
Subcommittee Teleconference on FMIS 5.0 Notes

Thursday 15 October 2015 / 3:30 pm EDT

On Call

Chair Chelley Hilmes (Oklahoma), Vice Chair Robin Naitove (Florida), California, Kansas, Michigan, Minnesota, Missouri, Montana, Vermont, Wisconsin, Brian Bezio (FHWA), Joung Lee (AASHTO), Bud McDonald (AASHTO), Jen Brickett (AASHTO)

New FHWA CFO Brian Bezio said that the FMIS 5.0 system will go live October 19. FHWA held a webinar Oct. 14, with a good number of participants. All of the different modules of FMIS 5 have been tested and are ready to be implemented. The data from FMIS 4 has been converted to FMIS 5, and undergoing multiple rounds of verification to make sure it was successfully migrated.

The implementation of FMIS 5 will be a phased-in approach, to ensure critical defects are detected and remediated and that system performance is acceptable. FHWA has asked states to go in once the system is live and modify or add one project and submit one bill of up to 100 lines in the Current Bill module to ensure it is running smoothly. The FMIS system will then be shut down for Tuesday and Wednesday so that FHWA can verify the entries were submitted successfully before reopening on Thursday morning, the 22nd for states to authorize/modify a greater number of projects.

Two FHWA webinars are scheduled for the Go Live date, with another on October 21 to go over states' input and anything FHWA recognized.

After the reopening on the 22nd, each state can submit up to 250 lines of invoices Thursday/Friday. For the following one-week period, each state can submit up to 1,500 lines (with up to 500 lines per batch). For the week of November 2, states can submit unlimited batches (again with up to 500 lines/batch). The 500 lines per batch limit is being instituted to ensure fairness for all states in having their entries processed.

Going forward this coming year, Mr. Bezio said inactive obligations, improper payments and project closeouts will be focus areas for FHWA.

Joung Lee of AASHTO gave a brief update on legislative happenings on the Hill. Ways and Means Committee Chair Paul Ryan punted on having transportation funding tied to international tax reform, so the natural momentum is going toward the Senate-identified pay-fors to cover 3 of the 6 years of the bill.

For any possible future sequestration's effect on future General Fund transfers to transportation, if the transfer occurs after the sequestration order is issued, those funds are not subject to sequestration.

The call was adjourned.