

Midwest CVO Mainstreaming



Kansas Missouri Nebraska South Dakota

Prepared for
Midwest Mainstreaming Consortium

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May 31, 1998

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This executive summary provides an overview of the Midwest Mainstreaming Regional Business Plan. The “Introduction” describes the Intelligent Transportation Systems for Commercial Vehicle Operations (ITS/CVO) program and defines the purpose of this plan. “Multi-State Initiatives” describes the action items set forth by the regional consortium. “Regional Goals and Objectives” clarifies the role of the region in ITS/CVO program development. This is followed by a summary of “Issues and Opportunities” that were identified both in the state business planning process and in regional consortium meetings. Finally, the “Regional Mainstreaming Plan” describes the role of the region and the regional champion in meeting the Federal Highway Administration’s ITS/CVO deployment strategy.

The Midwestern states of Kansas, Nebraska, Missouri, and South Dakota are significant contributors to the United States agricultural economy. Together these states export commodities valued at \$259 billion annually, or almost 6 percent of commodities produced within the United States (*1993 Commodity Flow Survey*), while making up only 3.9 percent of the population. Because these Midwest states can also be characterized as rural, the motor carrier industry is of particular importance, providing an integral link between producers and their markets. Of all commodities originating in the region, 77 percent are transported by truck.

Throughout the region, state agencies responsible for the regulation of motor carriers strive to maintain the highest safety standards and to protect the citizenry’s investment in transportation infrastructure. States must also strive to control the cost of regulation both for the motor carrier industry and for the taxpayer. Toward these ends, the Regional ITS/CVO Coordination Plan and the individual state ITS/CVO business plans provide for the use of information and communication technology to improve the effectiveness and the efficiency of Commercial Vehicle Operations regulation.

The Federal Highway Administration’s Office of Motor Carriers has undertaken an ITS/CVO program to promote the deployment of ITS/CVO technology and to ensure that information can be shared electronically among states. At the center of the ITS/CVO program is the Commercial Vehicle Information Systems and Networks (CVISN) initiative. CVISN provides a national architecture, a set of national standards, and a consistency assurance process to ensure compatibility. The Midwest Mainstreaming ITS/CVO Coordination Plan outlines the region’s strategy for meeting the requirements set forth by the FHWA.

The plan was developed by the Midwest Commercial Vehicle Operations Mainstreaming (M-CVO-M) consortium. The consortium consists of state

INTRODUCTION

agency officials involved in the enforcement and/or regulation of commercial vehicle operations, Federal Highway Administration Office of Motor Carrier representatives, and motor carrier industry representatives from each of the member states.

To enable the implementation of interoperable, nationwide ITS/CVO services, the regional coordination plan

- Defines multi-state technical initiatives that will address issues common to two or more states
- Identifies areas where coordination is needed among individual state deployment activities, therefore creating opportunities for the states to share “lessons learned”
- Describes future activities of the regional forum and its regional champion
- Ensures coordination with other regions and the national ITS/CVO program

Multi-State Projects

Although participation, time lines and funding will be determined by each state individually, the Midwest Mainstreaming consortium members have agreed in principal to coordinate their efforts on the following initiatives.

Electronic Screening

Interoperability Agreement

At the Midwest Mainstreaming quarterly meeting held January 24, 1998, consortium members chose to endorse AASHTO’s Policy Resolution PR 14-97 “Commercial Vehicle Electronic Screening Interoperability” (included as Appendix 1).

Electronic Screening Product and Service Review

Over the summer of 1998, representatives from Help Incorporated, Lockheed Martin, Transcore, International Road Dynamics, and Advantage CVO accepted invitations to present information on electronic screening business models and, for Transcore and International Road Dynamics, to describe their products and services. Through these presentations, the Midwest Mainstreaming Consortium develop a better understanding of current offerings and opportunities.

Regional Screening Program

Kansas, Nebraska, and Missouri, the Turnpike Authorities of Kansas and Oklahoma, representatives of the motor carrier associations in each state, and the Owner Operator Independent Drivers Association are in the process of creating a Memorandum of Understanding. The objective of the

memorandum is to build upon the current and significant populations of transponder equipped vehicles in the region in the development of an electronic screening program.

Safety Assurance

Remote Enforcement Systems

State business plans suggest that these rural states are interested in enhancing remote enforcement capabilities. An upcoming regional meeting will be dedicated to exploring system design options and reviewing products currently on the market.

Credentials

Credentialing Website Development

All member states have expressed an interest in electronic credentialing. The consortium will explore the feasibility of developing a regional website as one medium for interacting with the motor carrier industry. Electronic Credentialing software and website development services will be discussed at the quarterly meeting to be held August 13, 1998. Further action items will be developed at this time.

Automated Routing Systems

All states are interested in developing or purchasing automated routing systems to complement their overdimensional permitting processes. The states will explore the feasibility of developing a regional routing system.

The Midwest Mainstreaming Consortium has developed a set of goals and objectives:

- To approach marketing to regional carriers on a regional basis
 - Provide seamless electronic credentialing to motor carriers on a regional basis
 - Assess and document benefits to carriers on a regional level
 - Focus marketing on regional initiatives that benefit regional carriers (electronic screening initiative)
- To use the Midwest ITS/CVO Mainstreaming consortium as an ongoing forum for sharing ITS/CVO ideas and experiences among states
 - Coordinate recruitment of additional states on a regional level
 - Develop a schedule for additional regional meetings beyond the formal Mainstreaming program

REGIONAL GOALS AND OBJECTIVES

- To leverage ITS/CVO investments through shared resources or reciprocal access to data at the regional level
- To coordinate efforts with other Mainstreaming regions and the National ITS/CVO program on a regional level

Issues and Opportunities

The following is a summary of those issues and opportunities that were identified in both the state business planning process and at the Midwest Mainstreaming consortium meetings. Issues and opportunities are divided into those germane to the regulation of commercial vehicle operations and those germane to the anticipated ITS/CVO deployment.

Commercial Vehicle Regulatory Issues and Opportunities

Issue

The overriding objective of state motor carrier enforcement activities is to provide the highest degree of highway safety for both motor carriers and the traveling public.

Opportunity

ITS/CVO applications such as electronic screening and incorporation of the SAFER database in the inspection process allow for more targeted and thus cost effective enforcement.

Issue

State transportation agencies are responsible for the preservation of highway infrastructure.

Opportunities

Automated oversize/overweight permitting will simplify the process of compliance for motor carriers and enhance the states' abilities to track oversize/overweight operations.

Electronic screening applications allow weight enforcement officers to check a significantly greater percentage of commercial vehicles for compliance.

Anticipated ITS/CVO Deployment Issues and Opportunities

Issue

The motor carrier industry is an integral part of the regional economy. Many trucking firms are dependent on very small profit margins, and can ill afford to absorb additional costs without realizing equal or greater additional benefits. To gain the support of the motor carrier industry, tangible benefits must be demonstrated.

Opportunities

State agencies in the region have developed a strong working relationship with the motor carrier industry. Through the mainstreaming initiative, the motor carrier industry representatives are given real opportunity to participate in both the state and regional planning process.

Some key motor carriers have expressed support for the concept of electronic data interchange (EDI) as a way to reduce paperwork.

Technical advancements support efficiency enhancements. As members of the business community, the motor carrier industry recognizes the potential long-term value of ITS/CVO applications.

Issue

There is currently no secured source of federal funding. It is difficult to develop state plans without a greater degree of certainty.

Opportunity

Although this will continue to be an issue, the member states, through their involvement in the Mainstreaming program and planned involvement in the CVISN workshop program, will be in position to take advantage of future federal funding opportunities if and when they become available.

Issue

Generally, the larger carriers are better situated to take advantage of ITS/CVO applications. The objective of the ITS/CVO program is not to give one segment of the industry competitive advantage over another.

Opportunity

Development of an outreach strategy is part of the business planning process. Through outreach, the ITS/CVO working groups can educate smaller motor carriers and incorporate their concerns into the planning process.

The regional mainstreaming plan, identifies both completed and planned activities of the Midwest Mainstreaming Consortium.

Progress to Date

The Midwest Mainstreaming Consortium held its first meeting in March 1997. During its inaugural year, the immediate objectives of the consortium were:

REGIONAL MAINSTREAMING PLAN

- To form cohesive interagency working groups within each state. A high level of participation in Midwest Mainstreaming quarterly meetings and prompt completion of state business plans are proof that these state working groups are functioning well.
- To develop state ITS/CVO business plans and a Regional Coordination Plan. All four state working groups have completed their state ITS/CVO business plans and have submitted their plans to the Federal Highway Administration.
- To familiarize the working groups with the issues and technologies that shape CVISN and ITS/CVO. The Midwest Mainstreaming quarterly meetings have been well attended. A variety of topics have been covered. The Center for Transportation Research and Education, the regional champion, introduced ITS/CVO technologies and their potential applications for states. Paul North, the SAFER project manager, demonstrated the SAFER system. The consortium members were also given a chance to tour the FHWA's technology truck.

Planned Activities for Midwest Mainstreaming Regional ITS/CVO Consortium and Champion

The role of the champion is to coordinate CVISN and other ITS/CVO activities for the region.

Regional Coordination

Members of the Mainstreaming consortium will meet regularly after the completion of the state and regional coordination plans. Both the Regional Coordination Plan and the individual state business plans will continue to be updated, amended, and expanded as ITS/CVO planning and implementation evolves.

Training

CTRE staff will conduct a series of ITS/CVO training sessions for consortium members. The training program has been developed by the Federal Highway Administration's Office of Motor Carriers. Training is scheduled to begin in June 1998.

National Coordination

As the regional champion, CTRE will facilitate the participation of Midwest Mainstreaming states in both the CVISN workshops and CVISN Conformance Assurance Process. CTRE will track deployment and document it in the Regional Coordination Plan.