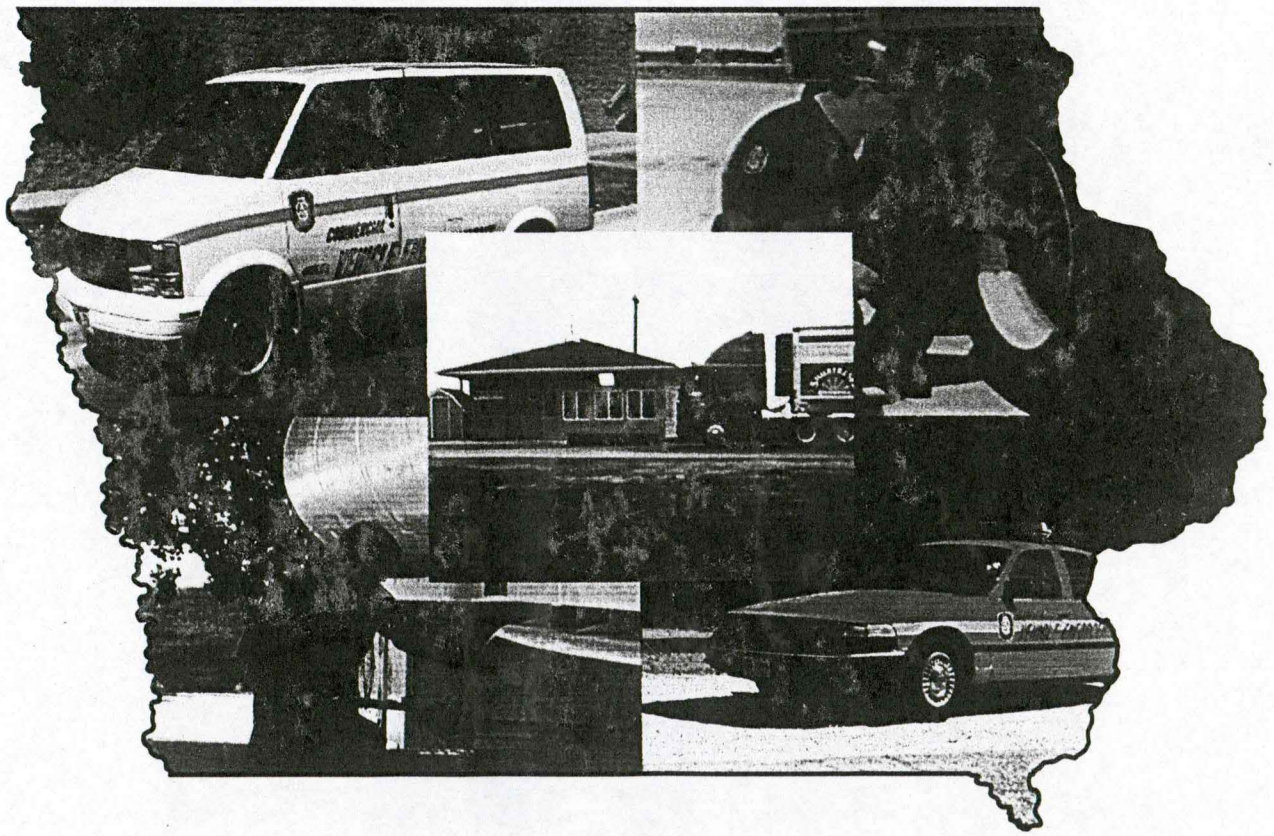
Iowa CVISN Top Level Design & Program Plan Document



Iowa Department of Transportation

September 2000

Iowa
Top-Level Design & Program Plan Document

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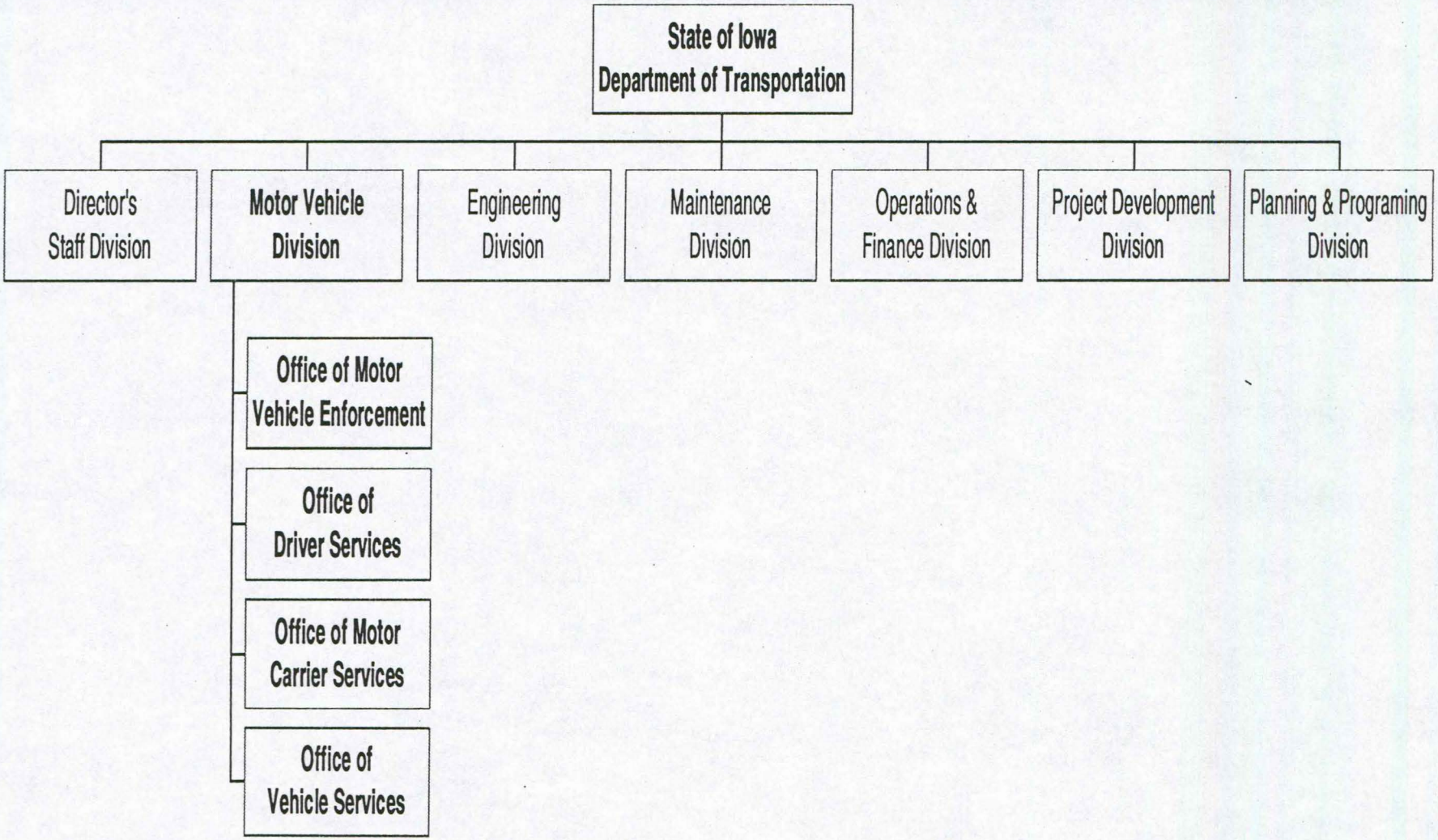
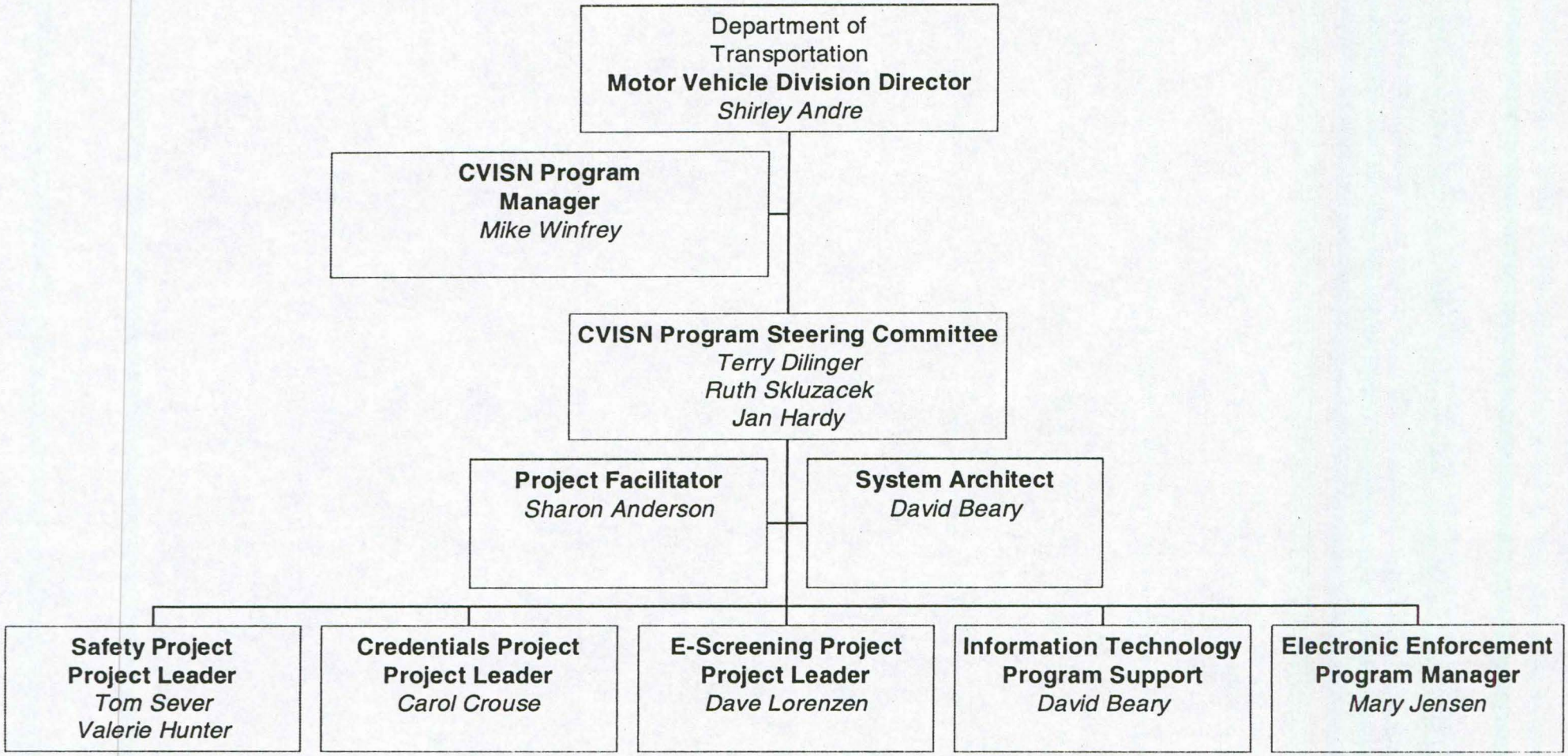
CVISN Level 1 Capabilities

Capability Area	CVISN Level 1 Capabilities	Iowa's CVISN Level 1 Status
Safety Information Exchange	• ASPEN (or equivalent) at all major inspection sites. • Connection to the Safety and Fitness Electronic Records (SAFER) system to provide exchange of interstate carrier and vehicle snapshots among states. • 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.	• TraCS (The National Model) is fully deployed to all MVE officers with components for inspections, citations, accident, OWI and incident reports. • Statement of Work has been requested for transmitting directly to SAFER from the officers' PCs. • No plans for a CVIEW at this time.
Credentials Administration	• Automated processing (i.e., carrier application, state application processing, credential issuance, and tax filling) 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 (HM). Note: processing does not necessarily include e-payment. • Connection to IRP and IFTA Clearinghouses. • 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.	• Automated processing of IRP is under development and will be deployed November, 2000. Plans for automated processing of IFTA under development. • Automated processing of OS/OW permits is fully operational. • Electronic titling has been piloted by one motor carrier and will be expanded in the near future. • No plans for an IRP or IFTA Clearinghouse connection at this time. • With IRP becoming an automated process, a large portion of the transaction volume will be handled electronically.
Electronic Screening	• Implemented at a minimum of one fixed or mobile inspection site. • Ready to replicate at other sites.	• PrePass being installed at five Interstate scale locations.

CVISN Organization Chart



CVISN Program Team



Iowa CVISN Overview

Introduction

Division Mission Statement

The mission of the Motor Vehicle Division is to administer and enforce all laws relating to drivers and vehicles and to collect all lawful fees. We shall do this with honesty, integrity and courtesy; we will carry out our responsibilities with the highest-quality customer service possible, within the confines of the law.

Division Organization

The Motor Vehicle Division was formed in 1975 when the Department of Transportation was established. Motor vehicle responsibilities were taken from various agencies -- Department of Public Safety, Iowa Commerce Commission, Reciprocity Board, Traffic Weight Enforcement of the Highway Commission. By organizing the motor vehicle functions within a single agency, it provided a simplified and uniform approach to motor vehicle issues -- including commercial vehicle operations.

The Division consists of four offices:

- Driver Services (DS) -- responsible for the driver testing; driver license issuance; driver records including convictions, crash involvement, license withdrawals and insurance filings; problem driver remediation; and crash data collection for over two million drivers including Commercial Driver License (CDL) holders/Commercial Motor Vehicle (CMV) operators.
- Motor Carrier Services (MCS) -- responsible for several motor carrier regulatory functions including interstate vehicle titling and registration (IRP), motor fuel tax (IFTA), intrastate and interstate authority (SSRS and exempt) and oversize/overweight permits. MCS is responsible for accepting and reviewing applications, issuing credentials, auditing and collecting fees for over 5,000 motor carriers.
- Motor Vehicle Enforcement (MVE) -- responsible for the enforcement of all laws and regulations pertaining to the motor carrier industry. MVE operates 24 permanent scale/inspection facilities and patrols over 10,000 miles of Iowa roadways.
- Vehicle Services (VS) -- responsible for the administration of county based vehicle registration and title issuance and records maintenance of registration and title documents for over 3.5 million vehicles.

Iowa's Motor Vehicle Division has been an innovator in commercial vehicle services and administration and has continually worked to improve these programs. Iowa has:

- Established the nation's first truck permit center, which was operated 24 hours a day to meet needs of a 24-hour industry.
- Developed a One-Stop Shop to provide the commercial vehicle operator a single source for information and credentials.
- Formed a motor carrier advisory committee to coordinate the Department's response to commercial vehicle issues and concerns and to forge business partnerships with the motor carrier industry.
- Was one of three founding states for IFTA.
- Took on the role of the Lead State in the National Governors' Association's Truck Working Group.
- Took on the role of Lead State for the PRISM (formerly CVIS) project.
- Took on the role of Lead State for the National Model that is available for distribution to other states.
- Participated in the Standardization of National Law Enforcement Telecommunications System (NLETS) Driver Messages initiative.

Iowa has over 6,900 family-owned and corporate trucking businesses. Like nationwide trends, Iowa continues to see increases in commercial vehicle traffic. Over 70 percent of Iowa communities depend upon trucks for the delivery of goods and services. Trucks transport nearly 100 percent of the supplies needed for Iowa's 100,000 family farms. These facts only emphasize the importance of a vital CVO/ITS business plan for Iowa.

The Plan

Iowa's CVISN goal is to create a network using technology that will enhance efficiency, safety, compliance and enforcement for commercial vehicle operations. This will encompass improved customer service, information processing, credential issuance and advanced enforcement techniques.

To accomplish this goal, Iowa plans to continue to implement programs which emphasize safety and enforcement.

- Inspection/citation software and use of Inspection Selection System software help enforcement officers perform more efficient inspections and select high-risk motor carriers for inspection.
- Linking vehicle registration to safety performance through PRISM helps ensure motor carrier safety.
- Automated Weigh-in Motion (WIM) screening enables enforcement officers to efficiently select vehicles for close review of size and weight issues.

- The National Model enhances the collection of data for all vehicles including the commercial motor vehicles to insure accurate roadside data collection, which improves the sharing of this data to all levels of the Department. This includes components for inspections, citations, accident, OWI and incident reports.

Our Plan also includes continued development and deployment of programs which automate regulatory processes and procedures to enhance the way the state and motor carriers do business. Automation of manual, paper-based processes will impact productivity and exploring innovative uses of the Internet to enhance existing processing procedures will result in saving time which is beneficial to both motor carriers and the state.

Safety Information Exchange

PC/Scanner Technology

In 1995 the MVE office deployed pen-based computers to all MVE officers to do inspections and citations. This technology has eliminated errors, reduced data transmission time and reduced the down time for the motor carriers being inspected.

Because officers' inspections are transmitted electronically there is no need for data entry. Data transmission to SAFETYNET has been reduced from three months to 18 days and errors on the officers' inspections have been greatly reduced.

Upgrades of the field PCs were deployed this year along with a new version of software called Traffic and Criminal Software (TraCS) that incorporates many enhancements. A Statement of Work has been requested for transmitting directly to SAFER from the officers' PCs. This will provide even quicker inspection data upload to the national database.

A Statement of Work has been requested to add connectivity between the TraCS and the Inspection Selection Software. By allowing the two systems to "talk" together, MVE officers can access the correct motor carrier information from the ISS database and populate the motor carrier data on the commercial vehicle safety inspection form. This will eliminate the duplicative entry on the motor carrier information and increase the accuracy of the data collected on the inspection form.

Bar code readers attached to the MVE officer's pen-based computers read a bar code on Iowa International Registration Plan (IRP) cab cards and on any states' driver license that is AAMVA compliant. Information from the bar code (vehicle and motor carrier information from the registration, driver information from the driver license) drops into the required fields on the inspection and citation documents. This technology improves the speed and accuracy of the roadside/field data capture by eliminating data input errors and providing better motor carrier identification.

The National Model for the Statewide Application of Data Collection and Management Technology to Improve Highway Safety is a program for sharing information, resources, and technologies to improve highway safety. Some of the goals and expected benefits of the National Model project are improving data acquisition for roadway incidents, leveraging proven technology for law enforcement, streamlining the communication of safety information to key stakeholders, and extending the use of this information for short and long-range safety and law enforcement programs.

The National Model is a consortium effort. The initial members of the consortium include: The Iowa Department of Transportation's Motor Vehicle Division (MVD); the Iowa Department of Public Safety, Iowa State Patrol; and the Federal Highway Administration (FHWA). The Iowa DOT and FHWA are the lead organizations in this effort.

A key component of the National Model project is to identify technologies that support its goals, demonstrate those in place in Iowa and develop those that are not yet available or fill "gaps" in the Iowa technology environment. Several of the following other Intelligent Transportation Systems technology projects are key to the National Model. They are:

- Bar Coding Cab Cards
- In-vehicle Terminals (MDT)
- Bar Code Readers
- Traffic and Criminal Software (TraCS)
- Driver License Bar Coding/Magnetic Stripe
- Inspection Selection Systems and P C Miler
- GPS Applications Dispatch and Vehicle Crash Location

The Iowa DOT has the capability to access roadway attribute information currently reported by officers and drivers from the base road inventory records simply by identifying the street (road) name, the latitude/longitude coordinates. The field version of this new procedure includes a GIS "smart map" application to allow the officer to "point and click" at the exact location of the crash on a local area map. The mapping software will identify and pass the street name, the lat/long coordinates and lane direction to the MARS application from the local road record. A GPS application already running on the mobile PC to support AVL/CAD can also que up a local area map in the GIS "smartmap" application.

This is an on-going project. Significant progress has been made in the key areas of communications, field data collection, statewide data collection/distribution/ analysis, local systems integration, event location and mobile data computers and associated peripheral devices.

Electronic Screening

LPR/WIM Technology

Iowa currently has two interstate truck weigh stations that have License Plate Reader (LPR) and ramp Weigh-In-Motion (WIM) technologies in place.

The LPR reads a license plate and sends the imaged license plate numbers to a target file in a microcomputer at the scale. The target file is a file of motor carriers who have been determined to be a high-risk based on Iowa's involvement in the Performance and Registration Information System Management (PRISM) program. The file is updated daily. The microcomputer at the scale compares the license plate information against the target file, flagging a high-risk carrier file (referred to as a hit). If a "hit" is indicated, the vehicle is directed to the scale by a scale message sign. MVE officers perform a Level 1 safety inspection.

Research and review of transponder technology has been taking place. While the concept of utilizing transponder technology to screen vehicles at highway speeds is excellent, there are many questions still to be addressed.

Plans have been developed in Iowa's Scale Plan to utilize PrePass technology at Interstate scale locations. The use of this technology will benefit the industry and the state by allowing for the continuous movement of commercial vehicles and eliminating delays and lines on scale entrance ramps.

Credentials Administration

Performance and Registration Information System Management

Iowa began participation in the Performance and Registration Information System Management project (PRISM) in 1992. As the lead agency, Iowa spearheaded the development of federal/state partnership in the commercial vehicle arena.

The project demonstrated the feasibility of tying the commercial carrier's registration to its safe operation. Carriers deemed unsafe under PRISM also lost vehicle registration privileges. This created a level playing field for the motor carrier industry by concentrating sanctions on the high-risk motor carriers.

Once a motor carrier exceeds the bounds of the established safety threshold, the motor carrier enters the Motor Carrier Safety Improvement Process (MCSIP). MCSIP includes not only several stages of progressively stronger warnings to motor carriers, but also provides opportunities for the motor carrier to improve operations and return to a safe condition. Registration suspension and/or revocation of motor vehicles assigned to the unfit motor carriers will be the ultimate penalty if there is no improvement in the motor carriers' safety fitness record.

Along the way there are numerous opportunities for the motor carrier to improve safety performance and operations, receive due process, correct erroneous information and exit the process. MCSIP requires the combination of coordinated

state and federal enforcement actions to work effectively. The three major stages of the MCSIP process include the Warning Letter, Safety Improvement and Suspension/Revocation.

The project has been reviewed and proven feasible. As a result, a process to improve overall safety was implemented. It was adopted by the FHWA and national implementation was passed by Congress and signed into law. Iowa is fully operational in PRISM.

Automated IRP

A system is being developed for motor carriers to submit International Registration Plan (IRP) applications and supplements either through the Internet or through an EDI file mailbox environment. Automation of this process would expedite the issuance of temporary authority (allowing the carrier to put the vehicle into operation quicker) while the application is processed, billed, paid and credentials issued. Benefits to both the motor carrier and the state will be very similar to electronic oversize/overweight permits.

Since 1994 we have had our largest motor carrier (Ruan) and others submitting an automated IRP renewal electronically through ComData for 9,300 vehicles in eighteen fleets. We provide the motor carrier a tape containing the registrant and existing vehicle information. The motor carrier makes additions, deletions and changes to the vehicle information on the tape and returns it to our office. The bill and a list of any failed records are sent to the motor carrier. Failed records are handled later through the manual process.

The motor carrier is provided our electronic data interchange standard format with a record length of 3411 bytes. There are four different record formats: carrier record, mileage record, weight record and vehicle record.

We expanded the IRP automated renewal to include a prerenewal Temporary Authority (TA) batch process. This process saves the state time since staff hours are not spent manually entering data. This process will be expanded to include applications received through the Web and mailbox exchange.

Automated Oversize/Overweight Permits

The Motor Vehicle Division provides a Motor Carrier Services (MCS) home page on the Internet. In addition to the home page providing information, it allows established charge account customers to receive and track their oversize/overweight permit request.

Any customer with a charge account can request any type of oversize permit or route approval and other related permits such as weight increases. The application form on the Web has been especially designed to mirror the current application form, but only brings up the fields necessary for the type of permit the carrier is requesting. Upon the completion of the form, the carrier submits it to MCS. The application is reviewed and validated by the system for completeness and accuracy. Detection of errors will stop the permit and allow the carrier to correct errors or omissions. Once it is accurately completed, the permit application is submitted into the permit system where it is processed. Once issued, the permit is transmitted back to the carrier and can be printed upon request.

Permits requested in this manner can be monitored by the motor carrier through the Web site. Status information will change as the permit is received by MCS, issued or rejected with rejections returned stating the reason for rejection.

This system reduces the redundant data entry and improves data quality. It has proven to be a major time saver for trucking industry and state staff allowing more permits to be processed, decreasing turnaround time for all customers. It also creates easy to read permits, validates the permit data and populates fields like carrier name, address and account data with information from the data base. The program has a billing function for issued permits which expedites the billing and collection of permit fees.

Over 25 percent of permit applications are processed in an automated fashion. It is anticipated these numbers will continue to increase.

Registration and fuel temporary trip permits can be issued electronically through the Web with no human intervention. These permits are available on the Web for Iowa, Oklahoma, Missouri, Kansas, Minnesota, Wisconsin and Pennsylvania.

Future enhancements of this system include an automated route checking package. Improvements in accuracy and timeliness of internal data are needed before this feature is added.

EDI (CommData)

Another mechanism for motor carriers to electronically submit oversize/overweight permit applications is through an electronic mailbox. The mailbox approach allows the motor carrier to send an electronic file to a mailbox in an agreed format. The information is retrieved by MCS from the mailbox on a regular basis. The issued permit is sent back to the mailbox for the motor carrier to retrieve.

Many of the benefits of this system of electronic permits are the same as the issuing of permits over the Internet. However, the EDI system does not allow for the online tracking of permit requests or the ability to correct certain data fields requiring the permit with errors to be rejected and resubmitted before it can be processed and issued.

Electronic Titling

Electronic Titling automates the submission, issuance and payment of titles in a paperless environment. The motor carrier enters or uploads the vehicle information into a file and forwards it to a mailbox. The MCS office retrieves the file into a title issuance program. The motor carrier provides supporting documents to MCS by a certain time each day for all records processed the previous day. These documents are maintained by MCS. The motor carrier can either wire payment or submit a check with the detailed payment sheet on title fees. The titles are issued and sent to the owner or the lien holder as required.

Currently there is one motor carrier participating in this project. Additional participation from other large motor carriers and permit services has been requested and is being worked on by the information technology services staff. This new process has increased the work quality and productivity, substantially lowering the application and processing time and reducing errors. The automated title process allows twice as many titles to be issued in half the time. A single clerk who previously issued 70 titles in a day can now issue 137 titles in four hours while still conducting daily business on the telephone and at the public service counter. What used to take the motor carrier days to accomplish can now be obtained in 24 hours. Additionally, the Iowa Department of Revenue, who was consulted in the development of this process, allows the motor carrier to file for a tax exemption through this automated method.

Future plans for Electronic Titling are to create an electronic image of all the supporting documentation and submit it in EDI to MCS. Implementation is anticipated in 2003.

Electronic Fuel Tax Reports

Plans are being developed to provide a mechanism for motor carriers to submit International Fuel Tax Agreement (IFTA) quarterly reports through the Web or an EDI file mailbox environment. The RFP process will begin October, 2000.

Each of Iowa's 5,400 IFTA carriers is required to file quarterly fuel tax reports which totals 21,600 report to process a year. Information on the reports reflects the miles traveled, fuel purchased and fuel consumed for 58 jurisdictions including Iowa. Using an electronic system to submit and process these reports would result in quicker processing of carriers' refunds and payments. It would reduce errors, duplicative data entry and validating edit checks would practically eliminate errors on reports.

Interstate For Hire Authority (Single State Registration System)

Upon receiving federal interstate authority, motor carriers must register their federal regulated (non-exempt) authority with their base state. Motor Carrier Services (MCS) has 3300 motor carriers that are registered. Insurance is verified and fees are collected for each state the motor carrier operates in of the 38 member states, similar to the International Registration Plan and the International Fuel Tax Agreement.

Applications are filed with MCS with insurance verification done through the SAFER Web site.

Iowa CVISN Goals

Iowa's CVISN goal is to create a network using technology that will enhance efficiency, safety, compliance and enforcement for commercial vehicle operations. This will encompass improved customer service, information processing, credential issuance and advanced enforcement techniques.

IOWA CVISN Program Objectives

Create a Safe highway environment

- Transmit safety inspection reports to SAFER.
- Receive timely data from SAFER.
- Complete construction of scales with transponder reader capabilities.
- Expand the use of GIS and Smart Maps for all law enforcement incident reports.
- Continue development of National Model technologies.

Improve customer service to motor carriers

- Implement electronic submission of IRP applications through Web and EDI application by 2001 registration year.
- Expand electronic titling options.
- Provide for the electronic filing of fuel tax reports.

Improve the efficiency of the MVD using advanced ITS concepts

- Develop the connection between ISS-2 and the National Model TraCS.
- Update and replace 100 MVE laptop computers with new technically advanced computers.
- Finalize the mobile data terminal software for all MVE vehicles.
- Redesign of the Driver License master file.
- Develop and implement electronic insurance exchange.

COACH Part 1 – Exceptions

- Interoperability Guiding Principles #26
  - "Each jurisdiction will determine the price and payment procedures, if any, for motor carriers to enroll and participate in its ITS/CVO electronic screening program."

    Iowa anticipates Prepass for screening -- vendor determines costs/payment methods.

- Operational Concepts -- 3.1.7
  - "To enable cross-referencing and standard look-ups in multiple information systems, a common scheme for identifying international trips must be adopted. The Trip/Load number consisting of DUNS and trip specific ID should be the basis for identifying international trips.

    Iowa has no plans to identify any particular trips.

- Safety Information Exchange -- 3.2.7, 8 & 12
  - These three criteria deal with Compliance Reviews.

    Iowa does not perform Compliance Reviews at this time.

- Credentials Administration -- 3.3.11
  - "The "paperless vehicle" concept is supported, i.e. electronic records become primary and paper records become secondary."

    Iowa is not considering at this time.

COACH Part 1 – Exceptions (Continued)

- State Institutional Framework -- 4.1.18
  - "The legislature provides adequate resources to support an active ITS/CVO program and deployment of the ITS/CVO services.

    Iowa receives no special ITS/CVO funding or staffing support at this time.

- State Electronic Screening Systems Design -- 5.4.5
  - "Verify credentials/safety information with authoritative source prior to issuing citation."

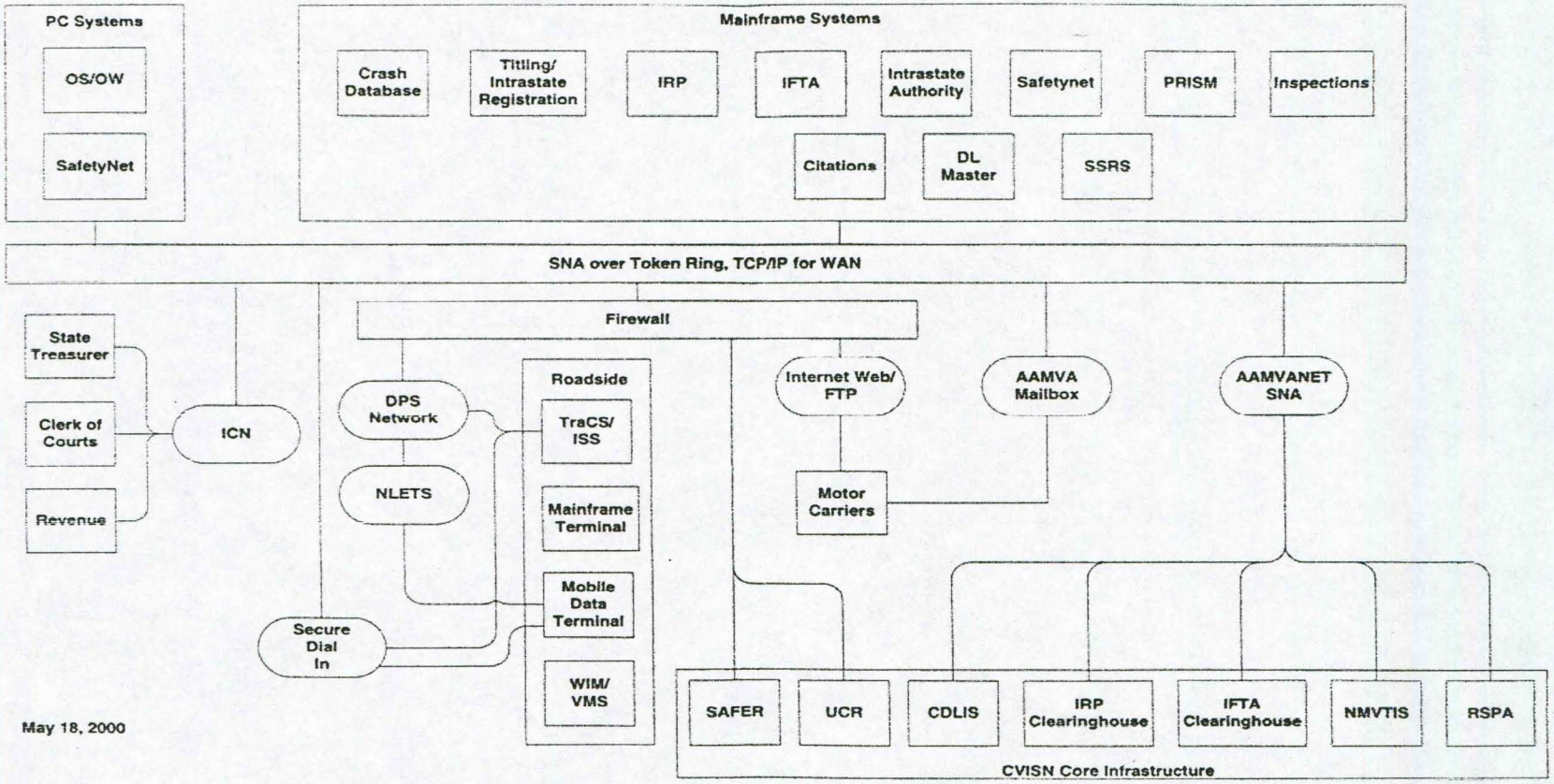
    This is a decision made by the officer at the roadside.

COACH Part 3 -- Exceptions

- Data Maintenance Requirements -- # 6 & 7
  - These two items deal with state participation in the IRP and IFTA Clearinghouses.

    Iowa does not anticipate participating in the Clearinghouses at this time.

IOWA NETWORK DESIGN TEMPLATE



System Change Summary

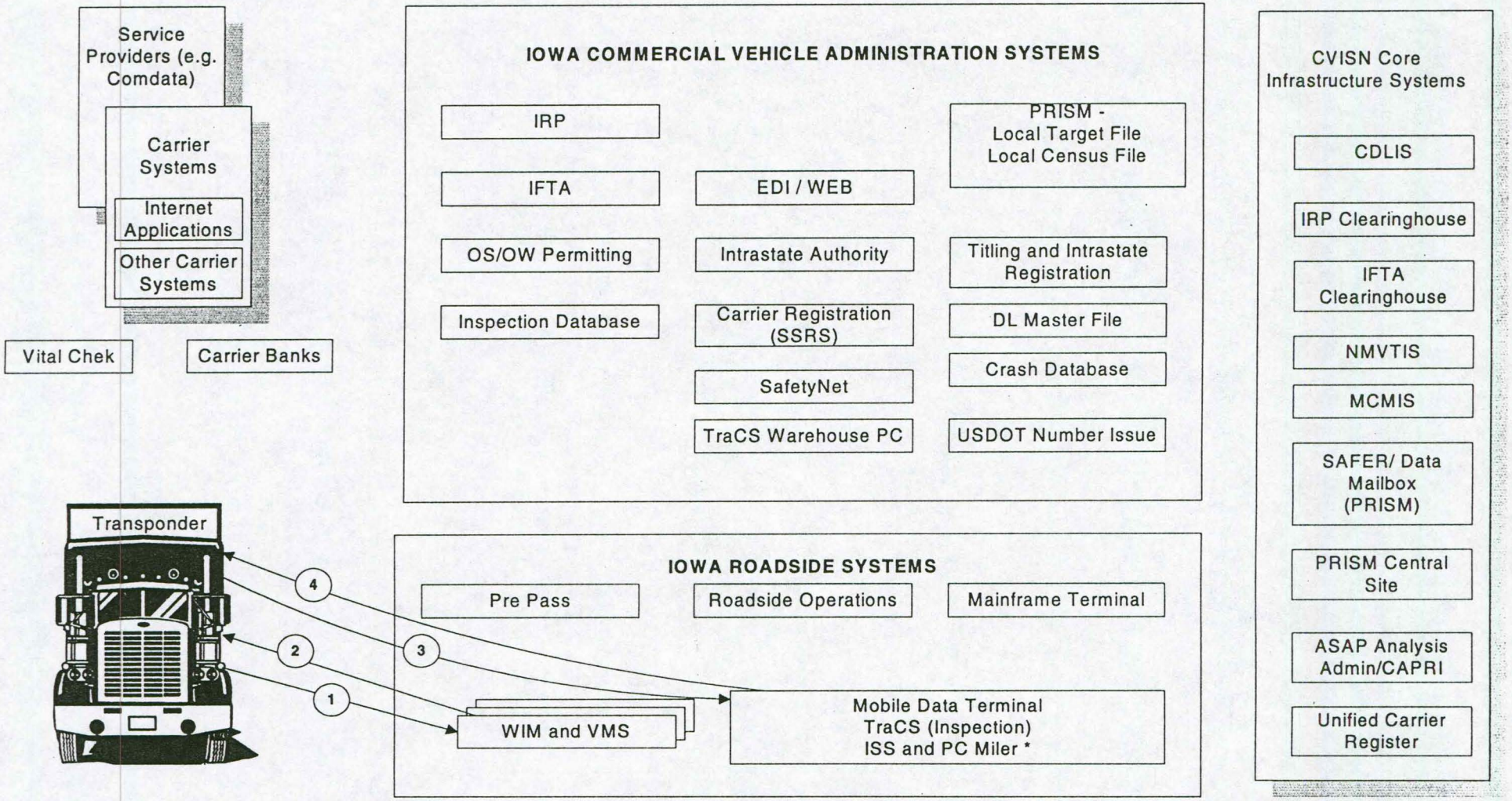
IRP Redesign

Task	Date	Contact
1. RFP	Completed	Ruth Skluzacek
2. System Demonstrations	Completed	Ruth Skluzacek
3. Notification of Award	Completed	Ruth Skluzacek
4. Final Contract	Completed	Ruth Skluzacek
5. Data Conversion	9-1-00 – 10-1-00	Ruth Skluzacek
6. System Fully Operational	11-1-00	Ruth Skluzacek
7. Renewals Prepared and Sent	11-1-00	Ruth Skluzacek

System Phase Charts

Phase 1	Phase 2
1999	**2000**
7-1-99 – 12-31-99	1-1-00 – 6-30-00
IRP Redesign • RFP • System Demos • Award Notification • Final Contract • Progress Report	**IRP Redesign** • Progress Reports • Acceptance Testing • Draft Operations Manual • Testing

Phase 3	Phase 4
2000	**2001**
7-1-00 – 12-31-00	1-1-01 – 6-30-01
IRP Redesign • Testing • Finalize Operations Manual • Training • Data Conversion • System Fully Operational • Renewals Prepared and Sent to Motor Carriers	

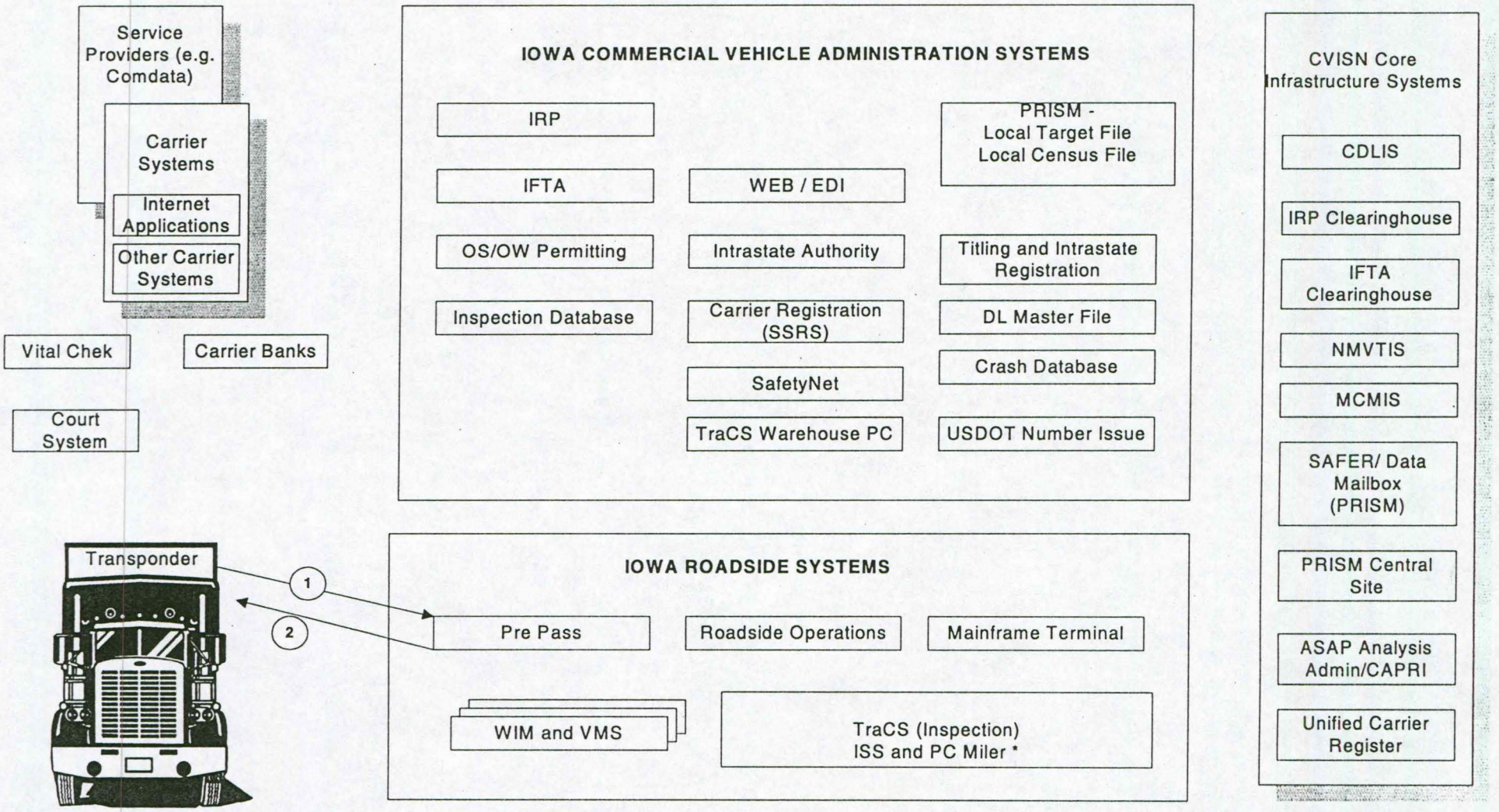


* TraCS is the third generation of the Officer Information Manager System. TraCS, ISS and PC Miler reside on laptops assigned to Motor Vehicle Enforcement Officers. These laptops are used both at the weigh station and on the road.

Thread Diagram Narrative

Electronic Screening (Mainline WIM)

1. Commercial vehicle activates Weigh-In-Motion (WIM)—vehicle weighed and measured.
2. Variable Message Sign (VMS) notifies driver of action needed (by-pass, continue to static scale).
3. Vehicle and driver complete static weighing of vehicle.
4. Motor Vehicle Enforcement officer completes electronic inspection/citation (as necessary).



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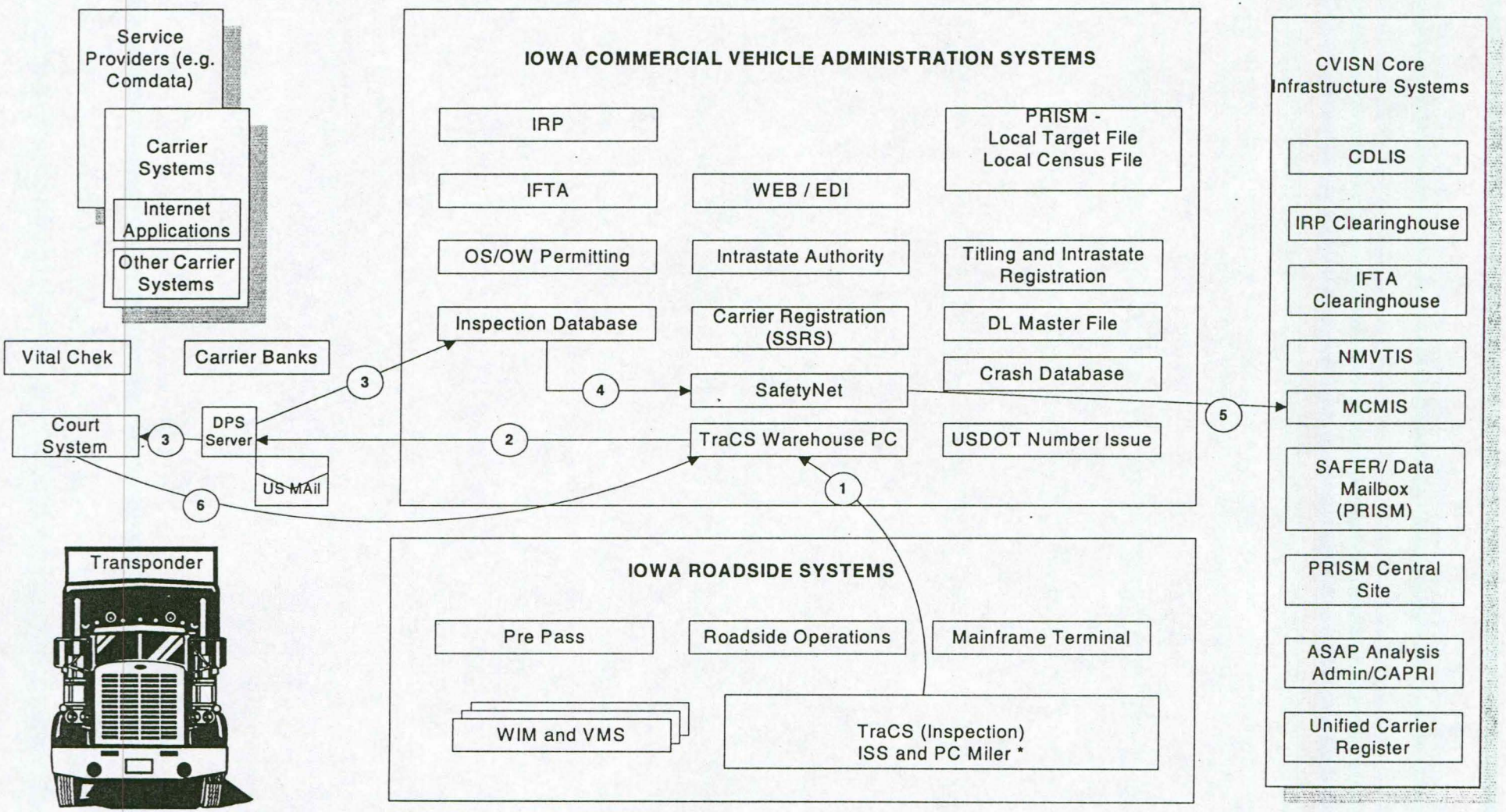
Thread Diagram Narrative

Electronic Screening (Pre Pass)

1. Commercial vehicle transponder is read by Pre Pass Transponder Reader at mainline speed.
2. Vehicle information goes to scale PC for verification of credentials and safety.
3. Driver receives signal in vehicle cab to enter or by-pass the scale (red/green light indicator).



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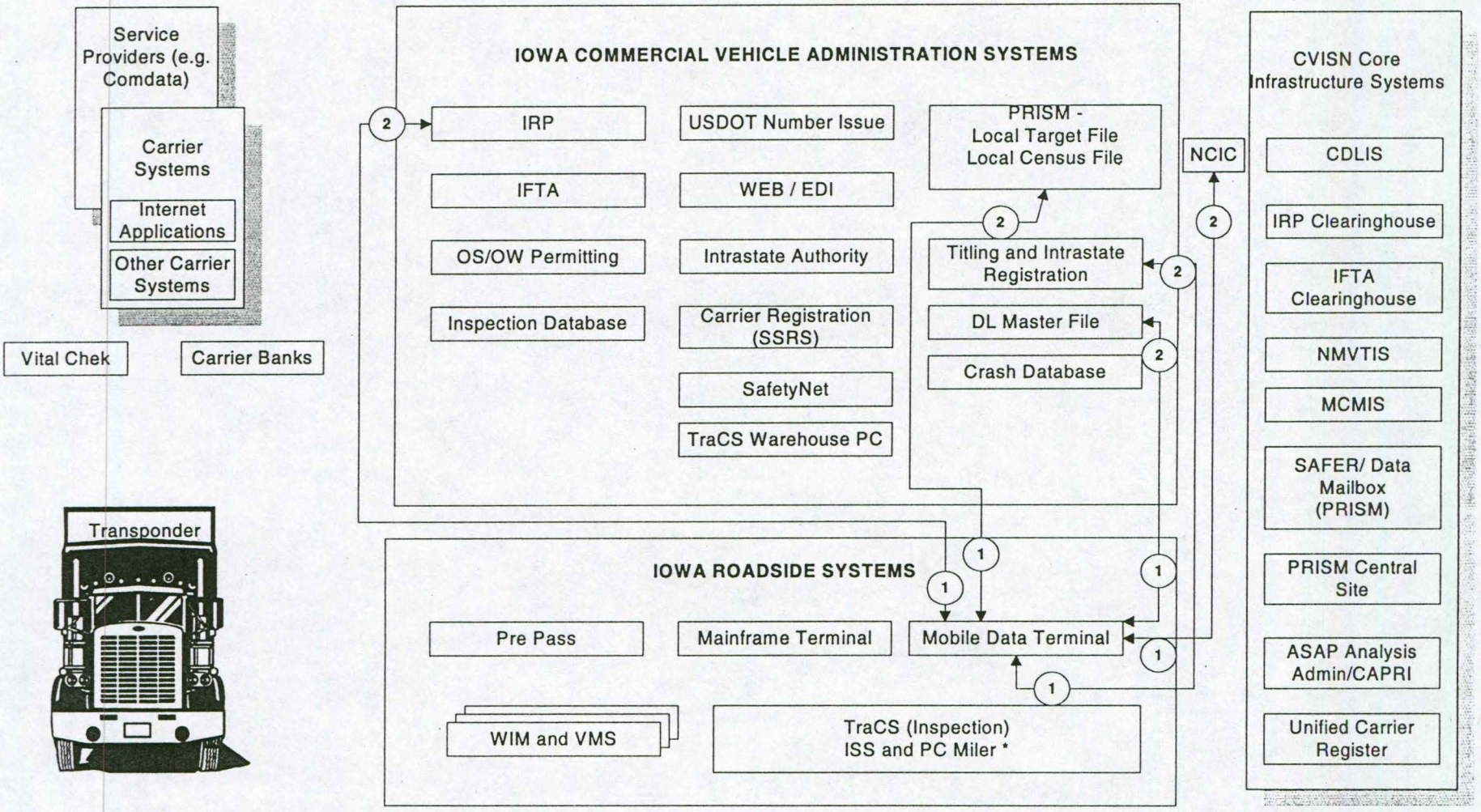
Thread Diagram Narrative

Safety Inspection Data Collection

Officer completes inspection using TraCS.

1. Officer transmits to TraCS Warehouse PC – end of shift.
2. TraCS Warehouse PC transmits to Department of Public Safety (DPS) Server.
3. Inspection Database retrieves inspection data from the DPS Server and the Iowa Court Information System (ICIS) retrieves citation data from the DPS Server.
4. Inspection Database sends data to SAFETYNET.
5. SAFETYNET sends edited data to MCMIS.
6. Court system transmits dispositions to the TraCS Warehouse PC.

SAFETY MVO INQUIRY (MOBILE ENVIRONMENT)



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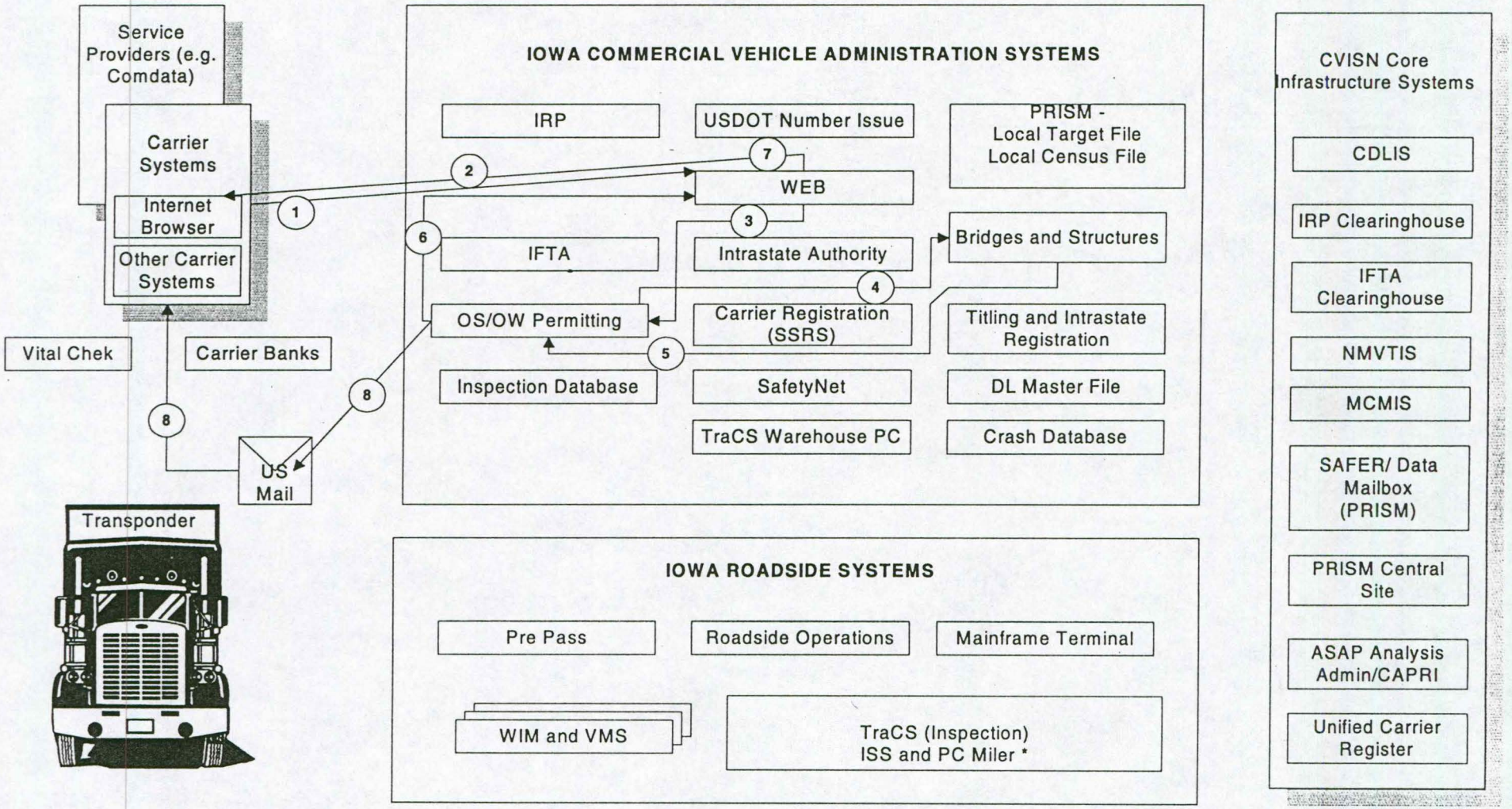
Thread Diagram Narrative

Safety Motor Vehicle Officer Inquiry (Mobile Environment)

1. Officer queries NCIC wants and warrants, PRISM, IRP, intra-state registration and DL Master file.
2. Each system responds to officer's query.

OVERSIZE / OVERWEIGHT PERMITS
WEB ACCESS



* TraCS is the third generation of the Officer Information Manager System. TraCS, ISS and PC Miler reside on laptops assigned to Motor Vehicle Enforcement Officers. These laptops are used both at the weigh station and on the road.

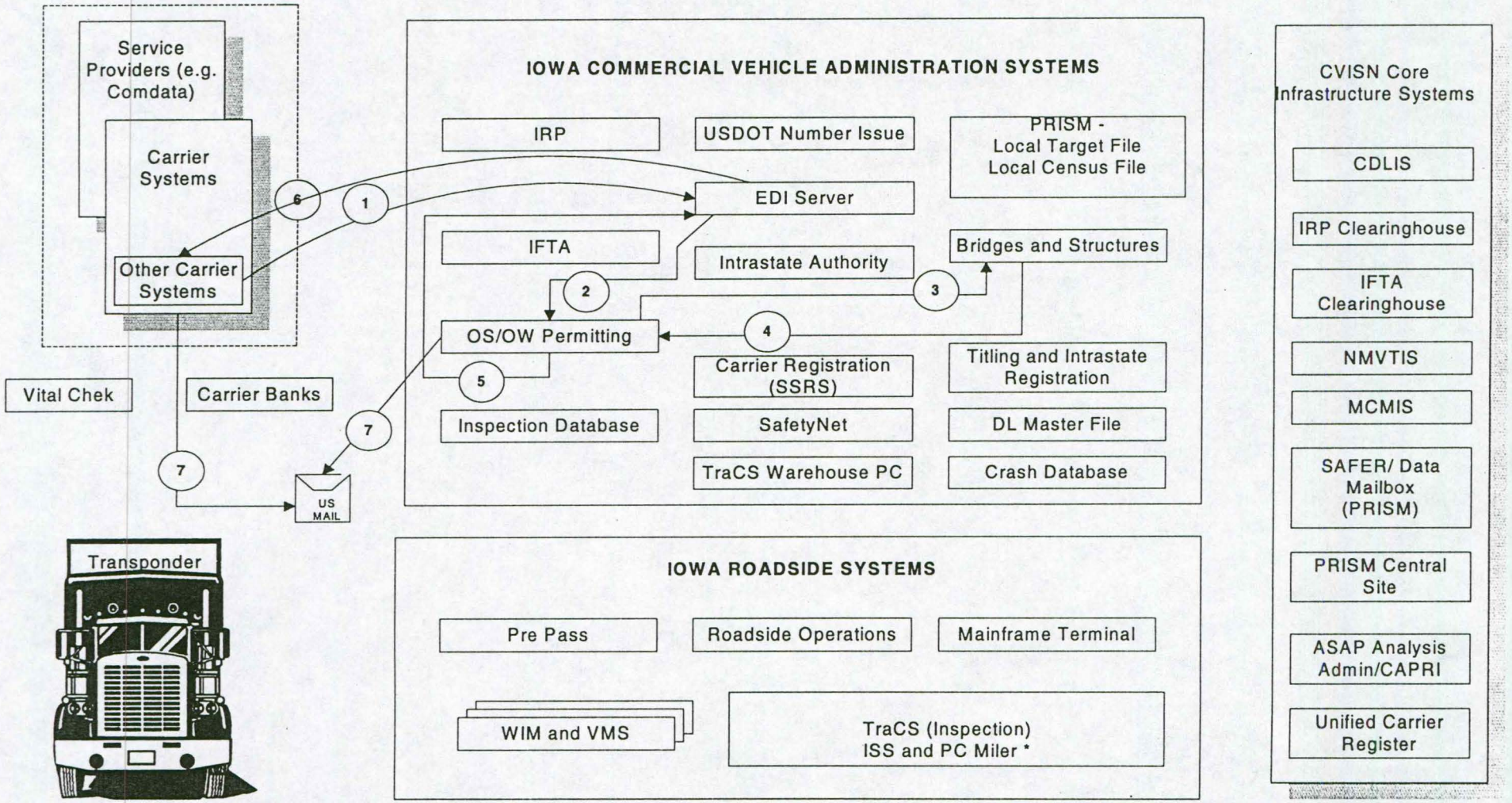
Thread Diagram Narrative

Oversize/Overweight Permits
(Web Access)
Currently in Production

1. Established requestor logs in (requires an ID and password) and requests permit in IA Web site.
2. IA Web edits permit and an acknowledgement is returned to requestor when error free.
3. IA Web submits permit request to the OS/OW Permitting System for configuration review and route approval. (If less than 156,000 pounds, skip to number 6.)
4. OS/OW Permitting system submits permit request to Bridges and Structures for loads larger than 156,000 pounds.
5. Bridges and Structures approves routes submitted in number 4 and returns OS/OW permit to the OS/OW Permitting System.
6. Approved permit submitted to IA Web.
7. Motor carrier checks status and can retrieve approved permits. The permit can be faxed to any location.
8. Bills are generated by the OS/OW Permitting system and mailed to the motor carrier.

(NOTE: Special feature of Internet process is that the permit is maintained on the Web site for three months after permit expiration. Requestor can copy these permits to make new permit requests.)

OVERSIZE / OVERWEIGHT PERMITS
EDI APPLICATION



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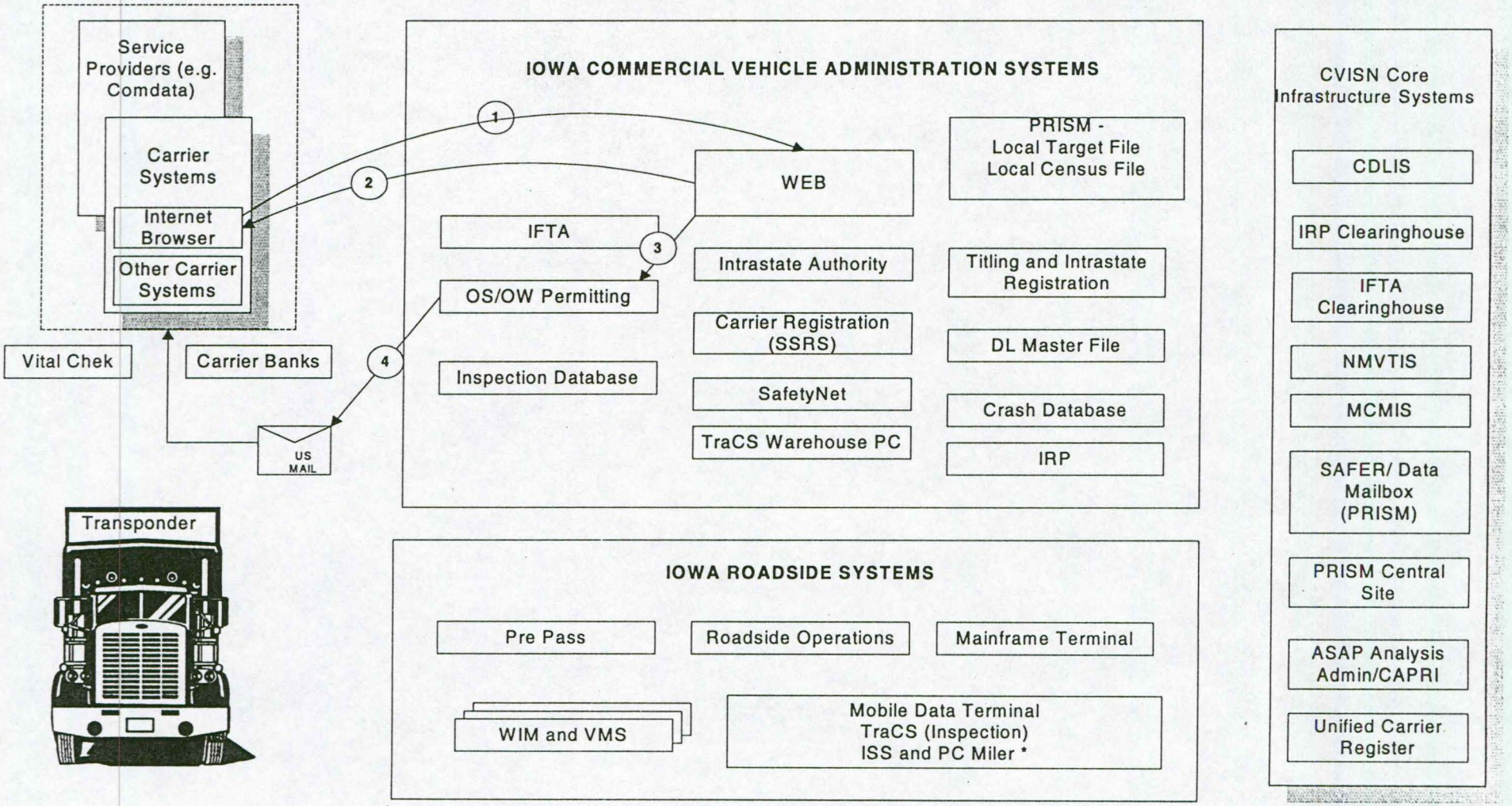
Thread Diagram Narrative

Oversize/Overweight Permits
(EDI Application)
Currently in Production

1. Requestor submits the edited OS/OW permit request to the EDI Server.
2. OS/OW Permitting System goes to the EDI Server to retrieve permit request and reviews for configuration and route approval. (If less than 156,000 pounds, skip to number 5.)
3. OS/OW Permitting System submits permit request to Bridges and Structures for loads larger than 156,000 pounds.
4. Bridges and Structures approves routes submitted in number 3 and returns OS/OW permit to the OS/OW Permitting System.
5. Approved permit returned to EDI Server.
6. Motor carrier retrieves the approved permit from the EDI Server. In addition, the permit can be faxed to any location.
7. Bills are generated by the OS/OW Permitting System and mailed to the motor carrier.



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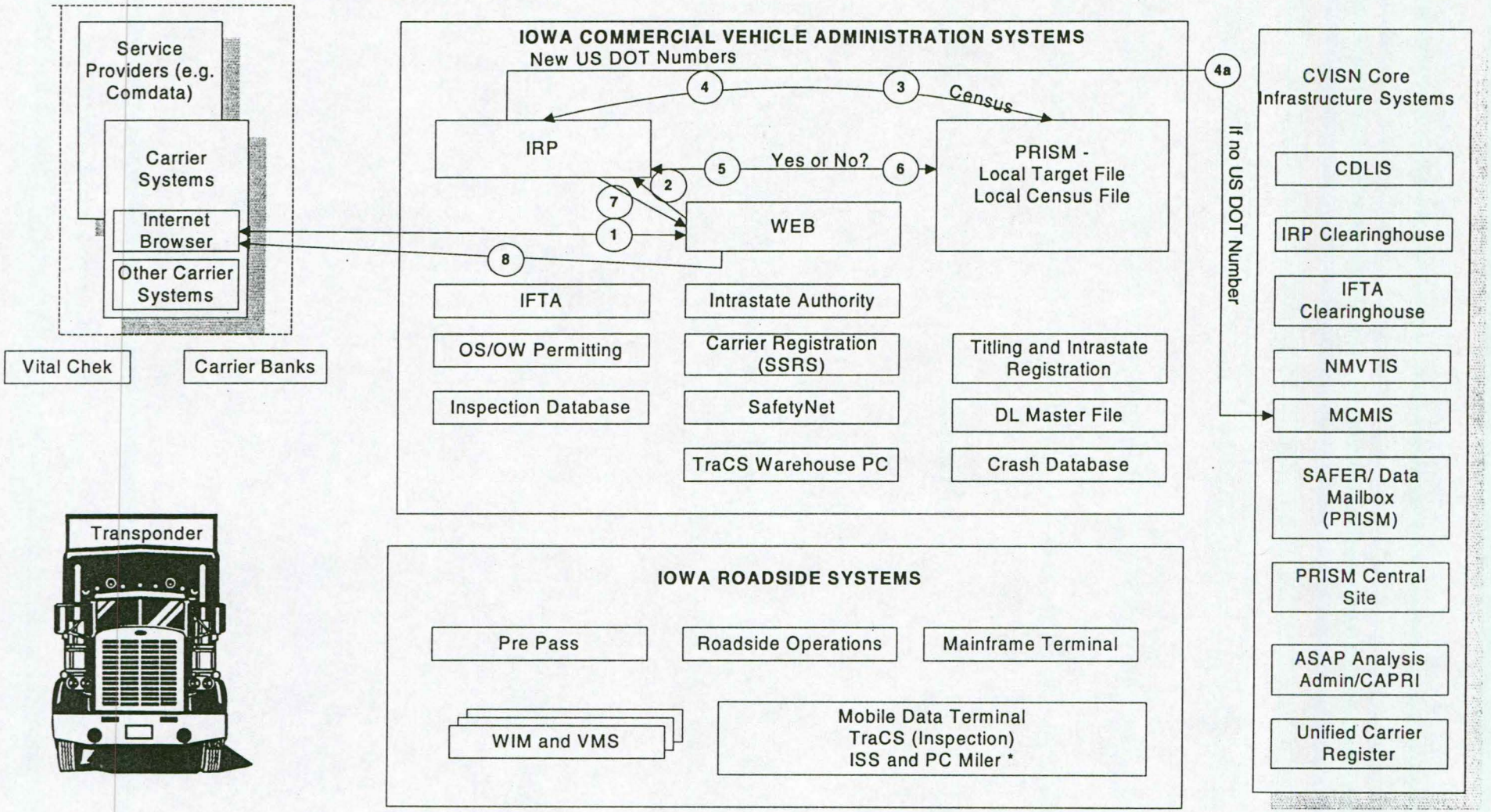
Thread Diagram Narrative

Trip and Fuel Temporary Permits (Multi-state)
(Web Access)
Currently In Production

1. Requestor submits permit request using Internet Browser to IA Web.
2. Submission is edited and permit (with multi-state authority where necessary) is issued to the requestor and can be faxed to any location automatically. **No hand intervention.**
3. Record of the transaction is submitted to the OS/OW Permitting system.
4. OS/OW Permitting system bills requestor.

(NOTE: Bills are sent to requestors and funds are distributed to appropriate jurisdictions.)

(NOTE: Special feature of Internet process is that the permit is maintained on the Web site for three months after permit expiration. Requestor can copy these permits to make new permit requests.)



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Thread Diagram Narrative

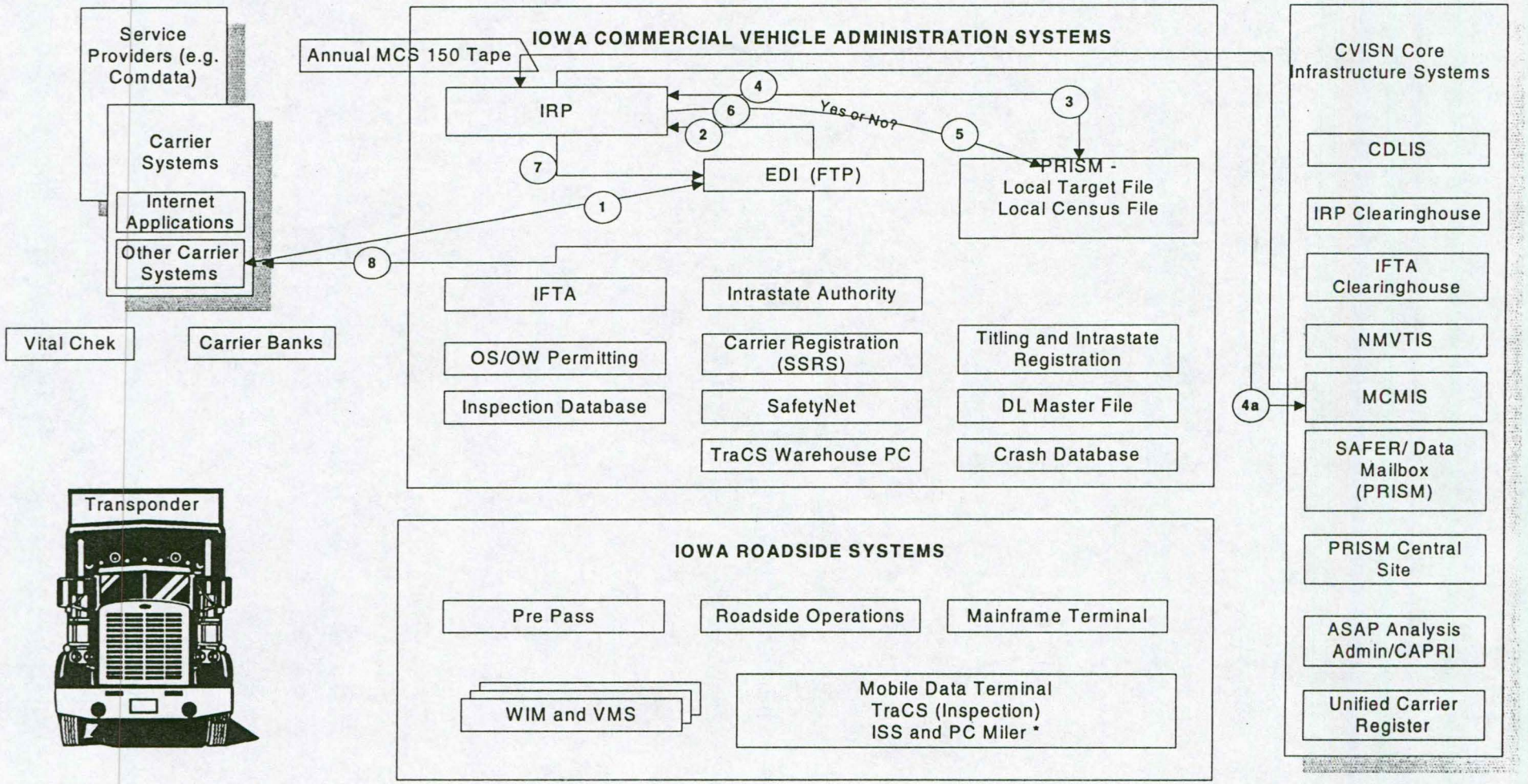
IRP (Web Interface to External Customers) (New, Renewal and Supplemental)

1. Requestor submits IRP application to IA Web site.
2. IA Web sends application to the IRP system.
3. IRP system submits query to the PRISM Local Census File to verify the USDOT number.
4. Answer.
   4a. If no USDOT number, go to MCMIS to issue USDOT number.
5. IRP system submits query to the PRISM Local Target File for a Y/N indicator to proceed with application processing.
6. PRISM Local Target File responds to IRP system.
7. Requested item and billing sent to the IA Web site.
8. IA Web site sends requested items and associated billing to the requestor.

(NOTE: MCMIS provides annual tape of MCS-150 data for updating renewal as part of process.)

(SPECIAL NOTE: Iowa will not be joining the IRP Clearinghouse at this time because of cost. We would not use the IRP Clearinghouse for enforcement purposes due to the age of the data.)

IRP EDI



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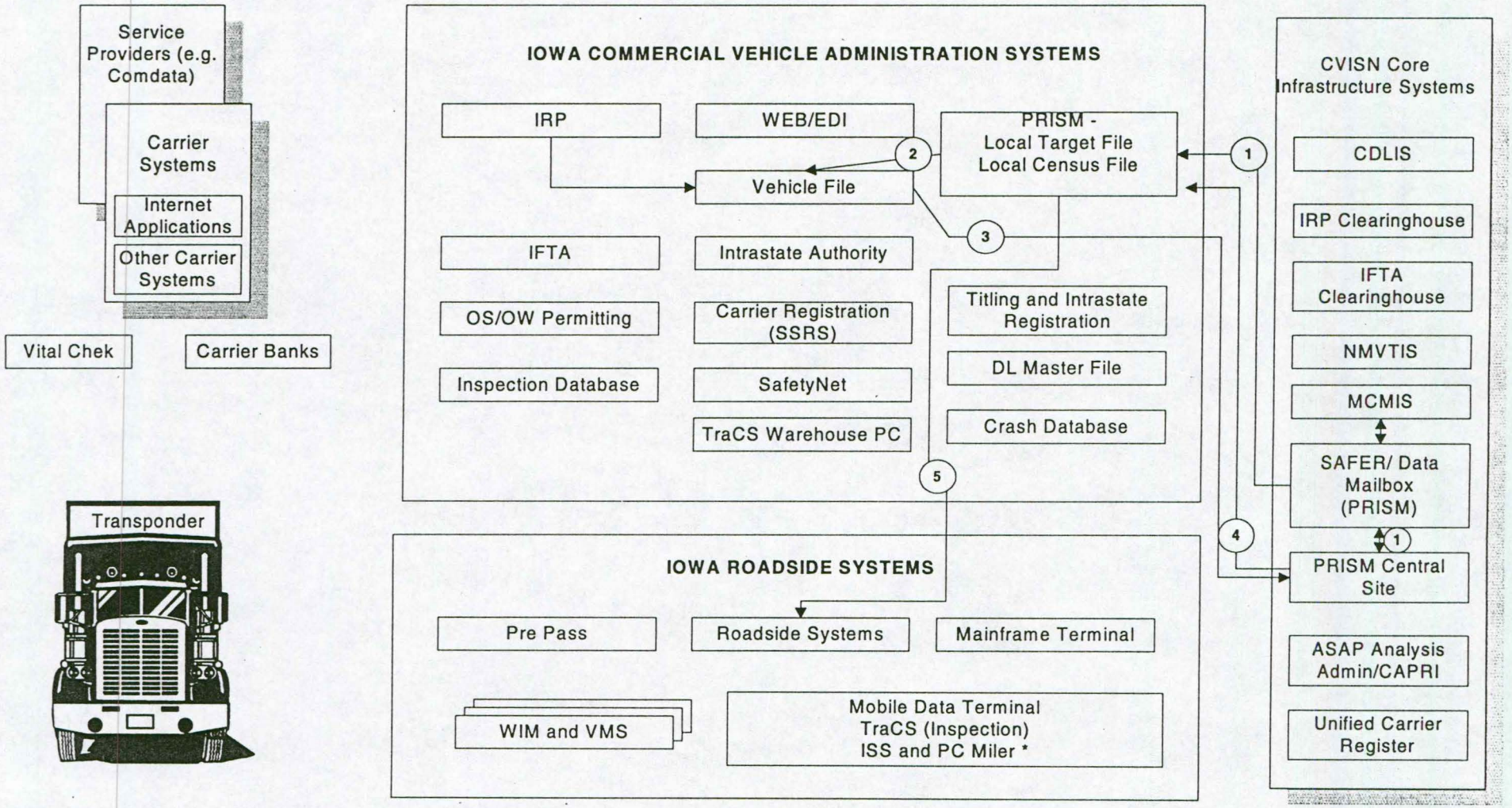
Thread Diagram Narrative

IRP (New, Renewal and Supplemental)
(EDI Interface to External Customers)

1. Requestor submits IRP application to EDI mailbox site.
2. EDI mailbox sends application to the IRP system.
3. IRP system submits query to the PRISM Local Census File to verify the USDOT number.
4. PRISM Local Census File responds to IRP system.
   4a. If no USDOT number, go to MCMIS to issue USDOT number.
5. IRP system submits query to the PRISM Local Target File for a Y/N indicator to proceed with application processing.
6. PRISM Local Target File responds to IRP System.
7. Requested item and billing sent to the EDI mailbox.
8. EDI mailbox site sends requested items and associated billing to the requestor.

(NOTE: Annual tape of MCS-150 data for renewal notices.)

(SPECIAL NOTE: Iowa will not be joining the IRP Clearinghouse at this time because of cost. We would not use the IRP Clearinghouse for enforcement purposes due to the age of the data.)



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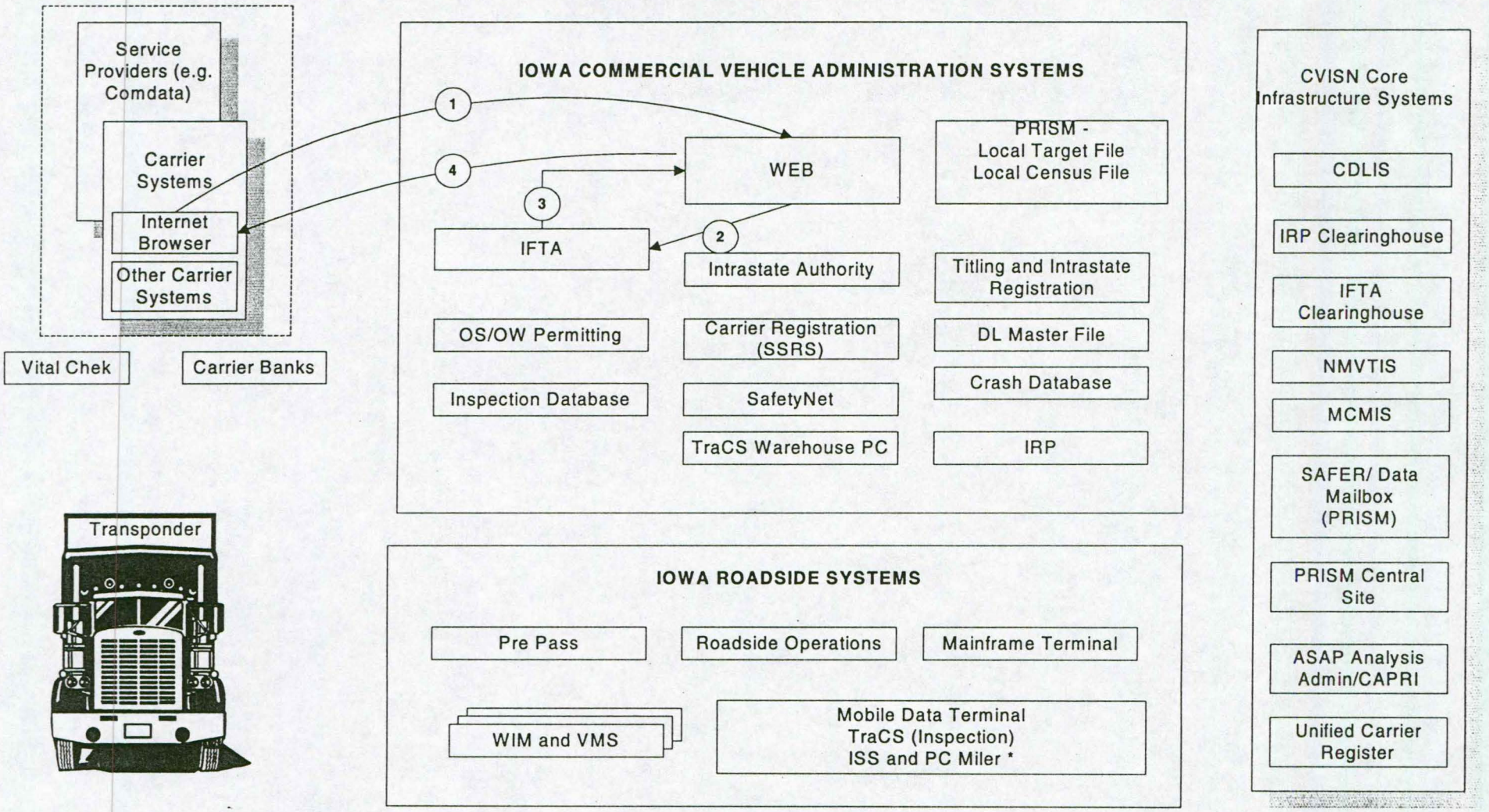
Thread Diagram Narrative

PRISM

1. Weekly updates of the Census File is sent from SAFER to PRISM Central site and the PRISM Local file (Target, Vehicle and Carrier) in all PRISM jurisdictions.
2. PRISM Local file sends carrier file to the local Vehicle File.
3. Local Vehicle File sends the carrier/vehicle data to the PRISM Central Site
4. PRISM Central Site sends the updated Target File to the Local Target File.
5. Local Target File updates the enforcement roadside system.

WEB APPLICATIONS



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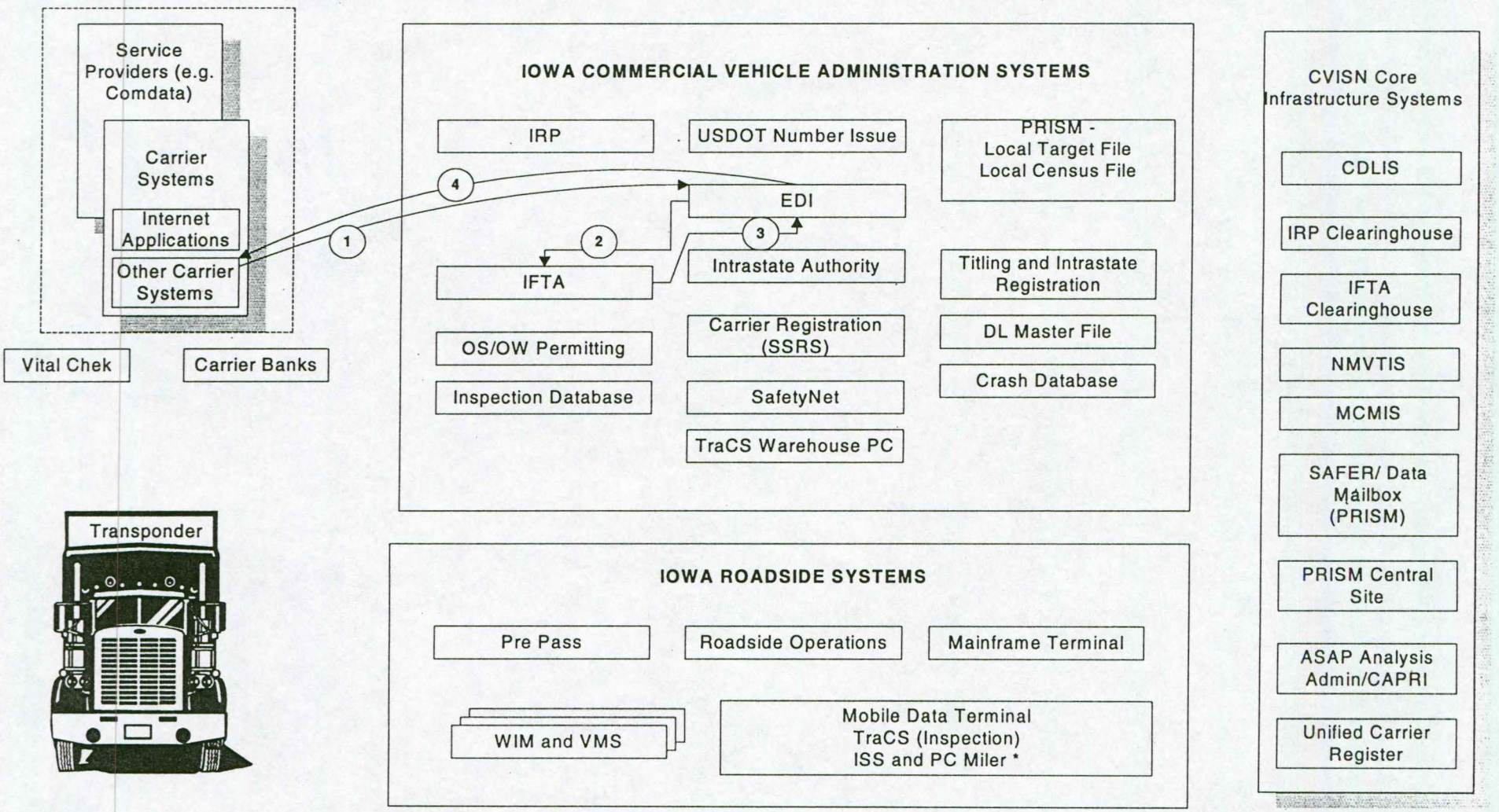
Thread Diagram Narrative

IFTA (All transactions)
(Web Application)

1. Requestor submits application or report to IA Web that completes up front edits.
2. IA Web sends the edited request to the IFTA system.
3. IFTA system sends processed request to IA Web (bill, credit letter, credential notification, or denial).
4. Product returned to requesters Browser.

(NOTE: Iowa has no current plans to join the IFTA Clearinghouse.)

IFTA EDI



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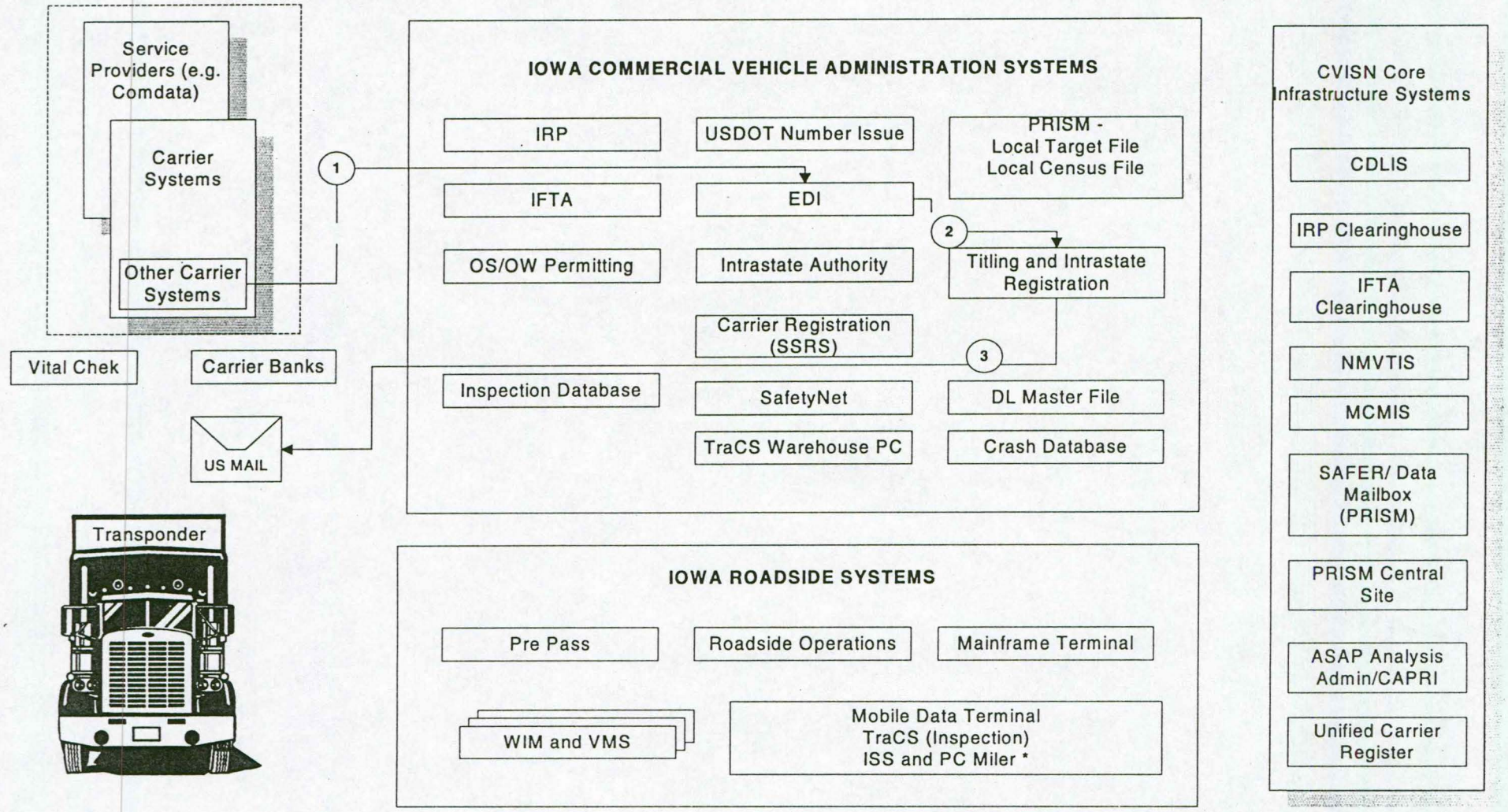
Thread Diagram Narrative

IFTA
(EDI Application)

1. Requestor submits application or report to EDI mailbox that completes up front edits.
2. EDI mailbox sends the edited request to the IFTA system.
3. IFTA system sends processed request to EDI mailbox (bill, credit letter, credential notification, or denial).
4. Product returned to requesters EDI.

(NOTE: Iowa has no current plans to join the IFTA Clearinghouse.)

EDI



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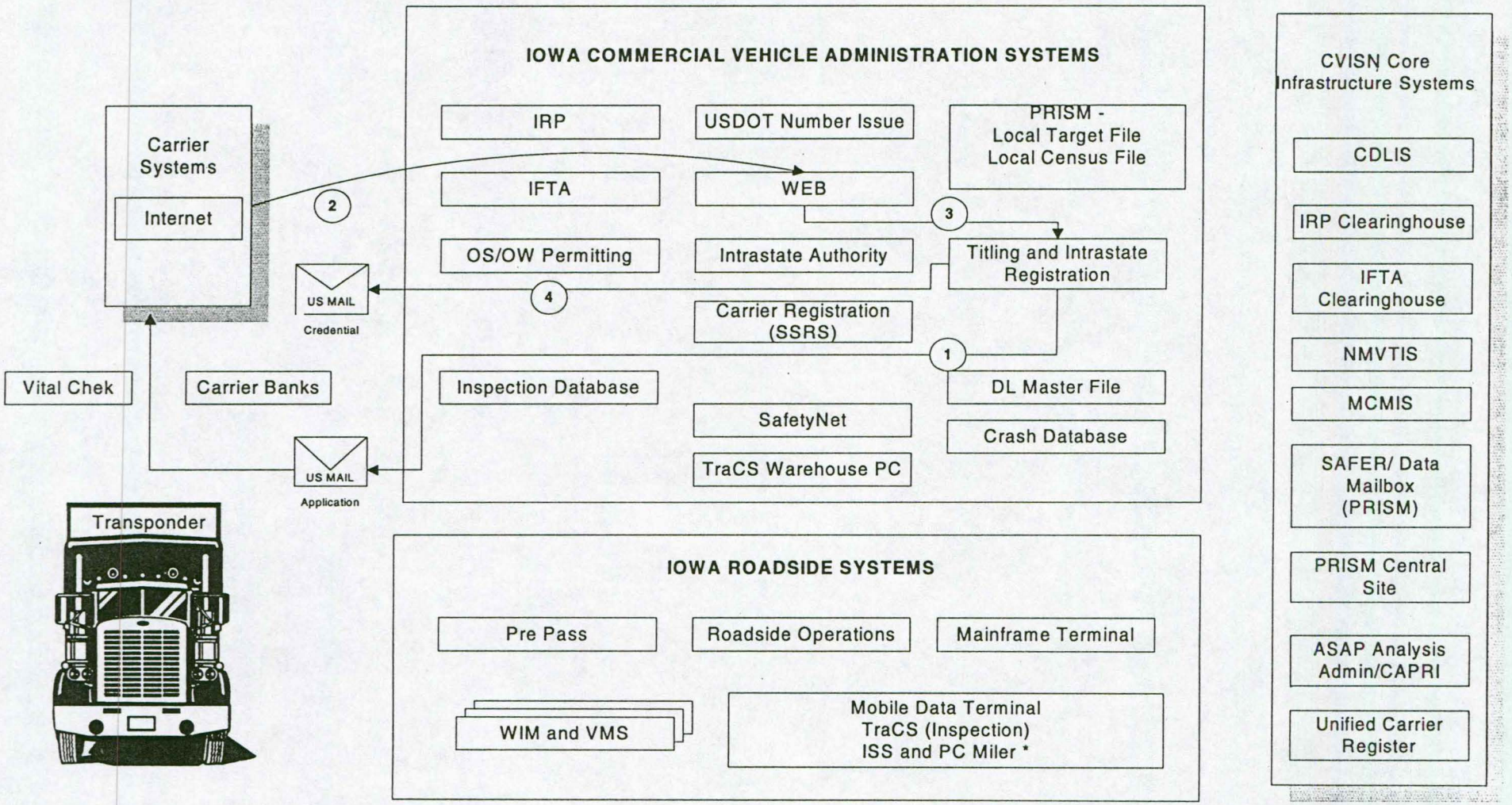
Thread Diagram Narrative

Electronic Titling (IRP)
(EDI)
Currently in Production

1. Requestor submits title information to the EDI mailbox. EDI mailbox sends requestor an acknowledgement of receipt of information.
2. EDI mailbox sends information to the Title and Intrastate Registration system.
3. Title issued and mailed to owner or lienholder as appropriate.

INTRASTATE REGISTRATION (COUNTY BASED SYSTEM)



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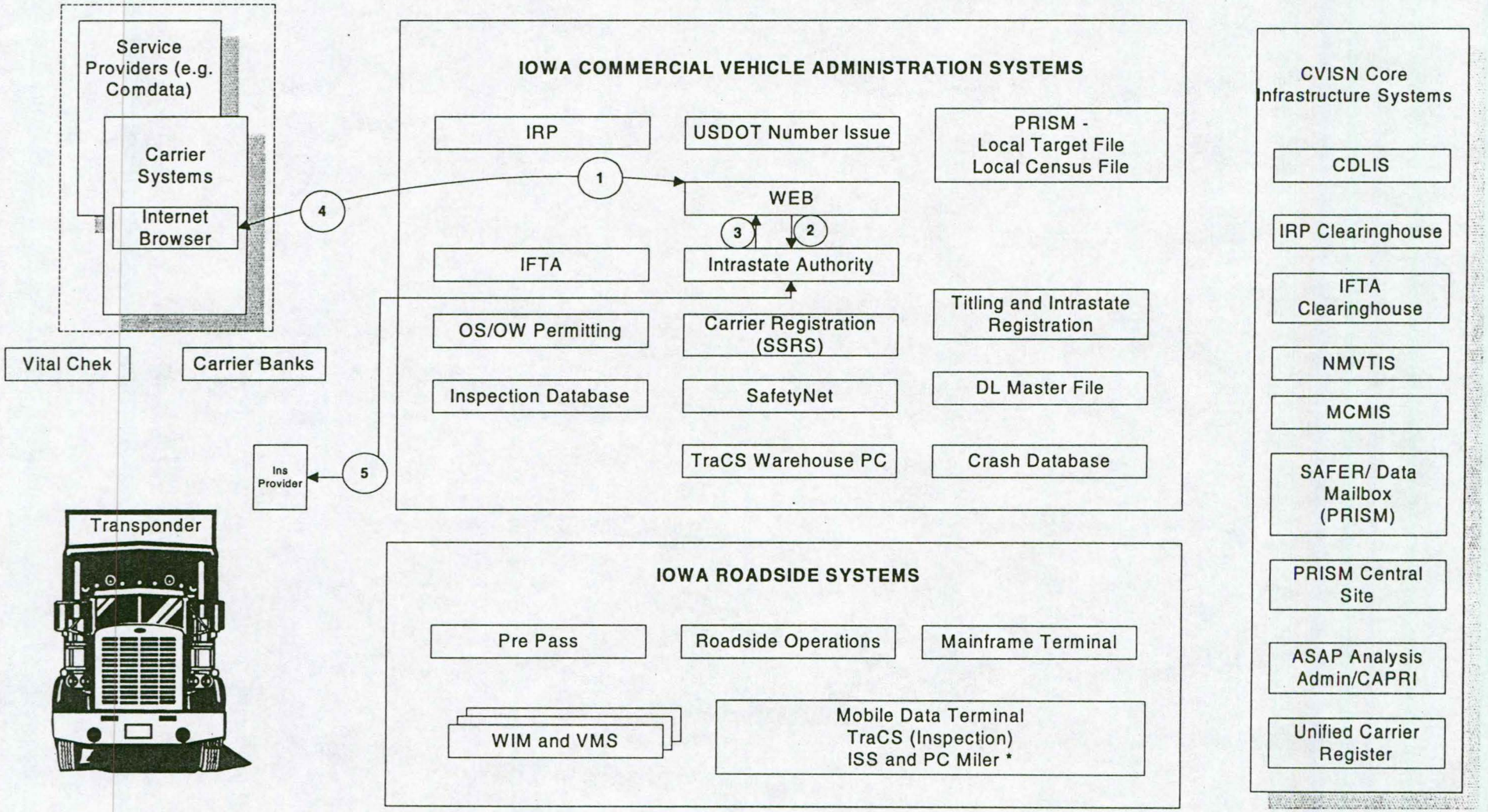
Thread Diagram Narrative

Intrastate Registration—October, 2000
(County Based System)

1. Renewal notices are mailed to carriers providing option to renew by mail or Internet.
2. Carrier can use Internet Browser to submit renewal through Web.
3. Web to system for the county to access.
4. County issues and mails registration.

(NOTE: Three options for renewal processing—mail, walk-in and Web.)



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Thread Diagram Narrative

Intrastate Authority

1. Requestor submits changes to the IA Web site through their browser. Acknowledgement is returned to requestor.
2. IA Web submits the information to the Intrastate Authority system.
3. Intrastate Authority system returns the updated credential to the IA Web site.
4. Motor Carrier accesses the Web for updated credential.
5. Insurance company submits insurance updates to the IA Web site. Acknowledgement is returned to the insurance company.

IOWA CVISN Issues

- Interoperability
- Problems with WIM reliability, cost and compatibility with other electronic systems
- Annual legislature
- Staffing & Resources
- Connection to SAFER by non-Aspen participants
- Funding
- SAFER status
- Interim deliverables
- Verification of supporting documents (i.e. Heavy Vehicle Use Tax, titles)
- Rigid procurement structure