Project Title: C-01-66: Mobile CVIEW Electronic Screening Project
PIN: R020-47-881,
Responsible Unit: Passenger and Freight Safety Division
Project Manager: McDonough, Rick

Project Goal:
This project’s goal is to produce a state-of-the-art automated roadside electronic screening (e-screening) system for commercial vehicles. The system will be developed and tested with vehicle identification technology and weigh-in-motion devices that will allow real time weight and credentialing screening of commercial vehicles before they arrive at a NYSDOT and NYSP inspection location. If a commercial vehicle is in compliance with existing federal and state regulations, it will be allowed to pass the inspection site and avoid any undue delay. Vehicles not in compliance will be stopped for appropriate regulatory and/or enforcement activities.

The New York Commercial Vehicle Information Exchange Window (CVIEW) Roadside Electronic Screening System is a key element of the Commercial Vehicle Information Systems and Networks (CVISN) initiative mandated by Congress in the Transportation Act of the 21st Century (TEA 21). The CVISN initiative’s aim is to create a national framework for seamless, multi modal and intelligent transportation information management systems. CVISN enables the electronic exchange of commercial vehicle safety and credentialing information by linking existing information systems; and CVIEW is the component that provides the necessary software and communications interface to achieve this. TEA 21 mandates New York to be CVISN Level 1 compliant by 9/30/03, and a successful CVISN program cannot be implemented without a CVIEW component.

The CVIEW Roadside E-Screening System will include various hardware and software that will provide an automated, real-time, coordinated inter-connectivity between multi-agency legacy systems and roadside operations for the assembling, routing, and distribution of credentialing and safety information. The CVIEW project would achieve the following goals:

1. Provide an effective tool for carrier, vehicle, and driver safety and credentialing information for the roadside inspection/enforcement community in a useful, timely and efficient manner;

2. Significantly improve access to/from the roadside for data stored within existing and planned Federal and State safety information systems

3. Provide an effective means of exchanging information data among motor carrier’s safety information systems and other users in accordance with defined standards; and

4. Provide a system that is consistent with the logical and physical architecture of CVISN.

The CVIEW e-screening system will increase economic efficiencies and viabilities of the
commercial vehicle industry while decreasing overall energy consumption, diesel emissions and noise by allowing those commercial vehicles that are in compliance to continue service uninterrupted and without unnecessary delays.

**Actions Proposed:**

**Phase I**
- Hire consulting firm
- Research and develop core system’s design concept and architecture
- Finalize system design, architecture and specifications
- Procure Phase I hardware and software
- Install prototype system at test location
- Test and demonstrate installed prototype e-screening system at test site
- Conduct proof of technology demonstration

**Phase II**
- Based on Phase I research and test results, revise and supplement scope for Phase II
- Research and develop final system design, architecture and communications platform
- Procure Phase II hardware and software
- Install and integrate additional hardware/software into Phase I core system at test location
- Test and demonstrate integrated final e-screening system at test site
- Conduct long term in-field testing of final prototype e-screening system
- Finalize and institutionalize final e-screening system’s design, installation and operation

**Anticipated Work Products and Accomplishments:**

1. Preliminary report on the research and development of the CVIEW E-Screening System
2. Conceptual High Level System’s Design Diagram
3. Detailed System Design Diagram
4. Report on Phase I field demonstration
5. Phase II revised scope, schedule and budget based on Phase I results
6. Report on Phase II long term field demonstration

**Proposed Budget:** $585,000