ITS-CVO Business Plan for Alabama
Phase I

Prepared in Conjunction with the

Alabama Administrative Office of Courts, Alabama Department of Transportation,
Alabama Department of Public Safety, Alabama Department of Revenue,
Alabama Department of Environmental Management, Alabama Public Service Commission,
Alabama Trucking Association, Federal Highway Administration,
and Federal Motor Carrier Safety Administration

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Report Number 02401
June 30, 2003
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Executive Summary

This business plan is a tangible illustration that commercial vehicle related agencies and organizations in Alabama are committed to implementation of an Intelligent Transportation Systems-Commercial Vehicle Operations (ITS-CVO) plan. This business plan is the first step in the development and deployment of projects that can make major improvements in the efficiency and safety of commercial vehicle operations in Alabama.

The plan was crafted by concentrated teamwork of representatives of six state agencies, two federal agencies, the private sector and a consultant contractor (called the Working Group). Group members repeatedly stated their anticipation of and support for ITS-CVO improvements, and their intent to cooperatively share CVO data in real time. With that background, group members started the process of developing this business plan by defining the systems basic mission, as follows:

Provide a safe, efficient, and customer-oriented commercial vehicle operations system through a partnership of industry and government that emphasizes use of technology and innovative initiatives to achieve quantifiable, value-added benefits.

The mission was supported by defining principles and three goals: (1) improve highway safety, (2) improve the efficiency of the regulatory process and (3) improve commercial vehicle safety and movement efficiency on the state’s highway system.

State agencies are clearly ready to move to electronic data exchange, because they deal with a massive level of CVO data transactions. For example, in a recent year the Department of Public Safety reported over 191,000 Commercial Drivers Licenses were in effect, the Department of Transportation issued about 92,000 oversize-overweight permits, the Administrative Office of Courts handled over 22,000 CVO citations, the Public Service Commission handled over 26,000 interstate applications for registration of authority and the Department of Revenue received over 3.1 million registration inquiries by law enforcement officers. These are overwhelming numbers that warrant movement to a CVO-ITS program designed to fit Alabama’s needs.

The project working group designed four general projects, built around Commercial Vehicle Information Systems and Networks (CVISN), the national program for defining and implementing the CVO portion of the national ITS architecture. These projects may be summarized as follows:

Project One: Electronic Credentialing  The desired configuration should eliminate or reduce paperwork, provide “one-stop shopping” for truckers, interface with federal reporting requirements/report databases, allow complete and instantaneous data sharing between agencies, and provide a statewide Web site for CVO activities.

Project Two: Credentials Administration, Agency Interaction/Coordination  Examine the current configuration of activities and responsibilities among agencies and organizations; assess overall
efficiency and make recommendations for enhancements. Examine the enabling documents at all levels to identify barriers to administration of required duties and improved communications.

**Project Three: Highway Safety**  Design a system that provides real-time comprehensive data where it is needed, when it is needed. The system should allow central monitoring in real time, provide automatic issue of alerts and notices when certain conditions are identified (driver decertified, etc.), and link credentials to safety and adjudication records.

**Project Four: Motor Carrier Efficiency**  Prepare a master plan for future CVO activities on the Alabama highway system. Review commercial vehicle operations in Alabama, analyze infrastructure that supports CVO, and analyze methods to provide on-the-road intelligent transportation systems to provide decision information to CVO activities.

During the next phase of the project, the four general projects will be studied and carefully organized into a series of smaller, distinct work steps (projects) that can be accomplished by the involved agencies and organizations, probably through contract services. This study must be conducted by professionals familiar with the technical aspects of CVISN, and will include proposed priorities, costs, funding sources, and time schedules.

The Working Group organized a management structure to guide the implementation process. It consists of an Executive Committee, the Working Group, and technical/professional expertise engaged as needed by contract. The composition of the Executive Committee follows:

- Chair, Mike Carroll, Administrative Office of Courts
- Member, Major Roscoe Howell, Department of Public Safety
- Member, Robert McCain, Department of Revenue

The Working Group anticipates that the Federal Motor Carrier Safety Administration will continue to provide advice and coordination with CVISN leaders in other states and with appropriate federal agencies.
1.0 Introduction

1.1 Overview of Business Plan

This Intelligent Transportation Systems/Commercial Vehicle Operations (ITS-CVO) business plan is the first step in the development and deployment of projects that can make major improvements in the efficiency and safety of commercial vehicle operations in Alabama.

The plan is a roadmap for the future. It identifies goals and objectives, designates and defines specific projects, sets milestones, assigns agency responsibilities, and estimates required funding levels. The plan clearly demonstrates that consensus has been reached on ITS-CVO policies among state agencies and the motor carrier industry.

This report describes the overall ITS-CVO process and the steps used in Alabama to develop this business plan. The report is organized as follows:

- Chapter 1.0 provides an introduction to ITS-CVO terminology, technology and standards, and sets the stage for discussion of business plan development;
- Chapter 2.0 gives an overview of the Alabama planning process, including the involved parties and work steps that lead to the development of the plan;
- Chapter 3.0 overviews ITS-CVO statistics in Alabama, and discusses procedures and practices used by Alabama agencies to administer and enforce motor carrier regulations;
- Chapter 4.0 identifies the mission, vision, goals, and direction of the Alabama ITS-CVO business plan;
- Chapter 5.0 summarizes the state’s ITS-CVO program, including projects selected for implementation; and
- Chapter 6.0 describes the recommended organization and management approach to the program.

1.2 Background of ITS-CVO

Introduction to CVISN

Efficient information sharing is essential for efficient operation of ITS systems. The ITS element that supports information sharing in CVO is called the “Commercial Vehicle Information...
Systems and Networks” (CVISN). It is not a new concept; it is a way for existing systems to electronically exchange information through the use of open standards and commercially available communications infrastructure. CVISN information systems may be owned and operated by state governments, local governments, carriers and other stakeholders.

CVISN fosters an efficient and crash-free environment, and enhances performance-based safety management for both the public and private sectors. A simplified vision of such a plan is illustrated in Figure 1-1. From the figure, it is easy to grasp the many benefits of seamless transfer of information. But it is also possible to see that implementation of such a system will be a large, multi-agency, complex undertaking.

The Federal Highway Administration’s (FHWA’s) vision for the CVISN program is for trucking operations to become highly efficient and paperless by 2005, due to the availability of accurate information in an electronic format. Toward that end, both FHWA and the Federal Motor Carrier Safety Administration (FMCSA) are providing programs and funding to encourage states to adopt ITS-CVO business plans, and to begin implementing them. Almost 90 percent of the states were in some stage of implementation of such plans by early 2003.
Categorization of CVO Processes

The success of CVO operations depends upon the efficiency and thoroughness of interactions between state agencies and motor carriers. Examples of typical agency-carrier interactions include registration of vehicles, issuance of oversize/overweight permits, verification of insurance, reporting of fuel taxes, conducting safety inspections, and routing hazardous materials. These activities are categorized into three broad areas in the CVISN program:

**Safety and Enforcement**: This includes deployment of data and resources to the roadside, and authorization for roadside inspection of carriers to assure safety of road users, for credential verification, and for checks of vehicle sizes and weights.

**Credentials Administration**: This includes the necessary physical and regulatory components for accepting, processing and issuing credentials, maintaining records and auditing records and carriers.

**Fleet Management**: The activities encompassing fleet management include scheduling and dispatching, communicating (drivers-dispatchers), maintaining vehicles, and ensuring regulatory compliance.

Examination of each of these broad activities illustrates that interaction is essential between agencies and motor carriers. Some of these activities, such as apportioning fuel taxes or checking whether insurance is in place, require interaction between state agencies. Still other activities, such as fleet management, are exclusively in the hands of motor carriers and their associations.

National ITS Architecture and the CVO Program

The U.S. Department of Transportation (US DOT) has adopted a national ITS architecture, which identifies six user services related to commercial vehicle operation. These services are aimed at improving traffic safety, reducing congestion, ensuring compliance of motor carriers, and streamlining the credentials administration process. These ITS-CVO user services are briefly described below.

**Commercial Vehicle Administrative Processes**  This service automates regulatory functions and enhances data communication capabilities of state agencies, which enables paperless transactions between motor carriers and agencies.

**Electronic Clearance**  This service screens commercial vehicles for size, weight, safety, and credential compliance while the vehicles travel at mainline speeds.

**Automated Roadside Safety Inspections**  This service facilitates selective screening of high-risk carriers, and automates the safety inspection process. This minimizes inspection time and maximizes commercial vehicle lost time.
On-Board Safety Monitoring This service allows real time monitoring of vehicle, cargo, and driver conditions, and alerts drivers or controllers about the development of potentially unsafe conditions.

Hazardous Material Incidence Response This service provides incident respondent teams with accurate and real-time information regarding the contents of shipments involved in crashes or incidents.

Freight Mobility This service provides timely travel information to motor carriers, which allows them to improve their scheduling and dispatching processes.

FHWA Project Topics for ITS-CVO

FHWA guidelines for development of ITS-CVO business plans address four broad project areas that encompass the above-mentioned user services.

Safety Assurance Programs and services are designed to assure the safety of commercial drivers, vehicles, and cargo. These include automated roadside safety inspections, carrier reviews, safety information systems, and onboard safety monitoring.

Credentials Administration Programs and services aim to improve desk-side procedures and systems for managing motor carrier regulation. Examples include online application, purchase and issuance of credentials, as well as automated tax reporting and filing.

Electronic Screening These programs and services facilitate quick and accurate verification of vehicle size, weight, and credentials information. They include automated weight and credentials screening at weigh stations.

Carrier Operations These programs and services reduce congestion and manage the flow of commercial vehicle traffic. Examples include traveler information systems and hazardous incident response.

1.3 Multiple Levels of ITS-CVO Development

The discussion in this chapter and the activities displayed on Figure 1-1 make it clear that ITS-CVO capabilities are highly desirable and create dynamic improvements in efficiency. The overall concepts are simple; however, putting them into place can be an expensive, difficult, and long term process. Patience is required and complete agreement must be obtained between multiple stakeholders.

It other words, the end result is worth it, but development can be painstakingly slow. The appropriate managers must commit extensive time to conduct the initial planning so that the first
projects lay a firm foundation. That allows the system to be built in a series of steps so that the
ITS-CVO system can adapt and expand to serve emerging needs in the future.

For these reasons, the process is typically divided into a series of “levels” that lead to the
ultimate configuration. CVISN levels define specific sets of ITS-CVO capabilities that can be
deployed incrementally. FHWA published Level 1 of CVISN in the *CVISN Operational and
Architectural Compatibility Handbook*. It includes the capabilities of the state, of motor carriers,
and of national systems (also called core infrastructure systems). The US DOT goal was to have
all states complete Level 1 by 1995.

The Level 1 requirements are reflected in Tables 1-1 and 1-2 of this report. The first table
describes state requirements and the second table describes core infrastructure system
requirements. The Level 1 requirements are broad, so a state has wide latitude to select its own
methods to reach compliance, as long as it follows the national ITS architecture. Implementation
of this Alabama ITS-CVO Business Plan will certainly meet the Level 1 requirements, and it will
follow the national ITS architecture.

**Table 1-1: State CVISN Level 1 Capabilities**

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<tr>
<th>Capability Area</th>
<th>State CVISN Level 1 Capabilities</th>
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<tr>
<td>Safety Information Exchange</td>
<td>• ASPEN (or equivalent) at all major inspection sites.</td>
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<td></td>
<td>• Connection to the Safety and Fitness Electronic Records (SAFER) system to provide exchange of interstate carrier and vehicle snapshots among states.</td>
</tr>
<tr>
<td></td>
<td>• Implementation of the Commercial Vehicle Information Exchange Window (CVIEW) (or equivalent) system for exchange of intrastate and interstate snapshots within state and connection to SAFER for exchange of interstate snapshots.</td>
</tr>
<tr>
<td>Credentials Administration</td>
<td>• Automated processing (i.e., carrier application, state application processing, credential issuance, and tax filing) of at least International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA) credentials; ready to extend to other credentials [intrastate, titling, oversize/overweight (OS/OW), carrier registration, and hazardous material (HAZMAT)]. Note: processing does not necessarily include e-payment.</td>
</tr>
<tr>
<td></td>
<td>• Connection to IRP and IFTA Clearinghouses.</td>
</tr>
<tr>
<td></td>
<td>• At least 10 percent of the transaction volume handled electronically; ready to bring on more carriers as carriers sign up; ready to extend to branch offices where applicable.</td>
</tr>
<tr>
<td>Electronic Screening</td>
<td>• Implemented at a minimum of one fixed or mobile inspection site.</td>
</tr>
<tr>
<td></td>
<td>• Ready to replicate at other sites.</td>
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# Table 1-2: CVISN Core Infrastructure Systems, Level 1 Requirements


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<th>System</th>
<th>CVISN Level 1 Requirements, Core Infrastructure Systems</th>
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<tr>
<td>SAFER</td>
<td>▪ Supports storage and exchange of carrier and vehicle snapshots including safety and limited credentials data.</td>
</tr>
<tr>
<td></td>
<td>▪ Supports storage and exchange of vehicle and driver Inspection Reports.</td>
</tr>
<tr>
<td></td>
<td>▪ Supports exchange of Carrier Profile Reports, compliance review data, crash data, and enforcement data.</td>
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<tr>
<td></td>
<td>▪ Supports Electronic Data Interchange (EDI) formats for input and output data.</td>
</tr>
<tr>
<td></td>
<td>▪ Interfaces to Motor Carrier Management Information System (MCMIS), SAFETYNET 2000, Licensing and Insurance and Commercial Driver’s License Information System (CDLIS).</td>
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<tr>
<td>IRP Clearinghouse</td>
<td>▪ Accepts recap data from states.</td>
</tr>
<tr>
<td></td>
<td>▪ Supports EDI formats for output data.</td>
</tr>
<tr>
<td></td>
<td>▪ Performs remittance netting and uses the banking system to transfer funds.</td>
</tr>
<tr>
<td>Licensing and Insurance</td>
<td>Interface to SAFER to provide licensing and insurance data for snapshots.</td>
</tr>
<tr>
<td>RSPA HAZMAT</td>
<td>FHWA Research and Special Program Administration Hazardous Materials (HAZMAT) System. No change required to current operational capability.</td>
</tr>
<tr>
<td>ASAP/CAPRI</td>
<td>No change required to current operational capability.</td>
</tr>
<tr>
<td>CDLIS</td>
<td>No change required to current operational capability.</td>
</tr>
<tr>
<td>NMVTIS</td>
<td>Not included in CVISN Level 1 capability.</td>
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2.0 Overview of the Business Planning Process

The initial activities for the Alabama ITS-CVO business plan were initiated in the summer of 2001, when the Alabama office of the FMCSA called a meeting of agencies and organizations that dealt with commercial vehicles. Attendance at the meeting was very good, and it was obvious that all parties were ready to proceed with the planning process.

Over the next few months additional discussions were initiated by FMCSA, a project was organized, and a contractor was engaged to produce the plan. The consultant was the University Transportation Center of Alabama (UTCA) of The University of Alabama, which has routinely conducted transportation education, research, and technology transfer projects for many CVO-related organizations and agencies.

UTCA was the coordinator for the business plan development effort. It worked closely with stakeholders in developing the plan. Throughout the next year, UTCA conducted a series of interviews with managers of the involved agencies and organizations. In addition, periodic group work sessions were hosted by the involved agencies. Gradually the group bonded and reached consensus on goals and objectives, desired projects, and other important issues.

2.1 Participants in Business Plan Development

This business plan was produced by the coordinated efforts of an “ITS-CVO Working Group,” composed of appointed representatives of State agencies and industry. A memorandum of agreement was executed by the agencies to provide an official basis for the actions of the group. A copy of the agreement may be found in Appendix B of this report.

Participants included the Administrative Office of Courts (AOC), the Alabama Department of Transportation (ALDOT), the Alabama Department of Revenue (Revenue), the Alabama Department of Public Safety (DPS), the Alabama Public Service Commission (PSC), the Federal Motor Carrier Safety Administration (FMCSA), the Federal Highway Administration (FHWA) and the Alabama Trucking Association (ATA).

2.2 Steps in Development of Plan Concepts

Over a 1.5-year period, the ITS-CVO business plan was developed through a graduated series of work group activities. These included:

- Establishing common ground and common desires;
- Defining the status quo and discussing the desired future ITS-CVO configuration;
• Identifying a mission statement to guide ITS-CVO activities in Alabama;
• Defining guiding principles for the business plan;
• Setting broad achievements to accomplish (goals); and
• Establishing specific objectives for goal.

These strategic concepts served as the basis for the subsequent steps in the development of business plan.

2.3 Data Collection

The data collection effort was conducted by UTCA, with information gathered by a literature review; interviews with working group members, a kick-off meeting; several group work sessions, and culminating training sessions and workshops.

**Literature Review:** UTCA conducted an extensive Web-based literature review to identify the “best practices” in ITS-CVO. The documents that were gathered and reviewed included the national ITS architecture, ITS-CVO business plans prepared by numerous states, FHWA guidelines to help states develop their business plans, and CVISN architecture related documents.

The literature review provided excellent background information to help bring the Alabama Working Group up-to-date on the subject. Sample work plans, questionnaires, mission-goal-objective statements, ITS-CVO project listings, example ITS-CVO business plans and problems encountered by the other states were copied and distributed to the group members.

**Interviews:** Separate interviews were conducted with representatives of state agencies and motor carriers. Using materials found in other state business plans, two questionnaires were prepared to guide the data gatherers during interviews. The questionnaires were usually forwarded to the respondent beforehand so that the agency representatives could prepare for the meeting. Virtually all of the interviews were conducted in-person at the agency or carrier office.

The primary interview objective was to learn about the particular organization’s commitment to the ITS-CVO process (i.e., CVISN). Information was also sought about CVO-related functions, current practices, problems and concerns, available resources and technologies, plans for the future and willingness to share data. The overwhelming finding from the interviews was that all Alabama participants desired to cooperate in sharing and using CVO data, and they were ready to put CVISN into place.

**Kick-off meeting:** The kick-off meeting provided an opportunity for the representatives of the working group to present their individual agencies’ CVO-related expectations for inclusion in the ITS-CVO business plan. During the kick-off meeting, all the representatives showed a strong commitment to the project and to implement CVISN, and they reached a consensus regarding the work steps for the development of the business plan. UTCA produced meeting notes (minutes) and distributed them to all participants.
Group Work sessions: After the kick-off meeting, several additional work sessions were held for representatives of the Working Group. Attendance was strong throughout the process. An average of 24 people attended the sessions, including the managers of almost all of the appropriate agency CVO units. Each session included open discussions, summaries of the status quo, and accomplishments of major steps toward the business plan (such as formulation of the mission statement, goals and objectives; or selection of sample ITS-CVO projects that were appropriate for the Alabama plan).

Typically, members of the group spent time integrating the agencies’ existing ITS programs into planned ITS-CVO projects. Or, members spent time identifying potential legal and institutional barriers to the proposed ITS-CVO activities. Toward the end of this period, the regional FMCSA office engaged a technical expert with experience in developing state ITS-CVO business plans. His advice and guidance were instrumental in the completion of this plan.

Training/Workshop The concluding task in developing the business plan consisted of workshops for Working Group members. The regional FMCSA office normally holds three training sessions (scoping session, planning session, and design/development session) and three workshops as part of CVISN plan development. In this case, Alabama had reached an advanced stage, so the training and workshops were limited to two three-day workshops. For the January 2003 workshop, FMCSA provided speakers and brought in a representative from a state that had already installed CVISN to assist in refining the Alabama plan. The second workshop was held in June of 2003, and concentrated on data transfer relationships, developing a management structure, and identifying possible funding sources to conduct the remaining project phases.

2.4 Data Analysis

Data analysis proceeded simultaneously with information gathering. The literature review and the interviews were particularly useful sources of information for the Working Group. Throughout the planning process, this information was screened, condensed, and provided to the group members to assist them in making decisions. This simplified the selection of a mission statement, a vision, goals and objectives. Another good example was the initial identification of appropriate projects for the business plan, which was based primarily upon the review of the plans of other states.

2.5 Selection and Definition of Projects

The working group identified appropriate projects to fulfill the stated goals and objectives of the planned Alabama ITS-CVO program. The initial selection process was guided by a review of CVISN programs developed in other states, and by a review of the published literature. These projects were later analyzed in detail during work session and training workshops. Working team members assessed project needs, costs, resources, available technologies, agency appropriateness, and other factors to develop a plan for implementing the projects. This included developing priorities, funding strategies, and lead agencies to conduct the projects and implement the overall plan.
2.6 Report Preparation

The final step of the business planning process was the preparation of this business plan. It was created as the official document of the state’s approach for implementing ITS for CVO.

Initially, a draft business plan was developed using minutes of work sessions, interview notes, and other documents generated during the past year. The draft was reviewed by the Working Group and was refined and completed during the discussions at the workshop and final work sessions to produce the final business plan.
3.0 Current Situation in Alabama

This chapter provides an overview of current CVO activities in the state. It briefly reviews administrative functions performed by various agencies to illustrate the level of complexity and interaction. It also presents sample CVO statistics to illustrate the magnitude of operations, and discusses ongoing programs and desires among the agencies/entities that participated in this study to produce the Alabama business plan for ITS-CVO.

3.1 CVO Administrative Functions

Commercial vehicle administrative (CVA) functions are complex and overlapping among agencies. The level of complexity is illustrated by Table 3-1. The table shows only very general categories of tasks that are involved in commercial vehicle administration, without dealing with the agencies that perform individual tasks or the information required to successfully complete the task. Even without such details, it is clear from the table that many layers of administrative functions are necessary and that much cooperation is necessary from agency to agency, and between agencies and the private sector.

<table>
<thead>
<tr>
<th>CV ‘System’ Component</th>
<th>Intrastate</th>
<th>Interstate</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Carrier</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Operating Authority</td>
<td>- Operation/Business</td>
<td>- Operating Authority</td>
</tr>
<tr>
<td>- Insurance</td>
<td>- Records</td>
<td>- Insurance</td>
</tr>
<tr>
<td><strong>Driver</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Commercial License</td>
<td>- Traffic Laws</td>
<td>- Commercial License</td>
</tr>
<tr>
<td>- Medical Exam</td>
<td>- Work Rules</td>
<td>- Medical Exam</td>
</tr>
<tr>
<td><strong>Vehicle/Equipment</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Title or Lease</td>
<td>- Safe Operation</td>
<td>- Safe Operation</td>
</tr>
<tr>
<td>Documents</td>
<td></td>
<td>- Fuel/Use Tax Payment</td>
</tr>
<tr>
<td>- Registration</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Load</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- OS/OW permits</td>
<td>- Size and weight laws</td>
<td>- Size and Weight Laws</td>
</tr>
<tr>
<td>- HAZMAT permits</td>
<td>- HAZMAT transport laws</td>
<td>- HAZMAT transport laws</td>
</tr>
</tbody>
</table>

Table 3-1: Commercial Vehicle Operations, Administrative Functions

Patterned after Georgia ITS-CVO Strategic & Business Plan

Multiple agencies conduct some of the tasks. The best example involves enforcement, where DPS, PSC, Revenue and local law enforcement agencies all issue citations. Table 3-2 illustrates some of the categorical actions conducted by agencies for topics like credentialing (registration, titling, authority to operate, etc), enforcement (size/weight, traffic operations, driver training and records, etc.), fuel tax (reporting, auditing, etc.), adjudication (receive, store and report citation data), and safety (inspections, retrieval and use of safety data at roadside, etc.).
### Table 3-2: State/Local Agency Responsibilities for CVA Activities

<table>
<thead>
<tr>
<th>Agency</th>
<th>CVA Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Carrier</td>
</tr>
<tr>
<td>ADEM</td>
<td></td>
</tr>
<tr>
<td>ALDOT</td>
<td></td>
</tr>
<tr>
<td>AOC</td>
<td>Adjudication</td>
</tr>
<tr>
<td>Local Law Enforcement</td>
<td>Enforcement</td>
</tr>
<tr>
<td>DPS</td>
<td>Enforcement</td>
</tr>
<tr>
<td>PSC</td>
<td>Credentialing, Enforcement</td>
</tr>
<tr>
<td>Revenue</td>
<td>Credentialing (fuel tax license)</td>
</tr>
</tbody>
</table>

Patterned after Georgia ITS-CVO Strategic & Business Plan

### 3.2 Sample CVO Statistics

Measurements of CVO-related activities (companies operating in Alabama, commercial vehicle mileage, total weight of CVO-delivered products, etc.) are large and growing. The following statistics frame the picture of ongoing activities, and illustrate that extensive resources are necessary to regulate and manage CVO activities.

**ALDOT Statistics** The following permit and truck weighing statistics were generated for activities between October 1, 2001 and September 30, 2002.

- 91,932 single trip permits (for $2,417,840 revenue)
- 5,030 annual permits (for $503,000 revenue)
- 3,261 routing authorizations
- 600 permit applications in a typical day (10% were automated, 90% were manual)
- Payment for permits/routings: cash 0.7%, check 16.8%, credit card 12.7%, escrow 69.8%
- 1.14 million trucks weighed: 22,729 on wheel load cells
  - 120,309 on platform scales
  - 1,003,173 on weigh-in-motion scales

**AOC Statistics** The following values were provided by the Administrative Office of Courts. They reflect citations for FY 2002 from District Courts of Alabama, from about 50 “opted in” municipalities (very small courts), and from about 75 municipal courts that submit data to create a common repository.

- 22,338 CVO citations (163 types of citations)
- 329,284 citations of all types for all vehicles
Top five CVO citations:  
8,242 overweight  
2,251 no/plainly visible tag  
1,820 improper duty status records  
985 no proof of inspection  
724 fail to possess medical card

ATA Statistics  The Alabama Trucking Association provided the following facts and estimates of trucking activity in Alabama.
485 ATA member companies
450,000 direct employment in the trucking industry
70.5 million tons shipped annually by commercial vehicles
Prominent major truck shipment generators in Alabama include (sample of companies):
  - Wal-Mart Stores, Inc.
  - International Paper Company
  - Alabama State Docks
  - U.S. Steel
  - ACIPCO
  - U.S. Pipe
  - Mercedes Benz
  - Honda
  - Alabama River Pulp
  - O’Neal Steel

DPS Statistics  Both the Drivers License Division and the Motor Carrier Safety Unit submitted sample statistics for this report. The following fiscal year 2002 data are in addition to the previous citation data provided by the Administrative Office of Courts.

  - 738 commercial drivers licenses (CDLs) issued per month
  - 191,266 existing CDL license holders
  - 15,500 hazardous materials endorsements
  - 5,154 CDL violations
  - 29,400 mechanical/safety violations

PSC Statistics  The following PSC statistics are for motor carriers from the U.S., Canada, and Mexico that have been granted FMSCA authority, that are exempt from federal regulation, or that operate as “intrastate for-hire.”

  - 13,041 insurance/bond filings
  - 24,304 interstate applications for registration of authority (from other states)
  - 2,240 interstate applications for registration of authority (from Alabama)
  - 1,755 revocations for no insurance
  - 881 reinstated after compliance
  - 503,448 single state registration system (SSRS) receipts issued
  - 542 safety inspections
  - 6,316 vehicles inspected

Revenue Statistics  The following example statistics illustrate the level of CVO activities in fiscal year 2002 for the Department of Revenue.

  - 4,222 carriers registered with International Fuel Tax Agreement (IFTA)in Alabama
  - 3,158,438 registration inquiries by law enforcement officers
  - 45,453 title inquiries
  - 6,800 International Registration Plan (IRP) registrants
7,200 IRP fleets registrants
39,484 IRP truck registrations
50 IRP applications received and processed daily

3.3 Current State CVO Program

This section of the plan examines the roles and activity levels of several Alabama agencies and organizations. The narratives are based upon agency responses to questionnaires, interviews with Working Group members, and meetings of the ITS-CVO working group conducted during this project.

Alabama Department of Transportation  ALDOT has two primary duties related to CVOs: (1) issuing oversize/overweight (OS/OW) permits and routing commercial vehicles, and (2) assisting the DPS in enforcing CVO size and weight limits. In addition, ALDOT provides traveler information about emergency road closures, work zones, weather and other issues through its website, welcome centers, and rest areas.

OS/OW Permits: The Permits and Operations Section of the ALDOT Maintenance Bureau oversees the issuing and enforcing of OS/OW rules. Vehicles exceeding the size and weight limits specified by Alabama Code need OS/OW permits for operation. A permit is only issued after ALDOT ensures that bridges along the selected routes are capable of carrying the load and size of the requesting vehicle. This sometimes requires a structural analysis of bridges. Motor carriers can obtain permits on either a per-trip or an annual basis. In the last fiscal year, nearly 100,000 OS/OW permits were issued, of which 91,400 were for single trips.

OS/OW Inspections: ALDOT assists DPS in weighing trucks, using three methods. First, there is one permanent weigh station located on I-20 near the Alabama-Georgia border. Second, there are multiple weigh-in-motion (WIM) stations built into roadways. Third, mobile ALDOT-DPS teams conduct random inspections using portable scales throughout the state. As a measure of activity, in the last fiscal year over 1,146,000 truck weight inspections were conducted, with most of them (87.5%) at WIM locations.

Ongoing and Anticipated Actions  The Permits Section has been aggressively making improvements to its procedures. In 2002 it initiated electronic applications for OS/OW permits. By year's end, about 10% of OS/OW permits were issued electronically. The Section also added a credit card payment feature as part of the permitting process, and is the first state agency to do this.

The on-line permit system is called “AL-PASS.” It uses data in the existing bridge database and automatically calculates structural stresses (caused by the proposed truck load) in the key members for all bridges along the proposed route. This allows evaluation of alternative routes for the permit applicant. The initial phase of the AL-PASS project was restricted to six major routes, but a second phase initiated in 2002 will expand it to all state routes.

Concerns  The Permit Section desires to construct additional weigh stations, to jointly operate weigh stations at state lines, and to institute better information sharing. In other words, can
ALDOT pay Mississippi to enforce Alabama laws? Or can Tennessee alert ALDOT when OS/OW permitted vehicles cross the state line? This would increase the effectiveness of the weighing program substantially.

Other interests are the ability to track violators, and to determine if fines can be raised enough to cover the cost of the enforcement program. The Permits Section is also interested in the possibility of a single pool of enforcement officers serving all state agencies. Finally, there is strong interest in studying and updating Alabama Code and agency regulations that govern CVO activities.

**Administrative Office of Courts** AOC provides administrative assistance to the adjudicative process by receiving, storing, retrieving, and displaying necessary data. It has several reasons to participate in the ITS-CVO planning process. For example, CVISN will allow AOC to provide more-prompt and more-complete information to judges who are adjudicating commercial driver violation cases.

The level of activity within AOC is large. During FY 2002, AOC dealt with 329,284 citations issued by DPS, PCS, DOR, and County Sheriffs for all types of citations for all types of vehicles. Of these, 22,338 citations were issued to commercial vehicles. According to AOC records, the major types of CVO violations were overweight operation (37%), vehicles with missing tags (10%), and improper duty status records (8%).

**Ongoing and Anticipated Actions** AOC developed its initial digital data system using in-house forces about 20 years ago. For the past five or so years, it has been concentrating on data integration issues, i.e., obtaining multiple types of data from multiple agencies to build a comprehensive data set. Currently, AOC is improving its data handling and communications systems. One of its ongoing projects, “E-Citations,” could be a significant contributor to the Alabama CVISN.

When completed, E-Citation will enable automated issuance of citations, and electronic transfer of citation and other data to involved agencies. The actual research involves initial design and pilot testing of a system for inspecting commercial vehicles. Data entry will be via a laptop computer or a personal data assistant (PDA) device, which will also allow the inspecting officer to retrieve appropriate vehicle/operation/company data from a remote database. The data will be transferred wirelessly to a local receiving station, which will send it to DPS headquarters via an anticipated statewide wireless system. The initial pilot test has been successfully completed at the State’s weigh station on I-20/59 near the Georgia line.

**Concerns** AOC is concerned with data integration, i.e., that all information related to its activities develop in a uniform format and protocol so that it can be exchanged and used by many parties. For example, when they adjudicate cases they need to get complete data to judges promptly, without having to rely on the troopers to gather the information. This is too time consuming for troopers and limits their time available for other activities. An educational program is desirable, to help provide uniform understanding by judges of commercial vehicle violations.
Alabama Trucking Association The ATA is the largest representative organization for commercial vehicle operators in Alabama. At present, 485 trucking companies are registered as members. In addition, there are about 200 vendors (tires, insurance, etc.) who are associate members. Among the members, 397 are listed as “for-hire” carriers and the remaining 87 are private carriers. The majority of the members (437) are involved in interstate operations. Member companies own approximately 25,000 trucks.

“Streamlined” is the favorite word of ATA members, and it is their goal for this study. They desire one-stop shopping, with all credentialing done at one time, at one place and hopefully online.

The ATA has been a strong partner in the CVISN planning process. It is supportive of improved safety, and of more efficient administrative and enforcement processes. For example, the ATA has previously purchased equipment to assist DPS in conducting more efficient roadside brake inspections.

Concerns The concerns expressed by ATA representatives were helpful to the working group in understanding the needs of commercial operators. Examples include the difficulty in getting ad valorem receipts from the county seat as part of the registration process, having enforcement preformed by multiple agencies with varying interests and the difference in regulation of intrastate and interstate vehicles.

Federal Motor Carrier Safety Administration The FMCSA’s mission is to prevent commercial motor vehicle-related fatalities and injuries. Primary activities include ensuring CVO safety through strong enforcement of safety regulations; targeting high-risk carriers and commercial motor vehicle drivers; improving safety information systems and commercial motor vehicle technologies; strengthening commercial motor vehicle equipment and operating standards; and increasing safety awareness.

A sample of the responsibilities and programs of FMCSA include:
- Financial assistance to the state for roadside inspections and other commercial motor vehicle safety programs through the Motor Carrier Safety Assistance Program;
- Compliance reviews, enforcement activities, and the state’s roadside inspections to ensure that federal CVO safety regulations and hazardous materials regulations are enforced;
- Licensing and insurance responsibilities of for-hire motor carriers;
- Development of standards for testing and licensing commercial motor vehicle drivers; and
- Collection and analysis of data, and dissemination of the results.

The FMSCA is the key player in directing the attention of agencies and organizations to CVO issues, and identifying programs and funding sources for CVO studies and projects. For example, the Alabama FMCSA office initiated the project to produce the ITS-CVO business plan.

Alabama Department of Public Safety Two offices within DPS are the primary contact points for CVO-related activities, the Driver License Division (DLD) and the Motor Carrier Safety Unit (MCSU) of the Highway Patrol Division.
Driver License Division  The DLD oversees testing and issuance of CDLs, maintains crash records, and maintains a history of driver safety violations and medical fitness records. As of 2000, there were over 190,000 registered CDL holders in Alabama. During the same year, the DLD received approximately 1,000 applications monthly and issued an average of 740 CDLs per month.

As might be expected, DLD receives a high volume of requests for CVO data from the Collections Division of Revenue, the MCSU of DPS, and the Criminal Justice Information System (CJIS) of AOC. At present, the data exchange takes place mainly in the form of paper records and telephone calls, which is time consuming for DLD employees.

Motor Carrier Safety Unit  The MCSU has two components: enforcement of FMCSR regulations, and enforcement of size and weight limits set by the Code of Alabama, Title 32, Chapter 9, Section 20. Weight and size inspections are performed jointly by ALDOT and MCSU at permanent and mobile weigh stations. All troopers can inspect vehicles, with 39 positions authorized for truck inspections. In addition, each Post around the state has several troopers especially trained to make these inspections. There are also two trained troopers assigned primarily to conduct inspections at the permanent weigh station I-20 near the Georgia state line.

Roadside inspectors verify driver licenses and check driver safety history. The results are uploaded initially to the ASPEN software and later to the national SafetyNet database. The level of MCSU activity is indicated by the 5,154 reported CDL violation detections during FY 2002.

MCSU obtains crash data from the DLD as needed. Radio inquiries, phone calls and fax transmissions are used as needed to obtain commercial vehicle registration information from the Revenue Department and details of OS/OW permits from ALDOT. MCSU desires to obtain all of this information electronically on a real-time basis.

Ongoing and Anticipated Actions  DLD has acquired the necessary equipment and software for the implementation of CDL license test in 12 foreign languages. They are acquiring equipment to offer live scan fingerprinting at its nine field Posts, and is conducting undercover integrity checks of third party testers and DPS driver license examiners.

A major research project called “E-Crash” is underway (it is very similar to the E-citation project being conducted by AOC). The E-Crash project is revising the current crash report form, designing electronic entry procedures and software, and pilot testing the system. This is the first step in a long process, but it offers great potential for improving the efficiency of the citation-report process. It is important that it is integrated into CVISN so that all agencies benefit from the information.

MCSU is developing a Web-based “Frequently Asked Questions” list that should answer many routine questions for commercial vehicle operators. MCSU is also a participant in the “E-Ticket” research project that is in the process of developing an automated citation issuance system for traffic violators. They created a position for an individual to work with new entrants into CVO.
This person will visit new companies prior to beginning operation to acquaint them with regulations, etc. This should improve the initial operations of the companies.

**Alabama Public Service Commission** The Alabama Public Service Commission is a regulatory agency. Its main responsibility is to issue operating authority to commercial vehicles. In 2001, PSC processed 24,304 “registration of authority” interstate applications from other states and 2,240 interstate applications from Alabama.

In addition, PSC assisted interstate carriers in registering with the Single State Registration System (SSRS), enabling them to operate in multiple states without registering in each individual state. In 2000, PSC issued more than 500,000 SSRS receipts.

One of the primary differences between the PSC and other CVO-related agencies is that PSC deals with commercial companies, not with individual drivers or vehicles. A second difference is that PSC stresses insurance records. They will not issue credentials to a trucking company until the insurance is clear. The trucking company’s insurance firm must sign a contract with the State, and is bound by that contract.

PSC has an enforcement unit that investigates whether motor carriers are operating with proper authority. There were about 1,900 detections of such violations during 1999-2000 by the PSC enforcement unit. Once a citation was issued, it was forwarded to the DPS for action.

**Ongoing and Anticipated Actions** PSC has been developing a Unified Carrier Registration (UCR) as required by the 1995 ICC Termination Act. UCR will be a single, on-line federal system that will eventually replace the SSRS.

**Concerns** PSC wishes to continue to exchange information with other agencies, and desires that it be done electronically. For example, PSC provides information regarding interstate and intrastate registrations to Revenue and DPS. Presently this data transfer takes place through telephone calls and paper reports. PSC is interested in obtaining motor carrier safety violations, and out-of-service orders from DPS.

Another PSC concern is to have access to all commercial motor carriers’ records, especially those in the Department of Revenue data files, including full name, address, FEIN or Social Security Number and the number of power units under each carrier’s control.

**Alabama Department of Revenue** The Motor Vehicle Division of the Department of Revenue is responsible for issuing vehicle titles, and for administering the International Registration Plan (IRP) and the International Fuel Tax Agreement (IFTA).

**Vehicle Titles**: The vehicle title serves as the proof of ownership and is a prerequisite to obtaining IRP. Revenue maintains separate databases for titles and registrations. This data is kept in a mainframe system that is at least two decades old.

**IFTA**: Alabama is a member of the IFTA. There are currently 58 IFTA jurisdictions including 10 Canadian provinces. IFTA allows motor carriers to remit fuel taxes due for all states to the
base state, and the base state then distributes the money among states based on the carrier travel
records.

In October of 2002, there were over 4,200 motor carrier accounts registered with IFTA in
Alabama. The carriers pay fuel taxes quarterly, and report the miles traveled and fuel purchased
in each jurisdiction. In addition to quarterly filings, motor carriers are required to renew the
IFTA membership annually. The tax report filings are still done manually; however, the
Department of Revenue plans to offer electronic filing to carriers in the future.

Revenue has an enforcement unit that conducts roadside inspections of IFTA fuel decals. They
also check the status of the carrier’s account (i.e., cancelled, revoked, active). An additional
enforcement activity involves “boot legged” fuel, for which no state taxes have been paid.

IRP: Alabama is a member of the IRP. Similar to IFTA, IRP is also a base state agreement.
This allows motor carriers to register in one state and travel in other states without further
registrations. The base state collects registration fees and apportions them among the states
through which carriers traveled.

Applications for new IRP registrations and renewals are submitted in person, by mail, or by fax.
Applications submitted in person (except renewals) and via fax are usually processed the same
day or within 24 hours. Applications submitted via mail (including renewals) are usually
processed within two weeks.

Revenue is currently installing a new computer/software system for processing IRP and IFTA
applications. It is also in the initial stages of acquiring a new system to handle its Performance
and Registration Information Systems Management (PRISM) system. PRISM links registration
data with the safety fitness records of motor carriers. Once in place, it will allow Revenue to
identify unsafe carriers and to deny them registration renewal.

Concerns Truck owners are not always informed about trucking regulations and requirements to
which they must adhere. This is particularly true of single truck owners (mom and pop
operators). Incorrect mileage reporting by truckers is a real problem, as evidenced by audits and
enforcement actions.

There are several enforcement issues. A large number of manual inquiries are made by law
enforcement officers to determine whether companies’ IFTA licenses have been revoked. The
size of Revenue’s enforcement staff limits its ability to effectively perform its duties. Overall
CVO enforcement would be improved if every officer could or would issue citations for all types
of violations (fuel, registration, size/weight, etc.), instead of the current system where officers
issue citations only for violations of their individual agency’s topic areas.

Revenue has not yet joined the IRP and IFTA Clearinghouses, but desires to do so once its new
computer system is in place.
3.4 Summary of Current Situation

This section of the report has outlined a complex, extremely busy series of activities that govern CVO activities in the state. Operators/carriers are in a very competitive environment and face a myriad of regulatory issues. They sometimes feel that there is no end to the required application forms and reports that they must file. They desire that regulatory processes and requirements be streamlined, and that they become completely electronic. The involved agencies see ever-increasing numbers of vehicles on the road (i.e., increased workload) and must execute their own required administrative tasks involving CVO operations. These agencies often have insufficient data, shrinking resources, and declining work forces. They desire instant access to more data and background electronic processing of data, using software to accomplish more tasks at a higher level of completeness and efficiency.

The summary in the previous paragraph is not a complaint; it is a call to action. Many individuals contributed data to this project, participated in individual interviews or group work sessions, or provided advice and assistance. Each person expressed the same strong desire to freely share data and to cooperate with other agencies and organization.

The single strongest finding from this study is that now is the time to implement CVISN and to make ITS-CVO a reality in Alabama. The current, complex situation in this state requires that more-efficient procedures be used and that appropriate data be more accessible.
4.0 Strategic Overview

This section explains the vision and direction of Alabama’s ITS-CVO business plan. It includes the mission statement, guiding principles, goals and objectives of its ITS-CVO program.

4.1 Mission Statement

The mission adopted for Alabama’s ITS-CVO business plan is as follows:

*Provide a safe, efficient, and customer-oriented commercial vehicle operations system through a partnership of industry and government that emphasizes use of technology and innovative initiatives to achieve quantifiable, value-added benefits.*

4.2 Guiding Principles

The projects included in the business plan were developed to reflect the following principles:

- Projects should improve efficiency by reducing time and costs associated with the administrative processes of state agencies and motor carriers;

- Deployment of ITS-CVO technology should proceed in manageable steps with involvement at all levels of CVO stakeholders;

- Projects should strive for consistency, connectivity, and compatibility among agency systems, neighboring state systems, and national initiatives;

- ITS-CVO data should be accessible to those with a genuine need for access to data, while respecting privacy and competitiveness concerns of motor carriers;

- The legal and regulatory environment in Alabama should foster CVO safety, efficiency, and effectiveness.

4.3 Goals and Objectives

The goals and objectives of state’s ITS-CVO program are as follows:

**Goal 1: Improve highway safety**

Objective a: Improve timeliness and accuracy of safety information.
Objective b: Provide real-time information at the roadside.

Objective c: Identify and focus enforcement on high-risk carriers.

Objective d: Educate the traveling public about sharing the road with commercial vehicles.

Objective e: Review and strengthen policies concerning enforcement legislation, policies, fines and adjudication.

**Goal 2: Improve the efficiency of the regulatory process**

Objective a: -Reduce the paperwork and time spent by agency and industry personnel on regulatory compliance activities that can be cost-effectively automated.
- Provide one-stop shopping.
- Put it on line.

Objective b: Network systems to ensure the exchange of critical information among governmental agencies and industries.

Objective c: Develop a framework for optimum regulation of commercial vehicle operations in Alabama.

Objective d: Examine current legislation, regulations, and requirements and recommend changes for those that are outdated, inefficient, or unproductive.

**Goal 3: Improve commercial vehicle safety and movement efficiency on the state’s highway system**

Objective a: Reduce congestion effects on motor carriers.

Objective b: Provide timely “decision information” on traffic, weather, and road construction for commercial vehicles and other travelers.

Objective c: Minimize time unnecessarily lost during regulatory processes.
5.0 Program Summary

The program summary includes an explanation of the business plan’s classification of projects, a description of the projects, and a ranking of projects in the order of priority.

5.1 Business Plan Structure

The working group identified four primary projects for the Level 1 deployment of ITS-CVO initiatives in Alabama. These projects fall into the categories of safety assurance; efficient regulatory service, and improved CVO productivity. Inputs from the interviews, literature review, and working group meetings were used to define the projects, which were selected to be consistent with the goals and objectives defined earlier. Figure 5.1 compares the recommended projects with goals and objectives addressed by each project.

<table>
<thead>
<tr>
<th>Projects</th>
<th>Goal 1 Safety Assurance</th>
<th>Goal 2 Efficient Regulatory Process</th>
<th>Goal 3 Improve CVO Productivity</th>
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</thead>
<tbody>
<tr>
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<td>X</td>
<td>1-a</td>
</tr>
<tr>
<td>Credentials administration</td>
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<tr>
<td>Motor carrier efficiency</td>
<td>X</td>
<td>X</td>
<td>1-a</td>
</tr>
<tr>
<td>Highway safety</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

5.2 Description of Projects

The four initial projects selected by the Working Group are briefly described in the following paragraphs. These descriptions will be expanded and clarified as the planning process continues.

PROJECT ONE: Electronic Credentialing

This supports Goal 2, Objectives a and b:
2) *Improve the efficiency of the regulatory process.*
   a) *Reduce the paperwork and time spent by agency and industry personnel on regulatory compliance activities...”*
b) Network systems to ensure the exchange of critical information among governmental agencies and industry.

- The desired configuration should include the following characteristics:
  - Reduce paperwork; do applications, etc., on-line.
  - Provide one stop shopping; to the extent possible include all reporting, applications, forms, certifications, etc., for all agencies.
  - Interface with federal reporting requirements/report databases.
  - Each agency can freely use other agencies’ data.
  - Overlapping data collection eliminated or minimized.
  - Include interstate and intrastate trucking (i.e., portions of intrastate credentialing are done at country courthouses).
  - Include court system data.
  - Include the significant impacts of the Patriot Act on processing and reporting.
  - Architecture should support all present and potential future uses.
  - Address computer systems, software, and database types and configurations needed for implementation.
  - Provide a statewide Web site for CVO activities.

- Several agencies in the Working Group have started projects moving toward electronic data entry/processing and Internet services. The proposed project must coordinate with those agencies, and provide guidance so their systems will be compatible with the planned CVO-ITS system.
  - Revenue has a project underway to get IRP, IFTA, etc. on the Internet (electronic filing).
  - ALDOT has its over-size, over-weight permit system on the Internet.
  - PSC is doing the same with SSRS, DOT numbers, and Interstate authorizations.
  - AOC is conducting an “E-citation” project to automate parts of the adjudication process (warrants, convictions, etc.) and will soon conduct a pilot test of truck inspection/weighing.
  - Work is now ongoing to institute a statewide GIS system.
  - Work is underway to automate traffic crash data reporting.

- Recommend any needed additional studies.

- Estimated Project Duration and Cost: The duration is unknown at this point, but a minimum of six months (and more likely a year). Cost is unknown, but this could require 2-5 person years of effort.

PROJECT TWO: Credentials Administration, Agency Interaction/Coordination

This project supports Goal 2, Objectives c and d:
2) “Improve the efficiency of the regulatory process.”
   c) Develop a framework for optimum regulation of commercial vehicle operations in Alabama.
d) Examine current legislation, regulations, and requirements and recommend changes for those that are outdated, inefficient, or unproductive.

Conduct a project to examine the current configuration of activities and responsibilities among agencies and organizations; assess its efficiency and make recommendations for enhancements. Examine the enabling documents at all levels to identify barriers to administration of required duties and improved communications. (Note: This project should be performed in parallel with Project One).

- Develop an administrative framework for continued and strengthened cooperation among agencies and industry.
  - Analyze administrative functions and record keeping of each agency
  - Analyze enforcement duties
    - Types and numbers of violations now experienced, staffing levels
    - Weigh/inspection stations and procedures
    - Overlaps and gaps between agencies, areas of potential gains in efficiency
  - Analyze communications between agencies, and between agencies and industry
  - Examine the AAMVA model for applicability
  - Recommend actions leading to improvements
  - Recommend additional studies needed

- Examine enabling documents
  - Federal, state and local levels
  - Code, regulations, rules, ordinances, etc.; are there inefficiencies or barriers to improved operations
  - Include the effects of new laws and regulations like the Patriot Act
  - Include other agencies… (ADEM, ABI, AOC, etc.)
  - Examine the AAMVA model for applicability
  - Make recommendations to improve efficiency and to enable better enforcement or operations.

- Estimated Project Duration and Cost: The duration is unknown at this point, but a minimum of six months (and more likely a year). Cost is estimate at $150,000.

PROJECT THREE: Highway Safety

This project supports Goal 1, all Objectives:
1) Improve highway safety.
   a) Improve timeliness and accuracy of safety information.
   b) Provide real-time information at the roadside.
   c) Identify and focus enforcement on high-risk carriers.
   d) Educate the traveling public about sharing the road with commercial vehicles.
   e) Review and strengthen documents concerning enforcement legislation, policies, fines and adjudication.
Design a system that provides real-time comprehensive data where it is needed, in the field.

- Must fit into overall system architecture
- Must allow central monitoring in real time
- Should provide for studies and data testing in the background, and for automatic issue of alerts and notices when certain conditions are identified (driver de-certified, etc.)
- Link credentials to safety records
- Link credentials to adjudication records
- Accommodate automated inspection citation (AOC pilot study is underway)
- Electronic data access at roadside, and roadside data transfer
- Identify certain category of vehicles (Prepass, etc.)
- Database/data file must interface with national data files and with similar data from other states
- Inter-agency data sharing within state
- Must link with ongoing projects (GIS, AOC etc.)
- Need wireless communication for law enforcement
- *(Answer the question – do we need more weigh stations? If so, what additional operational support will be required?)*

- **Estimated Project Duration and Cost:** Unknown at this time.

**PROJECT FOUR: Motor Carrier Efficiency**

This project supports Goal 3, all Objectives:

3. Improve commercial vehicle safety and movement efficiency on the State’s highway system
   a) Reduce congestion effects on motor carriers.
   b) Provide timely “decision information” on traffic, weather, and road construction for commercial vehicles and other travelers.
   c) Minimize time unnecessarily lost during regulatory processes.

Prepare a master plan for future CVO operations on the Alabama highway system, and develop a plan to support continued CVO operations at future levels.

- Conduct a thorough review of existing commercial vehicle operations in Alabama
  o Obtain data on items such as:
    - legal and administrative framework for CVO
    - volume levels per roadway
    - trends in CVO growth
    - goods shipped, and effect on the economy of Alabama
    - congestion, crashes and other challenges
    - Anticipated changes in vehicle sizes, weights and operating characteristics
  o Analyze the data for trends, and project them into the future
• Analyze infrastructure that supports CVO operations
  o Rest stops (number, location, parking, radii, ramp grades, etc.)
  o Add extra roadway lanes in areas with heavy truck volumes
  o Climbing lanes on two way roads in hilly terrain
  o Types of interchanges and ramp radii to support CVO operations
  o Bridge postings, or insufficient bridge widths/overhead clearances
  o Include Interstates, state routes, and local access roads

• Analyze the need for on-the-road intelligent transportation systems implementations that can provide decision information to CVO operations
  o Weather
  o Crashes or delays
  o Construction/maintenance activities
  o Congestion levels on certain routes (i.e., route planning)

• Incorporate commercial vehicle operations as a significant component of the state’s long term roadway construction plans

• Estimated Project Duration and Cost: This project is estimated to cost $200,000 and to take 18 months to complete.

5.3 Establishing Project Priorities

During the study that produced this ITS-CVO Business Plan, the Working Group identified the four general projects described above in Section 5.2 of this report. The Group recognized that these projects were general descriptions of desired ends, rather than precise project “scopes of work” that were ready to let to contract.

The Working Group concluded that additional study would be needed to organize, plan and prepare the individual work steps (projects) needed to reach Level 1 CVISN compliance and beyond. Such studies will allow development of scopes of work, budgets, funding sources, time frames, and priorities. The studies will probably be conducted, or facilitated, by professionals familiar with the technical details of CVISN in the next phase of this project.

During the detailed discussions and workshops, the Group recognized that the most immediate needs involved legacy databases, which require revisions and expansions to serve the CVISN process. The Group anticipates that initial projects to conduct these revisions will begin early in the next phase of the implementation process.
6.0 Organization and Management Approach

6.1 CVISN Implementation Management Structure

The Working Group was composed of motivated volunteers who were very familiar with their agencies, and with the CVO processes and data utilized by their agencies. They were very faithful in attending meetings, working with project leaders, and doing all that they could to move Alabama to CVISN implementation. However, few of the volunteers possessed advanced ITS-CVO knowledge and all were very busy administrators in their various agencies and organizations. No single individual or agency emerged as the obvious leader for the overall program. In addition, a strongly contested gubernatorial campaign occurred during the later stages of the study period, resulting in a change of administrations. All of these factors made it difficult to form a permanent management structure to oversee the implementation.

During the final June 2003 work session, the Group adopted a management structure to guide the implementation. It consists of an Executive Committee, the Working Group, and technical/professional expertise engaged as needed by contract. The Executive Committee will guide the overall effort, and is composed of the following individuals:

Chair, Mike Carroll, Administrative Office of Courts
Member, Major Roscoe Howell, Department of Public Safety
Member, Robert McCain, Department of Revenue

The Working Group anticipates that the Federal Motor Carrier Safety Administration will continue to provide advice and coordination with CVISN leaders in other states and with appropriate federal agencies.

6.2 Scheduling, Milestones, Costs, and Funding

As discussed in Section 5.3 of this report, additional studies will be undertaken to organize, plan and prepare the individual work steps needed to reach Level 1 CVISN compliance and beyond. Such studies will allow development of project scopes of work, budgets, funding sources, time frames, and priorities. The studies will probably be conducted, or facilitated, by professionals familiar with the technical details of CVISN in the next phase of this project.
Appendices

A – References
B – Memorandum of Agreement
C – Acronyms
D – Contact Information for ITS-CVO
   Working Group Members
Appendix A
References


Appendix B
Memorandum of Agreement

ITS/CVO Mainstreaming Program
Memorandum of Agreement
State of ALABAMA

ITS/CVO Mainstreaming Program
Goal: To support nationwide deployment of Intelligent Transportation Systems (ITS) and Commercial Vehicle Operations (CVO) technologies by the year 2005.

Objectives: 1.) promote safety, 2.) emphasize electronic screening, and electronic credentials activities; and 3.) encourage automation of networks and facilities that support ITS/CVO deployment consistent with the Commercial Vehicle Information Systems and Network (CVISN) architecture.

Scope of Agreement
As key decision-makers of the participating agencies in this program, we agree to work together in meeting the ITS/CVO Mainstreaming Program’s conditions for commitment, cost sharing, and ITS/CVO business plan development. These details will be specified in the agreement between our state’s lead agency for ITS/CVO activities and the U.S. DOT.

Specifically, we agree to develop a detailed ITS/CVO business plan for our state that will serve as a framework to integrate ITS/CVO technologies with existing state regulatory functions and processes and be compatible with the CVISN architecture.

Department of Public Safety

James H. Alexander, Director

Date 6-8-01

Federal Motor Carrier Safety Administration

Judy C. van Luchene, State Director

Date 5/29/01

Alabama Trucking Association

Frank Filgo, President and CEO

Date 6/27/01

Federal Highway Administration

Joe D. Wilkerson, Division Administrator

Date 5-4-01

Alabama Department of Transportation

G. M. Roberts, Transportation Director

Date 6/29/01
Appendix C
Acronyms

AAMVA – American Association of Motor Vehicle Administrators

ABI – Alabama Bureau of Investigation

ADEM – Alabama Department of Environmental Management

ALDOT – Alabama Department of Transportation

AL-PASS – Permit Administration Software System (automated, on-line) of ALDOT

AOC – Administrative Office of Courts

ASPEN – not an acronym, FMCSA software used for electronically capturing inspection reports

ATA – Alabama Trucking Association

AVI – Automatic Vehicle Identification, a name for the process of identifying vehicles via use of an on-board transponder

CATS – Carrier Automated Transaction System, the CVISN defined software that interfaces between the carriers and credentialing agencies

CDL – Commercial Drivers License, as distinct from a standard drivers license.

CDLIS – Commercial Drivers License Information System

CI – Credentialing Interface, the CVISN component that hosts all interfaces between carriers/agents/local credentialing offices and DVA agencies legacy systems

CJIS – Criminal Justice Information System, an on-line database administered by AOC

CVA – Commercial Vehicle Administration

CVIEW – Commercial Vehicle Information Exchange Window, a CVISN component that hosts the State Commercial Vehicle Administration Database

CVISN – Commercial Vehicle Information Systems and Networks, the national program for defining and implementing the CVO portion of the national ITS architecture

CVO – Commercial Vehicle Operation
CVSA – Commercial Vehicle Safety Alliance

DPS – Alabama Department of Public Safety

DLD – Driver License Division of DPS

DSRS – Dedicated Short Range System

EDI – Electric Data Interchange, a standard high level communication protocol that defines data elements and transaction sets for ITS-CVO uses

EFT – Electronic funds transfer

FARS – Fatality Analysis Reporting System, a national database of fatal accidents

FHWA – Federal Highway Administration

FMCSA – Federal Motor Carrier Safety Administration

FMCSRs – Federal Motor Carrier Safety Regulations

HAZMAT – Hazardous material, those materials being transported that are dangerous to people and the environment

IFTA – International Fuel Tax Agreement, an agreement between the States for collecting and sharing fuel taxes from interstate carriers

GIS – Geographic Information System

IRP – International Registration Plan, an agreement between the States for registering interstate carriers’ vehicles and distributing associated fees.

ISS – Inspection Selection System, used by the Motor Carrier Safety Unit of DPS

ITS – Intelligent Transportation Systems, a term for advanced technology that gathers, communicates, analyzes and uses real-time information to manage transportation functions

LSI – Legacy System Interface, a CVISN component that resides with the CVA agencies’ legacy system that enables it to exchange data with the CI

LSM – Legacy System Modification

MCMIS – Motor Carrier Management Information System

MCSAP – Motor Carrier Safety Assistance Program
MCSIA – Motor Carrier Safety Improvement Act

MCSU – Motor Carrier Safety Unit of DPS

NMVTIS - National Motor Vehicle Title Information System

PSC – Alabama Public Service Commission

PRISM – Performance and Registration Information Systems Management system; this is a national system which links registration data with the safety fitness records of motor carriers

REVENUE – Alabama Department of Revenue

RSPA HAZMAT – The Research and Special Programs Administration of the US DOT regulations for hazardous materials

SAFER – Safety and Fitness Records, a national CVA database of safety related carrier information used in interstate data transfer

SafetyNet – The FHWA/ OMC software system that supports PSC’s record keeping and federal reporting of carrier audits and vehicle inspections

SSRS – Single State Registration System, the base-state system for granting Operating Authority to interstate carriers for all jurisdictions in which they operate and distribute fees involved

Stakeholder – An organization or a person who has a stake in ITS, in this case referring to CVO, such as state agencies, carriers, drivers, etc.

UCR – Unified Carrier Registration, a single, on-line federal system that is under development and will eventually replace SSRS

WIM – Weigh in Motion
Appendix D
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