**Commercial Vehicle Information Systems
And Networks (CVISN) Team Meeting Notes
May 24, 2016 – Tuesday, 10 a.m.**

Attendees:

Marie Tucker, FDOT Traffic Engineering
Troy Thompson, FHP CVE
Ken Richards, DOR
Richard Mechlin, FHP CVE
Craig Toth, HNTB
Jeff Pouliotte, FDOT Permits
Tom Beitelman, FDOT Permits
Paul Clark, FDOT MCSAW
Michael Davis, FMCSA
Jeff Frost, FDOT Traffic Engineering
Veronica Martin, FDOT Permit Office
David Binder, IIS/Drivewyze
Tim Rutherford, DACS/Ag Law
Clayton Tyson, HNTB
Trey Tillander, FDOT Traffic Engineering
Jeff Dixon, FHP

Jeff Frost, FDOT Traffic Engineering
Joel Worrell, FDOT
Jake Davis, FMCSA
Derek Barrs, FHP
Eileen Zaleski, FHP
Steve Gove, FHP
William Harris, FHP
Todd Brownns, DHSMV
Makarand Gawade, RS&H
Amanda Shaver, HNTB
Mickey Davis,
Adam Ivory, CDM Smith / FDOT
Irlene Pertswisky, CDM Smith
Paul Cosh, LP
Rudy Powell, FDOT Maintenance

AGENDA ITEMS:

Welcome and Introductions

Jeff Frost welcomed everyone to the meeting and everyone went around the room/phone and introduced themselves. Jeff Frost facilitated the meeting.

Current Project updates and/or discussion

Pre-Clearance at Motor Carrier Compliance Weigh Stations

Paul Clark:

Bypass activity is down in April compared to the same period last year, 614,000 versus 550,000k. Pull-ins have increased from 220,000 to 231,000 for the same period. Drivewyze bypass and pull-in activity higher than the same period last year.

There is an initiative with 100% pull in to verify the by-pass compliance underway.

Noted issue with data on truck classes that is being rectified.

Pre-clearance at Agriculture Sites

Major Tim Rutherford:

AgPass Bypass and Pull-in Activity are lower for the same period (April) as last year: Bypass 154,000 to 128,000 and pull-in 171,000 to 159,000.

The yearly totals won't likely meet last year's numbers.

Increase in Drivewyze bypass and pull-in activity.

Overall, everything is going well.

There is a light issue on the I-75 station (loop/bypass) that is currently under repair.

Automated Permitting System Utilization

Veronica (Ronnie) Martin:

The number of registered ISA users has been increasing throughout the year, over 10,000 registered ISA users. The number of account profiles has also increased to over 3,000. The Industry applications have surpassed 18,000. The Permit Office processed more than 5,000 applications and a total of 264,812 permits have been issued using PAS.

CVISN data cleansing project is currently under way.

Starting July 1, 2016, oversize/overweight permits will be self-issued (up to 200,000 pounds, 16 feet wide, 14.5 feet high).

BOL (Bill of Lading) Program

Ken Richards:

It has been a good year. Currently adding two full time employees (FTEs) as tax auditors in Jacksonville and Lake City. Hoping to have a new specialist in each of the service centers.

EVOL program – interviewing new tenders.

E-Credentialing System Usage Stats

No content.

Trucking Industry Update

No content.

MCSAW Port of Entry

Paul Clark:

Effective July 1, Port of Entry permit applications will be available at the first weigh station along I-10 eastbound, I-75 southbound and I-95 southbound. There should be no IFTA/IRP enforcement before POE. When asked about off-system enforcement, this would need a new policy decision and was not in the scope of the MCSAW work.

FAST Act Changes to Grant

Mickey Davis

CVISN will now be broken down into two separate grants: MCSAP and ITD (high priority). The ITD grants are competitive, so maintenance grants should be directed to MCSAP. FHP/DHSMV are the lead agencies for Florida.

The next cycle of NOFA (Notice of Funding Availability) will be issued [approximately] June 1 with applications due August 1. Emphasized getting maintenance funding requests in to FHP as the lead agency.

ITD – Information Technology Deployment is the new CVISN. The $25million dollar grant funding previously available will be broken into basic incentive and high priority. There will likely be more requests than funding available for the high priority grants, which has $42,200,000 funded in [Federal] Fiscal Year 17.

Grant durations have changed: High priority will include year of award plus 4 years. It was noted that FDOT will lose 1 year due to the difference in funding between the Federal and State FY. The change in grants will not impact existing or this year grants (FY 16). The match will change from 50/50 to 85/15 with the ability to increase the 85% to 100%. MCSAP grants are year of award plus one year in duration. The $1million cap has also been removed.

2016 CVISN Workshop Review

Jeff Frost:

There is a focus on documenting which inspections were triggered by e-screening (VWIM, thermal brake, WIM, LPR, etc.). This will help provide documentation to support the level of funding.

Troy – the box is not currently a mandatory field in Aspen. Mickey will request that the e-screen field become mandatory.

Paul added that due to the e-screening systems in place, 29 Out of Service (OOS) carriers were identified at the Seffner locations.

Include Ag screening in the e-screening check box if it triggered an inspection.

Data Quality – Marie Tucker will coordinate with VOLPE on the data quality. When reviewing the data quality report at the Workshop, it was noted that Florida was absent from the list, most likely due to data transfer issues. We need to verify what (PRISM) data they are receiving as Florida needs to maintain this information to stay Core compliant and receive funding.

Mickey – we will be performing a Self-Audit for core compliance (Jeff, Marie) to ensure we meet the requirements. FMCSA is currently performing random audits.

OS/OW/IRP/IFTA – screen carriers before issuing permits, good opportunity to catch OOS carriers. This is a national priority. Ronnie – since these are becoming self-issued, how do we accomplish? Check box? Troy – is this required or requested? Ronnie - we will work this into the next project and coordinate with PAS and PRISM for verification.

It was noted that the MC numbers are no longer going to be utilized, will this cause any impacts? Ken – DOR does not use them.

High Roll Over / Vehicle Waveform ID

David Binder

Six states are performing pilot projects for high roll-over location. The project will provide geo-fencing of high roll-over locations and alert drivers of the location through in cab notifications. The video presentation was unavailable. The states provide the data for the locations and the data is transmitted to the in-cab equipment.

Two videos were presented on Vehicle Waveform ID (VWI) and Thermal Brake Imaging.

VWI is being evaluated at a weigh station in California as a joint effort through CAL TRANS and CHP. The technology provides a "magnetic fingerprint" unique to each vehicle as it passes in pavement sensors. The technology is being used primarily for sorting and enforcement at weigh stations. The technology is primarily being used for radiation screening, traffic planning, OS/OD by-pass. The "fingerprint" won't change due to minor changes in vehicle weight (refueling, etc). David is working with Rickey Fitzgerald on a white paper. The VWI has the potential to reduce redundant permit checks.

Next CVISN Meeting

August 23, 2016.