

# Regional Planning

The recent changes in the economy have necessitated changes in the business practices of state regulatory agencies and the motor carrier industry. And although both groups have representation at the national level, state regulators and motor carriers need assistance on the regional level in order to develop policies, programs, and procedures that best suit their needs.

The I-95 Corridor Coalition is working through its CVO Working Group and CVO Mainstreaming Support Program to pull the Corridor's CVO activities into a coherent, logical, regional plan. This regional plan will provide direction to the I-95 Corridor Coalition member states to achieve interoperability, both technologically and institutionally.

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## I-95 Corridor Coalition

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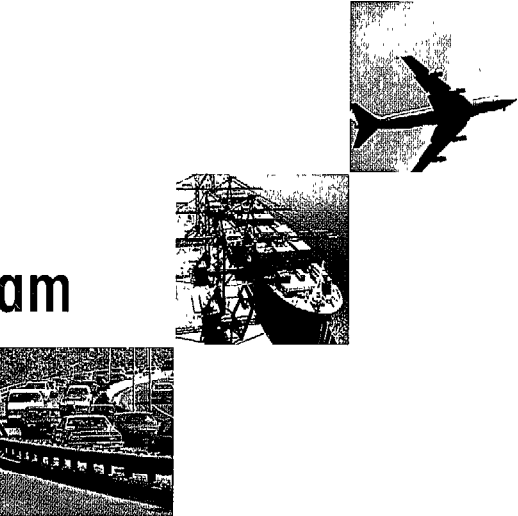
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## I-95 Corridor Coalition

# Commercial Vehicle Operations (CVO) Program



## Summary

Efficient Commercial Vehicle Operations (CVO) is imperative as manufacturers and distributors move to new technologies, faster production methods and "Just in Time" delivery. CVO must offer more reliable travel times, as well as safety and flexibility. This is particularly true for the Northeast Corridor, which is home to a large motor coach industry, and approximately one-fourth of the nation's population, economic activity and commercial vehicles. In fact, nearly two-thirds of all North American trucking passes through the I-95 Corridor every day.

Commercial goods movement by trucks, semi-tractor trailers and vans has a direct impact on our region's economy. It helps determine how much providers will need to charge for their products and, in turn, what the cost of living will be for area consumers. The shift to localized, more frequent and faster deliveries along the Corridor helps suppliers cut labor and inventory costs, stay competitive and speed up delivery of both perishable and durable goods. Yet it also places new demands on the Corridor's commercial vehicle operators, and on state regulating agencies. All are attempting to adapt to new business practices, while assuring safety and improving cost efficiency, even as everything moves faster. Clearly, more needs to be done to avoid deliveries being slowed because of things like traffic congestion, or time-consuming credentials enforcement, and new technologies are making that possible.

The I-95 Corridor Coalition CVO Program can help motor coach and motor carrier operators, as well as state agencies meet these demands by supporting the coordination and deployment of systems which:

- + Reduce congestion and thus the cost of a trip for motor carriers;
- + Focus safety enforcement on "high-risk" carriers;
- + Streamline credentials enforcement; and
- + Provide a forum for program development and coordination.

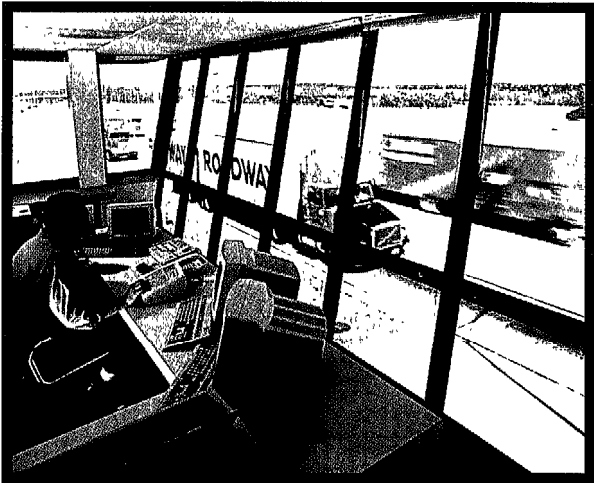


Photo courtesy of Virginia Department of Transportation

# CVO Initiatives



Lynne T. Murphy, Photographer

## Carrier Operations

Timely information on weather, congestion, incidents and routing available by fax, pager, wireless or the Internet will encourage better routing and dispatching.

The Carrier Operations initiative is designed to enhance motor carrier safety and operational efficiency through better routing and dispatching. Since congestion is a concern throughout the Corridor, the Coalition will be involved in testing FleetForward, a two-year, three-phase operational test, coupling real-time traffic information with motor carriers’ routing and dispatch decisions. This test will evaluate the effectiveness of the region’s inter-agency communication capacity in fleet operations, and advance the development of Advanced Traveler Information Systems for Commercial Vehicle Operations (ATIS/CVO) .

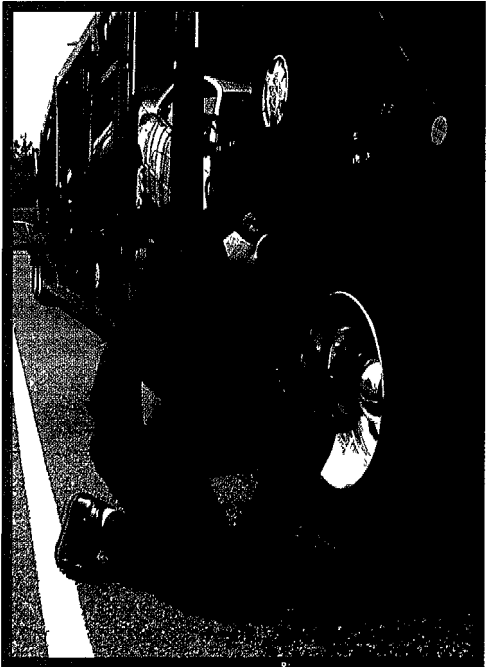
FleetForward is being conducted by a public/private partnership consisting of representatives from the motor carrier industry, federal and state government agencies, and the private ITS technology sector. The goals of the test are to improve the operational efficiency of motor carriers in the Northeast, to assist motor carriers in avoiding areas of roadway congestion, and to enhance the safety of the region’s roadways.

## Safety

Computerized roadside communication, automatic vehicle ID, mobile inspection cameras, and a national Motor Carrier Safety Program prototype will help improve safety and streamline inspections.

The CVO Safety initiative employs a variety of technologies in order to reduce commercial vehicle highway accidents and incidents, and to aid in the roadside inspection process. The use of laptop or pen-based computers by inspectors or law enforcement officials will assist in the selection of carriers for roadside inspection. These computers can help streamline inspection procedures and reporting and establish a roadside communications link to the Safety and Fitness Electronic Record (SAFER) system. The SAFER system provides immediate access to national driver and vehicle inspection data. This access benefits the enforcement community by providing updated safety information at the roadside and also benefits the motor carrier industry by eliminating duplicative inspections in multiplejurisdictions.

Another component of the CVO Safety initiative involves the use of automatic vehicle identification and machine-vision cameras to test mainline electronics screening and clearance of commercial vehicles by mobile enforcement units.



Lyme T. Murphy, Photographer

The Coalition CVO Safety initiative also includes aiding in the deployment of a national Motor Carrier Safety Program prototype. This joint effort, with public and private sector input, will provide state motor carrier enforcement officers with a way to rethink and re-engineer the way they do business, thereby streamlining safety assurance procedures and making more effective use of state motor carrier and staff resources.



Photo courtesy of Connecticut Department of Motor Vehicles

## Credentials Administration

Streamlined credentialing, electronic registration and information exchange will cut costs and red tape.

Since each state has a unique regulatory system, motor carriers must comply with 50 different sets of regulations. Credentialing programs are often redundant and complex. The Credentials Administration initiative aims to reduce costs, incurred by states and carriers, and bureaucratic red tape by streamlining the credentials administration process.

Electronic registration systems will allow motor carriers to register their vehicles electronically with state motor vehicle agencies. Motor carriers will be able to use a basic personal computer in their offices, or use the Internet to register their vehicles and apply for permits. An Interstate Registration Clearinghouse will also be established to enable state motor vehicle agencies to exchange information and reconcile registration fee accounts among states.

## CVO Working Group

A partnership of transportation, registration, toll, law and motor carrier groups will promote a Corridor-wide mandate for CVO.

The CVO Working Group consists of representatives from transportation, registration, toll authorities, law enforcement, and the motor carrier industry. The focus of the Working Group is Corridor-wide participation in the CVO Program, policy coordination, and outreach.

The CVO Working Group is co-chaired by David Lewis from the Massachusetts Registry of Motor Vehicles and Nick Owens from the Maryland Department of Transportation. To date, it consists of approximately 100 members representing various state regulatory agencies and the motor carrier industry. The first major objective of the group was to select states that would receive funding to implement the Coalition’s CVO Field Operation Test (FOTs): Roadside Safety, Electronic Clearance, Safety Management, and Electronic Registration.

The Working Group has three subsets to monitor the progress of the FOTs. These subsets, called Technical Review Committees (TRCs), review the status of the project, provide specific technical input and access to Coalition agency expertise, and report to the CVO Working Group on the status of the project. The TRCs are each led by a Chair and a Vice Chair and are as follows:

Carrier Operations  
Chair - Marygrace Parker, New York State Thruway Authority  
ViceChair - TBD from, motor carrier industry,  
Projects: CVO ATIS

Credentialing  
Chair - Ab Quillian, Virginia Dept. of Motor Vehicles  
Vice Chair -Cheryl Roe, Delaware Dept of Motor Vehicles  
Projects: CVO Electronic Registration

Safety  
Chair - Capt Bill Yodice New Jersey State, Police  
Vice Chair - Dave Barry, National Private Truck Council/  
Vice Chair - Norman Schneider, New York DOT  
Projects: Roadside Safety, Electronic Clearance, and Safety Management

