



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

# Innovative Technology Deployment (ITD) Grant Program (Formerly CVISN)

2016 Transportation Research Board 95<sup>th</sup> Annual Meeting  
Federal Motor Carrier Safety Administration  
Analysis, Research, and Technology Forum  
January 11, 2016



+

+

Office of Research and Information Technology



# Agenda

---

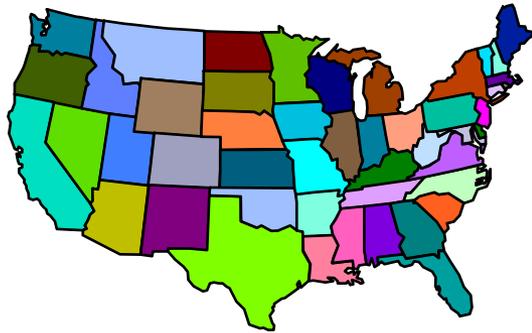
- Background
- Fixing America's Surface Transportation (FAST) Act, 2015: Reauthorization Changes to the Commercial Vehicle Information Systems and Networks (CVISN) Program
- Successes to Date
- Benefits of ITD
- ITD Trends and Priorities

# BACKGROUND

# ITD (CVISN) Background

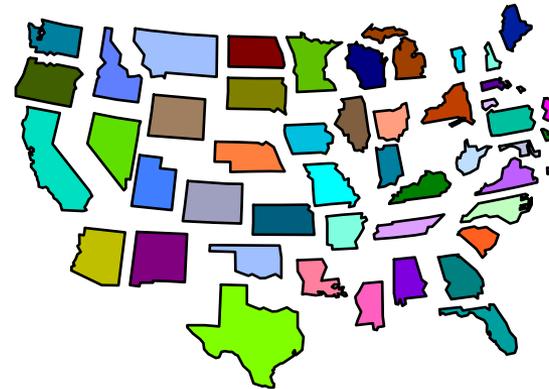
- The CVISN program was conceptualized in 1996.
- Key component of FMCSA's drive to improve commercial motor vehicle (CMV) safety.
- Recently retitled the “Innovative Technology Deployment” or “ITD” grant program.
- The ITD grant program is designed to:
  - Improve safety and productivity of motor carriers, commercial vehicles, and their drivers.
  - Improve efficiency and effectiveness of commercial vehicle safety programs through targeted enforcement.
  - Improve data sharing within States and between States and FMCSA.
  - Reduce regulatory/administrative costs (Federal/State and industry).

# ITD Connects Islands of Technology



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: An Information Super Highway Connecting States with Each Other and FMCSA

# Core Program Areas

## 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/credentials data among State agencies (CVIEW).
- Interstate data exchange (CVIEW-SAFER).
- 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)

**Notes:** IRP=International Registration Plan; IFTA=International Fuel Tax Administration; CVIEW=Commercial Vehicle Information Exchange Window; SAFER=Safety and Fitness Electronic Records.

# Expanded Program

- Expanded ITD functionality is designed to:
  - Further improve CMV safety, security, and mobility/productivity.
  - Extend the services provided through ITD.
- Expanded ITD program is more flexible than the Core component of the program:
  - Cafeteria approach is employed.
  - States customize their Expanded ITD programs and focus their resources on the projects that are most important to them and their constituencies.
  - States are not required to deploy a set of fixed capabilities.

# FAST ACT REAUTHORIZATION CHANGES

# Changes to CVISN Deployment Grant Program

- FAST Act authorizes Federal surface transportation programs through fiscal year (FY) 2020.
- Reauthorization changes to CVISN include:
  - Changing the CVISN grant program name to “ITD” grant program.
  - Changing the match to **85/15** (not 50/50).
  - Eliminating annual caps for Expanded CVISN Grants (\$1M) and Core Compliance Grants (\$2.5M).
- The priority elements of safety information exchange, e-credentialing, e-screening and the Expanded CVISN elements will remain unchanged.
- States will still be required to have an approved program plan/top-level design and architecture that is in compliance with the National ITS Architecture.

## Changes to CVISN Deployment Grant Program (cont.)

- Benefits of reauthorization to the CVISN program:
  - Program is more flexible and affordable.
  - States no longer have to struggle with 50/50 match.
  - Annual caps for CVISN grants are eliminated.
  - Encourages innovation.
  - Refocuses the program on addressing national priorities.
  - Defined period of performance.

***Note: Reauthorization-based changes to the CVISN grant program will be reflected only in the FY 2017 grant year. The current FY 2016 CVISN grant cycle will still follow the old format (50/50 match) and include grant cap requirements.***

# SUCCESSSES TO DATE



# Core CVISN Deployment by Functional Area

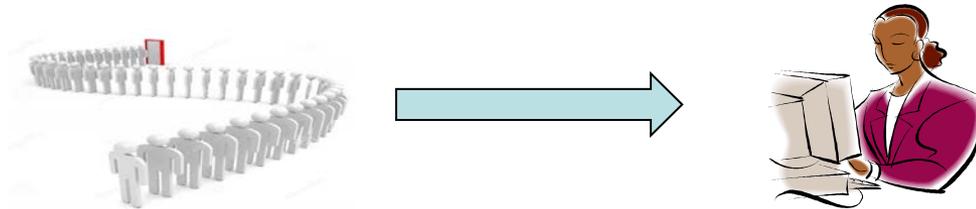
CVISN Functionality	Status	Percent of Deployment Complete
<b>Electronic Credentialing Administration</b> (NOTE: 49 jurisdictions required to participate)		
Supporting Electronic Credentialing for IRP	42	86%
Supporting Electronic Credentialing for IFTA	40	82%
Participating in IRP Clearinghouse	48	98%
Participating in IFTA Clearinghouse	48	98%
<b>Safety Information Exchange</b>		
Deployed CVIEW (or equivalent)	41	82%
Deployed Aspen (or equivalent)	51	100%
<b>Electronic Screening</b>		
E-screening deployed at one or more fixed/mobile sites	46	90%

# ITD (CVISN) BENEFITS

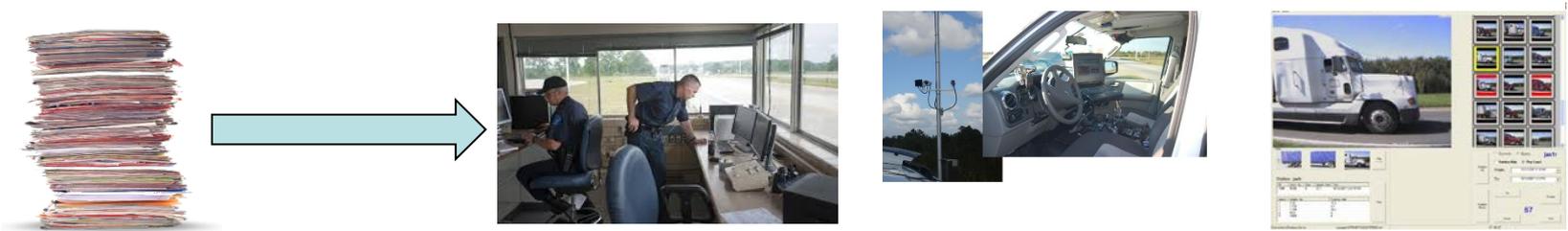
# ITD (CVISN) Benefits

- Moving away from manual/paper processes and embracing ITS/CVO–CVISN Technology has improved productivity and operational efficiencies for the States and motor carriers:

- No more standing in line for obtaining credentials.



- No more browsing through paper stacks or making phone calls to verify carrier/vehicle compliance at the roadside.



# ITD (CVISN) Benefits for States and Carriers

Benefits	BENEFIT TO	
	STATE	CARRIER
Targeted enforcement focused on high-risk carriers and vehicles	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
More effective use of roadside enforcement resources	<input checked="" type="checkbox"/>	
Real-time access to online data at fixed, virtual and mobile inspection facilities	<input checked="" type="checkbox"/>	
Improved access to credential and safety information from other jurisdictions	<input checked="" type="checkbox"/>	
More efficient and cost effective processing of credential applications	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Improved customer service/Ability to receive select credentials 24x7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Improved accuracy and timeliness in credentials processing	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

# Why Becoming Core Compliant Is Important

- Ability to access real-time data and make quick enforcement decisions at the roadside.

Click To Print close

Mon Aug 17 13:30:49 2015

**FAIL Carrier FTA/FPF**  
This carrier has an FTA/FPF

**FAIL IFTA status, tax ID**  
IFTA status code = 4 (Closed), MS  
Fail: IFTA status code = C (Revoked), IL  
IFTA status code = 7 (Canceled), OH  
IFTA status code = 1 (Active), TX  
IFTA status code = 8 (Canceled Pending), VA  
IFTA status code = B (Released), VA  
IFTA status code = B (Released), VA  
Fail: IFTA status code = C (Revoked), MD  
IFTA status code = 9 (Inactive), NY

**FAIL MCMIS Status**  
MCMIS Status = I (Inactive)

**PASS IFTA Decal**  
Carrier has no IFTA decal data

**PASS Intrastate Fuel Decal**  
Carrier has no intrastate decal data

You are currently logged in as [Admin](#) [Logout](#)

Carrier Vehicle Driver Reports

Overview IFTA/FTA Safety Inspection I & E Cargo Vehicles ECR

USDOT Unit Carrier Name State Tax ID MC Number

DBA: none  
Last MCMIS Update 2012-03-03



<b>MCSIP</b> MCSIP Level = 0 MCSIP Level = 0
<b>MCSIP Active Carrier</b> MCMIS Status = A - Active
<b>ISS Score</b> ISS Score = 85 ISS Score = 85
<b>UCR Interstate</b> UCR fee paid for year 2012

You are currently logged in as [Admin](#) [Logout](#)

Carrier Vehicle Driver Reports

Overview IFTA/FTA Safety Inspection I & E Cargo Vehicles ECR

USDOT Unit Carrier Name State Tax ID MC Number

DBA: none  
Last MCMIS Update 2013-08-18



<b>MCSIP</b> MCSIP Level = none MCSIP Level = none
<b>MCSIP Active Carrier</b> MCMIS Status = A - Active
<b>ISS Score</b> ISS Score = 10 ISS Score = 10

# TRENDS AND PRIORITIES

# Program Trends and Priorities

- Trends:
  - Integrating mobility, safety, and productivity.
  - Addressing resource and staffing constraints—shifting away from fixed inspection stations and scale houses to a more virtual/mobile weigh station scenario.
- Priorities:
  - Data quality—imperative that the data available to officers at the roadside is accurate and timely in order to make correct enforcement decisions.
  - Addressing present need for work zone safety emergency notification systems, SmartPark, etc.

# Program Priorities

- FMCSA would like to see all States achieve Core Compliance:
  - Continued technical assistance will be provided to States completing their Core program planning or re-engaging their Core program.
  - ITD grant funding for Core program deployments will be prioritized over Expanded program activities.
- Specific FY 2016 priority areas include:
  - Enforcement of out-of-service (OOS) orders.
  - Data fusion (hours of service enforcement).
  - Work zone safety.

# Program Priorities

- Data quality continues to be an ITD priority:
  - It is very important to ensure the quality of data exchanged.
  - It is imperative that the data available to officers at the roadside be accurate and timely in order to make correct enforcement decisions.
- Effective stakeholder engagement and communication:
  - The ITD program is a partnership amongst the States and FMCSA as well as between several agencies within a State.
  - Partnership works best when all stakeholders are actively engaged and participating in the program.

# Contact Information

## For Technical Aspects of the ITD Grant Program:

### Mr. Thomas Kelly

Innovative Technology Program Manager  
for CVISN & Roadside Safety Technologies  
FMCSA, Technology Division  
202-480-5240

Email: [thomas.kelly@dot.gov](mailto:thomas.kelly@dot.gov)

## For Administrative/Financial Aspects of the ITD Grant Program:

- FMCSA Division Office – Division Administrator/State Program Specialist
- FMCSA Grants Management Office
  - [FMCSA\\_GrantMgmtHelpdesk@dot.gov](mailto:FMCSA_GrantMgmtHelpdesk@dot.gov)
  - 202-366-0621
- Grants.Gov
  - 1-800-518-4726 (toll-free) or 606-545-5035
  - 24 hours per day, 7 days per week (except Federal holidays)
  - [support@grants.gov](mailto:support@grants.gov)