



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Innovative Technology Deployment (ITD) Grant Program *(Formerly CVISN)*

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Office of Research and Information Technology

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ITD Background

- The ITD (CVISN) program (conceptualized in 1996) is a key component of the FMCSA's drive to improve commercial motor vehicle safety
- The ITD program is designed to:
 - Improve safety and productivity of motor carriers, commercial vehicles and their drivers
 - Improve efficiency and effectiveness of commercial vehicle safety programs through targeted enforcement
 - Improve data sharing within States and between States and FMCSA
 - Reduce regulatory/administrative costs (Federal/State and industry)

Core ITD Functionality

- **Electronic Credentialing Administration**
 - Electronic Credentialing For IRP (*International Registration Plan*)
 - Electronic Credentialing For IFTA (*International Fuel Tax Assoc.*)
 - Participate in IRP Clearinghouse
 - Participate in IFTA Clearinghouse
- **Safety Information Exchange**
 - Deploy CVIEW (*Commercial Vehicle Information Exchange Window*)
 - Deploy Aspen (*FMCSA's roadside inspection application*)
- **Electronic Screening**
 - Deploy electronic screening at one or more fixed/mobile sites

Expanded ITD

- Expanded ITD program is more flexible than the Core component of the program
 - Cafeteria approach is employed
 - States customize their Expanded programs and focus their resources on the projects that are most important to them and their constituencies
 - States are not required to deploy a set of fixed capabilities as with Core

ITD Discretionary Grant Program

- Fixing America's Surface Transportation Act (FAST Act) authorizes FMCSA programs through FY 2020
- Benefits of reauthorization to the ITD grant program:
 - Program is more flexible
 - States no longer have to struggle with 50/50 match
 - Annual caps for ITD grants are eliminated
 - Encourages innovation
 - Refocuses the program on addressing national priorities
 - Defined period of performance
- The priority elements of Safety, Credentialing, E-Screening and the Expanded elements remain unchanged

Fatal Crashes by Work Zone

- When there are fatal crashes in work zones, there is a 30% chance that it will involve a large truck.
- In 2014, there were 607 fatal work zone crashes and 183 involved at least one large truck.

	2010	2011	2012	2013	2014
Percentage of Fatal Work-Zone Crashes that Involved at Least One Large Truck	22.5%	27.2%	23.8%	27.7%	30.1%
Percentage of ALL Fatal Crashes that Involved at Least One Large Truck	9.7%	11.3%	11.2%	11.8%	11.4%

Data Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Contact Information

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For Administrative/Financial Aspects of the ITD (CVISN) Grant Program:

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 - FMCSA_GrantMgmtHelpdesk@dot.gov
 - (202) 366-0621
- Grants.Gov
 - 1-800-518-4726 (toll-free) or 606-545-5035
 - 24 hours a day, 7 days a week (except Federal Holidays)
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