahead of a weigh/inspection station to notify CMV drivers of their eligibility to bypass the enforcement location.

EXPANDED ITD

States that are Core compliant are eligible to apply for ITD grant funds to deploy Expanded ITD functionality. The Expanded phase of the ITD Program is more flexible than the Core component. Although FMCSA supports specific Expanded ITD capabilities, States are not required to deploy a fixed set of capabilities or to enable certain technologies as part of Expanded ITD. Rather, they may choose the capabilities they want to deploy. This "cafeteria approach" allows States to customize their ITD programs and focus their technology resources on the projects most important to them.

Expanded ITD capabilities may include mobile vans with camera, weight, and sensor technologies deployed to increase the effectiveness of roadside enforcement.

FMCSA, in conjunction with public and private stakeholders, initially identified 40 capabilities that could be integrated into the ITD program. These capabilities were organized into four Expanded ITD program areas:

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

Based on input from industry and State agencies, FMCSA further defined a list of high-priority Expanded ITD capabilities in these program areas, described in Table 2.

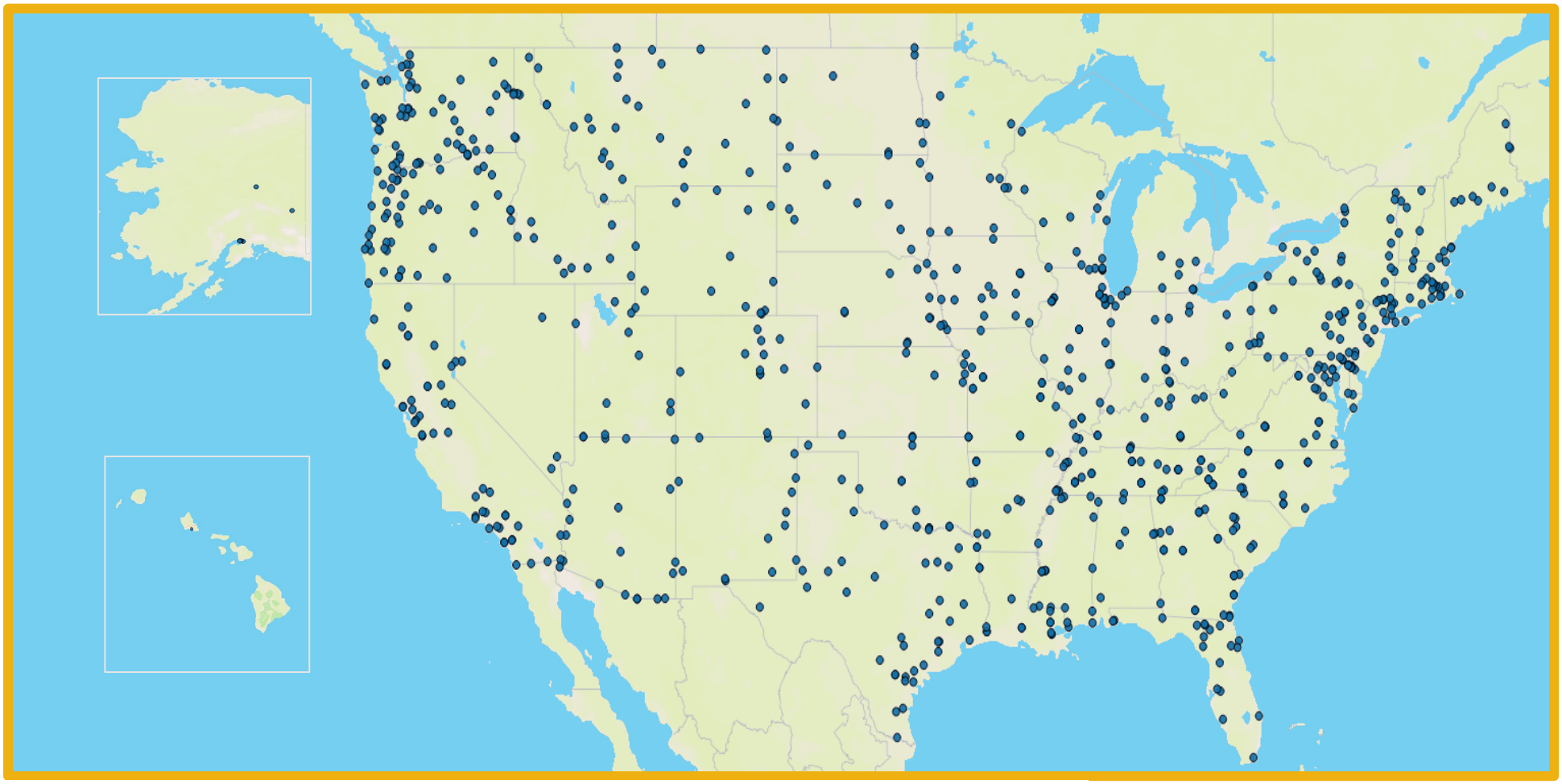
Table 2. High-Priority Expanded ITD Capabilities

Program Area	Capability	Description
Driver Information Sharing	Driver Snapshots	Use/maintain driver snapshots in all processes that require information about drivers (e.g., enforcement, credentialing, hiring, inspection).
Driver Information Sharing	Access to Driver Data	Improve enforcement personnel and carriers' access to driver information to target driver safety risks.
Enhanced Safety Information Sharing	Safety Data Quality	Establish data quality measures (timeliness, accuracy, and integrity), especially for those data elements used in making safety decisions. Regularly check data used in ITD processes for quality; purge stale data; and correct errors.
Enhanced Safety Information Sharing	Carrier Access to Safety Data	Improve carriers' 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 carriers.
Smart Roadside	Roadside Access to Data	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) systems).
Smart Roadside	Virtual Weigh Stations	Expand use and capabilities of virtual/remote enforcement sites to increase enforcement effectiveness.
Expanded E-Credentialing	Access to Credential Data	Enhance interfaces and systems for information sharing to provide improved access to more current and accurate credentials information for authorized stakeholders.
Expanded E-Credentialing	Better E-Credentialing	Reduce complexity and redundancy for users by offering access to multiple credentials from a single source. Expand the types of credentials available electronically, e.g., add oversize/ overweight (OS/OW) and hazardous materials permitting.

NATIONAL DISTRIBUTION OF CMV SCREENING SITES

Fixed and virtual screening sites are key to improved efficiency and effectiveness of CMV enforcement activities. E-screening technology is deployed at more than 800 locations in 47 States. Figure 1 provides a high-level view of sites across the nation.

Figure 1. National View of CMV Screening Locations



More than 800 fixed locations across 47 States deploy e-screening technologies.

CY 2020 ITD PROGRAM ACTIVITIES

During calendar year 2020, FMCSA's major ITD Program activities included:

- Sustained ITD Program initiatives: The Core Compliance Monitoring Program (reviews in six States; see below) and the Data Quality Improvement Initiative.
- Sustained operational support to States at all phases of ITD deployment.
- Continued analysis of the safety benefits of e-screening.
- Continued to host two monthly meetings, providing ITD program and operations updates to State / industry partners and facilitating peer-to-peer information sharing.
- Conducted the 2020 HP-ITD Notice of Funding Opportunity (NOFO) webinar outlining national priorities and grants management information.
- Awarded FY 2020 HP-ITD grant funds amounting to $23,273,191.

Core Compliance Monitoring Program

The objective of the ITD Core Compliance Monitoring Program is to ensure that States maintain their Core compliance functionality as certified by FMCSA. Core Compliance Reviews (CCRs) formally review and provide feedback on each State's data quality, the compliance of its State system operations with technical requirements, and their compliance with programmatic requirements, including grant management. In FY2020, ITD conducted CCRs in six States (DE, MO, MT, OK, SC, and WA). Two reviews were conducted onsite (WA and SC); the remaining were conducted remotely via webinar.

The ITD Program has conducted 30 Core Compliance Reviews since 2016, ensuring State compliance with the Core requirements of the Program. Here the CCR team observes the use of roadside technology deployed by an ITD State.

Data Quality Improvement Initiative

Data is the foundation of the ITD Program. State enforcement programs depend on accurate, complete, timely data to make informed decisions at roadside that target potentially high-risk carriers.

In 2015, the ITD Data Quality Improvement Initiative was implemented to improve the quality of IRP and IFTA credential data shared among ITD States. The ITD program developed and maintains data quality standards, monitors each State's data quality, and provides technical oversight and assistance to help States improve. Monthly performance measures are modified in response to needs of the ITD Program and the ITD Community.

By 2020, the quality of data had improved significantly. The majority of States had consistently "Good" performance measure ratings, but some issues with timeliness, completeness, and validity remained. In April 2020, measures for IRP data were modified to "raise the bar" of some rating categories and, in turn, the Overall rating was adjusted to put more emphasis on successful uploads. As expected, some States' ratings declined when the modified measures were implemented. The ITD Data Quality Team worked with those States to identify and address causes, and over the year many overall ratings improved. It should be noted, however, that operational limitations due to COVID-19 restrictions did have an impact on some States' data quality ratings in 2020.

Operational Support

The ITD Program continued to provide operational support to States at all phases of deployment, including those working toward Core functionality. Support included certification of IRP, IFTA, and/or CVIEW systems for Core status; recertification of system upgrades or vendor changes; and certification for use of ITD web services. Nine States were certified or recertified: IN, IA, KY, LA, MD, NV, NY, VT, and VA.

E-Screening Effectiveness

One way FMCSA is collecting information on the effectiveness of deployed e-screening technology is the "e-screening checkbox" in Aspen and third-party inspection programs. Since FY16, roadside enforcement personnel have been able to use this checkbox to identify inspections conducted because of an e-screening decision. While recent analysis indicates the value of these data (as shown below), it also suggests that the e-screening checkbox is being underused by inspectors. To promote and encourage the routine use of this checkbox, the ITD Program provides States with management tools such as training materials and regular reports of use by State, month, and inspector.

Inspection applications are designed to identify inspections prompted by e-screening tools such as this thermal imaging camera that detects defective brakes and exhaust.

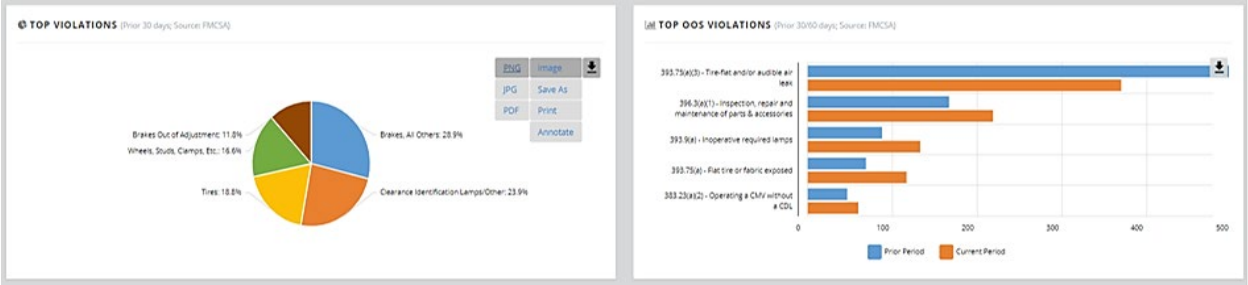
Comparing e-screening inspections in FY2020 (193,708) to the most recent data available for all inspections (3,359,143 in FY19), the vehicle out-of-service (OOS) rate resulting from e-screening (22.28 percent) slightly exceeded the overall national OOS rate of 20.64 percent. The FY2020 national violation rate for e-screening inspections was 49.34 percent.

Outreach and Peer-to-Peer Information Sharing

The ITD Program provides venues for communicating program and operations updates as well as forums for stakeholders to discuss and share concerns, topics of interest, and best practices/lessons learned. In 2020, the ITD Program Office continued to facilitate two monthly meetings for the ITD Community. ITD Program Managers meetings focus on programmatic issues and State-specific ITD deployment projects. ITD Architecture Change Control Board (ACCB) meetings focus on operational and technical issues.

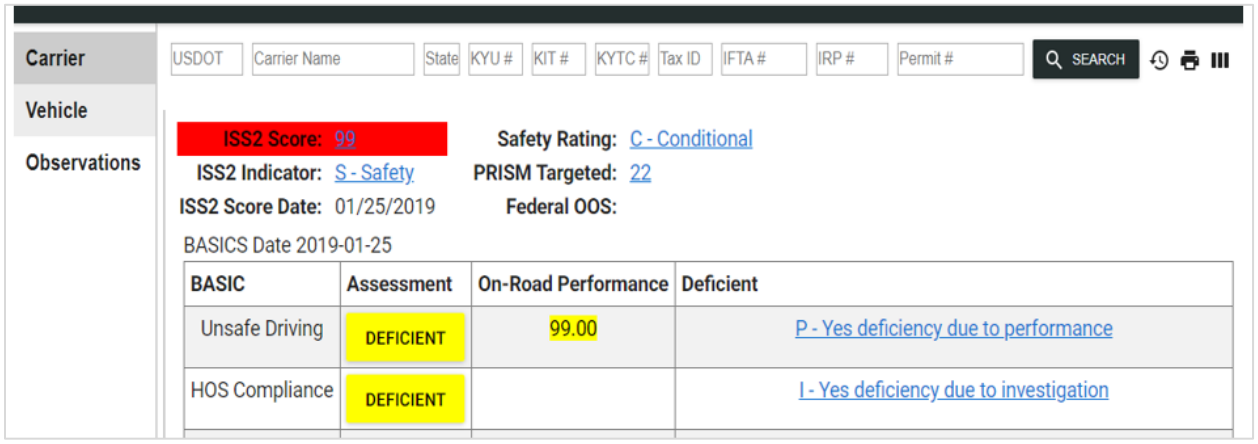
These meetings also provided opportunities for Federal and State personnel to give presentations they had planned for the Annual ITD Workshop, which was canceled due to COVID-19 restrictions. Examples include:

- Oklahoma State staff presented OK's experience with the PrePass application for State personnel (Safety-STAT), which provides enhanced reporting and visual analytics for PrePass activity, traffic, weigh-in-motion scale activity (including non-PrePass vehicles), inspection, citation, crash, and violation data.



Oklahoma staff use traffic and compliance trends and metrics when planning for appropriate staffing levels. These dashboards display analytics of top CMV violations.

- The ITD Volpe Team presented "ITD Operations and Recertification," describing the new process for State baseline uploads and SAFER monthly baselines. It also describes the reasons for, value of, and process for State recertification.
- Kentucky State staff at the Kentucky Transportation Center presented "Enhanced Safety Screening for High-Risk Motor Carriers," describing KY's project incorporating FMCSA's Behavior Analysis and Safety Improvement Categories (BASIC) status and Inspection Selection System ISS score into its screening systems.



During the trial period of KY's enhanced use of ISS scores in screening, the average number of inspections with violations increased 11 percent over the previous 3-month period.

- The FMCSA Technology Division Chief provided an update about automated driving systems (ADS), inspection concepts for ADS vehicles, and human/ADS interaction.
- The FMCSA State Programs Division Chief provided an update about FY2020 grant status, MCSAP grants, the new Part 350 rule, and inspection modernization.
- California Highway Patrol staff presented "Cordelia Commercial Vehicle Enforcement Facility E-Screening Technologies."

These in-road sensors are part of an e-screening system used in California to identify vehicles that are unsafe due to missing or underinflated tires The first six months of deployment saw a 30 percent increase in tire violations over the previous five-year average.

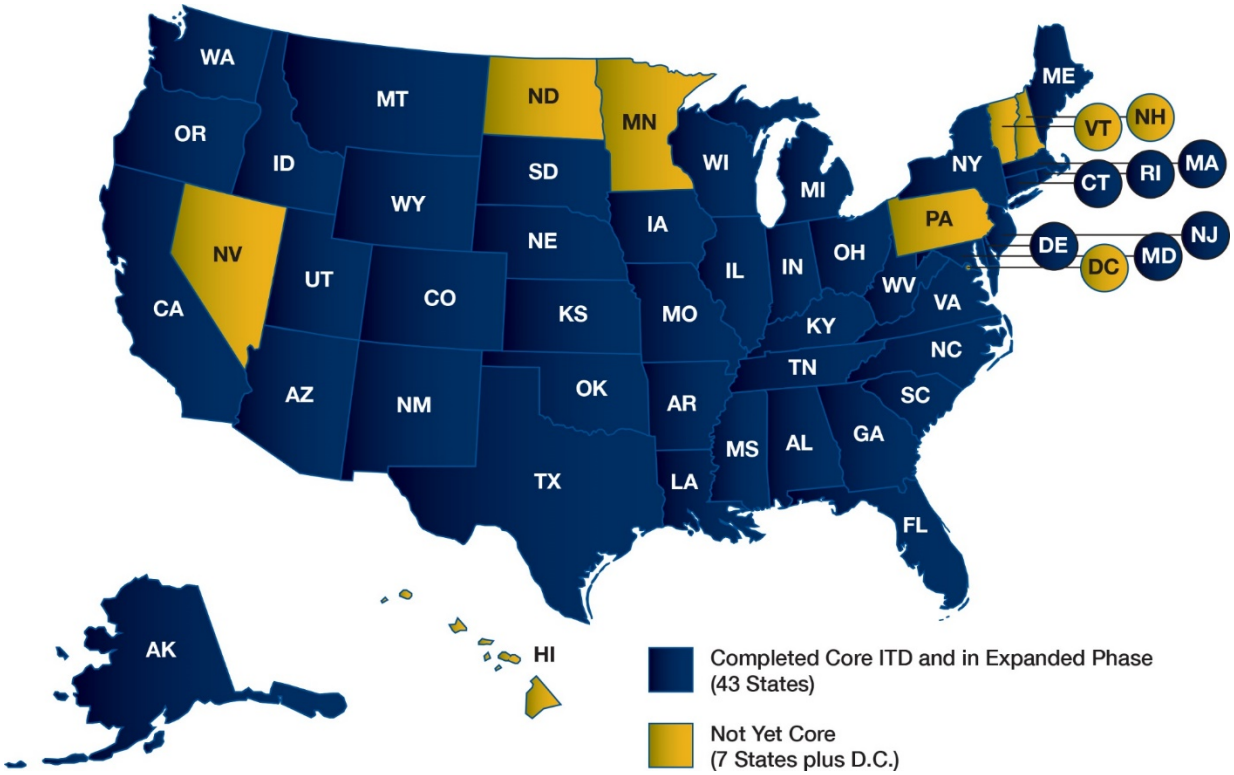
The following FMCSA leaders also spoke with the ACCB.

- The FMCSA Director of Cybersecurity and Privacy explained ISAs and MOUs, and discussed new FMCSA requirements.
- The FMCSA Chief of IT Operations discussed planned changes to how States will access the SAFER FTP site and to gather input from States.
- The FMCSA IT Director was introduced to the ITD Community and summarized FMCSA's plans for improving IT systems and service.

CY 2020 DEPLOYMENT OF ITD FUNCTIONALITY

In CY 2020, 43 States had completed their deployments of Core ITD functionality and entered the Expanded deployment phase of the program (Figure 2).

Figure 2. National ITD Functionality Deployment in FY 2020



All States and the District of Columbia have deployed at least one element of Core functionality. Table 3 summarizes the number of States that have deployed each Core element. As indicated in the table, all jurisdictions have deployed Aspen inspection software or an equivalent. Forty-Six States have implemented a CVIEW and enabled interstate sharing of credential data (one State is IFTA CVIEW certified, but not IRP

CVIEW certified). Forty-Six States have implemented e-credentialing for IRP, and 45 States have done so for IFTA (two States have implemented e-credentialing for IRP, but not IFTA). The majority participate in the IRP (49) and IFTA clearinghouses (48).

AK and HI are exempt from participating in IRP and IFTA, and DC is exempt from IFTA, so only 49 jurisdictions are required to deploy IRP-related functionality and 48 to deploy IFTA-related functionality. Forty-Seven States deploy e-screening at one or more sites.

Table 3. Number of States Deploying Core ITD Elements, December 31, 2020

Core ITD Element	# States with Deployed Functionality (a)	Total # of Applicable States (b)	% Applicable States with Deployed Functionality (a/b)
Safety Information Exchange			
Aspen or equivalent	51	51	100%
CVIEW or equivalent	46	51	90.2%
Credentials Administration*			
Automated processing of International Registration Plan (IRP)	46	49	93.9%
Automated processing of International Fuel Tax Agreement (IFTA) (includes tax filing)	45	48	93.8%
Data exchange with IRP Clearinghouse	49	49	100%
Data exchange with IFTA Clearinghouse	48	48	100%
Electronic Screening (e-Screening)			
Deployment of e-screening at one site (min.)	50	51	98%

Note: States include the District of Columbia.
** Alaska and Hawaii are exempt from participating in Credentials Administration (IRP and IFTA). District of Columbia is exempt from IFTA.*

In 2020, several States in the Expanded phase undertook projects to upgrade their systems (CVIEW, IFTA/IRP electronic credentialing), deploy and/or enhance online OS/OW permit systems, deploy tire anomaly detection or infrared inspection technology, reinvest in inspection facilities, or extend e-screening to other sites.

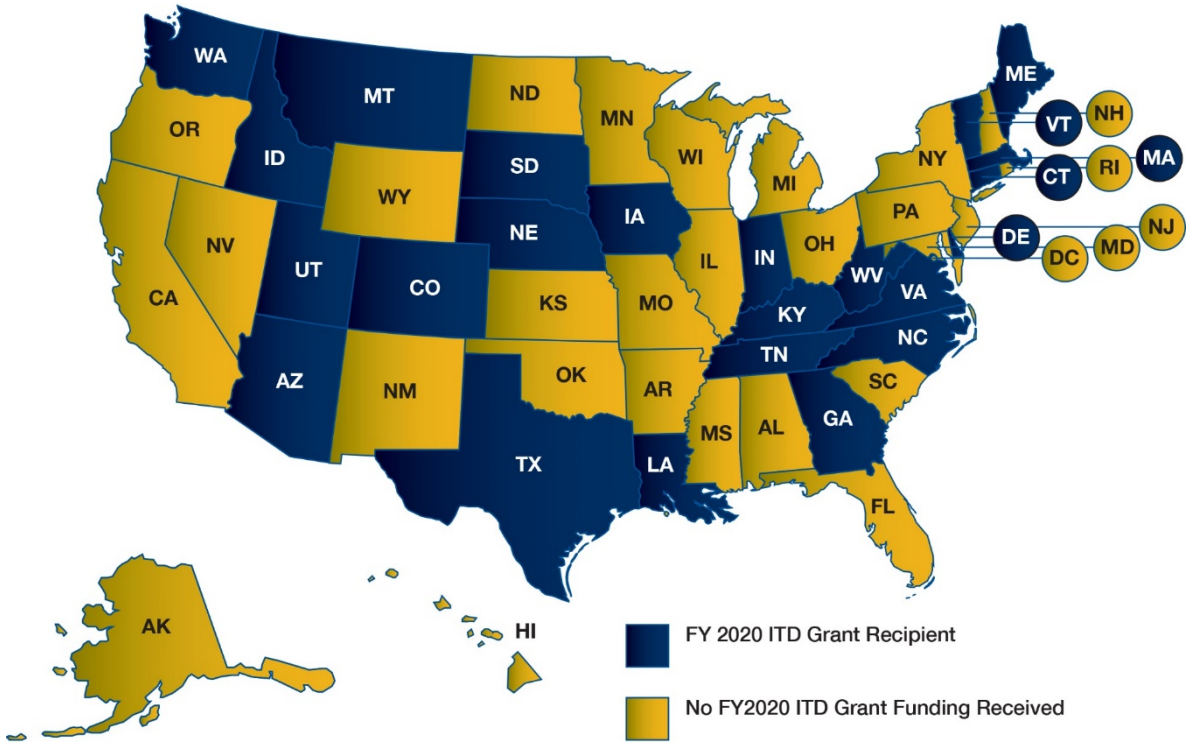
- NC and OK reported making system and technology changes to improve identification of OOS carriers.
- AL, DE, IL, ME, MI, NC, OK, SD, TN, UT, and VA added tire anomaly detection and infrared inspection technology to existing sites.
- AL, AZ, DE, ID, IN, LA, ME, MO, NE, NC, OK, SC, UT, VA, WA, and WV upgraded weigh station locations with new equipment and new e-screening technology.
- AZ, DE, SC, and SD reported they have, or are working on, work zone information systems and methods to reduce work zone crashes.

- IN is expanding its truck parking information system; DE and MA conducted truck parking studies.

FY 2020 ITD GRANT FUNDING

In FY 2020, FMCSA distributed $23,273,191 in Federal HP-ITD deployment funding to 23 States via 25 grants. All funding went to support the deployment of Expanded functionality (Figure 3). No States requested funds for working toward Core certification.

Figure 3. States Receiving Federal HP-ITD Funding in FY 2020



State projects awarded 2020 HP-ITD funds addressed three of the four National priorities as outlined in the associated NOFO. Nine projects, accounting for 6 percent of total funds awarded, address the “Improve Credentialing Data Quality” priority by allowing certain jurisdictions to improve their data quality through updating systems and/or replacing outdated technologies. Seventeen projects, accounting for 45 percent of total funds awarded, address the “Innovative Technologies” priority by deploying technologies to detect CMV out-of-service conditions that would severely impact the safety of the motoring public. These technologies include: tire anomaly detection, thermal brake inspection system, electronic screening, and virtual weigh stations. These two NOFO National priorities reflect 51 percent ($11,947,812.00) of total funds awarded.

Thirty-one projects, accounting for 49 percent of total funds awarded ($11,325,379.00), went to address other typical projects outlined in the MCSAP comprehensive policy.

For more information about the ITD Grant Program
https://www.fmcsa.dot.gov/information-systems/itd/innovative-technology-deployment-itd

FMCSA's Primary Contact for the ITD Grant Program
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APPENDIX A: SUMMARY OF STATE ITD FY 2020 GRANT RECIPIENTS AND FUNDED ACTIVITIES

State	Core Compliant	FY 2020 Core Grant	FY 2020 Expanded Grant	Funded Projects/Activities
Arizona	Yes		$1,042,497.00	The Arizona Dept. of Transportation received funding for Operations and Maintenance for ITD Systems project.
Colorado	Yes		$963,326.00	The State of Colorado received funding for CO-CVIEW Maintenance, POES Maintenance, PrePass Safety Alliance membership, travel for ITD professional development, and program administration.
Connecticut	Yes		$406,640.00	The Connecticut Department of Motor Vehicles received funding for their Project Plan Top Level Design (PP TLD), State ITD Program Support and Travel, and consulting services for the CVO Portal Enhancements project.
Delaware	Yes		$803,103.00	The Delaware Department of Transportation received funding for Operation, Maintenance and Minor Enhancements of Core ITD Systems, and participation in ITD-affiliated organizations and associations.
Georgia	Yes		$319,600.00	The Georgia Department of Public Safety received funding for the CMV Data Search project.
Idaho	Yes		$85,000.00	The Idaho Transportation Department received funding for the Develop/ Update Project Program/Top-Level Design (PP/TLD) project.
Indiana	Yes		$1,462,364.00	The Indiana Department of Transportation received funding for the CVIEW Enhancement, 360SmartView Expansion, Operations and Maintenance

State	Core Compliant	FY 2020 Core Grant	FY 2020 Expanded Grant	Funded Projects/Activities
				projects, and Fees and Memberships.
Iowa	Yes		$1,648,051.00	The Iowa Department of Transportation received funding for Expanded ITD – Operations and Maintenance, Tire Anomaly Detection Sensors, and OS/OW Permitting System (IAPS) – Enhancements by Modernization projects.
Kentucky	Yes		$1,850,000.00	The Executive Office of the Commonwealth of Kentucky received funding for these projects: The Enhancements to Bentley Overweight/Over-Dimensional Permitting System, Enhancements to CVIEW, IPC-IFTA System Enhancements, KATS Enhancements and Streamlining Maintenance, Enhancements to Motor Carrier Portal, Replacement of Roadside Screening Equipment, Enhancing Data Quality Capabilities and Investigation into OCR Technology Performance & New ITS-CVO Technologies.
Louisiana	Yes		$1,647,917.00	The Louisiana Department of Transportation and Development received funding for these projects: the E-Screening Technology Project, OS/OW Permitting System Enhancements to Replicate Remaining PERBA Functions in New Hexagon System and Implement Modifications to IRP Clearinghouse Interface, OS/OW Permitting System Operations and Maintenance and IRP System Operations and Maintenance – as Related to Financial/Payment Auditing and Data Replication Services.
Maine	Yes		$820,000.00	The Maine Department of Public Safety, Maine State Police received

State	Core Compliant	FY 2020 Core Grant	FY 2020 Expanded Grant	Funded Projects/Activities
				funding for the Virtual Weigh Station Implementation project.
Massachusetts	Yes		$1,015,390.00	The Massachusetts Department of Transportation received funding for the following projects: Automated Queries of MassCVIEW; MassCVIEW Operations and Maintenance, including system upgrades and ITD/CVISN Program Administration & Consultant Support; and MassIRP Program Support & Maintenance.
Montana	Yes		$820,250.00	The State of Montana received funding for the Automated Weigh Station Screening System project.
Nebraska	Yes		$1,286,900.00	The Nebraska State Patrol received funding for the iRoc/ TACS/LPR/DOT/WIM project.
North Carolina	Yes		$1,343,000.00	The North Carolina Department of Public Safety received funding for these projects: Upgrade Asheville Weigh Station on I-40, Enhancement of Fixed Weigh Station Sites and Addition of Tire Monitoring Systems.
South Dakota	Yes		$369,551.00	The South Dakota Department of Transportation received funding for these projects: SD79 Rapid City Tire Anomaly Inspection, Commercial Vehicle Work Zone Travel Information and Route Analysis for Exceptionally Large loads.
Tennessee	Yes		$820,000.00	The Tennessee Department of Safety and Homeland Security received funding for the Fixed Inspection Site Infrared-Based Screening System (IBSS) project and Program Management Support.
Texas	Yes		$787,950.00	The Texas Department of Public Safety received funding for the Penwell Inspection Station

State	Core Compliant	FY 2020 Core Grant	FY 2020 Expanded Grant	Funded Projects/Activities
				Enhancements project and Program Travel.
Utah	Yes		$1,592,254.00	The State of Utah Department of Transportation received funding for the Route Planner Software Update, Motor Carrier On-Line System Apex Conversion, Electronic Screening Price Westbound, and Utah Electronic Screening Expansion projects and Utah ITD Program Support.
Vermont	No		$303,266.00	The Vermont Agency of Transportation – Dept. of Motor Vehicles received funding for CVIEW Operations and Maintenance.
Virginia,	Yes		$477,428.00	The Commonwealth of Virginia, Department of Motor Vehicles received funding for the Weigh-in-Motion Replacement project.
Washington	Yes		$1,930,038.00	The Washington State Department of Transportation received funding for the OS/OW Permits and Routing project.
Washington	Yes		$581,973.00	The Washington State Department of Transportation received funding for the Replace LPRs and Enforcement Cameras project.
Washington	Yes		$508,243.00	The Washington State Department of Transportation received funding for the Tire Screening System project.
West Virginia	Yes		$388,450.00	The West Virginia Division of Motor Vehicles received funding for the Maintenance of Effort for CVIEW, Ensure Safety Data Quality, IRP System Maintenance and System Modernization – Data Cleansing projects and for ITD Program Management-Training and Workshop Attendance.
Total			**$23,273,191.00**	