Intelligent Transportation Systems (ITS)
Commercial Vehicle Operations (CVO)

Commercial Vehicle Information Systems and Networks (CVISN) Operational and Architectural Compatibility Handbook (COACH)

Part 3

Detailed System Checklists

Baseline Version

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Note

The Motor Carrier Safety Improvement Act was signed into law on December 9, 1999. This act established a new Federal Motor Carrier Safety Administration (FMCSA) within the U.S. Department of Transportation (DOT), effective January 1, 2000. Prior to that, the motor carrier and highway safety program was administered under the Federal Highway Administration (FHWA).

The mission of the FMCSA is to improve truck and commercial passenger carrier safety on our nation's highways through information technology, targeted enforcement, research and technology, outreach, and partnerships. The FMCSA manages the Intelligent Transportation Systems (ITS) / Commercial Vehicle Operations (CVO) program, a voluntary effort involving public and private partnerships that uses information systems, innovative technologies, and business practice re-engineering to improve safety, simplify government administrative systems, and provide savings to states and motor carriers. The FMCSA works closely with the FHWA ITS Joint Program Office (JPO) to ensure the integration and interoperability of ITS/CVO systems with the national ITS program.

As part of the CVISN program, FMCSA defined an initial set of capabilities that could be deployed incrementally by a state and its motor carriers. The capabilities focus on electronically exchanging safety and credentialing information, electronically processing interstate registration and fuel tax credentials, and implementing roadside electronic screening at one fixed or mobile site. These capabilities were originally referred to as "CVISN Level 1" capabilities, but are now called "Core" CVISN capabilities.

Please note that this is Version 2 of a Baseline Issue

This document has completed internal and external review of previously published drafts and preliminary versions. All comments received to date have been incorporated or addressed.

Note: This document and other CVISN-related documentation are available for review and downloading by the ITS/CVO community from The Johns Hopkins University Applied Physics Laboratory (JHU/APL) CVISN site on the World Wide Web. The URL for the CVISN site is: http://www.jhuapl.edu/cvisn/.

Review and comments to this document are welcome. Please send comments to:

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Change Summary:

This document is under configuration management by the CVISN Architecture Configuration Control Board. The list below provides a brief description of the change requests (CRs) processed by the board that impacted this document.

References to the CRs listed below appear in the text or tables of the document so that the reader knows how each CR affected Version V2.0 of the document.

In January 2002, APL transitioned to a new tool for Configuration Management. The change request numbering was reinitialized; hence CR numbers have wrapped around.

Version V2.0 of the document incorporates revisions related to these change reports:

- CR 71 (old CR 1508) – CVIEW does not store inspection reports – clarification
- CR 77 (1662) – SAFER (Safety and Fitness Electronic Records) now stores Inspection Reports for 60 days – superseded by CR 2410
- CR 84 (1786) – Address Commercial Vehicle Information Exchange Window (CVIEW) in *COACH Part 1*
- CR 91 (1833) – Intrastate data exchange within state is Level 1
- CR 93 (1835) – Clarify *COACH Part 1*
- CR 94 (1836) – Eliminate confusing “L1;E” Req Level in *COACH Part 1*
- CR 95 (1837) – Update Dedicated Short Range Communication (DSRC) “sandwich” spec guidance
- CR 96 (1838) – Remove item 4.4.3 re interoperability policies from Table 4.4–2 in COACH Part 1
- CR 97 (1839) – Add use of credentials and safety data to e-screening (electronic screening) reqts
- CR 182 – Update documentation to reflect CVISN Level 1 Checklist
- CR 895 – Query Central needs to be added to the list of CVISN Core Infrastructure systems.
- CR 1992 – CVISN “Level 1” changed to CVISN “Core”
- CR 2137 – COACH 3 – cleanup

- CR 2410 - SAFER has been changed to store inspection reports (IRs) for 90 days rather than 60 days. It will eventually be changed to store IRs for 120 days.

CVISN Operational and Architectural Compatibility Handbook (COACH)
Part 3 – Detailed System Checklists

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Appendix A. Allocation of State Systems Design Requirements A–1

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1. INTRODUCTION

The Commercial Vehicle Information Systems and Networks (CVISN) Operational and Architectural Compatibility Handbook (COACH) provides a comprehensive checklist of what is required to conform with the CVISN operational concepts and architecture. It is intended for use by state agencies with a motor carrier regulatory function and by motor carriers.

1.1 COACH Structure

The COACH is divided into 5 parts:

- Part 1 – Operational Concept and Top-Level Design Checklists
- Part 2 – Project Management Checklists
- Part 3 – Detailed System Checklists
- Part 4 – Interface Specification Checklists
- Part 5 – Interoperability Test Criteria

Parts 1 [Reference 2], 2 [Reference 3], and 4 [Reference 4], and 5 [Reference 5] are available at the Documents > CVISN Architecture and Standards section of the JHU/APL CVISN Web site http://www.jhuapl.edu/cvisn/. This is the third revision to the *COACH Part 3* [see References 19 and 22 for the earlier versions].

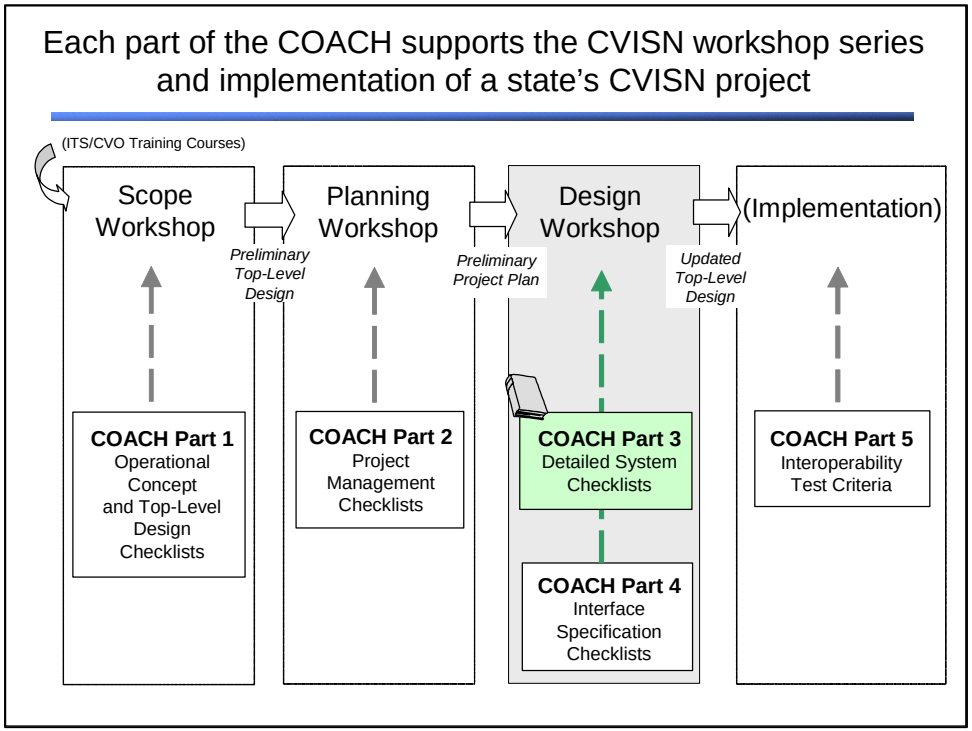

Figure 1–1. The COACH Supports the Workshops

1.2 COACH Part 3 Detailed System Checklists Description

Part 3 describes the generic CVISN design. This version of the document contains these chapters.

- Data Maintenance Specifications, establishing the requirements incumbent on data "owners" to keep others informed about changes in data values [Chapter 2]
- Description of components of the generic CVISN state design [Chapter 3]
- Description of CVISN Core Infrastructure components [Chapter 4]
- Description of Carrier System components [Chapter 5]
- References [Chapter 6]
- Change Requests incorporated into previous versions [Chapter 7]
- Change Requests incorporated into the current version [Chapter 8]
- Allocation of State System requirements to components of the generic CVISN state design [Appendix A]

Since the means of communications (e.g., network configuration, protocols supported) are usually specific to each state or to each system, readers should contact the state architect or the system manager for that information. This document is concerned primarily with the information exchanged among systems. Communications standards for vehicle-to-roadside communications are stated.

This document is used to allocate the state requirements from the *COACH Part 1* to components of the state system design. The document also includes checklists for data maintenance requirements. Each state should maintain a master filled-in copy of the COACH.

1.3 Generic State CVISN System Design

Figure 1–2 depicts the generic CVISN state system design template. Material in this document is based upon this generic design. The systems shown in the generic design are described in Chapters 3, 4, and 5. The CVISN Glossary [Reference 1] explains the acronyms. The generic design represents the main elements needed for a state to implement the CVISN architecture. Each state will adapt the generic design to accommodate their existing (legacy) systems, and to meet their own unique needs.

Use of standardized Dedicated Short Range Communications (DSRC) and either Electronic Data Interchange (EDI) or Web interfaces is required for architecture conformance. The eXtensible Markup Language (XML) is an alternative to EDI for some interfaces. For safety information exchange, Web transactions may be used to communicate safety information between information systems and human users. SAFER offers access to some carrier data via a Web site. For the credential application process, person-to-computer interfaces based on the World Wide Web standards are popular and conform to the CVISN architecture. For computer-to-computer interfaces, both X12 EDI and XML are available. EDI will not be supported by FMCSA in the long run.

Each state chooses whether to modify a legacy system (LM – legacy modification) to support EDI, XML or other formats (and other new functions and interfaces), or to create a Legacy System Interface (LSI) to deal with the EDI, XML, or other-to-native form interface. Many CVISN states are implementing a mix of LSIs and LMs. Throughout this document, the generic state system design is based on choosing to modify the legacy systems (i.e., implement LMs).

To achieve interoperability, the CVISN architecture calls for the use of open standards for carrier-state and state-state (via the CVISN Core Infrastructure) interfaces. Interfaces that are wholly within a state government's control (e.g., between state agencies) are not required to use open standards. Most CVISN states have chosen to use open standards for some within-state interfaces, and have chosen to use existing custom interface agreements for others. For example, some states have chosen to implement LSIs instead of modifying their existing International Registration Plan (IRP) or International Fuel Tax Agreement (IFTA) products. They are implementing the LSIs as small applications running on the same computer as the Credentialing Interface (CI). Some of those states have also decided that the CI will provide snapshot segment updates of credentials data to CVIEW on behalf of the IRP or IFTA systems. In this document, we depict one generic design for simplicity. The generic design shown here maximizes the use of open standards. Other designs are also acceptable under the CVISN architecture. Refer to the technical volumes of the CVISN Guide series for further information [References 8–10].

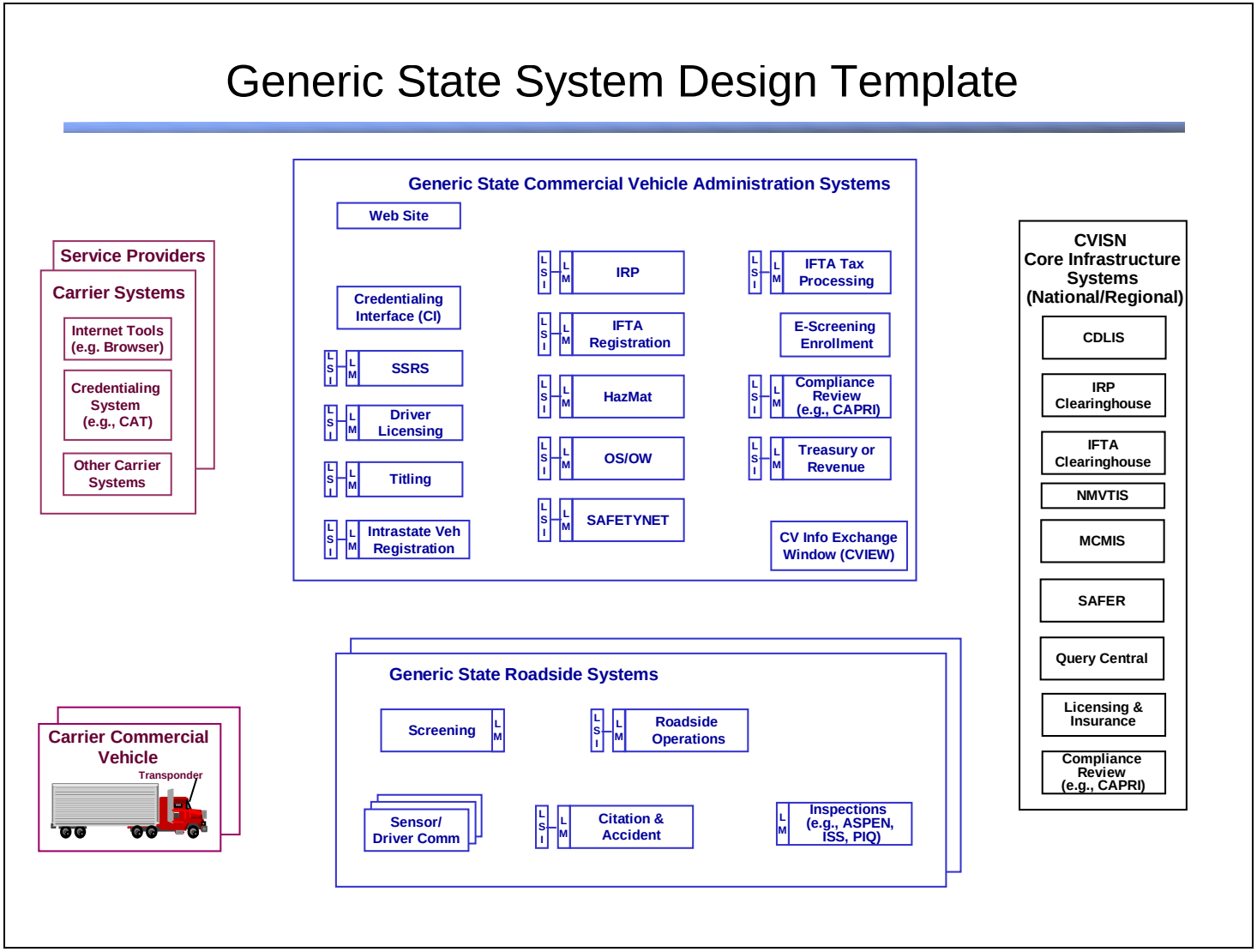

Figure 1–2. Generic State Design Template

1.4 How States Should Use This Document

The COACH summarizes key concepts and architectural guidelines for CVISN. This version of the *COACH Part 3* focuses on topics important to states. The *COACH Part 1* defines the CVISN Level 1 criteria. This document allocates the state requirements from the *COACH Part 1* to specific components of the generic state CVISN design. This document also provides more information about the CVISN Core Infrastructure products and the components of the Carrier Systems. The Data Maintenance table in Chapter 2 provides guidelines for maintaining data shared across functional areas.

To gain a more complete understanding of CVISN, state planners and designers should read the *Introductory Guide to CVISN* [Reference 7], other parts of the COACH [References 2–5], and the *CVISN System Design Description* [Reference 6]. The *COACH Part 2* includes checklists that support the project planning processes. The *COACH Part 4* defines the interface specification requirements. The *COACH Part 5* states interoperability testing criteria. The *CVISN System Design Description* describes system requirements related to CVISN Level 1 capabilities, the generic CVISN design, and how the elements fit together.

This version of the *COACH Part 3* is intended to be a model for how states might allocate the *COACH Part 1* requirements to elements of their system designs. This document will be used in the CVISN workshops.

States are to complete these items prior to attending the CVISN Design Workshop:

- States are to indicate their commitment to the data maintenance/update requirements in Chapter 2.
- States are to map their state system components to the generic system components in Chapter 3. States should also modify the system component descriptions in this chapter to fit their specific state system design.
- The generic CVISN state design has been summarized in a series of tables in Appendix A. It is recommended that states tailor these tables to specify their state-specific system components, and to allocate their requirements to these state system components.

Chapters 4 and 5 give a little more information about the functions of each of the CVISN Core Infrastructure and Carrier Systems than was provided in *COACH Part 1*. The chapters are provided for information only.

2. DATA MAINTENANCE REQUIREMENTS

The checklists in this chapter summarize the requirements for maintaining data and sharing updates with other CVO stakeholders. Systems should be designed to meet these criteria. If a user group has more stringent requirements, those requirements override these and should be noted in the "Comments" column.

The "Commit" column in Table 2–1 should be used to indicate the state's commitment to the data maintenance/update requirement stated in the "Requirement for data to be maintained or updated" column. As in the *COACH Part 1*, the codes for commitment are defined as:

- Commit Level (F/P/N) – the state's commitment level to the item

  Using the first column of each checklist entry, a **commitment level should be filled in** by the state. There are three possible levels of commitment:

  (F) This rating indicates a full commitment. This level means that at least 80% of the state's systems involved in the process implied by the checklist item are compatible or are intended to be compatible with the checklist item statement.

  (P) This rating indicates a partial commitment. This level means that between 50% and 80% of the state's systems involved in the process implied by the checklist item are compatible or are intended to be compatible with the checklist item statement.

  (N) This rating indicates no commitment. This level means that less than 50% of the state's systems involved in the process implied by the checklist item are compatible or are intended to be compatible with the checklist statement.

If the state maintains its master copy of this document electronically, the following conventions are recommended when filling in the column to illustrate the "firmness" of the state's plan:

- *Italics type*: Tentative, not approved by the final decision makers
- Regular type: Approved by the decision makers (or supported by consensus)
- **Bold type**: Completed

For a state to be "compatible with CVISN," it must implement selected items in Table 2–1. To distinguish those items, the CVISN project team has assigned a **compatibility requirement level** to each checklist item. As in the *COACH Part 1*, the codes for the "Reqts Level" column are defined as:

(L1) This rating identifies a CVISN Level 1 compatibility requirement.

(E) This rating indicates an enhanced level of CVISN compatibility. These items may require a little longer to complete (3–4 years).

(C) This rating indicates a complete level of CVISN Compatibility. Satisfying all these provides complete CVISN compatibility. These items are expected to require a longer-range (5 or more years) time frame.

States are expected to focus initially on checklist items with an "L1" compatibility requirement level rating. Making a *partial commitment* indicates that the state will at least demonstrate the feasibility of that data maintenance and/or update requirement. Making a *full commitment* indicates that the state will fully implement the data maintenance and/or update requirement and be ready for the next steps.

Table 2–1. Data Maintenance & Update

Commit Level (F/P/N)	Data Need Category	Requirement for data to be maintained or updated	Reqts Level	Comments
	Routine snapshot segment changes are those for which users can wait until the next routine snapshot update is scheduled. Routine snapshot data changes include updates related to passed inspections, compliance reviews, or credential renewals or supplements.	The authoritative source system should update the snapshot record within 24 hours of the change.	L1; C	L1 for carrier and vehicle snapshots; C for driver snapshots
	High-priority snapshot segment changes are those that users need to know about immediately. High priority snapshot data changes include out-of-service (OOS) resulting from an inspection.	The source system should update the snapshot record within 30 minutes of the change.	L1; C	L1 for carrier and vehicle snapshots; C for driver snapshots
	Snapshot subscription fulfillment is the Safety and Fitness Electronic Records (SAFER) or CVIEW process for sending specified snapshot output views to users based on standing requests to do so when specified data changes.	Whenever the criteria for sending a snapshot are triggered, the snapshot system (CVIEW or SAFER) should distribute the revised snapshot within 24 hours for routine snapshot segment changes, and within 30 minutes for high-priority snapshot segment changes.	L1; C	L1 for carrier and vehicle snapshots; C for driver snapshots
	An inspection report indicates the results of an inspection conducted at the roadside by a qualified inspector.	Normally, the results of an inspection using ASPEN should be reported electronically within 24 hours of being conducted. If the vehicle or driver was placed OOS, the results should be reported within 30 minutes.	L1	
	Credential application response is the response from the state to the applicant. In this context, the “response” reflects the results of evaluating the credential application.	The state system should respond to the applicant’s system within 2 hours for a correct transaction that requires no manual intervention. If manual intervention is required, the state system should respond to the applicant’s system within 24 hours of receipt of an electronic input.	L1	

Commit Level (F/P/N)	Data Need Category	Requirement for data to be maintained or updated	Reqts Level	Comments
	IRP base state agreement data are those data required by other jurisdictions to understand the fees collected on their behalf. In IRP lingo, these data are exchanged via "recaps."	The state IRP system should send recaps to the IRP Clearinghouse at least monthly.	L1	
	IFTA base state agreement data are those data required by other jurisdictions to understand the quarterly fuel taxes collected on their behalf. In IFTA lingo, these data are called "demographic" for basic census information, and "transmittal" for tax return information.	The state IFTA system should send updated demographic and transmittal data to the IFTA Clearinghouse at least monthly.	L1	
	The *Privacy Act of 1974* [Reference 18] attempts to regulate the collection, maintenance, use, and dissemination of personal information by federal government agencies. Federal systems must adhere to the law. Some sections of the law apply to state and local governments as well. Additionally, some states have related laws regarding privacy and data access.	The systems affected by the Act or related statutes should incorporate procedures, protocols, and designs that support the law. The Privacy Act includes sections concerning data disclosure, accounting of disclosure, access, amendment, reporting, archiving, and other activities.	L1	

3. GENERIC DESIGN – STATE SYSTEMS

The checklists in this chapter are used to map the state's system components to the generic system components. The tables that the state can use to allocate state system requirements to the components are contained in Appendix A.

Sections 3.1, 3.2, and 3.3 each include a checklist followed by paragraphs that describe each product in the generic CVISN state system design. The completed checklists will identify the state's systems components and will be used later to tailor the requirements allocation tables in Appendix A. The state should follow the procedures described here for completing the checklists and modifying the descriptions in each section.

In each checklist table, the entries in the column "System Name in Generic Design" include the components shown in the Generic State System Design for that CVISN functional area. The state should use the column "System Name in Our State" to indicate the name of the corresponding product in the state. Since the state's product may contain more or less functionality than the generic component, the state should enter one of the following values in the column "Differences between Our State and the Generic Functions":

(+) Our state's system component will include more functionality than that described for the generic system component.

(-) Our state's system component will include less functionality than that described for the generic system component.

(none) Our state's system component will include the same functionality as that described for the generic system component.

Extra lines are provided in the table for the state to add state-specific system components that are not part of the generic design but are important to the state's complete system design. For example, the state may have a central data repository that is used by several processes; such a product should be added in the column "System Name in Our State".

The “Commit” column in each checklist should be used to indicate the state’s commitment to implementing the system component. As in the *COACH Part 1*, the codes for commitment are defined as:

- Commit Level (F/P/N) – the state’s commitment level to the item

  Using the first column of each checklist entry, a **commitment level should be filled in** by the state. There are three possible levels of commitment:

  (F) This rating indicates a full commitment. This level means that at least 80% of the functionality described for the generic system component will be included by the state’s system component.

  (P) This rating indicates a partial commitment. This level means that between 50% and 80% of the functionality described for the generic system component will be included by the state’s system component.

  (N) This rating indicates no commitment. This level means that less than 50% of the functionality described for the generic system component will be included by the state’s system component.

If the state maintains its master copy of this document electronically, the following conventions are recommended when filling in the column to illustrate the “firmness” of the state’s plan:

- *Italics type*: Tentative, not approved by the final decision makers
- Regular type: Approved by the decision makers (or supported by consensus)
- **Bold type**: Completed

The “Comments” column should be used to further explain the information provided in any of the other columns.

Following each checklist table in each section are paragraphs wherein each product in the generic CVISN state systems design is described. This introductory material should be modified by the state to represent the state’s CVISN system design. This material can then be used by the state in preparing the Top-Level Design presentation for the CVISN Design Workshop.

First, the state should delete the component name and description for any components that the state is not using. Next, the state should replace the generic component names with the state’s own names, as identified in the checklists. Then, the state should add state-specific information to each component description. For example, if the state noted in the checklist that a particular component performs additional functions that are beyond those listed in the generic description, then the state may describe those additional functions. Finally, the state should add state-specific component names and descriptions. It is recommended that *Italics* or **Bold** type be used to highlight the state-specific functions and components.

3.1 Description of State Safety Information Exchange and Safety Assurance System Components

Table 3–1 lists the Safety Information Exchange and Safety Assurance products in the generic CVISN state system design. The state should use this checklist to map the state's specific products to the generic components and to reflect the state's specific design.

Table 3–1. State Safety Information Exchange and Safety Assurance System Components

Commit Level (F/P/N)	System Name in Generic Design	System Name in Our State	Differences between Our State and the Generic Functions (+, -, none)	Comments
	SAFETYNET			
	Inspections – ASPEN			
	Inspections – ISS			
	Inspections – PIQ			
	CVIEW			
	Citation & Accident			
	Compliance Review – CAPRI			

The paragraphs in this section describe the functions of each Safety Information Exchange and Safety Assurance product in the generic CVISN state system design. The state should modify the paragraphs in this section to reflect its specific component names and functionality.

SAFETYNET

This product was developed and is maintained by FMCSA. SAFETYNET, operating in every state, is used to collect safety data, analyze and edit the data, and report safety data to FMCSA's Motor Carrier Management Information System (MCMIS). According to Reference 12, ***SAFETYNET*** is the state-level information management system for motor carrier safety. SAFETYNET captures inter- and intrastate driver/vehicle inspection data, accident data, carrier compliance reviews, enforcement data, and carrier identification data. Originally designed as a manual data entry system, SAFETYNET now allows electronic data collection. The system is central to successful management and operation of the Motor Carrier Safety Assistance Program (MCSAP). It contains many report-generating, prioritizing and task tracking routines. SAFETYNET is an Oracle-based client-server, Structured Query Language (SQL) database management system.

Inspections [e.g., ASPEN, Inspection Selection System (ISS), Past Inspection Query (PIQ)]

Record and report safety inspections. According to Reference 12, ***ASPEN*** is a driver/vehicle safety inspection software package that improves the entire inspection process by providing inspectors at the roadside access to safety performance information including the most recent inspection results, the driver's Commercial Driver's License (CDL) status [see CDL Information System (CDLIS)] and the safety performance and past safety problems of the carrier (see ISS). ASPEN can be seen as an intelligent assistant that ensures complete and accurate data collection at the roadside. Inspectors select applicable violations from lists of possible citations and add descriptive notes as needed. The program can be customized for use by different states. ASPEN prints an inspection report on-site that is given to the driver. A copy also can be faxed to carrier management. ASPEN inspection data is electronically transferred to state information systems via CVIEW and SAFER. Optimized for use with pen-computers, ASPEN can also be run on Mobile Data Terminals and laptop computers. ASPEN's functions include:

- Interface with Roadside Operations system (to get screening data, notify when inspector available)
- Interface with CDLIS to check CDL status
- Interface to CVIEW/Data Mailbox system (directly or via Roadside Ops) to report inspections and access snapshots and safety reports
- Inspect vehicle – provide operator data entry of inspection results
- Update ASPEN internal database
- Calculate/display ISS value which recommends inspection based on carrier safety history

According to Reference 21, ***ISS*** is the primary tool used on the roadside to screen motor carrier vehicles and determine the usefulness of conducting an inspection. ISS returns the carrier snapshot which includes many critical safety performance indicators. ISS is linked to ASPEN to auto-populate name and address data fields and initiate the inspection. ISS uses a local database which is refreshed weekly via SAFER. It can also operate as an online query tool.

PIQ is an information retrieval application that allows federal and state law enforcement personnel to quickly obtain recent past vehicle safety inspections on any vehicle regardless of where the inspection was performed. PIQ executes on roadside desktop, laptop, and pen computers. It links to the SAFER system, via the SAFER Data Mailbox, to query and retrieve past inspections based on power unit plate number and state ID. These "past" inspections are temporarily saved in SAFER for a 90-day period; this is expected to change to 120 days. Using PIQ, inspection reports can be queried and retrieved at the roadside within seconds of a user's request.

CVIEW

Commercial Vehicle Information Exchange Window. This product is a spin-off of the FMCSA-developed SAFER system. It is owned by and located in a state. In CVISN Level 1, there is a requirement to implement a CVIEW system or its equivalent for snapshot exchange within the state and to other states. The CVIEW (or equivalent) functions for handling the exchange of safety and credentials information within the state, and with other jurisdictions via SAFER, are listed below:

- Provide for the electronic exchange of:
  - **interstate** carrier and vehicle safety and credential data between state source systems, users, and SAFER
  - **intrastate** carrier and vehicle safety and credential data between state source systems and users.
- Serve as the repository for a state-selected subset of
  - **interstate** carrier and vehicle safety and credential data
  - **intrastate** carrier and vehicle safety and credential data.

  Note: in the APL version of CVIEW, inspection report data are not stored.
- Support safety inspection data reporting and retrieval by roadside enforcement personnel.
- Provide inter- and intrastate carrier and vehicle safety and credential data to the roadside to support electronic screening and other roadside operations.

- Perform electronic exchange using:
  - Electronic Data Interchange (EDI) standards
  - eXtensible Markup Language (XML) standards
  - Other standards, the selection of which is system-dependent
  - New open standard methods of information exchange as they become available and are requested by users.
- Allow the general public to access data without the security risk of providing a direct connection to sensitive legacy systems.

CVIEW has similar Data Mailbox facilities as SAFER to facilitate the exchange of information among state users within the state agencies.

Citation & Accident
Record citation and accident data. This product may exist in some form in some states. Generally, the product is envisioned to perform these functions:

- Enter citation data electronically
- Issue citations
- Enter accident data electronically
- Generate accident reports
- Interface to CVIEW system (directly or through Roadside Ops) to report citations and accidents and access safety reports

Compliance Review (e.g., CAPRI)
Carrier Automated Performance Review Information. Compliance Reviews are on-site reviews of carriers and hazardous material shippers that cover compliance with critical parts of the Federal Motor Carrier Safety Regulations. This software is used for preparing standard Compliance Reviews as well as specialized cargo tank facility reviews and HazMat shipper reviews. CAPRI includes worksheets for collecting (1) hours of service data, (2) driver qualification data, and (3) drug & alcohol compliance data. It also creates the preliminary carrier safety fitness rating and various reports to motor carriers [Reference 21].

3.2 Description of State Commercial Vehicle (CV) Credentials Administration System Components

Table 3–2 lists the CV Credentials Administration products in the generic CVISN state system design. The state should use this checklist to map the state's specific products to the generic components and to reflect the state's specific design.

Table 3–2. State CV Credentials Administration System Components

Commit Level (F/P/N)	System Name in Generic Design	System Name in Our State	Differences between Our State and the Generic Functions (+, -, none)	Comments
	Web Site			
	Credentialing Interface			
	IFTA Registration			
	IFTA Tax Filing			
	IRP			
	Intrastate Vehicle Registration			
	OS/OW			
	Titling			
	CDL/DL			
	Treasury System			
	SSRS			
	HazMat			

The paragraphs in this section describe the functions of each CV Credentials Administration product in the generic CVISN state system design. The state should modify the paragraphs in this section to reflect its specific component names and functionality.

FMCSA's policy on electronic credentials administration between motor carriers and states is:

- FMCSA requires that states implement either a person-to-computer or a computer-to-computer interface.
- FMCSA recommends that states survey their stakeholders to determine whether both interfaces would be appropriate.
- FMCSA encourages the exploration of eXtensible Markup Language (XML) as an alternative to X12 EDI for computer-to-computer interfaces between carriers and states.

This is a policy regarding CVISN Level 1. If a state chooses to implement only a person-to-computer credentialing approach, then implementation of a computer-to-computer interface is considered an Enhanced capability. Similarly, if a state chooses to implement only a computer-to-computer credentialing approach, then implementation of a Web-based interface is considered an Enhanced capability. The descriptions in this section have been updated accordingly.

Web Site

State Web site support for electronic credentialing. The carrier's credential applications will be submitted to the Web site via an Internet browser. The Web site would provide input screens and perform initial data checks. The Web site would pass the application data to the Credentialing Interface (CI), which would then route the application to the appropriate legacy system. The response from the legacy system would be returned to the carrier via the CI and Web site.

- Provides on-line forms via a Web site
- Does initial error checking on data entered onto forms
- Routes application data to the CI or directly to the appropriate state credentialing system
- Routes responses to the carrier
- May also archive transactions
- Provides temporary credentials, if feasible
- May enable users to print credentials; for example, a mechanism to print once

Credentialing Interface

The Credentialing Interface (CI) provides a convenient interface within the state to accept electronic credentialing application inputs from carriers, and to provide responses from state systems to carriers. As such, it is the focal point for credential and tax interaction with the carriers.

- Uses XML, EDI ASC X12 standards, or other format for interfaces with carriers
- Acknowledges receipt of valid EDI/non-EDI transactions
- Processes application data received from Web site or Carrier Automated Transaction (CAT)
- Archives transactions
- Does preliminary syntax checks on received transactions
- Allows for optional manual review of transactions
- Routes applications to the appropriate state credentialing system
- Routes responses to the carrier

A state may choose to extend the CI to perform some other function(s) normally allocated to another system, e.g., updating snapshot segments with credentials information.

IFTA
International Fuel Tax Agreement systems. See Reference 13. Usually split into two systems, one that handles ***registration*** and one that ***processes fuel tax returns***. The IFTA is a registration reciprocity agreement among states of the United States and provinces of Canada that provides for payment of fuel taxes on the basis of fuel used in various jurisdictions. Carriers pay fuel taxes to the various jurisdictions in which fleet vehicles are operated by registering and filing tax returns through a base state. Only one fuel use license is issued for each carrier when registered under the Agreement. In the generic CVISN state design, in addition to the normal IFTA functions, the IFTA Registration system also provides carrier snapshot updates.

IRP
International Registration Plan systems. See Reference 14. The International Registration Plan is a registration reciprocity agreement among states of the United States and provinces of Canada that provides for payment of interstate vehicle license fees on the basis of fleet miles operated in various jurisdictions. License fees are paid to the various jurisdictions in which fleet vehicles are operated through a base state. Only one license plate and one cab card are issued for each fleet vehicle when registered under the Plan. A fleet vehicle is known as an apportionable vehicle and such a vehicle, so far as registration is concerned, may be operated both interjurisdictionally and intrajurisdictionally. In the generic CVISN state design, in addition to the normal IRP functions, the IRP system also provides carrier and vehicle snapshot updates.

Intrastate Vehicle Registration
These systems register commercial vehicles that normally operate within the state. In the generic CVISN state design, in addition to the normal intrastate vehicle registration functions, the system also provides vehicle snapshot updates.

OS/OW
Issue Oversize/Overweight permits. In the generic CVISN state design, in addition to the normal OS/OW functions, the OS/OW permitting system also provides carrier and vehicle snapshot updates.

Titling
Title new and used vehicles. In the generic CVISN state design, in addition to the normal titling functions, the titling system will also provide vehicle snapshot updates.

CDL/DL
Issue Commercial Driver's License/ Driver's License. In the generic CVISN state design, in addition to the normal licensing functions, the system will also provide driver snapshot updates in the future.

Treasury System
In this context, the state's treasury system processes electronic payments. The treasury system provides payment information to the credentialing system for which the fee/tax is paid. Various electronic payment methods are possible. States authorize electronic payment methods depending on regulations, capabilities, and experiences with individual payers.

SSRS
Single State Registration System. Carrier registration. The SSRS program was created to succeed the "bingo card" program administered by the Interstate Commerce Commission (ICC). The SSRS program is a base-state system whereby a motor carrier registers its interstate operating authority with, and provides proof of financial responsibility coverage to, one state (a base state) instead of multiple states. The base state then distributes the collected fees to other participating states in which the motor carrier's vehicles operate. State participation in the system was limited to those states participating in the bingo card program prior to January 1991. Transportation agencies in 38 states register interstate authorities under the single state registration system (SSRS).

In the generic CVISN state design, in addition to the normal registration functions, the SSRS will also provide carrier snapshot updates.

HazMat
Hazardous Material registration and permitting. Provides for registration to carry HazMat and issues HazMat permits. In the generic CVISN state design, in addition to the normal HazMat functions, the HazMat system also provides carrier snapshot updates.

3.3 Description of State Electronic Screening System Components

Table 3–3 lists the Electronic Screening System products in the generic CVISN state system design. The state should use this checklist to map the state's specific products to the generic components and to reflect the state's specific design.

Table 3–3. State Electronic Screening System Components

Commit Level (F/P/N)	System Name in Generic Design	System Name in Our State	Differences between Our State and the Generic Functions (+, -, none)	Comments
	Screening System			
	Roadside Operations			
	Sensor/Driver Communications			
	E-Screening Enrollment			

The paragraphs in this section describe the functions of each Electronic Screening System product in the generic CVISN state system design. The state should modify the paragraphs in this section to reflect its specific component names and functionality.

Each station's design is unique because of:

- State policy and practices
- Traffic flow, volume and number of lanes
- Available site space
- Legacy system characteristics
- Existing proprietary solutions
- Vintage of roadside and communications equipment
- Resources available for making changes

Screening System
Make pass/pull-in decision.

- Interface to sensor/driver communications system.
- Interface to Roadside Operations system (get snapshot summaries, send sensor data, send screening results).
- Sort vehicles on mainline or ramp using: sensor data, snapshot data, availability of inspector, operator configuration selections.
- Output screening results to tag via DSRC (includes driver notification).
- Control screening messages and signal lights.
- Configure screening based on operator control (via Roadside Operations system) data.
- Track vehicle through facility via tracking loops.

Roadside Operations
Process snapshots and control site traffic.

- Interface to CVIEW – get snapshot data.
- Support legacy operator interfaces [Static Scale, CDLIS, National Law Enforcement Telecommunications System (NLETS), Traffic Flow].
- Interface to electronic screening (send criteria, get screening results, get sensor data, send snapshot summaries).
- Interface to report activities from other roadside systems to infrastructure, and vice versa.
- On request, retrieve report data and display.
- Process snapshot data into local database.
- Allow operators to set/view screening criteria.
- Display sensor data to operator.
- Display snapshot data to operator.
- Display vehicle position data to operator (e.g., mainline, ramp, scale lane, inspection area).

Sensor/Driver Communications
Process vehicle measures and communicate via DSRC with driver.

- Weigh In Motion/Automatic Vehicle Classification
- Automatic Vehicle Identification (via DSRC)
- In-cab notification (via DSRC)
- Height detectors
- Static scales
- Variable message signs
- Signal lights

E-Screening Enrollment
This system is being prototyped in a few of the CVISN model deployment states. It will collect and evaluate requests from carriers to participate in electronic screening. It will provide the carrier with a mechanism to enroll in multiple electronic screening programs with a single application.

- Support the addition or removal of carriers and vehicles from e-screening programs.
- Process carrier's request for enrollment in one or more jurisdictions.
- For own jurisdiction, evaluate carrier according to published criteria.
- Process carrier's request for participation of vehicles in one or more jurisdictions. Collect sufficient information to correlate carrier, vehicle, and transponder.
- Update carrier snapshot to show carrier's request to participate in electronic screening in selected jurisdictions.
- Update carrier snapshot to show jurisdiction's acceptance/rejection.
- Update vehicle snapshot to show carrier's request to participate in electronic screening in selected jurisdictions.
- Update vehicle snapshot to show carrier, vehicle, and transponder IDs for jurisdictions as requested by the carrier.
- Update vehicle snapshots to show jurisdiction's acceptance/rejection of carrier that is associated with vehicle.
- Share snapshots with other jurisdictions as carrier requests.

See the *CVISN Guide to Electronic Screening* [Reference 10] for further information.

4. GENERIC DESIGN – CVISN CORE INFRASTRUCTURE SYSTEMS

This chapter describes CVISN Core Infrastructure Systems. This section is for information and requires no action by the state.

CDLIS
Commercial Driver License Information System. A nationwide linkage of state driver license systems, CDLIS allows quick access to license status and violation history for any CDL driver in North America. CDLIS is used during roadside inspections to identify drivers with revoked, suspended, or bogus licenses.

IRP Clearinghouse
International Registration Plan Clearinghouse. Administration of IRP base state agreement. The IRP Clearinghouse performs these major functions:

- Accepts recaps input from jurisdictions
- Computes balance due/owed to/from each jurisdiction
- Facilitates monthly funds transfer, supporting Electronic File Transfer (EFT)

For more information, contact Joan Kalvaitis at IRP, Inc., 703-908-5849 or jkalvaitis@aamva.org, http://www.aamva.org/irp/projects/mnu_proClearingHouse.asp.

IFTA Clearinghouse
International Fuel Tax Agreement Clearinghouse. Administration of IFTA base state agreement. The IFTA Clearinghouse performs these major functions:

- Responds to standard and ad hoc queries
- Transmittal data entry screens
- Tax Matrix and Reference table maintenance
- Accepts data (demographic and transmittal) submitted by clients
- Provides standard reports

For more information, contact Lonette Turner at IFTA, Inc., 480-839-4382 or lturner@iftach.org, http://www.iftach.org/index4.htm.

NMVTIS
National Motor Vehicle Titling Information System. This system is being developed by the American Association of Motor Vehicle Administrators (AAMVA). The initial focus is not on commercial vehicles. It is to provide a pointer to title information for all vehicles.

MCMIS
Motor Carrier Management Information System. The system is operated by the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA). According to Reference 12, MCMIS is the national data warehouse of safety performance information on interstate (and some intrastate) motor carriers. It is the authoritative source of safety information used to drive national motor carrier safety programs and to feed other information systems. MCMIS maintains a comprehensive record of the safety performance of the motor carriers and hazardous materials shippers who are subject to the Federal Motor Carrier Safety Regulations or Federal Hazardous Materials regulations. MCMIS is currently accessed directly by federal and state offices. Routine access to MCMIS data is provided by SAFER.

SAFER
Safety and Fitness Electronic Records system.
From Reference 15,

> "The SAFER System has been implemented as a component of ITS. One of its primary objectives is to increase the efficiency and effectiveness of the inspection process at the roadside. The SAFER System will provide carrier, vehicle and driver safety and credential information to fixed and mobile roadside inspection stations. This will allow roadside inspectors to focus their efforts on high-risk areas, i.e., selecting vehicles and/or drivers for inspection based on the number of prior carrier inspections and its safety and credential history. As a result, inspection resources are directed at drivers and vehicles associated with carriers with few prior inspections or poor safety records, while minimizing time spent inspecting carriers with many prior inspections and good safety histories. This will improve the overall cost effectiveness of the inspection process as well as provide an incentive to safe carriers.
>
> The SAFER System supports data exchange operations for US inter- and intrastate carriers, and for Canadian and Mexican intrastate carriers. SAFER will use other systems as its primary source of data, e.g., SAFETYNET and the Motor Carrier Management Information System (MCMIS). SAFER provides users electronic access to safety data via standard X12 Electronic Data Interchange (EDI) transactions relying on other projects/entities to develop custom user interfaces to construct the requests, and display/process the responses. Data will be replicated in SAFER's database only

when required to meet performance objectives. It is envisioned that SAFER will become the mechanism for all users to acquire information about a carrier's safety fitness…

The primary function of SAFER is to provide users timely, electronic access to safety and credential data via one or more wide area network (WAN) communication links. This information includes identity data about carriers, vehicles, and drivers, summaries of past safety performance histories (inspections, accidents, and other data) and supporting credential information needed to support electronic screening activities at the roadside, e.g., electronic cab card data, and summary IRP and IFTA data.

The SAFER system provides electronic access to carrier safety information to various third party users such as shippers, insurers, vehicle rental/leasing companies and carriers themselves.

SAFER provides users with either a summary safety record ("snapshot"), or a more detailed report. Two such reports are the carrier profile and vehicle/driver inspection reports. The system supports on-line query and response access to this information as well as proactive distribution of snapshots, allowing users to request that they be informed when the snapshot changes substantially. Users are able to request information related to specific carriers or vehicles by specifying certain selection criteria.

SAFER allows users to request, via subscriptions, that specific snapshots are sent to them automatically when substantial change in the data occurs. Users can specify the types of change that trigger transmission of subscription requests. To use SAFER, authorized users are required, at a minimum, to have a computer system and the ability to connect to a supported wide area network to make inquiries and receive responses. Users may wish to develop specific reporting applications tailored to their individual needs. All users, however, will receive from SAFER the same basic 'packet' of information in response to a query, i.e., a snapshot or report."

The SAFER Data Mailbox (SDM) component facilitates the exchange of information between roadside sites and administrative centers by acting as a temporary repository for data files and messages. In SAFER Version 4.2, a File Transport Protocol (FTP) interface supports the exchange of commercial carrier and vehicle safety and supporting credentials information using eXtensible Markup Language (XML).

Licensing & Insurance
Register financial responsibility for interstate carriers. The former Interstate Commerce Commission's (ICC) Licensing and Insurance (L&I) system maintains a comprehensive record of the financial responsibility of motor carriers in order to ensure that they meet the minimum insurance requirements for the activities in which they are engaged. The system is now maintained and operated by the FMCSA. If a motor carrier desires to engage in an activity covered by the financial responsibility regulations, it must provide proof of proper insurance coverage. The carrier's detailed insurance information is maintained in the L&I system along with indicators of its over-all status. When the carrier's insurance profile changes (for instance, when an insurance policy is canceled) the insurance provider informs FMCSA and the system is updated. The L&I information is provided to the public through a variety of mechanisms, including telephone response systems, SAFER subscriptions, and the L&I Web page.

Compliance Review (e.g., CAPRI)
Carrier Automated Performance Review Information. Compliance Reviews are on-site reviews of carriers and hazardous material shippers that cover compliance with critical parts of the Federal Motor Carrier Safety Regulations. The software that supports the electronic capture of compliance review data is called Carrier Automated Performance Review Information (CAPRI). CAPRI includes worksheets for collecting hours of service data, driver qualification data, and drug and alcohol compliance data. It creates preliminary carrier safety fitness ratings and other reports for the motor carrier. Currently, CAPRI transmits completed compliance reviews to SAFETYNET via floppy disk transfer, or, if in a local area network environment, by storing a completed compliance review on a designated disk drive that SAFETYNET accesses directly. Future plans include being able to transfer compliance reviews from CAPRI to SAFETYNET via the SAFER Data Mailbox. This product was developed and is maintained by FMCSA. All federal staff and most states use CAPRI software.

Query Central
Query Central is a Web-based intelligent query system that combines several existing query systems [ISS, CDLIS, PIQ, Performance and Registration Information Systems Management (PRISM), L&I] and new data systems (Mexican CDL and carrier registration) into one system with a single, simple user interface with advanced drill-down and inferential functionality. It is a third generation query system that will access motor carrier safety information for state and federal law enforcement personnel. Query Central operates as a Web site on the FMCSA Intranet or via Virtual Private Network (VPN) on the Internet. It links directly to the SAFER and L&I databases, and via XML to CDLIS and the Mexico's databases.

5. GENERIC DESIGN – CARRIER SYSTEMS

The chapter describes Carrier Systems. This section is for information and requires no action by the state.

Credentialing System (e.g., CAT)
Apply for and receive responses about credentials; file fuel tax returns. A stand-alone Carrier Automated Transactions (CAT) system is one possible design solution. Another is a "CAT Module" that is integrated into a larger freight and fleet management system (FMS). The credentialing system performs such functions as:

- Data entry screens for credential applications and fuel tax filing
- Validate application
- Specify payment method
- Get latest fuel tax tables
- Compute fees (some, not all)
- Print applications
- Translate to/from EDI/XML/other transaction
- Initiate payments through banks (future)
- Send transactions
- Receive transactions
- Acknowledge transactions
- Print credentials, if authorized
- Archive transactions

Internet Tools (e.g., Browser)
Via Internet browser, access governmental or private Web sites to apply for and receive responses about credentials, file fuel tax returns, and perform other CV-related functions. Many CVISN states have chosen to use Internet-based credentialing solutions. See the description under Web site in Chapter 3.

Other Carrier Systems

Other elements of fleet and freight management. Carriers have many systems to help them do business. To date, no specific electronic state or CVISN Core Infrastructure interfaces with these carrier activities have been defined. The applications address activities in such areas as:

- Business Operations
  - Accounting and finance
  - Purchasing
  - Billing
  - Human resources and payroll
  - Asset management
  - Management information
  - Planning and forecasting
- Customer Service
  - Sales
  - Scheduling
  - Load matching
  - Order processing
  - Shipment inquiry
- Fleet Management
  - Routing and dispatch
  - Equipment ID and tracking
  - Shipment ID and tracking
  - Driver management
  - Maintenance
  - Safety management

6. REFERENCES

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7. CHANGE REQUESTS INCORPORATED INTO PREVIOUS VERSIONS

Version V1.0 of the document incorporated revisions related to these change requests:

- CR 313 – Disapproved (EDI interface for IRP CH)
- CR 827 – Snapshot update views & control, esp. how SAFER & CVIEW should handle data from multiple sources
- CR 1047 – Update CVISN to include Archived Data User Service
- CR 1048 – Update CVISN for Web sites and XML for Credentialing
- CR 1084 – Update Design Template and Stakeholder View
- CR 1159 – Update DSRC references
- CR 1164 – Clarify interface options (EDI, XML, Web, other) for Safety
- CR 1171 – Use Snapshots for E-Screening in Automated Process
- CR 1172 – Clarify & complete concepts and requirements for E-Screening Enrollment
- CR 1204 – Improve format and guidance in the COACH Part 3

8. CHANGE REQUESTS INCORPORATED INTO THE CURRENT VERSION

In January 2002, APL transitioned to a new tool for Configuration Management. The change request numbering was reinitialized; hence CR numbers have wrapped around.

The effect of each CR incorporated into **Version 2.0** of the document is briefly described below

- CR 71 (old CR 1508) – CVIEW does not store inspection reports – clarification
  - Added explanations under CVIEW in Section 3.1
- CR 77 (1662) – SAFER (Safety and Fitness Electronic Records) now stores Inspection Reports for 60 days (superseded by CR 2410)
  - The text was updated to reflect the change from 45 to 60 days
- CR 84 – Address Commercial Vehicle Information Exchange Window (CVIEW) in *COACH Part 1*
  - Added item A.2.9 to Table A.2–1 to address CVIEW requirement (to match COACH Part 1)
- CR 91 – Intrastate data exchange within state is Level 1
  - Two table entries in Item A.1.5 of Table A.1-1 were changed from E to L1 (to match COACH Part 1)
- CR 93 – Clarify *COACH Part 1*
  - Changes to the structure and wording were implemented to simplify the text and increase readability (to match COACH Part 1)
- CR 94 – Eliminate confusing “L1;E” Req Level in *COACH Part 1*
  - Text was added to the introductory paragraphs of Appendices A.1 and A.3 to clarify the difference between Level 1 and Enhanced activities related to credentialing interfaces (to match COACH Part 1)

- CR 95 – Update Dedicated Short Range Communication (DSRC) “sandwich” spec guidance
  - In Appendix A.4, the requirements related to the DSRC equipment were updated to reflect the uncertainty of action on the rulemaking for the sandwich specification. The language was simplified and clarified (to match COACH Part 1)
- CR 96 – Remove item 4.4.3 regarding interoperability policies from Table 4.4–2 in *COACH Part 1*
  - The item was deleted from the Table A.4-1: (to match COACH Part 1)
    “Implement interoperability policies as they are developed by ITS America, the American Association of State Highway Transportation Officials, HELP, Inc., MAPS, Advantage CVO, I-95 Corridor Coalition, and the Commercial Vehicle Safety Alliance.”
- CR 97 – Add use of credentials and safety data to e-screening requirements
  - Two Level 1 sub-items were added to Table A.4–1, item A.4.4 (to match COACH Part 1)
- CR 182 – Update documentation to reflect CVISN Level 1 Checklist
  - In item A.1.3 of Table A.1–1, change “standards” to “open standards” (to match COACH Part 1)
  - In item A.2.2 of Table A.2–1, separate intrastate and interstate requirements into two sub-items (to match COACH Part 1)
  - In items A.3.9 and A.3.11 of Table A.3–1, change “EDI standards” to “available interface” (to match COACH Part 1)
- CR 895 – Query Central needs to be added to the list of CVISN Core Infrastructure systems
  - Added Query Central to the Generic State CVISN Diagram
  - Added Query Central paragraph to Section 4
- CR 1992 – CVISN “Level 1” changed to CVISN “Core”
  - Add explanatory paragraph to page ii

- CR 2137 – COACH 3 – cleanup
  - Update References format
  - Expand acronyms
  - XML as a current (as opposed to future) capability
  - Adopt the COACH Part 1 L1/E/C requirement level in the appendices' tables – these changes are not shown in the CR column
  - Use "X" as the requirement level for design components not considered essential to achieve CVISN Core (Level 1) functionality in the appendices' tables – these changes are not shown in the CR column
- CR 2410 – SAFER has been changed to store inspection reports (IRs) for 90 days rather than 60 days. It will eventually be changed to store IRs for 120 days. (Supersedes CR 77)
  - The text was updated to "temporary storage" instead of specifying the exact number of days

APPENDIX A. ALLOCATION OF STATE SYSTEMS DESIGN REQUIREMENTS

Tables in Chapter 4 of the *COACH Part 1* listed the top-level requirements for the design of state systems in four categories:

- General
- Safety Information Exchange and Safety Assurance
- CV Credentials Administration
- Electronic Screening

In this chapter, the generic CVISN state design is summarized in a series of checklist tables, each of which corresponds to a table from *COACH Part 1*.

The first and second columns ("Item #" and "Compatibility Criteria") in each table come from the *COACH Part 1* Chapter 4 tables; these are the top-level requirements. The remaining columns correspond to components of the generic state design. The compatibility requirement level (L1, E, or C) in a cell indicates that the compatibility criterion is fulfilled in part or in whole by that component of the generic CVISN state design, and in what timeframe the criterion is expected to be implemented. An X in a cell indicates that the compatibility criterion should be implemented for that component of the generic CVISN state design, but the time frame is unspecified. Generally these components are not considered essential to achieve CVISN Core (Level 1) functionality. If the item has been changed since the last revision, the next to last column indicates the Change Request (CR) number for the CR that triggered the document update. A list of all CRs incorporated in this revision is included on the back of the title page. The last column provides a place for state-specific comments.

The columns of the checklist tables in this chapter must be modified by the state before they can be completed. In its own version of this document, each state should use the state-specific product names in the columns and/or add/delete design component columns. The completed checklists in Tables 3–1 through 3–3 of Chapter 3 contain the list of state-specific system components that should be used to modify the tables in this chapter.

Here is an example of how a state might lay out the columns. Suppose that the state's completed Tables 3–1 through 3–3 are as shown in Figures A–1 through A–3 below:

Commit Level (F/P/N)	System Name in Generic Design	System Name in Our State	Differences between Our State and the Generic Functions (+, -, none)	Comments
F	SAFETYNET	SAFETYNET	none	
F	Inspections - ASPEN	ASPEN	none	
N	Inspections - ISS			
N	Inspections - PIQ			
F	CVIEW	CVIEW	none	
N	Citation & Accident			
N	Compliance Review - CAPRI			

Figure A–1. Example of Completed Table 3–1 State Safety Information Exchange and Safety Assurance System Components

Commit Level (F/P/N)	System Name in Generic Design	System Name in Our State	Differences between Our State and the Generic Functions (+, -, none)	Comments
F	Web Site	Web Site	-	Will not enable users to print credentials
F	Credentialing Interface	Credentialing Interface	+	Sends snapshots to CVIEW for IFTA and IRP check flag updates
P	IFTA Registration	IFTA Registration	-	Will not provide snapshot updates
F	IFTA Tax Filing	IFTA Tax Filing	none	
P	IRP	MIRP	-	Will not provide snapshot updates
F	Intrastate Vehicle Registration	Titling and Registration	+	Same system for titling and registration
N	OS/OW			
F	Titling	Titling and Registration	none	Same system for titling and registration
N	CDL/DL			
N	Treasury System			
N	SSRS			
N	HazMat			
		MVA database		Data repository for all CV credentials administration processes

Figure A–2. Example of Completed Table 3–2 State CV Credentials Administration System Components

Commit Level (F/P/N)	System Name in Generic Design	System Name in Our State	Differences between Our State and the Generic Functions (+, -, none)	Comments
F	Screening System	Screening System	none	
F	Roadside Operations	Roadside Operations	none	
F	Sensor/Driver Communications	Sensor/Driver Communications	none	
F	E-Screening Enrollment	E-Screening Enrollment	none	

Figure A–3. Example of Table 3–3 State Electronic Screening System Components

Note that two CV credentials administration components have been combined (Titling and Registration) and that a new component has been added (MVA Database).

Next, re-label the columns in the checklist tables (Tables A.1–1 through A.4–1) and delete the columns the state is not using.

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.1.1	Adopt standard identifiers for carriers, vehicles, drivers, and transponders to support information exchange.	L1	L1	L1	X	L1	L1	L1	L1	L1	L1	C	X	X	X		X	X	L1	L1	L1	L1		

Figure A–4. Example of Generic Requirements Allocation Checklist

The generic layout shown in Figure A–4 is replaced by a specific state layout, as shown in Figure A–5.

Item #	Compatibility Criteria	SAFETYNET	ASPEN	CVIEW	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	MIRP	Titling and Registration	MVA Database	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.1.1	Adopt standard identifiers for carriers, vehicles, drivers, and transponders to support information exchange.	L1	L1	L1	L1	L1	L1	L1	L1	X	X	L1	L1	L1	L1		

Figure A–5. Example of State-Specific Requirements Allocation Checklist

The state should not change the compatibility requirement level in the cells, but, if the state is not fully committed to meeting that level, that may be indicated in the Comments column. The state may use the Comments column for many reasons, such as to clarify what functions are performed by each marked component if a row implies support from multiple components or to qualify the compatibility criteria statement. This is shown in Figure A–6.

Item #	Compatibility Criteria	SAFETYNET	ASPEN	CVIEW	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	MIRP	Titling and Registration	MVA Database	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.4.4	At one or more sites, provide electronic mainline or ramp screening for transponder-equipped vehicles, and clear for bypass if carrier & vehicle were properly identified and screening criteria were passed.												L1	L1	L1	CR 93	
1	For transponder-equipped vehicles, identify carrier at mainline or ramp speeds.												L1	L1	L1		
2	For transponder-equipped vehicles, identify vehicle at mainline or ramp speeds.												L1	L1	L1		
3	Use Weigh-In-Motion (WIM) or weight history at mainline speed or on the ramp in making screening decisions.												L1	L1	L1		Will use WIM, not weight history.

Figure A–6. Example of use of Comments Column in Generic Requirements Allocation Checklist

The “compatibility requirement level” codes in each column should be marked by the state in some way to reflect the “firmness” of the state’s plans. If the state maintains its master copy of this document electronically, the following font conventions are recommended:

- *Italics type*: Tentative, not approved by the final decision makers
- Regular type: Approved by the decision makers (or supported by consensus)
- **Bold type**: Completed

A.1 Allocation of General State Systems Design Requirements

The general state systems design requirements are allocated to all the systems that support the functions described by the compatibility criteria in Table A.1–1.

FMCSA's policy on electronic credentials administration between motor carriers and states is:

- FMCSA requires that states implement either a person-to-computer or a computer-to-computer interface.
- FMCSA recommends that states survey their stakeholders to determine whether both interfaces would be appropriate.
- FMCSA encourages the exploration of eXtensible Markup Language (XML) as an alternative to X12 EDI for computer-to-computer interfaces between carriers and states.

This is a policy regarding CVISN Level 1. If a state chooses to implement only a person-to-computer credentialing approach, then implementation of a computer-to-computer interface is considered an Enhanced capability. Similarly, if a state chooses to implement only a computer-to-computer credentialing approach, then implementation of a Web-based interface is considered an Enhanced capability. The tables in this section have been updated accordingly.

The state should replace the component columns with the columns from its own layout, as described above, before completing the checklist.

The state should not change the compatibility requirement level in the cells, but, if the state is not fully committed to meeting that level, that may be indicated in the Comments column.

Table A.1–1. Allocation of General State Systems Design Requirements Checklist

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.1.1	Adopt standard identifiers for carriers, vehicles, drivers, and transponders to support information exchange.	L1	L1	L1	X	L1	L1	L1	L1	L1	L1	C	X	X	X		X	X	L1	L1	L1	L1		Note: All systems should eventually adopt standard identifiers.
1	Adopt standard identifiers for interstate carrier, vehicle, driver, and transponder.	L1	L1	L1	X	L1	L1	L1	L1	L1	L1		X	X	X		X	X	L1	L1	L1	L1		
2	Adopt standard identifiers for intrastate carrier, vehicle, driver, and transponder.	C	C	C	C	C	C	C				C	C	C	C			C	C	C	C	C		
A.1.2	Use the World Wide Web for person-to-computer interactions between private citizens and state information systems.			L1	X		L1	L1	L1	L1	L1			X	L1		X					L1	94	

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.1.3	Use open standards for computer-to-computer exchange of information with other jurisdictions and with the public.			L1	X		L1	L1	L1	L1	L1			X	L1		X						94	
1	Use open standards[1] for transactions between state information systems and private systems (CV operators, insurance companies, etc.).						L1	L1															94 182	
2	Use open standards for transactions between state information systems and CVISN Core Infrastructure systems, where available.			L1	X				L1	L1	L1			X	L1		X						94 182	
3	Use XML standards for transactions between state information systems and private systems (CV operators, insurance companies, etc.)						E	E																

[1] Open standards are publicly available specifications or standards that promote interoperability.

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.1.4	Ensure that all information transfers, fee payments, and money transfers are authorized and secure, through access control and encryption.	L1	L1	L1	X	L1	L1	L1	L1	L1	L1	X	X	X	X	L1	X	X	L1	L1	L1	L1	93	
A.1.5	Exchange safety and credentials data electronically within the state to support credentialing, safety, and other roadside functions. Where useful, exchange snapshots.	L1	L1	L1	X	L1	L1	L1	L1	L1	L1	L1	X	X	C	L1	X	X	L1	L1		L1		
1	Data for interstate carriers	L1	L1	L1	X	L1	L1	L1	L1	L1	L1					L1	X	X	L1	L1		L1		
2	Data for interstate vehicles	L1	L1	L1	X	L1	L1	L1			L1		X	X		L1			L1	L1		L1		
3	Data for intrastate carriers	L1	L1	L1	X	L1	L1	L1								L1			L1	L1		L1	91	
4	Data for intrastate vehicles	L1	L1	L1	X	L1	L1	L1				L1	X	X		L1			L1	L1		L1	91	
5	Data for drivers	C	C	C	C										C	C			C	C				
A.1.6	Demonstrate technical interoperability by performing Interoperability Tests.	L1	L1	L1	X		L1	L1	L1	L1	L1	X	X	X	X		X	X	L1	L1	L1	L1		
A.1.7	Support electronic payments.						E	E	E	E	E	E	E	E		E	E	E				E		
A.1.8	Receive, collect, and archive relevant CVO data for historical, secondary, and non-real-time uses.						E	E	E	E	E	E	E	E		E	E	E				E		

A.2 Allocation of State Safety Information Exchange and Safety Assurance Systems Design Requirements

Requirements from the *COACH Part 1* Table 4.2–1 are allocated to specific products in Table A.2–1 below. The state should replace the component columns with the columns from its own layout, as described above, before completing the checklist.

Table A.2–1. Allocation of State Safety Information Exchange and Safety Assurance Systems Design Requirements Checklist

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.2.1	Use ASPEN (or equivalent) at all major inspection sites.	L1	L1	L1															L1	L1	C			
1	Select vehicles and drivers for inspection based on availability of inspector, standard inspection selection system, vehicle measures, and random process, as statutes permit.		L1																L1	L1				
2	Report interstate inspections to MCMIS via SAFETYNET.	L1	L1	L1																				
3	Report intrastate inspections to SAFETYNET.	L1	L1	L1																				
4	Submit interstate and intrastate inspections for temporary storage to SAFER.		L1	L1																			2410	

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
5	Periodically check OOS orders issued in the state to focus enforcement and safety assurance activities.	E																						
6	To assist in inspection, use DSRC to retrieve summary vehicle safety sensor data, if driver allows and vehicle is properly equipped.		C																		C			
7	To assist in inspection, use DSRC to retrieve driver's daily log, if driver allows and vehicle is properly equipped.		C																		C			
8	Use electronically-generated driver's daily log, if driver offers, as an alternative to a manually-maintained log during an inspection.		C																		C			
A.2.2	SAFETYNET submits inspections reports to SAFER.	L1																					182	
1	SAFETYNET submits interstate inspection reports to SAFER.	L1																					182	
2	SAFETYNET submits intrastate inspection reports to SAFER.	L1																					182	

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.2.3	Maintain snapshots (or equivalent information) for operators based in the state and make available to within-state information systems and authorized users.			E																			93	
1	For any given snapshot, there is only one authoritative source (or group of authoritative sources, such as ASPEN units) for each field in that snapshot.			E																				
2	Allow only the authoritative source to update a snapshot data field, with the following exception: A “super user” can update any field. An audit trail should be maintained to record super user updates.			E																				
3	Validate the data source through some industry-standard means [account ID, Internet Protocol (IP) address, password, security keys, . . .].			E																			93	

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
4	Reject updates attempted by any system other than the authoritative source or a super user with a code explaining why. The rejection transaction should be returned to the sender in a timely fashion. The rejection should be logged for the snapshot system administrator to review.			E																				
A.2.4	Use CAPRI (or equivalent) for compliance reviews.	L1				L1																		
1	Report interstate compliance reviews to MCMIS via SAFETYNET.	L1				L1																		
A.2.5	Collect, store, analyze, and distribute citation data electronically.	E		E	E																			
1	Report citations for interstate operators to MCMIS via SAFETYNET.	E		E	E																			

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.2.6	Collect, store, analyze, and distribute crash data electronically.	E		E	E																			
1	Report interstate crashes as required to MCMIS via SAFETYNET.	E		E	E																			
A.2.7	Compute carrier safety risk rating for intrastate carriers based on safety data collected.	E																						
A.2.8	Identify high risk drivers based in the state through regular performance evaluation of various factors such as license status, points, and inspections.	C																						
A.2.9	Implement the CVIEW (or equivalent) system for exchange of intrastate and interstate data within state and connection to SAFER for exchange of interstate data through snapshots – OR – utilize the SAFER option for exchange of inter- and intrastate data through snapshots.			L1																			84	

A.3 Allocation of State CV Credentials Administration Systems Design Requirements

Requirements from the *COACH Part 1* Table 4.3–2 are allocated to specific products in Table A.3–1. The state should replace the component columns with the columns from its own layout, as described above, before completing the checklist.

FMCSA's policy on electronic credentials administration between motor carriers and states is:

- FMCSA requires that states implement either a person-to-computer or a computer-to-computer interface.
- FMCSA recommends that states survey their stakeholders to determine whether both interfaces would be appropriate.
- FMCSA encourages the exploration of eXtensible Markup Language (XML) as an alternative to X12 EDI for computer-to-computer interfaces between carriers and states.

This is a policy regarding CVISN Level 1. If a state chooses to implement only a person-to-computer credentialing approach, then implementation of a computer-to-computer interface is considered an Enhanced capability. Similarly, if a state chooses to implement only a computer-to-computer credentialing approach, then implementation of a Web-based interface is considered an Enhanced capability. The tables in this section have been updated accordingly.

When building a credentialing system, it is useful to think about the process of electronic screening enrollment as part of the design criteria. The allocation of requirements for Electronic Screening Enrollment have been moved to the section on Electronic Screening, since the enrollment would not occur unless operators wanted to participate in electronic screening.

Table A.3–1. Allocation of State CV Credentials Administration Systems Design Requirements Checklist

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.3.1	Support electronic credentialing (electronic submission of applications, evaluation, processing, and application response) for IRP.			L1			L1	L1			L1					L1								
1	Provide a Web site for a person-to-computer process. (Either a Web-based or a computer-to-computer interface is required for L1.)			L1			L1	L1			L1					L1							94	
2	Provide a computer-to-computer automated process. (Either a Web-based or a computer-to-computer interface is required for L1.)			L1				L1			L1					L1							94	
2a	Use EDI standards to provide a computer-to-computer automated process.			L1				L1			L1					L1							94	
2b	Use XML standards to provide a computer-to-computer automated process.			E				E			E					E								

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.3.2	Proactively provide updates to vehicle snapshots as needed when IRP credentials actions are taken.			L1							L1													
1	Interface to SAFER for interstate vehicle snapshots, using available SAFER interface.			L1							L1													
A.3.3	Proactively provide updates to carrier snapshots as needed when IRP credentials actions are taken.			L1							L1													
1	Interface to SAFER for interstate carrier snapshots, using available standards.			L1							L1													
A.3.4	Provide IRP Clearinghouse with IRP credential application information (recaps).										L1													
A.3.5	Review fees billed and/or collected by a jurisdiction and the portion due other jurisdictions (transmittals) as provided by the IRP Clearinghouse.										L1													
A.3.6	Support electronic state-to-state fee payments via IRP Clearinghouse.										L1					L1								

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.3.7	Support electronic credentialing (electronic submission of applications, evaluation, processing, and application response) for IFTA registration.			L1			L1	L1	L1							L1								
1	Provide a Web site for a person-to-computer process. (Either a Web-based or a computer-to-computer interface is required for L1.)			L1			L1	L1	L1							L1							94	
2	Provide a computer-to-computer automated process. (Either a Web-based or a computer-to-computer interface is required for L1.)			L1				L1	L1							L1							94	
2a	Use EDI standards to provide a computer-to-computer automated process.			L1				L1	L1							L1							94	
2b	Use XML standards to provide a computer-to-computer automated process.			E				E	E							E								
A.3.8	Proactively provide updates to carrier snapshots as needed when IFTA credentials actions are taken or tax payments are made.			L1					L1	L1														
1	Interface to SAFER for interstate carrier snapshots, using available SAFER interface.			L1																				

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.3.9	Provide IFTA Clearinghouse with IFTA credential application information using available interface.								L1														182	
A.3.10	Support electronic tax filing for IFTA quarterly fuel tax returns.			L1			L1	L1		L1						L1								
1	Provide a Web site for a person-to-computer process. (Either a Web-based or a computer-to-computer interface is required for L1.)			L1			L1	L1		L1						L1							94	
2	Provide a computer-to-computer automated process. (Either a Web-based or a computer-to-computer interface is required for L1.)			L1				L1		L1						L1							94	
2a	Use EDI standards to provide a computer-to-computer automated process.			L1				L1		L1						L1							94	
2b	Use XML standards to provide a computer-to-computer automated process.			E				E		E						E								

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.3.11	Provide information on taxes collected by own jurisdiction and the portion due other jurisdictions (transmittals) to the IFTA Clearinghouse using available interface.									L1													182	
A.3.12	Download for automated review the demographic information from the IFTA Clearinghouse.									L1														
A.3.13	Download for automated review the transmittal information from the IFTA Clearinghouse.									L1														
A.3.14	Retrieve IFTA tax rate information electronically from IFTA, Inc.							L1		L1														
A.3.15	Support electronic credentialing (electronic submission of applications, evaluation, processing, and application response) for other credentials.			E			E	E				E	E	E		E	E	E						
1	Interstate carrier registration (e.g., SSRS)			E			E	E								E	E						93	
2	Intrastate carrier registration (e.g., SSRS)			E			E	E								E	E						93	
3	Vehicle title			E			E	E						E		E								
4	Intrastate vehicle registration			E			E	E				E				E								

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
5	HazMat credentialing /permitting, if such credentials/permits are required by state law.			E			E	E								E		E						
6	Oversize/overweight permitting.			E			E	E					E			E								
A.3.16	Proactively provide updates to vehicle snapshots as needed when credentials actions are taken.			E								E	E	E										
1	Vehicle title			E										E										
2	Intrastate vehicle registration			E								E												
3	Oversize/overweight permitting.			E									E											
A.3.17	Proactively provide updates to carrier snapshots as needed when credentials actions are taken.			E									E				E	E						
1	Interstate carrier registration			E													E							
2	Intrastate carrier registration			E																				
3	HazMat credentialing/permitting, if such credentials/permits are required by state law.			E														E						
4	Oversize/overweight permitting.			E									E											

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.3.18	Allow CV operators, government-operated, or third party systems to submit one or more applications in a single transaction.						E	E	E		E	E	E	E	E		E	E						Expect to handle multiple transactions for a single kind of credential (e.g., IRP).
A.3.19	Provide commercial driver information to other jurisdictions via CDLIS.														L1									
A.3.20	Evaluate carrier safety performance prior to issuing vehicle registration renewal (i.e., support PRISM processes or equivalent).			E					E		E	E	E				E	E				E		
A.3.21	Allow carriers to provide information for audits electronically.									C	C	C												
A.3.22	Provide titling information to other jurisdictions via NMVTIS.													C										
A.3.23	Provide revoked IFTA motor carrier information to other jurisdictions via State On-line Enforcement System (STOLEN).								C															

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.3.24	Accept electronic credential and supporting electronic documentation, in lieu of paper versions.		C	C	C				C		C	C	C	C	C		C	C		C		C		
A.3.25	Proactively provide updates to driver snapshots as needed when credentials actions are taken.			C											C									
1	Interface to SAFER for driver snapshots, using available SAFER interface.			C											C									

A.4 Allocation of State Electronic Screening Systems Design Requirements

Requirements from the *COACH Part 1* Table 4.4–2 are allocated to specific products in Table A.4–1 below. The state should replace the component columns with the columns from its own layout, as described above, before completing the checklist.

The allocation of requirements for Electronic Screening Enrollment is included in this section.

Table A.4–1. Allocation of State Electronic Screening Systems Design Requirements Checklist

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.4.1	Follow FHWA guidelines for DSRC equipment.																		L1		L1			
1	"For the immediate future, all CVO and Border Crossing projects will continue to utilize the current DSRC configuration employed by the programs. This is the "American Society for Testing and Materials (ASTM) version 6" active tag. (The DSRC provisional standard is defined in the FHWA specification [Reference 23].)																		L1		L1			

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2	Be prepared to transition to the sandwich specification after rulemaking is complete. (See Notice of Proposed Rulemaking (NPRM) regarding DSRC in ITS CVO [Reference 16].)																		E		E		95	
2a	The new ASTM Physical Layer in the active mode [Reference 24].																		E		E		95	
2b	The existing ASTM Version 6 Data Link layer in the synchronous mode [Reference 25].																		E		E		95	
2c	and the Institute of Electrical and Electronics Engineers (IEEE) 1455 Application Layer [Reference 26].																		E		E		95	
A.4.2	Use snapshots updated by a SAFER/CVIEW subscription in an automated process to support screening decisions.			L1															L1	L1				
1	Carrier snapshots.			L1															L1	L1				
2	Vehicle snapshots.			L1															L1	L1				
3	Driver snapshots.			C															C	C				
A.4.3	Requirement deleted.																						96	
1	Requirement deleted.																						96	

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.4.4	At one or more sites, provide electronic mainline or ramp screening for transponder-equipped vehicles, and clear for bypass if carrier & vehicle were properly identified and screening criteria were passed.																		L1	L1	L1		93	
1	For transponder-equipped vehicles, identify carrier at mainline or ramp speeds.																		L1	L1	L1			
2	For transponder-equipped vehicles, identify vehicle at mainline or ramp speeds.																		L1	L1	L1			
3	Use WIM at mainline speed or on the ramp, or weight history in making screening decisions.																		L1	L1	L1			
4	Use safety data from snapshots and other sources.																		L1	L1	L1		97	
5	Use credentials data from snapshots and other sources.																		L1	L1	L1		97	
6	Record screening event data.																		E	E	E			
7	For transponder-equipped vehicles, identify driver at mainline or ramp speeds.																		C	C	C			

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.4.5	Carrier enrollment: Collect from the carrier a list of jurisdictions and/or e-screening programs in which it wishes to participate. Inform those jurisdictions and/or e-screening programs.																					L1	93	
A.4.6	Vehicle enrollment: Collect from the carrier a list of the vehicles for each jurisdiction and/or e-screening program. Inform those jurisdictions and/or e-screening programs.																					L1	93	
A.4.7	Record transponder number and default carrier ID for each vehicle that intends to participate in e-screening.																					L1		
A.4.8	Share carrier ID for each carrier that intends to participate in e-screening with other jurisdictions and/or e-screening programs as requested by the carrier.			E																		L1		
1	Share the information via SAFER snapshots			E																		E	93	

Item #	Compatibility Criteria	SAFETYNET	Inspections	CVIEW	Citation & Accident	Compliance Review	Web Site	Credentialing Interface	IFTA Registration	IFTA Tax Filing	IRP	Intrastate Veh Registr	OS/OW	Titling	CDL/DL	Treasury System	SSRS	HazMat	Screening System	Roadside Operations	Sensor/Driver Comm	E-Screening Enrollment	CR #	Comments
A.4.9	Share transponder number and default carrier ID for each vehicle that intends to participate in e-screening with other jurisdictions, e-screening programs, or other agencies as requested by the carrier.			(E)																		L1		
1	Share the information via SAFER snapshots			E																		E	93	
A.4.10	Accept each qualified vehicle already equipped with a compatible transponder into your e-screening program without requiring an additional transponder.																					L1		
A.4.11	Enable the carrier to share information about the transponder that you issue with other jurisdictions, e-screening programs, or agencies.																					L1		
A.4.12	Verify credentials/safety information with authoritative source prior to issuing citation.		L1	L1	X				L1		L1	X	X	X	X		L1	X		L1				

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A.4.13	If a vehicle illegally bypasses or leaves the CV check station, alert law enforcement for possible apprehension.																		C	C				
A.4.14	Report periodically to state safety information system on the activities conducted at each station (e.g., statistics).																		C	C				