

**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA)
AMENDMENT REQUEST TEMPLATE**

Section I. General Information

To be completed by all Grantees

A.	Grantee Contact Information	
Date:	1/11/2013	
Prepared by:	Marie Tucker, Commercial Vehicle Operations Manager	
State Grantee Point of Contact:	Name:	Paul Clark
	Title:	Incident Management/CVO Program Manager
	Email:	paul.clark@dot.state.fl.us
	Phone:	(850) 410-5607

B.	Grant Award Details	
Grant Program Name:	FMCSA CVISN Program	
Grantee Name:	Florida Department of Transportation (FDOT)	
Project Name(s) ¹ :	- Expanded CVISN PP/TLD - Virtual Weigh Station(s) - Port-of-Entry Feasibility Study & Best Practices Report - Automated Brake Thermal-Imaging System Deployment - LPR System Enhancements - Link MCSAW LPR & PRISM - Phase 1 - Container Number Database Deployment - Electronic Credentialing System Enhancements - Pensacola AgPass - Dept. of Agriculture LPR System Expansion - LPR System Enhancements - DACS LP# against PRISM DB & notify FHP/CVE of 'hits' - Phase 2 - Automated Permitting System Enhancements - Expanded CVISN Operation and Maintenance Activities	
Grant Purchase Order Number:	IT071201G00000	
Current Period of Performance:	9/7/2007 to 3/31/2013 (period of performance was extended with Amendment 1 executed 8/7/2008)	

C.	Grant Financial Details	
<i>Grantees may choose to submit their most recent SF-425 to support this information</i>		
Current Award Amount:	\$3,136,226	
Expenditures to Date:	\$603,830.03	
Balance:	\$2,532,395.97	

¹ Grantees should complete the section "Project Name(s)" if there are several approved projects within their grant award

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D.	Project Description, Purpose, and Objectives
Please use this space to describe the project purpose and objectives as approved in the Grant Agreement and all subsequent amendments	
<i>Note: when Florida submitted the FY2007 CVISN Grant Application, FDOT's Office of Motor Carrier Compliance was responsible for law enforcement for commercial vehicles. Effective July 2011 legislative action made major changes to this agency. Commercial Vehicle Enforcement was divided into sworn and non-sworn responsibilities. Sworn officer responsibilities were transferred to the Department of Highway Safety & Motor Vehicles/Florida Highway Patrol/Commercial Vehicle Enforcement department. Although the original application and grant agreement refer to the commercial vehicle enforcement area as the FDOT Office of Motor Carrier Compliance (FDOT OMCC) this term is not used below since OMCC no longer exists at the state of Florida effective 7/1/2011. The non-sworn responsibilities remained within FDOT and are now known as MCSAW (Motor Carrier Size and Weight); this term is also used below.</i> <u>Expanded CVISN PP/TLD and continued consultant support of Florida's CVISN Program.</u> Florida's Expanded CVISN Program Plan/Top Level Design document was completed with alternate funds and approved in February 2009. In addition to the development of the PP/TLD document, the project will also include updating the PP/TLD document when needed and funding continued consultant support of Florida's CVISN program. <u>Virtual Weigh Station(s)</u> - Two VWS will be deployed at the I-95 interchange ramps at SR 100 and Palm Coast Parkway. Candidate technologies are high-speed WIM, length and width detection, USDOT readers, and License Plate Readers (to include links with various law enforcement databases and other Expanded CVISN systems). Numeric data and digital images (which are captured for any commercial vehicle that indicates a potential problem) will be sent to FHP/CVE law enforcement personnel in the vicinity of the virtual facility. Officers will then have the necessary information to apprehend the vehicle for further investigation as appropriate. Information dissemination for additional deployments will be determined on a project by project basis so as to meet the specific needs of the deployment location. In addition to the two locations on I-95, an additional deployment is planned for County Route 484 in Marion County. The VWS project will also include upgrades to current VWS locations with new LPR camera technology. Information provided in this FY2007 Amendment request provides additional clarification for specific VWS deployment locations and technologies to be deployed. This information has also been included in the grant quarterly reports submitted to FMCSA over the past year. When the grant was initially awarded the exact location of the VWS deployments was not known. Actual locations for the three VWSs (I-95 interchange ramps at SR 100 and Palm Coast Parkway; CR 484 in Marion County) are not those that were initially planned. Since the original grant application was submitted, Florida has determined higher priority locations for their VWS deployments than those initially planned and described in the FY07 Grant application. Florida	

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has also better defined the requirements for their VWSs in terms of technologies to be deployed and the concept of operations on how the system will operate.

Port-of-Entry Feasibility Study & Best Practices Report - This project will research the history behind Florida's current non-port-of-entry status. Tasks will include identifying which department is responsible for this status, conducting a review of what would be required legislatively to change this status, identifying best practices with regard to port-of-entry, determining the costs and benefits of changing to port-of-entry status, and providing recommendations. It would also include evaluating options for issuing temporary operational permits (TOPs) at weigh stations by automated methods (online, kiosk at weigh stations near port-of-entry) rather than having an officer issue the permit. The study would also evaluate and recommend weigh station locations for TOP issuance capability.

LPR System Enhancements - Link MCSAW LPR & PRISM - Phase 1 - This project will enhance the capability of FHP/CVE (formerly MCCO)'s License Plate Reader (LPR) system, which was funded by the US Department of Homeland Security. This system will run a vehicle's tag number against the PRISM database. This process will also allow MCSAW to link a vehicle's tag number to its USDOT number. This added capability will allow MCSAW to further investigate vehicles that pass through their weigh stations, in an automated manner. This will allow Florida to leverage the existing FMCSA PRISM database to detect vehicles illegally operating while under an out of service order.

Container Number Database Deployment - In addition to enhancements to the Dept. of Agriculture LPR/Container Number Reader System, additional linkages to the MCSAW LPR system will be added.

This project will develop a database for storage and query of container numbers and ancillary data (from the DACS system), plus LPR system data (from the MCSAW system), and develop software for tracking the container/vehicle movements and presenting this data graphically. Ancillary data will include location of container and time-stamp. As part of the system (contingent upon available funding) additional cameras will be deployed at strategic locations throughout the state, to capture container numbers. This system will provide information for container movements in Florida, to include graphical representation of container movements.

If funding allows, additional capabilities planned for this system are: 1) incorporation of PIERS data in order to provide information on the commodities in the container; and 2) linkages to other databases such as Florida's Electronic Freight Theft Management System (EFTMS) to check for stolen cargo activity and aid recovery. If funding does not allow development of these two capabilities, they will be incorporated in future upgrades to this system. Funding will be dependent upon successful award of future CVISN grants.

Electronic Credentialing System Enhancements -

This project consists of several modifications and enhancements to the DHSMV Electronic Credentialing System (ECS) and related legacy systems. The modifications will not only make some needed user requested enhancements, but will provide a more stable operating environment for the system, as well as providing for continued compliance with the requirement

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to fully participate in the IRP Clearinghouse. The proposed modifications and enhancements include:

- As part of the Core CVISN requirements, the DHSMV is required to participate in the IRP and IFTA Clearinghouses. DHSMV has participated in the IRP Clearinghouse since 2002; however, IRP data related to the results of compliance audits is currently processed manually instead of being netted electronically with other IRP registration data. Recent changes in the International Registration Plan provide that this data must be processed through the Clearinghouse. Modifications will be made to the IRP system to allow for the inputting of IRP audit results and the subsequent transmittal of those results through the IRP Clearinghouse process.
- Based on user comments and feedback, modifications will be made to the ECS in the IFTA interface to provide for better instructions and flow in the processing of transactions, specifically the IFTA Quarterly Tax Return filing. The changes should greatly improve the users' experience with the ECS, thereby increasing usage of the system and will result in a decrease in the number of incomplete transactions, along with the related phone calls to the CVDS phone unit.
- Currently, when ECS users are adding vehicles to their fleet, many times the vehicle record in the department's database does not contain all the required elements to generate a registration billing and process the IRP transaction. The fix in these situations is a manual and time consuming process. The ECS will be modified to notify the user if required vehicle details are missing, highlight the required fields, provide necessary instructions, and allow the user to input the required details, while not allowing for the modification of existing details.
- DHSMV is currently migrating several applications to new platforms in an effort to provide for a more efficient and effective operating environment, as well as preparing for the department's upcoming data center consolidation required by recent changes in Florida law. The ECS will be migrated to the .net platform which will provide for a more stable operating environment resulting in a better end user experience and allow for future changes to be made to the system in a more efficient and cost effective manner.
- Based on the outcome of the Port-of-Entry Feasibility Study, if it is determined that the best course of action includes automated Temporary Operational Permit (TOP) issuance at select weigh stations, this capability will be added to Florida's Electronic Credentialing System which is currently in the deployment phase.
- Additional modifications and enhancements may be made to the ECS if budget and time constraints allow.

Dept. of Agriculture LPR System Expansion - This project will provide the necessary communications infrastructure to allow expansion of the DACS LPR System to six (6)

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additional interdiction station locations in rural areas. (Project is complete)

LPR System Enhancements - DACS LP# against PRISM DB & notify FHP/CVE of 'hits' - Phase 2 - This system will expand the capabilities of the DACS LPR system to run against various law enforcement databases, and the PRISM database, and provide notification to FHP/CVE if the query returns a hit.

Automated Permitting System Enhancements – This project involves several enhancements of Florida's Electronic Permitting System known as APASS. The enhancements will be implemented in phases with the first phase being an enhancement of the current online application system to better advise permit applicants of the necessary operating credentials required to operate in Florida. Although the Permits Office does not have the statutory authority to deny a permit if the applicant does not have certain operating credentials, at least asking the question on the application alerts drivers to this requirement. The permits office will update the online permit application system and add additional questions regarding 1) if the applicant has operating authority (IFTA & IRP) in Florida; and 2) if the applicant has any unpaid fines. Automated warnings or procedures for obtaining these credentials will be generated by the system, based on the data entered.

The second phase of this project will be to document, design, and develop the Permit Application System (PAS). This system will incorporate all of the functionality of the Oversize Vehicle Permitting system (OVP) into a new web based permitting system that will serve as the basis for all future enhancements to the FDOT Permitting systems. The following tasks will be completed in this phase.

- Document all business rules, Statutory Authority and Rules that govern the issuance of permits in Florida. This includes all Federal and State requirements.
- Document the current functionality of the Oversized Vehicle Permitting (OVP) system as well as areas that could become potential liabilities. This includes documenting the application, processing, and permitting process to ensure that the new system can adequately handle all permits.
- PAS will be developed in Microsoft .NET as a web application, utilizing the Department's ISA security interface, RACF security, and Enterprise Electronic Document Management System. This will provide a robust interface that is secure for users external to the agency via an ISA security account, prevent unauthorized users from issuing permits, and electronically store both the application and permit in the Department's document management system for retrieval if needed.
- Develop the new PAS system in accordance with the documented requirements, as a new online permitting tool that will be available online to the trucking industry. The new system will also be developed to allow for future enhancements and integration of other permitting tools to streamline the permitting process.

The third phase of this project, in preparation for future Geographic Information System (GIS) integration with PAS, is a study that will be performed to determine the necessary software and data components required to successfully implement a GIS based routing system in PAS. This study will examine the current practices for both single trip and routine multi-trip permits to determine the most efficient utilization of the Department's data and resources. The following

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items will be determined in this study.

- Document the Department's current policy as it relates to GIS based data. This includes ownership of specific bridge data, roadway data, and software licensing.
- Determine the adequacy of our current data as well as any additional data requirements to automate our current practices.
- Document these requirements including the maintenance requirements to ensure the sustainability of the system once developed.

Phase four is an additional phase of work due to the GIS study done in phase three; identify inconsistencies and errors with the current GIS data. Previously we studied the process to accurately route these permitted vehicles and determined that the data needed would need to be reviewed and verified before it could be used for such a sensitive system. This process will involve the following tasks.

- Verify the location of the state's roughly 7,000 state owned bridges. This involves accurately locating these structures using various GIS tools and databases.
- Converting / enhancing the NAVTEQ base layer to include the FDOT linear referencing system. This process has been completed by another office within FDOT, however the maintenance of the data occurs yearly and the accuracy is questionable. The Office of Maintenance will verify the accuracy of this data for the state network, and develop a methodology that will allow for maintenance every quarter. This process will coincide with the quarterly releases of the new data from NAVTEQ.
- Develop enhanced tools in the GIS environment to create and distribute maps as needed. This process will allow for the maps to be distributed quicker, thus allowing for routine updates. Currently the process takes a few weeks per map to place the needed labels and other information on the map. Automating this process will allow the maps to be dynamically updated and remain printable. This functionality can be transferred to the PAS application once the GIS interface has been incorporated.

Phase five of this project involves the development of a web tool (application) that would allow a customer to check their vehicle axle weight and spacing configurations to determine if it qualifies for a specific map. This feature potentially allows the industry to "design" appropriate vehicle configurations without interaction with the Permit Office since this can be done on-line at any time. This tool combined with the department's OVP-GIS tool, a web based map display of restrictions for each map, would allow our customers to identify which map they could travel on and then determine a potential route before submitting an application. These tools will require the following tasks be completed.

- Develop a data structure to contain necessary information for both standardized vehicle configurations and for envelope vehicles. This data will then be utilized by the software to determine a vehicle's ability to travel on a given map.
- Develop a tool that would allow the customer to enter the necessary information to determine which map configuration the vehicle fits, and provide this information back to the customer. This application should include explanations to assist the customer in determining the correct information for each field.

Operational Scenario: Customers wishing to apply for an over dimensional or over weight

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permit could navigate to the FDOT's website to either apply for a permit, or to gather more information as to the requirements for getting a permit. The tools developed as part of this project would allow the customers to determine their needs, or to design their vehicle for a specific map. Once the appropriate map is determined, the customer would be able to determine if a route is possible, and finally apply for a permit. The new PAS system will allow the customer to submit this application online and check for status updates. Once approved, the customer could pay online and, with additional enhancements, receive their permits immediately. These upgrades will enhance the customer's experience and improve both efficiencies and customer service.

Expanded CVISN Operation and Maintenance Activities – Added to grant with amendment executed on 2/17/2010. (Project is complete)

E.	Project Progress
	<i>Please use this space to describe the progress made towards the project goals as approved in the Grant Agreement and all subsequent amendments including dates of completion. Additionally, please note any delays in meeting milestones and expending funds and the impacts on project progress. Grantees may choose to submit their most recent SF-PPR to support this information</i>
	See attached SF-PPR and report narrative for third quarter calendar year 2012.

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Section II. Amendment Type

To be completed by all Grantees. Grantees should check all modifications that apply to this amendment. Please note that all modification of activity requests should include budget revision requests and vice versa. Grantees are expected to indicate how these changes will impact activities and finances.

A.	Type of Amendment	Required Sections/Parts
☒	Extension of Project without budget change	III. A. and III. B. (if applicable)
☐	Modification of Activities	III. B. and III. C.
☐	Budget Revision	III. B. and III. C.

B.	High-Level Description of Modification
<i>Please use this space to describe the desired modification(s) to the project as approved in the Grant Agreement</i>	
Florida is requesting a six-month extension of the period of performance for this grant to allow adequate time to finish all grant projects.	

C.	Impact on the Original Purpose of the Grant
<i>Please use this space to describe how the desired modification(s) will impact the original purpose of the grant as approved in the Grant Agreement</i>	
No impact, additional time needed to complete projects.	

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Section III. Justification of Amendment(s)

To be completed by the grantee for the amendment(s) being requested. To support the amendment justification, Grantees must submit updated project plans with revised milestones.

A.	Extension Request
1. Period of Performance Information	
Current Period of Performance (start and end date):	3/31/2013
Requested Period of Performance (start and end date):	9/30/2013
Length of Extension Requested: (e.g., 6 months)	6 months
2. Justification for Extension Request	
<i>Please explain the delays that prompted this extension request</i>	
Because of the long period of time between when the GAO CVISN grant audit results were announced and when relief was provided to the states that were in non-compliance with the terms of the grant, almost a year was lost that could have been utilized to complete CVISN projects contained in this grant. The activities for the VWS station upgrades have been completed sequentially due to available project management staff resources as well as other deployment projects/priorities at MCSAW. Because of these two factors it was not possible to schedule the final activities for the VWS upgrade project (camera upgrades) prior to the state's June 2012 roll forward cutoff date. CVISN 2007 grant projects that were not started as of June 2012 were postponed due to the FDOT fiscal year budget cycle and funds being rolled forward in the budget cycle until FDOT fiscal year 2013/2014, therefore the state funds will not be available until July 2013. Each FDOT office is allowed a certain amount of funds to be rolled forward to the following fiscal year and all funds that exceed that amount have to be moved forward another fiscal year. The amount of funds for the Traffic Engineering office includes more than just the Florida CVISN program therefore the amount of funds had to be split among programs equally.	
3. Description of Potential Obstacles and Mitigation Strategies	
<u>Camera upgrades to current VWS/LPR systems</u> – This project was postponed due to the FDOT fiscal year budget cycle and the funding for this project will not be available until July 2013. In order to have this project completed by the proposed extension date of September 2013 there will be some steps taken prior to July 2013 and are described below. This project will be a single source procurement and will have to be posted on the Department's vendor bid system (VBS) for a total of seven business days with no protest of the award. It is our belief that there will be no protest due to the system that the cameras will be integrated with is proprietary software and cannot be accessed by a different vendor. Once the advertisement has been on the VBS with no protest it must be sent to Department of Management Services (DMS) for their approval due to the amount of the project being over the category four level of \$195,000. DMS will then review the request and approve or disapprove within 21 days of receiving the request. Once DMS has approved the request the single source procurement along	

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A.	Extension Request
with approval from DMS will then be posted to the VBS again for three business days. After the last posting to the VBS the purchase order can then be created and approved once the funds are available. Due to the lengthy process of the single source procurement the process will be started in May 2013 so that all documentation is ready when the funds become available in July 2013. A revised project schedule is below.	

Virtual Weigh Station(s)

Camera upgrades to current VWS/LPR systems

Milestone	Expected Completion Date
Project Start	Start date for project 5/1/2013
Develop Project Scope	5/1/2013
Submit project scope information to FDOT Procurement Office for single source posting on FDOT VBS	5/6/2013
Submit approved FDOT VBS project scope to DMS for approval	5/20/2013
Final posting of project scope with all approvals to FDOT VBS	6/14/2013
Encumber funds for purchase order	7/1/2013
Purchase order approved and submitted to vendor for equipment purchase	7/15/2013
Equipment purchase is shipped to FDOT	8/19/2013
Invoice review / approval	9/2/2013
Project End	End date for project 9/23/2013

B.	Modification of Activities Request
1. Description of Activities to be Modified	
N/A	
2. Justification for Activities to be Modified	
N/A	
3. Description of Potential Obstacles and Mitigation Strategies	
N/A	

BUDGET INFORMATION - Non-Construction Programs

OMB Number: 4040-0006
Expiration Date: 06/30/2014

SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. FY 2007 CVISN	20.237	\$	\$	\$ 3,136,226.00	\$ 3,136,226.00	\$ 6,272,452.00
2.						
3.						
4.						
5. Totals		\$	\$	\$ 3,136,226.00	\$ 3,136,226.00	\$ 6,272,452.00

SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1) FY 2007 CVISN	(2)	(3)	(4)	
a. Personnel	\$	\$ \$3,136,226.00	\$	\$	\$ \$3,136,226.00
b. Fringe Benefits					
c. Travel					
d. Equipment					
e. Supplies					
f. Contractual	\$3,038,520.09				\$3,038,520.09
g. Construction					
h. Other	\$97,705.91				\$97,705.91
i. Total Direct Charges (sum of 6a-6h)					\$
j. Indirect Charges					\$
k. TOTALS (sum of 6i and 6j)	\$ \$3,136,226.00	\$ \$3,136,226.00	\$	\$	\$ \$6,272,452.00
7. Program Income	\$	\$	\$	\$	\$

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SECTION C - NON-FEDERAL RESOURCES

(a) Grant Program		(b) Applicant	(c) State	(d) Other Sources	(e)TOTALS
8.	FY 2007 CVISN	\$	\$3,136,226.00	\$	\$3,136,226.00
9.					
10.					
11.					
12. TOTAL (sum of lines 8-11)		\$	\$3,136,226.00	\$	\$3,136,226.00

SECTION D - FORECASTED CASH NEEDS

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$2,492,507.94	\$836,828.48	\$748,854.79	\$906,854.79	
14. Non-Federal	\$2,492,507.94	\$836,828.48	\$748,854.79	\$906,854.79	
15. TOTAL (sum of lines 13 and 14)	\$4,985,015.88	\$1,673,656.96	\$1,497,709.58	\$1,813,649.34	

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

(a) Grant Program		FUTURE FUNDING PERIODS (YEARS)			
		(b)First	(c) Second	(d) Third	(e) Fourth
16.	FY 2007 CVISN	\$2,492,507.94			
17.					
18.					
19.					
20. TOTAL (sum of lines 16 - 19)					

SECTION F - OTHER BUDGET INFORMATION

21. Direct Charges:	\$3,136,226.00	22. Indirect Charges:	
23. Remarks: For Section D: extension request is through 9/30/13 therefore nothing will be reported in the 4th Quarter; this is based on the calendar year not fiscal year.			

**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA)
AMENDMENT REQUEST DOCUMENT**

Section IV. Amendment Submission Approval

Authorized Grantee Official Approving this Amendment Request:

Name:



Date:

1/11/2013



U.S. Department
of Transportation

Federal Motor Carrier Safety
Administration

Delphi PO No.: IT071201G000000
Project Amendment No. 4

GRANT AMENDMENT FOR FISCAL YEAR 2013

Between the **FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION** and the
FLORIDA DEPARTMENT OF TRANSPORTATION

This amendment shall be attached to and become a part of the referenced grant agreement. This agreement is hereby revised for the purposes described below:

This amendment is for the purpose(s) of: 1) extending the period of performance; and 2) correcting the grant's numerical amendment order. The amendment executed on February 17, 2010 shall be known as amendment 2. This amendment is not an approval of any request to modify or realign the grant budget or project purposes; any budget or project modification will be executed through a separate document.

This amendment does not change the total project costs, Federal, or grantee share of this grant award. The total cost of this grant project remains at \$6,272,452.00, with a Federal share not to exceed \$3,136,226.00, and a grantee share of \$3,136,226.00.

The amended grant project period shall be from September 7, 2007 through March 31, 2014.

All other terms and conditions of this grant remain unchanged.

FLORIDA DEPARTMENT OF TRANSPORTATION

Date: 2/26/2013

Mark C. Wilson

Title: **State Traffic Engineer**

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Date: 2/26/2013

Paul Melander

Title: **State Programs Manager
Southern Service Center**

PERFORMANCE PROGRESS REPORT SF-PPR

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1. Federal Agency and Organization Element to Which Report is Submitted FMCSA		2. Federal Grant or Other Identifying Number Assigned by Federal Agency IT071201G00000	
		3a. DUNS Number 80-939-7102	
		3b. EIN 593024028	
4. Recipient Organization (Name and complete address including zip code) Florida Department of Transportation 605 Suwannee Street, MS 90 Tallahassee, FL 32399-0450		5. Recipient Identifying Number or Account Number 41466613201	
6. Project/Grant Period Start Date: (Month, Day, Year) End Date: (Month, Day, Year) 9/7/2007 3/31/2013		7. Reporting Period End Date (Month, Day, Year) 9/30/2012	
		8. Final Report? ☐ Yes ☒ No	
		9. Report Frequency ☐ annual ☐ semi-annual ☒ quarterly ☐ other (If other, describe: _____)	
10. Performance Narrative <i>(attach performance narrative as instructed by the awarding Federal Agency)</i> The project to expand container number capture to 11 remote Dept. of Agriculture and Consumer Services Interdiction Stations (Project: DACS-1) is complete. The Online Permitting System upgrades project continues (Project: Permits-1). Container # Database project - Project is progressing. (Project: DACS-2). Procurement for two virtual weigh sites (VWS) is progressing. (Project: OMCC-1). The Port of Entry Feasibility Study project is progressing, stakeholder interviews are complete. Draft report is complete. (POE). LPR System Enhancements - Link MCSAW LPR & PRISM - Project is progressing. (MCSAW-2). Please see attached Qtrly report Perf Narrative for complete details.			
11. Other Attachments <i>(attach other documents as needed or as instructed by the awarding Federal Agency)</i>			
12. Certification: I certify to the best of my knowledge and belief that this report is correct and complete for performance of activities for the purposes set forth in the award documents.			
12a. Typed or Printed Name and Title of Authorized Certifying Official Paul L. Clark Florida DOT Incident Management/CVO Program Manager		12c. Telephone (area code, number and extension) (850) 410-5607	
		12d. Email Address paul.clark@dot.state.fl.us	
12b. Signature of Authorized Certifying Official 		12e. Date Report Submitted (Month, Day, Year) 1/3/2013	
		13. Agency use only	

COMMERCIAL VEHICLE INFORMATION SYSTEMS AND NETWORKS (CVISN)
DEPLOYMENT GRANT PROGRAM

Florida
Performance Progress Quarterly Report
SF-PPR Item 10 - Performance Narrative
IT071201G00000

Note: Instructions are in italics. Please supply information for bullets A, B, and C for each project that is reported in the SF-PPR.

A. Project Name, Brief Description, Project Partner Information

Project Name: Automated Permitting System Enhancements

Florida CVISN Project Number: Permits-1

Reporting Period: July – September, 2012

Project Description:

This project enhances Florida's Electronic Permitting System known as PAS (Permit Application System), formerly known as APASS. These enhancements will be implemented in phases. Phase one involves rewriting PAS to FDOT standards, creating a new database structure, and integrating the data with the Oversized over weight Vehicle Permitting (OVP) system. Phase one will provide a new foundation for all other phases to be incorporated into. Phase one will be completed with FDOT Permits funding and is not part of the Expanded CVISN Project. Phase two and three system upgrades are considered the Expanded CVISN Program project.

Phase two will create an interface for GIS based routing. This interface will be capable of accepting input from APASS and sending bridge and route information to the FDOT engineering tools for proper evaluation. This phase will also include some minor modifications to the engineering tools to accept the input and output from the new GIS module. The interface will allow the APASS software to route trucks, evaluate the route for the given vehicle, and re-route if necessary.

Phase three will add the remaining functionality from our original permitting software into APASS. This will include the financial tracking, Electronic Document Management, additional customer interface tools, and the actual printing of the permits. This phase must be complete before any additional components can be developed. This is to ensure that the process is done completely within APASS and can be tracked by the system for time management.

Phase four will consist of complete integration of the engineering tools with the new APASS system and the GIS module created as part of phase two. This will require the tools to be rewritten into APASS as modules. There will also be enhancements in functionality associated with this, allowing for less data entry and faster response times. Deployment of Phase three will depend upon funding available after completion of phases one and two.

Project Managers:

Bryan Hubbard, FDOT Maintenance/Permits Office
Ronnie Martin, FDOT Permits Office

850-410-5516
850-410- 5757 Ext. 139

We have also added a project manager with OIS to ensure that all of the phases of APASS will function correctly together. It will be her responsibility to verify that all of the OIS standards have been met, and to get any authorizations that may be needed from OIS for the additional work.

Walter Corbett, OIS Project Manager

Major Project Partners:

Florida Trucking Association
HSMV Office of Motor Carrier Compliance
FDOT Office of Information Systems (OIS)

B. Brief Description of Activities Conducted During the Reporting Period, Including Milestones and Events

No activity this quarter. Waiting for FMCSA approval of the amendment requesting additional funding for the continuation of the next phase of this project.

C. Problems encountered or anticipated and recommended solutions:

We are waiting for approval of the amendment requesting additional funding for the continuation of the next phase of this project.

D. Additional information provided to update Florida's Program Plan/Top Level Design document.

None at this time.

A. Project Name, Brief Description, Project Partner Information

Project Name: Container Number Database Deployment

Reporting Period: July – September, 2012

Project Number: DACS-2

Project Description:

The Container Number Database Project will be an additional deployment to further enhance the DACS LPR/Container Number Reader system and the FDOT Remotely Operated Compliance Station (ROCS) system. Funded by DHS, the DACS LPR system added the capability to read container numbers. Currently there is not a container number database against which to query the captured container numbers. Currently the container number is being run against the Department of Agriculture BOLO list, the National Crime Information Center (NCIC), and the Florida Crime Information Center (FCIC) databases to check for criminal activity.

Currently, the DACS system photographs the front truck tag, the container number (if there is one), as well as either the driver or the driver side of the vehicle. OCR is done on the tag/container at the local station site and that information is sent to the server in Tallahassee along with other data containing the date, time, station, and originating lane. When the data reaches the DACS server, it is checked against an AgLaw BOLO list and if there is no entry in the BOLO list, then the tag/container number is sent to Florida Department of Law Enforcement (FDLE) via a dedicated circuit. If a hit occurs, the system sends an alert to the officer at the originating site, and the officer is asked to verify by sight that the tag number and the photo of the tag are in fact the same (same numbers, correct state, etc.).

This project will develop a database for storage and query of container numbers and ancillary data, and develop software for tracking the container movements and presenting this data graphically. Ancillary data will include location of container and time-stamp. As part of the system additional cameras will be deployed to capture container numbers on I-95 (south of the Georgia state line) in both directions; along I-10 east of the I-75 interchange in both directions, and near Pensacola (both east and west bound). Cameras will capture container numbers at highway speeds at these locations. This system will provide information for container movements in Florida, to include graphical representation of container movements. The system will also interact with the PIERS system in order to provide information on the commodities in the container. Additional capabilities for the Container Reader System will involve linkages to other databases such as Florida's Electronic Freight Theft Management System (EFTMS) to check for stolen cargo activity and aid recovery.

Project Manager:

Paul Clark, FDOT

850- 245-7932

Major Project Partners:

Dept. of Agriculture (DACS)

DHSMV FHP Commercial Vehicle Enforcement (FHP/CVE)

FDOT Motor Carrier Size and Weight (MCSAW)

B. Brief Description of Activities Conducted During the Reporting Period, Including Milestones and Events

Met with stakeholders (Craig Wilson and Keith Westphal from MCSAW, Pati Lytle from DACS) and gathered information for the Concept of Operations document. Completed the Concept of Operations document. Received the new hardware. Completed the System Requirements document. Completed the System Design document.

C. Discussions of Any Problems Encountered or Anticipated

None at this time.

D. Additional information provided to update Florida's Program Plan/Top Level Design document.

None at this time.

A. Project Name, Brief Description, Project Partner Information

Project Name: Virtual Weigh Station(s)

Reporting Period: July – September, 2012

Project Number: OMCC-1

Project Description:

This project is for the design and deployment of one or more completely automated virtual roadside facilities. Technologies to be deployed will be those that are functional at highway speeds. The two VWS systems will be deployed at the I-95 interchange ramps at SR 100 and Palm Coast Parkway. Planned technologies are high-speed WIM, length and width detection, License Plate Readers (to include links with various law enforcement databases and other Expanded CVISN systems), and automated infrared brake testing. Numeric data and digital images (which are captured for any commercial vehicle that indicates a potential problem) will be sent to OMCC law enforcement personnel in the vicinity of the virtual facility. This information will be sent to the officers' in-vehicle laptops. Officers will then have the necessary information to apprehend the vehicle for further investigation as appropriate.

Project Partner Information

Project Managers:

Craig Wilson, FDOT Motor Carrier Size and Weight (MCSAW) 850-245-7932

Major Project Partners:

FDOT District personnel at deployment location.
FHP/CVE

B. Brief Description of Activities Conducted During the Reporting Period, Including Milestones and Events

Single Source was approved and Project has started. So far fiber has been installed to the Flagler weigh station from the existing ITS fiber splice vaults into the building. Ramp closures were done and all loops and kistler piezo WIM sensors have been installed. Guard rail installed and anticipated work to be completed in the next two weeks includes installation of all hardware (cameras and cabinets) once poles are set today and tomorrow.

C. Discussions of Any Problems Encountered or Anticipated

None at this time.

D. Additional information provided to update Florida's Program Plan/Top Level Design document.

None at this time.

A. Project Name, Brief Description, Project Partner Information

Project Name: Port of Entry Study

Reporting Period: July – September, 2012

Project Number: POE

Project Description

This project is an extension of Florida's Core CVISN electronic credentialing capability. The project will investigate the feasibility of adding additional credentialing capability to the online e-credentialing system. This project will research the history behind Florida's current non-port-of-entry status with regard to interstate commercial vehicle operations. Tasks will include identifying which department is responsible for this status, conducting a review of what would be required legislatively to change this status, identifying best practices with regard to port-of-entry, determining the costs and benefits of changing to port-of-entry status, and providing recommendations. It will also include evaluating options for issuing IRP and IFTA Trip Permits at weigh stations by automated methods (i.e. online, kiosk at weigh stations near port-of-entry) rather than having an officer issue the permit. The study will also evaluate and recommend weigh station locations for required credentials/permits issuance capability.

Project Partner Information

Project Managers:

Paul Clark, FDOT

850- 245-7932

Major Project Partners:

DHSMV Office of Motor Carrier Compliance
DHSMV Motor Carrier Services

B. Brief Description of Activities Conducted During the Reporting Period, Including Milestones and Events

Coordinated scheduling of interviews via email and phone calls. Conducted Port of Entry (POE) phone interviews with Keith Westphal, Ronnie Martin and Bryan Hubbard, Tim Lattner, Dan Starling, Tisha Keller (FTA), and Paul Clark. Transcribed POE interviews for use in producing POE study report. Preparing draft sections of Introduction, FL POE History/Background, and National POE Status. Conducted research for "National Port of Entry Status" section of report. Drafted National POE Status section of document. Continued writing and editing of previously completed sections of the draft POE Feasibility Study document. Completed National POE status section; worked on POE financial implications section. Created additional graphics for initial draft report.

C. Discussions of Any Problems Encountered or Anticipated

None at this time.

D. Additional information provided to update Florida's Program Plan/Top Level Design document.

None at this time.

A. Project Name, Brief Description, Project Partner Information

Project Name: LPR System Enhancements - Link MCSAW LPR & PRISM

Reporting Period: July – September, 2012

Project Number: MCSAW-2

Project Description:

This project will enhance the capability of FHP/CVE (formerly MCCO)'s License Plate Reader (LPR) system, which was funded by the US Department of Homeland Security. This system will run a vehicle's tag number against the PRISM database. This process will also allow MCSAW to link a vehicle's tag number to its USDOT number. This added capability will allow MCSAW to further investigate vehicles that pass through their weigh stations, in an automated manner. This will allow Florida to leverage the existing FMCSA PRISM database to detect vehicles illegally operating while under an out of service order.

Project Manager:

Paul Clark, FDOT

850- 245-7932

Major Project Partners:

FDOT MCSAW
DHSMV FHP Commercial Vehicle Enforcement (CVE)

B. Brief Description of Activities Conducted During the Reporting Period, Including Milestones and Events

Identified stakeholder needs and adjusted deliverables to include a hosting environment for the LPR central system and to provide PRISM target file to MCSAW central system for their local query/processing. Met with MCSAW stakeholders to confirm needs.

C. Discussions of Any Problems Encountered or Anticipated

None at this time.

D. Additional information provided to update Florida's Program Plan/Top Level Design document.

None at this time.

FEDERAL FINANCIAL REPORT

(Follow form instructions)

1. Federal Agency and Organizational Element to Which Report is Submitted DOT-FMCSA		2. Federal Grant or Other Identifying Number Assigned by Federal Agency (To report multiple grants, use FFR Attachment) IT071201G00000		Page 1	of 1 pages		
3. Recipient Organization (Name and complete address including Zip code) Florida Department of Transportation 605 Suwannee Street, MS 90, Tallahassee, FL 32399-0450							
4a. DUNS Number 80-939-7102	4b. EIN 593024028	5. Recipient Account Number or Identifying Number (To report multiple grants, use FFR Attachment) 41466613201		6. Report Type ☒ Quarterly ☐ Semi-Annual ☐ Annual ☐ Final	7. Basis of Accounting ☒ Cash ☒ Accrual		
8. Project/Grant Period From: (Month, Day, Year) 9/7/2007			To: (Month, Day, Year) 3/31/2013		9. Reporting Period End Date (Month, Day, Year) 9/30/2012		
10. Transactions					Cumulative		
<i>(Use lines a-c for single or multiple grant reporting)</i>							
Federal Cash (To report multiple grants, also use FFR Attachment):							
a. Cash Receipts					416,556.25		
b. Cash Disbursements					603,830.03		
c. Cash on Hand (line a minus b)					-187,273.78		
<i>(Use lines d-o for single grant reporting)</i>							
Federal Expenditures and Unobligated Balance:							
d. Total Federal funds authorized					3,136,226.00		
e. Federal share of expenditures					603,830.03		
f. Federal share of unliquidated obligations					2,532,395.97		
g. Total Federal share (sum of lines e and f)					3,136,226.00		
h. Unobligated balance of Federal funds (line d minus g)					0		
Recipient Share:							
i. Total recipient share required					3,136,226.00		
j. Recipient share of expenditures					603,830.03		
k. Remaining recipient share to be provided (line i minus j)					2,532,395.97		
Program Income:							
l. Total Federal program income earned					0		
m. Program income expended in accordance with the deduction alternative					0		
n. Program income expended in accordance with the addition alternative					0		
o. Unexpended program income (line l minus line m or line n)					0		
11. Indirect Expense	a. Type	b. Rate	c. Period From	Period To	d. Base	e. Amount Charged	f. Federal Share
g. Totals:							
12. Remarks: Attach any explanations deemed necessary or information required by Federal sponsoring agency in compliance with governing legislation:							
13. Certification: By signing this report, I certify that it is true, complete, and accurate to the best of my knowledge. I am aware that any false, fictitious, or fraudulent information may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)							
a. Typed or Printed Name and Title of Authorized Certifying Official Paul Clark, CVISN Program Manager						c. Telephone (Area code, number and extension) (850) 410-5607 d. Email address paul.clark@dot.state.fl.us	
b. Signature of Authorized Certifying Official 						e. Date Report Submitted (Month, Day, Year) 1/3/2013	
14. Agency use only:							

Standard Form 425
OMB Approval Number: 0348-0061
Expiration Date: 10/31/2011

Paperwork Burden Statement

According to the Paperwork Reduction Act, as amended, no persons are required to respond to a collection of information unless it displays a valid OMB Control Number. The valid OMB control number for this information collection is 0348-0061. Public reporting burden for this collection of information is estimated to average 1.5 hours per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0060), Washington, DC 20503.