IN THE UNITED STATES DISTRICT COURT
FOR THE MIDDLE DISTRICT OF NORTH CAROLINA

NORTH CAROLINA STATE CONFERENCE
OF THE NAACP,
et al.,
Plaintiffs,

vs.

PATRICK LLOYD MCCORRY, in his official capacity as the Governor of North Carolina,
et al.,
Defendants.

_________________________________
LEAGUE OF WOMEN VOTERS OF
NORTH CAROLINA, et al.,
Plaintiffs,

vs.

THE STATE OF NORTH CAROLINA,
et al.,
Defendants.

_________________________________
UNITED STATES OF AMERICA,
Plaintiff,

vs.

THE STATE OF NORTH CAROLINA,
et al.,
Defendants.

30(b)(6) VIDEOTAPED DEPOSITION OF
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF MOTOR VEHICLES
BY
VADIM VASHCHENKO

Vashchenko, Vadim 20150206
30 (b)(6) VIDEOTAPED DEPOSITION OF

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
MOTOR VEHICLES DIVISION

BY

VADIM VASHCHENKO

9:06 A.M.
FRIDAY, FEBRUARY 6, 2015

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By: Denise Myers Byrd, CSR 8340, RPR, CLR 102409-02
come to equating the plaintiff attorneys in any setting so far in the case so --

MR. BOWERS: We wanted to document that.

BY MS. RYAN:

Q. Mr. Vashchenko, you are currently employed by the North Carolina Department of Transportation; is that right?

A. That's correct.

Q. How long have you worked at the Department of Transportation?

A. The first time from '99 -- '98 to 2000 for two years, and then I came back and I worked for -- currently I've been working for eight years since I came back.

Q. Okay.

A. So it makes, if my arithmetic is perfect, ten years.

Q. What is your current position at the Department of Transportation?

A. My position is called business and technology specialist, journey level. That means -- it means mid level, I would say, not highest, not lowest.

Q. Okay. In what division or office is that at
the Department of Transportation?

A. I am working in the Department of Motor Vehicle IT, IT which is information technology office.

I'm working mostly, but not 100 percent during this eight years, mostly on the SADLS application which is State Automated Driver License System.

Q. Okay. And your current position, business and technology specialist. Did I get that right?

A. Yes, ma'am.

Q. How long have you held that position?

A. Year and a half or two years. I don't remember when it happened, ma'am --

Q. Okay.

A. -- exactly. I was promoted a little bit.

Before that my position was exactly the same if you change the word specialist to the word analyst.

Q. Can you please tell me generally what your job responsibilities are in your current position?

A. My job responsibilities are to do what I am told to do and that would be making software changes or new coding as far as maintaining of the current SADLS system, and mostly for the last years -- last couple of years I worked on
performing change -- not change -- data requests from the DMV clients. So whenever they request a statistics or other information on our system, I and other people definitely worked on this inquiring SADLS database and reporting the results to our DMV clients.

Q. Okay.

A. Also I worked on the changes and additions to the current processes handled by my team, which is the SADLS team. That's it.

Q. I didn't understand that last part, that you mentioned. Can you explain that a little bit more.

A. The system is -- we have a function system, a lie and batch -- batch means something that executed without interference of a human. You start it and it's automatically done.

This system is constantly changing mostly due to the new legislation or when the client -- and our client is DMV driver license and other DMV clients -- needs us to upgrade the system in accordance with their business needs. So then we receive a Change Request,

Q. Okay.
A. Or if there is a big change, like an upgrade, technological advancement, things like that, it could be a project, but mainly the CRs, that's what I mentioned.

In accordance with this CR, Change Request, which is created and prioritized by our client, we develop project documentation, which is technical documentation which tells the programmer how to perform the task and what to code exactly. Then we code, test it definitely and submit to our clients for their acceptance client testing.

Our clients test the results of our work and either accept it or, God forbid, return it to us for fixing whatever faults they find with our work.

Q. Okay.

A. About CR part, I believe I already explained that's whenever they need any kind of information, mostly statistics, they send us a request and we create the database, create reports and return the reports to them.

Q. And when they -- well, first let me ask, you mentioned your DMV clients.

A. Yes.
for sure there is about 12 and a half million rows in our current driver table, but the system is designed the way that the law is, that you can have up to three issuances simultaneously in this state.

So I don't know how many real drivers are in North Carolina for the simple reason they might have a card or two or three, but the status of this card might be different because if the card is expired and not renewed or the status of the card is cancelled or suspended or whatever, I don't know if I should count this person as a driver.

BY MS. RYAN:

Q. Right.
A. So I don't have statistics -- exact statistics for you.

Q. Okay.
A. I assume there's about 8 million people behind the bills, but don't hold me accountable.

Q. Okay. If you -- if you had to report the number of currently licensed drivers in North Carolina, how would you go about finding that information?
A. So please define currently licensed.
Q. Okay.

A. Because of what I said that I might be licensed but my license is suspended or revoked or whatever.

So if you are talking about active drivers, I will do the following: I am going to the driver ID table and driver history table, because the current information for the drivers are stored in these two tables. Or if you deal with a motorcycle permit, you would check the motorcycle table as well.

You extract all the information about the drivers you're interested in from these tables and verify this information against the status table. That mentions status table contains drivers and the status of their issuances. So if I see that this particular issuance corresponds to the row on the status table which has value of the driver status code equal to 1, it tells me that this driver is active.

Q. Okay.

A. Am I talking clearly enough?

THE REPORTER: You are.

THE WITNESS: Again, I apologize for my
BY MS. RYAN:

Q. In the -- you mentioned that you would need to look -- let's put motorcycle permits aside for a minute, so just -- and put commercial driver's licenses aside. Just ordinary driver's licenses, would you need to start with the driver ID table?

A. And driver history table.

Q. And driver history. Can you tell me what information you would need to pull from each of those two tables.

A. You see, our system, like every relational database, I'm talking about database, is driven by the key, and the key of our system is driver ID or customer ID, how we call it, which means that every person whoever was recorded in our system is assigned with a unique ID.

Then to identify the driver, I will look on the driver tables into the group code which means that if the group code is equal to "I," single letter, we are dealing not with a driver but with a card holder, and the card does not give the holder any driving privileges.
If the group is not "I," all other values possibly in this column, that might be present in this column, tell me that I'm dealing with a driver license, permit -- or permit issuance.

Q. Okay.

A. That's how I identify the drivers.

Now, you mentioned that I should put aside the motorcyclists and the commercial drivers. To identify a commercial driver, I will check their indicator on the mentioned tables, which is a CDL license indicator. If the value of the mentioned indicator is set to Y, which means yes, obviously the person we are talking about happens to be a commercial driver.

Q. Okay.

A. If the value is set to N, and the class is C classified, that's not a commercial driver.

Then to my knowledge and I'm precise, to my knowledge, the State of North Carolina does not issue motorcycle licenses any more, but the motorcyclist should hold at least a C class driving license in order to obtain a motorcycle permit and then motorcycle endorsement.
Q. Okay.

A. The endorsement, like restrictions, are printed at the back of the card up to five of each.

That's about it. That's how I identify what kind of driver I am dealing with.

Q. And the driver history -- I'm just trying to understand which information is in which table.

A. So that's very technical, but I would try to explain to you the following:

The system is built the following way:

The driver ID table contains only the latest issuance.

But since the North Carolina driver can have up to three issuances -- valid issuances, I mean, simultaneously, as soon as the driver is issued with a current card, the old card is being moved to the history table. Therefore the current information could reside in both tables.

However, the history table also contains all the issuances that all the drivers ever had in this state. That's why every time I'm mentioning the driver ID table, I have to mention the driver history table because I
always check if there is an active issuance in the history.

More than that, the issuance process, as you know well, starts with an application, and until the application is completed, their driver license is not issued, but the row is already created in the driver ID table and the preceding row is moved to the driver history table.

Please note I use the word row because that's a technical word and, for your understanding, that's a record.

Q. Yes, I understand.

A. But in DB2 terms, that's a row.

Q. Okay.

A. And if that is an application only, there are fields, columns in the driver table and those columns are application date, issue date and expiration date. If I'm dealing with application only, the application date has been populated already, but the other two days -- dates, which are issue and expiration, still not populated yet.

They are -- for you, they're empty.

For me, they are null. Sounds beautiful.
So when I look into the database -- excuse me -- and I see application date only present, I will definitely go to the history table for the most current issue and see if it is valid because except the status, I will be definitely looking at expiration date because a status may be not yet reflecting, let's say, that the driver license has expired. It will be updated during the process, but the process hasn't ended yet, the examiner is still typing.

Q. Okay.

A. So that's how I recognize the application from the issued license. And when I look into the history, mostly the history is required for driving records. And you know many employers require driving records, courts require driving records, citizens -- I have my driving records on the wall in a frame. So all the information, as I have said more than once, is kept forever.

Q. Right. A few minutes ago you mentioned different kinds of identification cards --

A. Yes, ma'am.

Q. -- that are not for drivers.

A. Yes.
that are in there?

A. No. I am innocent.

So I would like to stay with Exhibit 210.

Okay.

Go to Question Number 4 which talks about the driver status code fields or -- excuse me, the driver status code field and the various codes.

I'd like to talk about the Status 7 for suspended licenses.

A. Uh-huh.

Q. If you wanted to figure out how many customers had a driver's license in suspended status, how would you go about doing that?

A. The easiest way would be to interrogate the status table and just count the number of suspensions without definitely recognizing the kind of suspension because people could be suspended for various reasons.

Q. And when you say count the number of suspensions, do you mean you would -- how would you do that?

A. The number of statuses.

Q. Okay.

A. Seven, yes.

Q. And you mentioned earlier that many of these
tables have as a key the customer ID.

A. And definitely status table has a customer ID as the left most column.

Q. So would you be able to use that customer ID column to then relate to another table that would give you information about that customer?

A. Yes, ma'am.

Q. Okay. Would you need to look at any other tables or fields in order to determine how many customers have a suspended license?

A. I don't think so. I believe that -- you see, we're already currently suspended. I don't believe I need to look to any other place.

Q. You mentioned that customers' licenses may be suspended for any number of reasons. If you wanted to know the reason why a customer's license was suspended, where would you need to look in SADLS to find that information?

A. Again, we are going from two different directions. If you remember, an examiner, you are going to the screen which shows you all the suspensions. If from the database point of view, I would go to the suspension table, conviction table and other adjudication related tables.
12:06 1 was cancelled?

12:06 2 A. Conviction. I would go to the best of my

12:06 3 knowledge again.

12:06 4 Q. And is it -- do you know which particular

12:06 5 fields in the conviction table I would need to

12:06 6 look at?

12:06 7 A. No, ma'am. As I said before, I can judge on

12:07 8 the columns' names, but I can't be sure. I

12:07 9 very rarely work in this area.

12:07 10 Q. Okay. If I wanted to know whether a cancelled

12:07 11 license had been turned in, where would I look

12:07 12 for that information?

12:07 13 A. I would say, again, without 100 percent

12:07 14 certainty, but I would say the same, turned-in

12:07 15 indicator.

12:07 16 Q. Turning back to Exhibit 210, to the list of

12:07 17 status codes --

12:07 18 A. Okay.

12:07 19 Q. -- number -- or excuse me, letter E for

12:07 20 inactive, if I wanted to figure out whether a

12:08 21 customer's driver's license was in an inactive

12:08 22 status, how would I go about doing that?

12:08 23 A. I would go to the MVD_STATUS table to the

12:08 24 DRVR_STA_CD.

12:08 25 Q. And look for the code E?
12:08 1 A. Absolutely.

12:08 2 Q. Okay. And if I wanted to know the reason why a customer's license was coded as inactive, where would I look for that information?

12:08 3 A. This question I cannot answer. It would require analysis looked into the driver's history, and the easiest way would be, for example, to look into the driver record. There is an application that looks into all the relevant tables and produce driver record, which has been already mentioned, and it would contain all the things of this person.

12:09 3 Q. Is that the driver ID?

12:09 4 A. This application, not table I mentioned, inquires a lot -- dozens of SADLS tables to give the client, the requester, the driver's history. This would include driver record, a lot of things, issuances, convictions, suspensions, et cetera. It exists for a certain period of time. It can be produced for a certain period of time, and that's all I know about this application.

12:10 3 Q. The driver status code field that we've been talking about, which I think is in the driver status table --
A. Yes, ma'am.

Q. How -- how is that field populated?

A. This field is populated by the system automatically. And there is also a process, actually a key on several screens which allows the customer, the examiner, to verify and fix the status if he has any -- how to say it, any reasons to believe the status is not the latest one. That's it.

Q. Okay. So how does the system know what code to put into the driver status code field?

A. Every time when the status needs to be changed, there is -- automatic change is going on. If the DMV help desk, or whoever does it -- I don't know all the groups at DMV -- figures out -- gets indication that a customer is deceased, so they have screens that they have to put a deceased information into the system. And the system, among other things, automatically updates the status. That's just one example.

Q. Okay.

A. Everything else comes with it. If the person is medically cancelled, et cetera.

Q. Okay. To just go through the three statuses we