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

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The Commercial Vehicle Information Systems and Networks Program, 2012

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 for:

- Improving safety and productivity of motor carriers, commercial motor vehicles (CMVs), and their drivers.
- Improving efficiency and effectiveness of CMV safety programs through targeted enforcement.
- Improving CMV data sharing within States and between States and FMCSA; and
- Reducing 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, 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 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 conduct at least 10 percent of transaction volume electronically.
— Participating in IRP Clearinghouse to share information across jurisdictions and automate funds settlement between jurisdictions.

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

Electronic Screening (e-screening). Designed to target enforcement resources at high-risk and non-compliant motor carriers and CMVs by verifying the safety and credentials information, as well as the CMV's 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 motor carriers with a history of good safety performance are allowed to bypass an inspection facility. Specific e-screening items include:

— Implementing 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 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 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 these 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 (PP/TLD).
- Certify that its CVISN deployment activities are consistent with the architectures and standards of the National Intelligent Transportation Systems and CVISN and agree to execute interoperability tests developed by FMCSA.

Table 1. High-priority expanded CVISN capabilities.

Program Area	Capability	Description
Driver Information Sharing	Driver Snapshots	• 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).
Driver Information Sharing	Access to Driver Data	• Improve enforcement personnel and carrier's access to driver information to target driver safety risk.
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 CVISN processes for quality; purge stale data; and correct errors.
Enhanced Safety Information Sharing	Carrier Access to Safety Data	• 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	• 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).
Smart Roadside	Virtual Weigh Stations	• Expand the use and capabilities of virtual/remote enforcement sites to increase the effectiveness of enforcement.
Expanded Electronic Credentialing	Access to Credentials Data	• Enhance interfaces and systems for information sharing to provide improved access to more current and accurate credentials information for authorized stakeholders.
Expanded Electronic 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 that are available electronically (e.g., add oversize/overweight [OS/OW] permitting, Hazardous Materials).

- 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.[1]

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.

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[1] SAFETEA-LU, Section 4126(e)(2)(B)

- 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 amount of CVISN grants awarded by FMCSA during FYs 2006–12.

Table 2. Total value and number of Federal CVISN deployment grants awarded by FMCSA, 2006–12.

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

CY 2012 CVISN PROGRAM ACTIVITIES

During calendar year (CY) 2012, major activities occurred in the following areas:

- States continued their deployment of CVISN functionality.
- FMCSA conducted the 2012 Commercial Vehicle Information Systems and Networks (CVISN) Deployment Workshop: Advancing Safety & Monitoring Performance.
- FMCSA administered the FY 2012 CVISN grant program.

Deployment of CVISN Functionality

Four States completed the implementation of their IRP uploads to SAFER under the Safety Information Exchange element, and one completed the implementation of the International Fuel Tax Agreement (IFTA) e-credentialing system under the Credentials Administration element. One State successfully deployed the CVIEW system and successfully completed the SAFER certification, which allowed the State to upload its content to the national repository. One State also completed the deployment of the electronic screening functionality in 2012.

This deployment activity enabled two States (South Dakota and Maine) to become certified as Core CVISN Compliant in 2012.

By December 2012, 30 States had deployed all aspects of Core CVISN and were certified as Core CVISN Compliant. Figure 1 shows 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) are currently participating in both the IRP and IFTA Clearinghouses. Alaska and Hawaii are exempted from participating in International Registration Plan and International Fuel Tax Agreement; 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 2012.
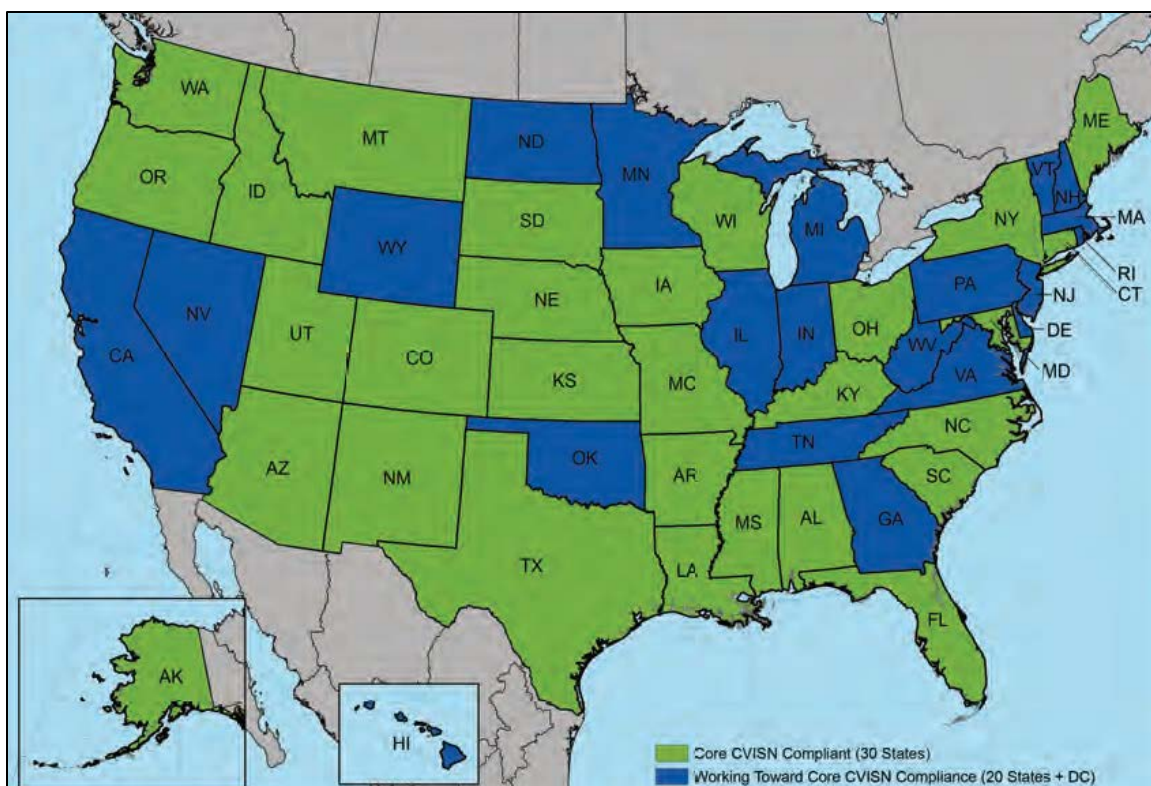
Figure 1. Map. Deployment of core CVISN functionality in FY 2012.

Table 3. Number of States deploying core CVISN elements, December 31, 2012.

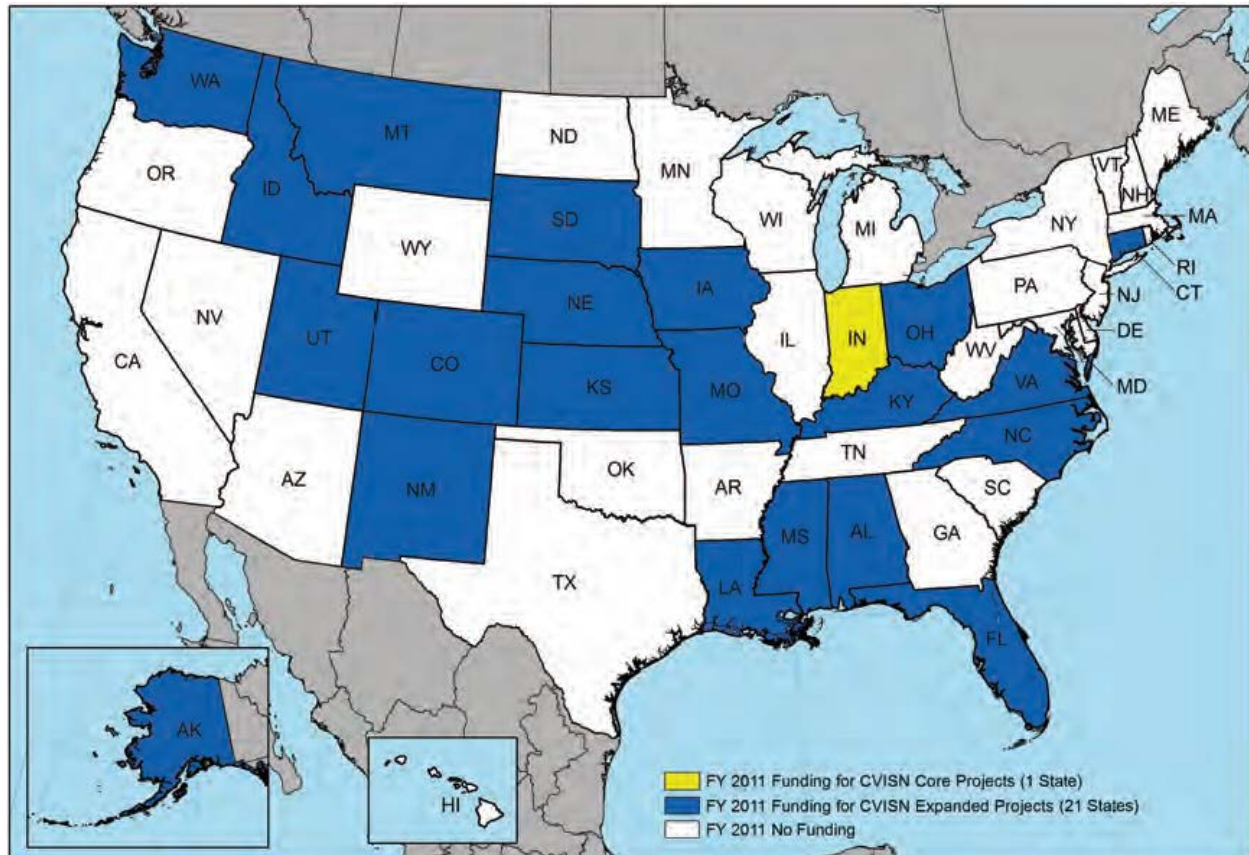| Core CVISN Element	Number of States That Have Deployed Functionality (a)	Total Number of Applicable States (b)	Percent of Applicable States with Functionality Deployed (a/b)
Safety Information Exchange			
– Aspen or equivalent	51	51	100%
– Connectivity to SAFER system (upload at least IRP data)	32	49	65%
– CVIEW or equivalent (upload/download IRP and IFTA)	33	49	67%
Credentials Administration*			
– Automated processing of International Registration Plan (IRP)	37	49	76%
– Automated processing of International Fuel Tax Agreement (IFTA) (includes tax filing)	35	49	71%
– Data exchange with IRP Clearinghouse	48	49	98%
– Data exchange with IFTA Clearinghouse	48	49	98%
Electronic Screening (e-Screening)			
– Deployment of e-Screening at one site (minimum)	40	51	78%

Note: States include the District of Columbia.
*Alaska and Hawaii are exempted from participating in the Credentials Administration; IRP and IFTA.

CVISN Grant Funding

In FY 2012, FMCSA distributed $15,609,917 in Federal CVISN Deployment funding to 22 States. One State (Indiana) received a total of $160,000 in Federal CVISN funding to support deployment of Core CVISN functionality. Twenty-one States received a total of $15,449,917 in Federal CVISN funding to support the deployment of 89 Expanded CVISN projects in FY 2012. Figure 2 shows the 22 States that applied for and received FY 2012 CVISN funding.

Figure 2. States receiving Federal CVISN funding in FY 2012.

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

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

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APPENDIX A: SUMMARY OF STATE CVISN DEPLOYMENT ACTIVITIES IN 2012

State	Core Compliant	2012 Core Grant	2012 Expanded Grant	Activities
Alabama	Yes	$0	$990,494	• The CVIEW Centric Inquiry and Smart Search has been developed to provide the carrier/vehicle status as a comprehensive list of all past issues on a dashboard, with the capability to drill down to the level of detail in any particular area of interest to determine the cause of each issue, remedial actions taken by the carrier or FMCSA, and any other information available in the records. • Insurance and Decal Issuance Linkages – directly access the databases that FMCSA has made available to the states, including the Federal Insurance Database to verify carrier insurance coverage in situations where that is required, and the IFTA Clearinghouse to both upload decal information and access decal information through the CVIEW. • A completely new Motor Vehicle Title, Registration and Insurance Portal (MVTRIP) system was developed. • Motor Carrier Services Training Engine – The first phase of the procurement and deployment of a central online training system is complete. The primary goal of this project is to keep staff and enforcement personnel trained and up to date on the processes and systems deployed. • eWeight – The eWeight system has been completed, deployed, tested and refined. This system helps mobile weight crews to quickly and accurately determine if a vehicle being weighed is in violation of any of the applicable statutes. To date there have been over 65,000 eWeight forms completed, 4,200 of which had associated citations.

Alaska	Yes	$0	$397,487	• Alaska was awarded $397,487 in CVISN grant funding to deploy the following projects:
				  o Maintain their CVIEW and pay for system dues and fees.
				  o Maintain the State's CVISN mobile inspection station and automated permit systems, including oversize/overweight permitting.

Arizona	Yes	$0	$0	• Upgraded Arizona's CVIEW with re-baselined data, improved inquiries for law enforcement and integration for intrastate vehicles and permits. • Procured oversize/overweight (OS/OW) routing and permitting system. • Prepared designs and obtained approval for several virtual weigh stations and mainline camera screening/sorting projects at ports of entry.
Arkansas	Yes	$0	$0	• Developing expanded CVIEW capabilities, including an integrated query linking the state CVIEW with the Arkansas Crime Information Center. • Working on a virtual weigh station on US 64. • Began investigation into optical carrier recognition (OCR) -based screening systems for potential

State	Core Compliant	2012 Core Grant	2012 Expanded Grant	Activities
				deployment at West Memphis Weigh Stations.
California	No	$0	$0	• Did not report on CVISN activity in 2012.

Colorado	Yes	$0	$1,000,000	• Colorado was awarded $1,000,000 in CVISN grant funding to deploy the following projects:
				  o Design and build a mobile virtual weigh station to be used throughout the State.
				  o Hire a CVISN Program Manager.

Connecticut	Yes	$0	$1,000,000	• Completed e-screening modernization study and rebuilding the IRP Web page. • Complete a project to allow motor carriers to use the 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 commercial vehicle operations (CVO) Portal.
Delaware	No	$0	$0	• The State and vendor started development of the IFTA project, which is the last component needed for Delaware to become CVISN Core Compliant. • Delaware expects to reach Core CVISN compliance by end of March 2014.
District of Columbia	No	$0	$0	• Did not report on CVISN activity in 2012.

Florida	Yes	$0	$1,000,000	• Florida was awarded $1,000,000 in CVISN grant funding to deploy the following projects:
				  o Purchase and deploy license plate readers (LPRs) and weigh-in-motion technology for five weigh stations.
				  o Share LPR data with the Florida Department of Agriculture and Consumer Services.
				  o Conduct a feasibility study to pilot test electronic truck permits.

Georgia	No	$0	$0	• Motor carrier processing center relocated for better customer service • Request for Purchase (RFP) for Electronic Credentialing for IRP and CVIEW issued
Hawaii	No	$0	$0	• Did not report on CVISN activity in 2012.
Idaho	Yes	$0	$1,000,000	• Idaho was awarded $1,000,000 in CVISN grant funding to deploy the following projects: o Expand their CVIEW capabilities to six ports of entry that were initially unable to obtain driver, vehicle, and motor carrier safety data.
Illinois	No	$0	$0	• Implemented online IFTA tax filing system. • Expects to complete Core Compliance Certification by end of 2013.
Indiana	No	$160,000	$0	• Implementing a new IFTA e-credential system. • Working to complete CVIEW requirements. • Adding USDOT reader and license plate reader (LPR) to Richmond point of entry (POE). • Improving network communications to all weigh stations. • Expect to become CVISN Core Compliant by summer 2013.

State	Core Compliant	2012 Core Grant	2012 Expanded Grant	Activities
Iowa	Yes	$0	$7,500	• Testing and preparing for deployment of a new OS/OW system with interface to CVIEW. • Implementing CVIEW in IRP, IFTA, and TRACS. • Increase in online processing of IRP and IFTA transactions by 8.3%.
Kansas	Yes	$0	$1,000,000	• Kansas plans to launch the new oversize/overweight special permitting and automated routing system. The tentative go-live date is set for late summer 2013. • The Kansas Corporation Commission is in the beginning stages of developing their Motor Carrier Authority System Rewrite project that will include developing a question and answer portal for motor carriers to use when they are trying to decide if authority is needed and what other agencies the carrier may need to contact in order to be operating the CMV legally. This will also tie civil assessments to roadside activities and develop a real-time link to the Kansas CVIEW. • An RFP has been issued to replace the current IRP system with a complete Commercial Vehicle Registration System that will register both IRP vehicles and intrastate commercial vehicles and will have direct ties to the Kansas CVIEW to further enhance the intra and interstate PRISM programs.
Kentucky	Yes	$0	$1,000,000	• Provided the ability to carriers to file Kentucky Weight Distance (KYU) taxes electronically through a new web application. • Updated Kentucky's Program Plan and Top-Level Design. • Participated in a DriveWyze pilot project. • Transitioned from Norpass to PrePass. • Conducted monthly CVISN meetings and yearly CVISN planning meeting. • Began work on an extensive redesign of CVIEW.
Louisiana	Yes	$0	$1,000,000	• Held Team meetings of all CVISN team member State agency representatives, State trucking association reps, and FMCSA and FHWA Division Offices, and follow-up one-on-one discussions with all functional areas to assess changes / evolving needs since June 2010. • Reviewed and revised Expanded CVISN Plan to reflect changing State regulatory environment, evolving State and Agency needs, and evolving technology opportunities since initial Expanded Plan preparation in 2010 (and limited revision in 2011); submitted to FMCSA for review and approval. • Prepared and submitted amendments for several existing program agreements to align with outcome of above efforts. • Completed requirements definition for new OS/OW permitting, bridge analysis, and automated routing system, and incorporated in RFP for same (RFP currently in State purchasing, awaiting final review and approval for issuance in 2013). • Completed requirements definition for web-based 48-hour permitting system and related interface from back-end system to State CVIEW.

State	Core Compliant	2012 Core Grant	2012 Expanded Grant	Activities
				• Initiated functional and technical requirements definition for Virtual Weigh Stations Pilot Project. Initiated related analysis for preferred site(s) definition. • Completed planning for IFTA e-licensing, e-filing and clearinghouse transmittal processes and usability enhancements to position for 2013 implementation.
Maine	Yes	$0	$0	• Did not report on CVISN activity in 2012.
Maryland	Yes	$0	$0	• Completed production deployment for six Virtual Weigh Stations (VWS), including a dual lane implementation. • Completed production deployment of consolidated VWS monitor for all locations, including analytics engine for VWS and traffic data. • VWS application demonstrated to Japan, Brazil, and Afghanistan visiting transportation dignitaries in conjunction with FHWA and FMCSA outreach. • Started outreach efforts to educate and inform potential CMV violators about observed behaviors at VWS locations – the goal is to achieve voluntary compliance. • LPR tests ongoing at two fixed sites – potential integration with VWS locations for CVIEW and National Crime Information Center (NCIC) violation data and alarms. • Started DriveWyze e-screening pilot tests at Maryland State Police fixed sites. Weight (WIM) integration to be tested shortly.
Massachusetts	No	$0	$0	• Did not report on CVISN activity in 2012.
Michigan	No	$0	$0	• Did not report on CVISN activity in 2012.
Minnesota	No	$0	$0	• Did not report on CVISN activity in 2012.

Mississippi	Yes	$0	$1,000,000	• Mississippi was awarded $1,000,000 in CVISN grant funding to deploy the following projects:
				  o Purchase and maintain weigh station screening sites.
				  o Train users to operate the equipment.
				  o Review the CVISN 2012 program goals and begin planning for implementation (completed).
				  o Develop preliminary project estimates for critical sites (completed).
				  o Set up CVISN 2012 project for budgetary tracking purposes, and identify match funds (completed).

Missouri	Yes	$0	$260,447	• Updated 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 Registration (UCR) Web services. • Appointed coordinator to oversee screening sites to ensure safe operations through the sites by commercial motor vehicles. Includes strategic planning for weigh station updates and maintenance. • Completed a system rewrite of the Safety & Compliance module in Missouri's one-stop, Web-based system to reflect changes in the State's efforts and safety programs pursuant to Federal changes to promote safety and efficiency of commercial motor vehicles.
Montana	Yes	$0	$896,782	• Installed LPR, USDOT and Infrared cameras on the off-ramps at two weigh stations to automate screening of

State	Core Compliant	2012 Core Grant	2012 Expanded Grant	Activities
				CMVs for operating credentials, motor carrier safety, and vehicle wheel and tire defects. A third weigh station, previously equipped with LPR and USDOT readers, is scheduled for integrating the infrared camera wheel and tire readers. • Solicited an RFP for two platforms with cameras and communications for mobile integration with existing WIM sites. The intent is for enforcement to randomly utilize any of Montana's 33 WIM sites as virtual weigh stations. • Continued to develop the SmartCop electronic citation project in cooperation with the Montana Department of Justice, Highway Patrol and Information Services Division. • Continued to reassess CVISN Architecture and CVISN related deployments for technology modernization opportunities. • Completed requirements documentation for IRP/IFTA electronic payment project. • Worked to upload IRP information to the National Law Enforcement Telecommunications System (NLETS). • Working on updating the State's 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. • CCAMS and CVIEW updates. • Virtual Weigh Stations and mobile trailers: Montana will be obtaining two more small trailers that will be equipped with communications equipment and cameras to capture WIM (weigh in motion) information and transmit the information back to the officer down the road via satellite or cell.
Nebraska	Yes	$0	$118,200	• Nebraska was awarded $118,200 in CVISN grant funding to fund the following: o IRP/IFTA operational fees. o PrePass membership fee.
Nevada	No	$0	$0	• Did not report on CVISN activity in 2012.
New Hampshire	No	$0	$0	• Did not report on CVISN activity in 2012.
New Jersey	No	$0	$0	• Awarded an extension of the 2007 CVISN grant, which covers five projects, and identified alternative sources of funding to advance the CVISN program. • Completed the RFP process to select a Core CVISN electronic screening vendor, which was awarded in December 2012. • Initiated the CVIEW implementation project. • Worked on a procurement plan for an IFTA electronic credentialing vendor. • Installed and activated 18 WIM sites for mobile weight screening.
New Mexico	Yes	$0	$1,000,000	• New Mexico was awarded $1,000,000 in CVISN grant funding to deploy the following projects: o Purchase vehicle wireless devices for officers to

State	Core Compliant	2012 Core Grant	2012 Expanded Grant	Activities
				communicate with dispatch offices and to integrate Nlets criminal data into the State's CVIEW. o Integrate the CDL data into the State's CVIEW to increase the volume of roadside checks at critical entry points.
New York	Yes	$0	$0	• Initiated the national discussion on UCR data being supplied via the SAFER system. • Installed and integrated a mainline, high-speed USDOT reader camera system, a trailer/rear LPR camera system, an over-height vehicle detection system, as well as a Hazardous Material (HazMat) placard reader system at NY's prototype e-screening site along I-90 westbound in the Town of Schodack. • As part of a project with Kapsch TrafficCom, Intelligent Imaging Systems (IIS) and the New York State Energy Research and Development Agency (NYSERDA), designed and developed an e-screening application hosted on a commercially viable on-board DSRC device (also developed as part of this effort). On-board units were installed on two NYSDOT and two NYS Thruway Authority vehicles in the downstate region. As part of this effort, a 5.9 GHz DSRC antenna/transceiver was installed at the I-90/Schodack e-screening site. • Completed the first two phases of the Commercial Vehicle Infrastructure Integration (CVII) program with Volvo Technology of America, Inc. which included an expanded screening capability that added CDL information and safety system status data for brakes, lights, seatbelts and tire pressure/temperature. • Work continued in order to complete the RFP to procure and install all four planned CVISN-compliant e-screening/VWS deployments in NYS associated with NY's active CVISN grants (2006 and 2011). The RFP is expected to be advertised during the summer/fall of 2013. This work included developing partnerships with the NYS Thruway Authority and NYS Bridge Authority to install screening systems on their property which will be integrated into NYSDOT's screening network. • Completed the scope, design and plans/drawings for the CVISN-compliant I-95 eastbound VWS along the approach to the Alexander Hamilton Bridge in the Borough of Manhattan, to be procured and deployed during the spring/summer of 2013. • NYSDOT's planned Champlain commercial vehicle inspection facility was selected as one of the four pilot sites for the permanent installation of FMCSA's International Border Crossing (IBC) e-screening system. o Progress was made on the system design and scope for the Champlain deployment during 2012. o A draft Memo of Understanding (MOU) was developed and reviewed to cover this effort.
North Carolina	Yes	$0	$600,000	• Began deployment of a weigh-in-motion (WIM) scale and license plate reader (LPR) to the Mt. Airy weigh station; expect completion by September 2013. • Received grant approval for a virtual weigh station

State	Core Compliant	2012 Core Grant	2012 Expanded Grant	Activities
				(VWS) on I-77 at Mooresville.
North Dakota	No	$0		• Did not report on CVISN activity in 2012.

Ohio	Yes	$0	$437,507	• Ohio was awarded $437,507 in CVISN grant funding to deploy the following projects:
				  o Develop a 72-hour trip permit website to interface with the State's CVIEW.
				  o Connect the State's CVIEW and the FMCSA SAFER system to exchange UCR compliance data.

Oklahoma	No	$0	$0	• Two Ports of Entry opened, one on I-35 SB at the Kansas border and the other on I-40 EB at the Texas border. Both facilities opened as weigh stations with triple platform scales but no WIMs or E-Screening (Phase I). WIMs and E-Screening are projected to be installed in 2013 (Phase II). • A Web-based Trip/Fuel/Unladen registration system was deployed, which includes a permit verification module. This data is exported to the Oklahoma CVIEW, and will be utilized in the new Ports of Entry E-Screening program (Phase III). • Oklahoma Corporation Commission staff continued development of a new IRP system that will allow for Web credentialing and connection to the clearinghouse.
Oregon	Yes	$0	$0	• Did not report on CVISN activity in 2012.
Pennsylvania	No	$0	$0	• Did not report on CVISN activity in 2012.
Rhode Island	No	$0	$0	• Did not report on CVISN activity in 2012.
South Carolina	Yes	$0	$0	• Deployed IRP/IFTA e-credentialing for Web users. • Constructed a new weigh station on I-95 North with the following technology: Mainline WIM, LPR, Over-height detection, Overview cameras, Bypass detection on passing lane, Inspection Shed with Pit and Secondary WIM on ramp. • Upgraded the I-85 N weigh station with the following technology: Mainline WIM, LPR, Over-height detection, Overview cameras, Bypass detection on passing lane and Secondary WIM on ramp. • Installed an LPR on the ramp of the I-26 E weigh station.
South Dakota	Yes	$0	$241,500	• Deployed and operated IRP and IFTA systems. • Maintained and operated statewide Automated Commercial Vehicle Permitting System. • Maintained and operated CVIEW. • Deployed a second e-screening location at the I-29 Sisseton POE. • Deployed a third e-screening location at the I-90 Tilford POE. • Certified Core Compliant in June 2012.
Tennessee	No	$0	$0	• The State's new CVIEW system should be deployed by the end of 2012.
Texas	Yes	$0	$0	• Received core compliance certification January 2012. • Began transitioning CVISN program from DOT to DMV February 2012. • Reconvened TxCVISN Working Group and Steering Committee June 2012 to begin work on Expanded CVISN program.

State	Core Compliant	2012 Core Grant	2012 Expanded Grant	Activities
				• Participated in national CVISN Workshop in July 2012. • Conducted multiple stakeholder meetings to train new participants on CVISN and gather information needed for Expanded CVISN PP/TLD. • Submitted Expanded CVISN PP/TLD November 2012; approved by FMCSA December 2012. • Performed TxCVIEW support and maintenance for needed enhancements and to remain in synch with SAFER.

Utah	Yes	$0	$1,000,000	• Utah requested and was awarded $1,000,000 in CVISN grant funding to deploy the following projects:
				  o Purchase LPRs and USDOT barcode readers to enhance the State's CVIEW screening capabilities.
				  o Advance and improve the effectiveness of registration and enforcement efforts.

Vermont	No	$0		• Did not report on CVISN activity in 2012.
Virginia	Yes	$0	$1,000,000	• Deployed two more ALPRs, making a current total of five. • Completed the upgrade and modernization of two Infra-Red Inspection systems vehicles. • Enhanced Webcat systems. • Programming to display hauling permits via smartphones.
Washington	Yes	$0	$500,000	• Installed fully functional Automatic Infrared Roadside Screening (AIRS) system at Proof of Concept site. • Completed new e-screening software to include ALPR Phase II enhancements. • Developed and deployed a new Vehicle Event History system to all weigh stations. • Prepared specifications for a secure web interface to CVIEW. • Tested a batch system that validates vehicle information against NLETS. • Deployed xCVIEW in New Mexico which includes a simple web interface to xCVIEW.
West Virginia	No	$0	$0	• Did not report on CVISN activity in 2012.
Wisconsin	Yes	$0	$0	• Did not report on CVISN activity in 2012.
Wyoming	No	$0	$0	• Working on IFTA and IRP e-credentialing. • Expects to reach Core Compliance by end of 2014.