

**Commercial Vehicle Information Systems
And Networks (CVISN) Team Meeting Notes
August 23rd – Tuesday, 10 a.m.**



Attendees:

Marie Tucker, FDOT Traffic Engineering
Troy Thompson, FHP CVE
Ken Richards, DOR
Craig Toth, HNTB
Paul Clark, FDOT MCSAW
Jeff Frost, FDOT Traffic Engineering
Veronica Martin, FDOT Permit Office
David Binder, IIS/Drivewyze
Tim Rutherford, DACS/Ag Law
Clayton Tyson, HNTB

Amanda Shaver, HNTB
Lauri Brady, Kapsch
Kevin Kruke, Kapsch
Phone:
Craig Wilson, FDOT
Joel Worrell, FDOT
Jerry Scott, FDOT
Tanner Martin, HNTB

AGENDA ITEMS:

Welcome and Introductions

Marie Tucker welcomed everyone to the meeting and everyone went around the room/phone and introduced themselves. Marie facilitated the meeting.

Current Project updates and/or discussion

Pre-Clearance at Motor Carrier Compliance Weigh Stations

Paul Clark:

MCSAW Prepass bypass program activity has increased by about 50,000 in July compared to the same period last year, pull-in rate has decreased by about 5,000. The annual number is on track to bypass about 6.9 million vehicles through the prepass system. Physically weigh 6.8 million. 17.1 million over weigh-in-motion. Pull-ins have increased from 2.8 – 2.9 million annually.

Drivewyze bypass and pull-in activity higher than the same period last year with 32,000 vehicles vs. 11,000 last year. There is an increase in pull-ins as well, with 9,000 pulled in versus 5,000 same period last year.

Pre-clearance at Agriculture Sites

Major Tim Rutherford:

AgPass Bypass and Pull-in Activity increased in May and June but July's numbers have decreased by 3,000 for the same period (July) as last year for Bypass activity. Pull-in activity compared to 2015 increased by 9,000. May and June have increased by 200,000. The bypass annual number is on track to do better than 1.8 million bypass and pull ins over 2 million.

The yearly totals steadily increasing.

Increase in Drivewyze bypass and pull-in activity as well

Automated Permitting System Utilization

Veronica (Ronnie) Martin:

The number of registered ISA users has been increasing throughout the year, with over 1,000 registered ISA users for account profiles. Customers can store data and use it to create permit applications. The industries applications had a minor drop which could be attributed to the self-permitting issuance had to be shut off and the applications processed manually and reviewed until May 29th with fixes in production and a monitoring period. The Permit Office is scheduled to go fully automated 9/1/16, with haulers being able to submit applications, pay for and self-issue permits for loads 16ft wide, 18ft high 120ft long and 200K Lbs. By Feb 2017 system validations should be in place. Cranes will have the same dimension specifications with a 140K Lbs. limit.

Enforcement may be affected. FHP needs a list for what PAS won't validate for enforcement. Ronnie will provide a summary of what won't be validated.

Marie mentioned brochures are being created to make industry aware of changes.

BOL (Bill of Lading) Program

Ken Richards:

It has been a good fiscal year, the second highest fiscal year since partnership with 15 Million dollars in revenue. It's been a good first month of the fiscal year \$1.5 Million in July. DOR has hired one full time employee (FTEs) as tax auditors with another position advertised. ROI is good on projects.

EVOL program – they have a vendor and are starting work on the system requirements.

Things are looking good with the partnership.

E-Credentialing System Usage Stats

On time schedule numbers in attachment.

Trucking Industry Update

Nothing to report.

CVISN Grant

Marie Tucker:

CVISN Grant up in the air, FMCSA asked FDOT to complete Title 6 requirement federal document for compliance. FMCSA included language not favorable to FDOT attorneys. FDOT will not sign. 2016 Grant will not be awarded. Unknown status of grant in future. Marie will still try to secure funding from FDOT for projects in the future that won't be reimbursed. Waiting for guidance, Marie will provide status

updates as they are received. All previously approved projects will not be affected. Maintenance will move to MCSAW Grant. O&M not affected. Paul has run process internally for 2017 grant for \$150,000 for O&M, which is still in process but the compliance is in question to Title 6 for O&M grant due to administrative code issue. It's important to proceed with program with or without reimbursement.

Feasibility Study for Permitted Loads

Paul Clark:

Grant project in 2012 Grant, similar to Canadian "Weigh2BC", allows permitted loads to bypass up to 12 hours in the same corridor. With HNTB's assistance, the concept has interested GA and AL in partnering with FL for this type of system. The idea is to marry a permit to a vehicle, with chip based technology, an RFID will be embedded within the permit. The cost is 7 to 20 cents per RFID card. Permits passing a reader will validate weight and dimensions and will allow bypass. The FDOT goals are economics and safety and this ties those together. It will cause a need for modifications to PAS. The next step will be to discuss with Ronnie, Rudy and Jeff, then have a meeting with Brian Blanchard. A test corridor and 1-2 carriers will need to participate in a study before full deployment.

Ronnie: Will FHP have access to information?

Paul: We would like to develop a web portal that will provide validation information and verify weights.

There is a need to include FHP in meetings. This program could be cell based, or tie a trip permit to an app. Maintenance/Permitting would like to do away with paper, make all electronic. The goal is to envision where to be in 5-10 years. Enforcement Department needs to be involved.

FDOT will house and provide data stream and will provide simple text file and vendors can utilize as needed. The plan is to meet with Structures within 30 days; then to meet with management within the next 60 days.

Statewide Truck Parking Deployment

Marie Tucker

The first advertisement will post Monday for District 5. It will be 8 locations called Phase 1. Every month or 2 will rollout new advertisement. They will be district let contracts. District 5 will have two then District 3. Districts 4-7-1 will be advertised before yearend. The UF research project for in pavement technology was installed last week and will collect data for the next month. A status report should be available in October. The TPAS project will not include Turnpike. District 5 will start with 6 rest areas and 2 weigh stations. The rest areas will be in-pavement and weigh stations will be classifiers. Cameras will also be installed for validation. This data will be available to industry via 511 data stream with hopes of developing a 511 commercial vehicle section in the 511 app. All Districts locations will be advertised March with 2018 statewide. Florida will be first state to deploy statewide.

Tisha suggested that a memo be prepared for distribution to FTA.

Kapsch Presentation

Lauri Brady:

Kapsch gave a presentation on technology and commercial vehicle enforcement. The goal is to implement technology to expand officer's enforcement footprint. Kapsch is global technology in ITS headquartered in Vienna, Austria. Kapsch offers the option to utilize side roads and use technology to move ramps along. Technology can capture and measure vehicles and increasing revenue by 8% by capturing overweight vehicles. This levels the playing field for general public by not making others pay for maintenance. The technology captures proper revenue. The potential revenue could be up to \$500,000 a month. The data is provided to enforcement to make decision on issuing citations. This is similar in theory to "red light cameras".

Lauri shows Kapsch video to answer questions before continuing.

The idea is to use the technology as a tool. Kapsch sends out permits violations and sends back to the state. Citations are for IRP, IFTA, UCR, and weight violations. Indiana program is in the pilot phase, started in April 2016. Purdue University is doing the validation. To proceed, there is a need for legislative backing. This will not eliminate the need for a weigh station, there is still a need for visual inspections as the system works for credentials.

How are APU or natural gases exceptions handled? It will be handled like enforcement does now. A full dispute resolution process is available.

Ronnie: Asks Troy if there is conflict with picking and choosing what violations are enforced?

Troy: takes away discretion but still can use judgement.

Paul: This is more of a screening tool than an enforcement tool.

Lauri: Post violation is a portion of the system. Many benefits are available.

Paul: What is the data processing speed? Three seconds (modem based).

Kapsch has other components available such Laser dimensioning systems, suppliers of transponders, Roadside systems, LPR, US DOT readers, etc. A software package is available for marrying existing equipment. Software is customizable. Kapsch is also involved in 5-9 and truck platooning. Accuracy weigh-in motion 99% capturing. Reading is high 90s. Kapsch is not handling OS/OW permits.

Other:

Major. Rutherford: having an issue with asphalt loops. Rain sets off loops, tearing up or malfunctioning.

The asphalt separates easier. Many ramps are now concrete and does this make a difference? Mjr.

Rutherford is concerned with traffic backing up. FDOT can possibly deploy a camera or other technology like lasers or video dimensioning to assist.

Paul Clark: In the process of getting a general consultant to help out with enhancing screening and making more efficient. How to become model for nation and get to that. Proposal request goes out Monday and on board by year end. Goal is to improve MCSAW. Streamline data processing.

Tisha: October 20th educational institute is approaching and most are invited to participate in one regulatory Q&A session and one session on mobile permitting and technology. On 10/19 there is also an inspection and AgLaw session. Thanks group for member help.

Next CVISN Meeting

November 15, 2016.