

Commercial Vehicle Information Systems and Networks (CVISN) Program Agreement

between

The Federal Motor Carrier Safety Administration (FMCSA)

and

The State of Florida

Project Number: IT071201G00000

Florida Expanded CVISN Program Projects

This Agreement between the Federal Motor Carrier Safety Administration (FMCSA) and the State of Florida awards a grant of federal assistance to the State for specific Commercial Vehicle Information Systems and Networks (CVISN) activities. This Agreement also intends to maximize the State involvement (and other project participants) in the CVISN program, as authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU) (P.L. 109-59, §§ 4126). The parties to this Agreement are independent, contracting parties; nothing in this Agreement shall imply or create a business partnership for purposes of sharing profits and losses.

1. Federal CVISN Funds. By executing this Agreement, the Government agrees, in accordance with SAFETEA-LU Section 4126(f), to reimburse the State with *Federal CVISN Deployment Program funds* for a maximum of 50 percent of the allowable costs incurred in the performance of work under this CVISN Program Agreement. The State shall be reimbursed for allowable costs incurred in the performance of work under this Agreement in an amount not to exceed \$3,136,226 in federal CVISN funds. Reimbursement for costs incurred will follow regular FMCSA billing and payment procedures. FMCSA Technology Division expects to have federal funds obligated within approximately 45 days of receipt of this signed Agreement.

Matching Share/Cost Sharing: Participants in the CVISN Deployment Program must provide a minimum of fifty percent (50%) of the total cost of the project (SAFETEA-LU, Section 4126(f).) Matching funds may come from private sector or eligible public sources.

A minimum of twenty percent (20%) of the matching share must be derived from funding sources that are not Federal. This portion may be derived from private sector partners, or state and local government and must consist of one or more of the following three forms of contribution:

- a. Contributions of equipment that are substantial, and utilized entirely as an integral part of the project;
- b. Personnel services dedicated to the project and not supported by other Federal funds; and/or
- c. Cash.

Matching funds in excess of the 20% minimum may come from more than one funding source.

The State will contribute \$3,136,226 in the form of cash, personnel services, operating and maintenance expenses, and equipment costs that will be used to satisfy the match requirement.

2. Responsibilities of the State. The State will implement its CVISN deployment activities as specified in Appendix A, “Application for Participation in the FY 2007 Commercial Vehicle Information Systems and Networks (CVISN) Deployment Grant Program.”

The application consists of five parts: a cover sheet, table of contents, an Executive Summary, a Project Proposal, which contains a Technical Approach, Schedule, Financial Plan, and a list of Participating Agencies/Organizations. In addition, the State shall perform or cause to be performed the following:

- a. Ensure that CVISN Core and Expanded deployment activities, such as hardware procurement, software and system development, infrastructure modifications, etc., are consistent with the National ITS and CVISN Architectures and available standards and shall promote interoperability and efficiency to the extent practicable (as specified in Section 4126(d) of SAFETEA-LU).
- b. For implementing CVISN Core capabilities, complete interoperability tests and ensure architectural conformance throughout the life of the project. Perform pairwise and end-to-end tests to demonstrate conformance with the standards and interoperability, verify that interfaces between selected products/systems meet the applicable standards, verify dataflow and data usage among the products/systems.
- c. Once the State completes interoperability tests, the State shall complete a checklist to document its deployment of CVISN Core capabilities and submit it to the FMCSA Division Administrator for review. Upon review, the Division Administrator shall forward the checklist to FMCSA Office of Research and Analysis, Technology Division, in Washington, DC. The Technology Division will provide the State a letter signed by FMCSA Administrator acknowledging it has successfully implemented CVISN Core capabilities and has completed the required tests.
- d. Participate in any independent evaluations of deployment activities described in Appendix A (refer to Section 7.) As a partner, the FMCSA may evaluate this specific project. If so, it will provide an independent evaluator to work with the State to develop and conduct the evaluation. The State will be expected to cooperate with and support the independent evaluators to ensure a successful evaluation.
- e. Conduct a self-evaluation at the conclusion of the project (refer to Section 8.)
- f. Perform the following activities that are related to ensuring consistency with the National CVISN Architecture:
 1. Contact State and local transportation officials to explore potential joint-uses of transponders and ensure integration among multiple applications (i.e., CVO, toll, traffic probes, parking management, etc.);
 2. Evaluate the data that is being collected for their CVISN initiatives to determine if other State and local transportation entities (e.g., traffic management center) outside the CVO community could use the data which is collected under CVISN deployment; and

3. Conduct outreach to your motor carrier partners about metropolitan and rural CVISN initiatives within the State that could provide benefits to its motor carrier operations. Examples of these initiatives include web sites on roadway weather information systems, incident management systems, and traffic management systems.

The State shall provide the results of these activities to the FMCSA Division Administrator, Florida Division and the FMCSA Office of Research and Analysis, Technology Division, in Washington, DC.

3. Period of Performance. The period of performance for the project is sixty four (64) months from the date of execution for this Agreement. The period of performance may be extended, upon the mutual consent of the parties to this Agreement.
4. FMCSA Participation. The FMCSA shall be considered a full participant in the project. As such, the FMCSA shall be provided the opportunity for membership on all management committees, subcommittees, working groups, task forces, and other such groups related to the project.
5. Project Documents. Copies of all project reports, correspondence, meeting announcements, and other documents shall be supplied directly to the FMCSA Division Administrator, Florida Division and the FMCSA Office of Research and Analysis, Technology Division. In addition, quarterly reports summarizing work performed, significant events, expenditures, and progress of work shall be supplied to them.
6. Quarterly Progress Reporting Requirements. One electronic file of the quarterly progress report shall be submitted to the FMCSA Division Administrator, Florida Division and the FMCSA Office of Research and Analysis, Technology Division on or before the 20th of the month following the end of the quarter being reported. At a minimum, the quarterly report should be ten pages or less and contain the following:
 - a. The project number or contract number, project name, a brief description of the project, major project partners, names and phone numbers of the partners' project contacts, and the reporting period.
 - b. Budget and scheduling information including the date the project was initiated, the estimated completion date, cost estimate, and expenditures during reporting period.
 - c. A brief description of the activities conducted during the reporting period including any milestones attained and significant events.
 - d. A discussion of any problems encountered or anticipated (e.g., scope changes, changes in project limits, funding requirements, technological constraints, institutional issues, project schedule delays) together with recommended solutions to such problems.
7. Independent Evaluation. The FMCSA may conduct an independent evaluation of the effectiveness of the project in achieving Federal and State program goals. The independent evaluation would be conducted using existing Federal resources. Participants of projects that are selected for independent evaluations shall cooperate with the independent evaluators and participate in evaluation planning and progress review

meetings to ensure a mutually acceptable, successful implementation of the independent evaluation. The FMCSA may contract with one or more independent evaluation contractor(s) to evaluate the projects.

8. Self-Evaluation. Participants in the project are required to submit a Self-Evaluation Report. It must cover lessons learned in the following three areas:
 - a. Institutional issues, technical challenges, employing innovative financing, public-private partnering, implementing CVISN standards, and achieving consistency with the National CVISN Architecture;
 - b. Benefits of deployment, which should be supported by data; and
 - c. Cost data for deployment, especially with regard to operations.

Two reproducible hard copies and one electronic file of the final self evaluation report shall be submitted to the FMCSA Division Administrator, Florida Division and the FMCSA Office of Research and Analysis, Technology Division on or before six weeks following the end of the project.

9. Programmatic Changes. The State must obtain the prior approval of the FMCSA Division Administrator whenever any significant change is anticipated. These include, but are not limited to:
 - a. Any revision of the scope, goals or objectives of the consultant contract or related activities (regardless of whether there is an associated budget revision requiring prior approval).
 - b. Changes in key personnel, program manager, or prime contractor.

10. Intellectual Property. Intellectual property consists of copyrights, patents, and any other form of intellectual property rights covering any databases, software, inventions, training manuals, systems design or other proprietary information in any form or medium.

It is the policy of the FMCSA to allow the non-Federal partners of a CVISN Program Agreement to retain all intellectual property rights developed under this agreement with the following limitations:

Copyrights. The FMCSA, as the contracting U.S. DOT agency, reserves a royalty-free, nonexclusive and irrevocable license to reproduce, publish or otherwise use, and to authorize others to use, for Federal government purposes:

- a. The copyright in any works developed under this agreement, or under a subgrant or contract under this agreement; and
- b. Any rights of copyright to which the State, its subgrantee, or contractor purchases ownership with Federal financial assistance provided by this agreement.

Patents. Rights to inventions made under this agreement shall be determined in accordance with 37 C.F.R. Part 401. The standard patent rights clause at 37 C.F.R. §401.14, as modified below, is hereby incorporated by reference.

- a. The terms "to be performed by a small business firm or domestic nonprofit organization" shall be deleted from paragraph (g)(1) of the clause;
- b. Paragraphs (g)(2) and (g)(3) of the clause shall be deleted; and

c. Paragraph (1) of the clause, entitled "Communications" shall read as follows: "(1) Communications. All notifications required by this clause shall be submitted to the FMCSA Division Administrator, Florida Division Office."

11. Costs. The State shall limit its progress claims and final claims to those costs incurred in accordance with this CVISN Program Agreement and shall submit its final claim within ninety (90) days after the project is completed.

12. Interoperability. The State shall comply with the provisions of interoperability as outlined in this Agreement. Regarding any project or work accomplished through funding provided by this Agreement, the State agrees to purchase and use only equipment that is fully compliant with national CVISN architecture standards, and to work toward and support technical and business interoperability.

Technical interoperability is defined as the ability of any given roadside reader or interrogation device to meaningfully query, send or receive, and process data from any given transponder mounted in a vehicle, regardless of which manufacturer produced either the reader or transponder. Business interoperability is defined as the ability of a commercial motor vehicle to use one transponder in all electronic screening systems nationwide.

13. Additional Requirements. The State shall comply with all applicable laws, regulations and Federal requirements, including, but not limited, to 49 C.F.R. Parts 18, 20, 21, 27, and 29, and the assurances in OMB SF 424B attached hereto as Appendix B.

If applicable, the State shall also require that its contractors only install Dedicated Short Range Communications (DSRC) equipment that is interoperable and compatible at layers 1 and 2 of the Open Systems Interconnect Reference Model with equipment in operation on the North American Preclearance and Safety System and the Heavy Vehicle Electronic License Plate Inc.'s PrePass™ System deployments as well as the International Border Crossing Operational Tests, based upon on ASTM Draft 6, dated February 23, 1996. The DSRC system shall also be compatible with the CVISN DSRC Interface Requirements of April 2, 1996, generated by Johns Hopkins University's Applied Physics Laboratory. Both documents are available upon request.

14. Certification Regarding Lobbying. The State makes the certification regarding lobbying which is attached hereto as Appendix C.

15. Termination. The State shall notify the FMCSA immediately of any intent to terminate this CVISN Program Agreement.

16. Effective Date. This CVISN Program Agreement is effective upon execution by both parties.

State of Florida
Name: Ananth Prasad

Title: Ananth Prasad, Chief Engineer

Date: 9/6/07

Legal Review: 9-6-07

By: [Signature]
Attorney DOT

Federal Motor Carrier Safety Administration

James Gregg
Division Administrator, Florida Division

Date: 9/07/07

**APPENDIX A - APPLICATION FOR PARTICIPATION IN THE
FY 2007 COMMERCIAL VEHICLE INFORMATION SYSTEMS AND NETWORKS
(CVISN) DEPLOYMENT GRANT PROGRAM**

Date **July 30, 2007**

State **FLORIDA**

Project Title: **Florida Expanded CVISN Program Projects**

Application ID **IT071201G00000**

(the ID number supplied to Grants.gov)

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State's Current CVISN Deployment Status

Check the appropriate current CVISN deployment phase for your state. Note: You must check exactly one of these options in order for your application to be considered.

Core CVISN Deployment Phase (FMCSA has reviewed and accepted state's Core CVISN Program Plan/Top-Level Design)

Core CVISN Compliant – Expanded CVISN Planning (FMCSA has certified that state is Core CVISN compliant. State is requesting funds to prepare Expanded CVISN Program Plan/Top-Level Design)

Core CVISN Compliant – Expanded CVISN Deployment (FMCSA has certified that state is Core CVISN compliant and has received and accepted state's Expanded CVISN Program Plan/Top-Level Design)

Project Type

Check the type of project that best represents how you will be applying FY 2007 CVISN Deployment funding.

Note: You must check at least one of these options in order for your application to be considered. Project type must be consistent with deployment status above.

Check all that apply:

Core Deployment Projects

Deploy Core CVISN functionality

Augment Core CVISN functionality that already has been deployed

Deploy multi-state/regional Core CVISN functionality

Expanded CVISN projects

Develop Expanded CVISN Program Plan/Top-Level Design

Deploy Driver Information Sharing functionality

Deploy other Expanded CVISN functionality

Deploy multi-state/regional Expanded CVISN functionality

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Executive Summary

Florida has made a substantial financial and programmatic commitment to the National CVISN Program. It was one of the earlier states to commit to Core CVISN and develop its CVISN Program Plan. Florida then went on to implement the program, funding the majority of its core projects with state funds and personnel resources. This cost has totaled well over \$10 million to date. Florida is on target to complete all CVISN core capabilities by the end of calendar year 2007.

In order to capitalize on the previous investments and to further leverage the state's investments in CVISN deployments, Florida has committed to continuing participation in CVISN and will develop and implement a robust Expanded CVISN Program over the next five years.

The first step in moving forward is to develop the Expanded CVISN Program Plan and Top Level Design documents. Florida has already begun preliminary activities for program plan development during the process of developing the proposed Expanded CVISN projects contained in this document. The projects contained in Florida's Expanded CVISN Program Plan were selected because they will provide the most benefit to the traveling public, member regulatory agencies, and to Florida's motor carriers.

The proposed projects will improve safety, security, and the mobility of motor carriers in Florida in many ways. Technology deployments will help enforcement personnel to target limited staff resources on the small percentage of operators that require closer scrutiny. Additional pre-clearance and pre-screening technology deployments will allow safe and legal motor carriers to avoid or limit pull-ins for inspection activities. Technology deployments will also aid the motor carrier community by streamlining the required regulatory activities such as obtaining credentials or OS/OW permits. Deployment of internet-based services allows the industry to apply for and obtain many required credentials 24 hours a day/7 days a week, and eliminates having to physically go to the agency to apply and pay for these credentials.

Upon completion of CVISN Core deployment, most of Florida's information systems will be integrated for those activities that require cross-agency data exchange for regulatory/enforcement activities. The main focus of Florida's Expanded CVISN program is to build upon the successful Core CVISN deployments in order to enhance system capabilities. Additionally there are projects that will add new functionality under Expanded CVISN to address those needs that have arisen since the adoption of Florida's Core CVISN Program Plan. Additional system integration will be from screening systems to state and federal regulatory and criminal databases.

Currently, the list of Expanded CVISN projects contains 11 potential projects (including development of the program plan). As with Core CVISN, the Expanded CVISN Projects can be categorized into distinct program areas. They are Electronic Credentials Administration, Safety Information Exchange, Electronic Screening, Virtual Roadside Sites, and Enhanced Electronic OS/OW Permitting.

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The lead and partner agencies vary depending on the project. Implementation responsibilities for Expanded CVISN projects will be distributed among all partner agencies. Specific details are contained in each of the respective project chapters of this document.

Florida CVISN Team Members include:

State

Florida Department of Transportation

Florida Department of Transportation – Permits Office

Florida Department of Transportation – Motor Carrier Compliance Office

Florida Department of Revenue

Florida Department of Agriculture and Consumer Services

Florida Department of Highway Safety and Motor Vehicles

Federal

The Federal Motor Carrier Safety Administration (FMCSA)

Private Industry

Florida Trucking Association

Representatives from the trucking community (Landstar, McKenzie Tank Lines, Federal Express, Rountree Transport, and OOIDA.)

The estimated cost for Florida's Expanded CVISN Program (including development of the program plan and required documents) is \$6,322,452 and is expected to take five years. Florida is anticipating that \$3,136,226 will come from FMCSA CVISN grant funds with the remainder from State in-kind funds and cash.

Specific project start and stop dates will be determined and included in the Program Plan documents. Official Expanded CVISN Program Plan development is scheduled to begin on January 1, 2008, with beginning implementation of the plan scheduled for January 1, 2009. Florida plans to have all Expanded CVISN deployments completed by December 31, 2012. All planned projects support Florida's CVISN program by enhancing the program's capabilities beyond core capabilities established for CVISN Level 1 or by addressing stakeholder needs that were not addressed under Core CVISN Deployment.

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Table 1: Project Cost Summary

Project Title	Anticipated Total Project Cost (all years)	FY 07 Grant Request
Florida Expanded CVISN Program Plan & Top Level Design Development	\$ 200,000	\$100,000
Expanded CVISN Projects		
Virtual Weigh Station(s)	\$4,000,000	\$2,000,000
Port-of-Entry Feasibility Study & Best Practices Report	\$100,000	\$50,000
Enhanced Thermal Eye Monitoring System	\$100,000	\$50,000
Link MCCO LPR system to PRISM Database	\$74,452	\$37,226
Container Number Database Deployment	\$500,000	\$225,000
Electronic Credentialing System Enhancements	\$200,000	\$100,000
Expand AgPass to Western Florida (Pensacola)	\$600,000	\$300,000
Dept of Agriculture LPR System Expansion (add to 6 additional locations)	\$48,000	\$24,000
Enhance Dept of Agriculture LPR System to runs tags against PRISM DB & notify MCCO of 'hits'	\$200,000	\$100,000
Automated Permitting System Enhancements <ul style="list-style-type: none"> • Update online permit application for cross departmental verification • Automated configuration checking module for Tractor/Trailer blanket permits • Automated verification against blanket maps • Regional Standard Envelope Permits & Automated download of permitted route to onboard navigation units 	\$300,000	\$150,000
Total	\$6,322,452	\$3,136,226

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Table 2: Key Dates for CVISN Projects

Project Title	Start Date	End Date	Comments
Florida Expanded CVISN Program Plan Development	Jan. 1, 2008	Dec. 31, 2008	Timeline includes submission of program plan documents and approval of plan by FMCSA
Expanded CVISN Projects	Jan. 1, 2009	Dec. 31, 2012	Expanded CVISN Projects will commence upon acceptance of Florida's Expanded CVISN Program Plan by FMCSA.

The start date of the funded projects is effective upon execution of the CVISN Program Agreement by all affected parties. The expected completion date for the Expanded CVISN Program Projects is December 31, 2012. The completion date may be extended upon the mutual consent of the parties to this agreement.

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Introduction and Overview

Prior to completion of this grant application, Florida had extensive discussions with FMCSA staff at Headquarters and in the Tallahassee Regional Office. The discussions focused on how Florida could obtain maximum CVISN funding (with this funding being available immediately after completing CVISN Core Capabilities). Florida's concern was that if the state had to wait until after completing CVISN Level 1 before they could even apply for funding, there was the risk of a year long gap between completion of core capabilities and commencing development of Florida's Expanded CVISN Program Plan. In order to keep the program momentum going and to be able to move from Core CVISN deployment to Expanded CVISN planning status, it was agreed that Florida could apply for the maximum funds available under SAFETY-LU, with the understanding that specific amounts of the available funds would be tied to contingencies and funds would only be released to Florida, upon completion of these contingencies.

Florida is applying for funding for development of their Expanded CVISN Program Plan and for funding for their Expanded CVISN Program projects; however, it is understood that although the entire available CVISN funds amount may be approved, the availability of these funds for specific projects will depend upon satisfactory completion of the contingencies.

The applicable funds, contingencies, and the expected completion or availability date are outlined below.

Funding	Contingency	Planned Completion Date
\$100,000 for development of Florida's Expanded CVISN Program Plan & Top Level Design	Implementation of all CVISN Core Capabilities and certification by FMCSA that all requirements are met.	Dec. 31, 2007
\$3,036,226 for approved Expanded CVISN Projects contained in Florida's Expanded CVISN Program Plan	Acceptance and approval of Florida's Expanded CVISN Program Plan	Dec. 31, 2008

Florida has developed an extensive list of Expanded CVISN Projects which capitalize on previous investments in the Core CVISN Program deployments. A high level overview of each project is presented in this document. Specific project details will be included in Florida's Expanded CVISN Program Plan.

To develop the list of projects that will be proposed as part of Florida's Expanded CVISN Program Plan, Michael Akridge, supported by E-Squared Engineering, met separately with each CVISN team member agency (including the CVO industry). During these meetings the CVISN Program Management Team reviewed the progress to date on Florida's Core CVISN program and explained what Expanded CVISN is and that Florida fully intends to continue its CVISN program to this next level, provided required funding is available. Each member agency discussed their top issues, with regard to CV regulation in Florida. From this issues list the

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group then developed a list of potential projects that could solve these issues and provide a benefit to the agency, the State and the motor carrier community in Florida. Additionally, the CVISN Program Management Team also asked each of the member agencies to reconfirm their commitment to supporting Florida's CVISN program.

During the meetings it was determined that although the projects that were implemented during CVISN Core deployment have provided great benefit to member agencies and to Florida's motor carriers, there are still many areas that can benefit by further technology deployments or enhancements to previously deployed systems. This is the main focus of Florida's Expanded CVISN program - to build upon the successful Core CVISN deployments in order to enhance system capabilities. Additionally there are projects that will add new functionality under Expanded CVISN to address those needs that have arisen since the adoption of Florida's Core CVISN Program Plan.

Florida's Expanded CVISN program will be a well-rounded program and will engage all Florida CVISN partner agencies (both regulatory and industry). Currently, the list of Expanded CVISN projects contains 11 potential projects (including development of the program plan). As with Core CVISN, the Expanded CVISN Projects can be categorized into distinct program areas. They are Electronic Credentials Administration, Safety Information Exchange, Electronic Screening, Virtual Roadside Sites, and Enhanced Electronic OS/OW Permitting.

There is one feasibility study proposed for Florida's Expanded CVISN Program Plan that addresses a longstanding issue that needs to be addressed in order to minimize the regulatory burden on Florida's motor carriers and to keep pace with increased commercial vehicle traffic that will be a reality in years to come.

The study will address Florida's Port-of-Entry status – Florida is not a port-of-entry state. The current status potentially puts an undue burden on motor carriers entering Florida before obtaining the required operating authority and/or permits. Currently it is not known what is required, from a legislative standpoint, to change this status in Florida. The study will evaluate the feasibility of changing Florida's status, provide legal review and best practices for addressing port-of-entry issues, and additionally it will also recommend technology deployments to automate credentials administration for operating authority.

The largest project is for one or more virtual roadside facilities. These sites will be equipped with high-speed WIM, License Plate Readers, length and width detection, automated infrared brake testing, and radiation detectors. One proposed site for deployment is on US 29 near the Alabama state line. Other location(s) will be determined during development of Florida's Expanded CVISN Program Plan based on stakeholder input and available funding.

The last set of projects involves enhancements to previous CVISN system deployments. Systems to be enhanced or expanded are the Agriculture PrePass Pre-Clearance System (AgPass), expansion of both License Plate Reader (LPR) systems at the Department of Agriculture and Motor Carrier Compliance, and the electronic OS/OW permitting system (APASS) will also be enhanced. The expansion of the Department of Agriculture and Consumer Services (DACS) LPR system will involve upgrading infrastructure and adding LPR capability

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to an additional six locations in remote areas. The project will be a joint project with the Department of Homeland Security. The Expanded CVISN program will fund the infrastructure improvements (to provide internet connectivity to these locations) and DHS funds will be utilized for the LPR system equipment.

Additional capabilities will be added to the DACS and MCCO LPR systems in that both systems will run tags read at their facilities against the PRISM database. MCCO will be able to take action for any 'hits' that occur through their facilities. DACS, which does not enforce Florida's Motor Carrier regulations, will notify MCCO officers of any hits, and MCCO will perform necessary law enforcement activities. Because of the nature of the DACS inspection requirements, their facilities perform reads of millions more vehicles than MCCO could do in a year. By expanding these systems, Florida will have the ability to set up a statewide screening system with the potential to read millions of plates a year which can then be run against various databases (criminal, stolen cargo, outstanding citations, Amber Alerts, etc.).

The Container Number Database Project will also be an additional deployment to further enhance the DACS LPR system. Very recently, funded by DHS, the DACS system added the capability to read container numbers. Unfortunately, today there is no database against which to run the container numbers that are being read. This project will develop a database for storage of container numbers and ancillary data and also deploy additional readers along I-95, south of the Georgia state line, which will read container numbers at highway speeds. This system will provide origin and destination data for container movements in Florida. 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.

System-wide diagrams for each of Florida's Expanded CVISN projects have not been developed at this time. This information will be completely developed, for each project, during production of Florida's Expanded CVISN Program Plan. Florida understands that this is required information and fully plans to provide this information to FMCSA as a contingency for Expanded CVISN Funds. Since the final projects contained in Florida's Expanded CVISN Program Plan will be determined by available funding for the program and partner agencies' priorities (if all projects cannot be funded) it would be premature to develop system-wide diagrams for projects that may not be included in the final program plan.

Project 1: Develop Florida's Expanded CVISN Program Plan/Top-Level Design

Project Description

The first project Florida will undertake is the development of its Expanded CVISN Program Plan and Top-Level Design documents. Florida has already started the process of engaging CVISN stakeholders and gathering their input regarding potential projects to be included in Florida's Expanded CVISN Program. In order to produce the list of 11 potential Expanded CVISN projects that is contained in this grant application, Michael Akridge, the CVISN Program Manager, held separate meetings with each of the CVISN partner agencies and with commercial vehicle industry representatives. Representatives at these meetings were from the top management levels of the agencies, those that have the authority to commit their agencies resources to supporting Florida's Expanded CVISN Program. There were two purposes for these meetings: one was to get input on what projects should be included in the Expanded CVISN Program and the other was to confirm each agency's commitment to continuing the Florida CVISN program past core deployment, into Expanded CVISN. Both of these objectives were accomplished in each of the meetings.

To develop Florida's Expanded CVISN Program Plan and Top Level design, Florida will continue to build on the discussions which took place for the development of the projects list contained in this document. Procedures will be similar to those used to develop Florida's Core CVISN Program. All stakeholders will be involved in developing the final list of program projects, project priorities, and timelines. Given that participation by stakeholders in the CVISN team meetings has remained strong through the years, it is fully anticipated that this strong commitment will continue throughout the Program Plan development and into implementation.

As the name implies, Florida's Expanded CVISN Program Plan, will be the roadmap that Florida's CVISN Program will utilize to implement the program projects. Florida DOT will remain the lead agency for Florida's Expanded CVISN program, with Michael Akridge as the CVISN Program Manager. Other partner agencies involved in Florida's CVISN Program are the Permits Office and Motor Carrier Compliance Office (both departments within FDOT), Florida Department of Highway Safety and Motor Vehicles, Florida Department of Agriculture and Consumer Services, Florida Department of Revenue, Florida Trucking Association, Florida commercial vehicle industry representatives, and district representatives in Tallahassee from FMCSA.

Compatibility with National ITS/CVISN Architecture

Project 1 is the development of Florida's Expanded CVISN Program Plan/Top Level Design.

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Table 3-1: Expanded CVISN Functionality Implemented by Projects

Expanded CVISN Functionality	Currently Implemented?	Implemented / Enhanced by Proposed Project?
Expanded Electronic Credentialing Capabilities		
Implement system to enhance electronic credentialing system to include online processing of Temporary Operational Permits	No	Yes
Implement systems which can perform automated bridging configuration checking and approval	No	Yes
State Electronic Screening Systems/Smart Roadside		
Implement systems which can perform automated vehicle screening	Yes	Yes
Implement systems which can perform automated carrier identification	Yes	Yes
Implement systems which can perform dimension in motion at highway speeds	No	Yes
Implement systems which can perform weigh in motion at highway speeds on mainline (for purposes other than data collection)	No	Yes
Implement systems which can perform radiation detection in motion at highway speeds	No	Yes (if technology advances)
Implement system which can perform automated brake inspections and notification	No	Yes
Use cameras and other devices to automate vehicle information gathering and cross checking with criminal activity databases and credentials databases	Yes	Yes
At one or more sites, provide electronic mainline or ramp screening for transponder-equipped vehicles, and clear for bypass if carrier and vehicle were properly identified and screening criteria were passed.	Yes	Yes

System Design

Project 1 is the development of Florida's Expanded CVISN Program Plan/Top Level Design.

Stakeholder Input

All partner agencies, and organizations, from Florida's CVISN team met individually with the CVISN program manager to provide input from their perspective as to the most pressing issues and what projects should be included in Florida's Expanded CVISN Program Plan. Additionally, each reaffirmed their commitment to Florida's CVISN program and to continued participation on the CVISN team. These meetings produced the list of the 11 potential projects that Florida plans to include in its Expanded CVISN Program Plan and Top-Level Design.

When developing the Program Plan and Top-Level Design Documents, all CVISN team members will be equal participants. The team will finalize the list of program projects, set

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priorities, schedules and milestones, and provide recommendation for the final documents to be submitted to FMCSA for approval. Based on past history regarding commitment to and participation in CVISN team activities, Florida fully expects all stakeholders to be engaged and actively participate in development of the Expanded CVISN Program.

Appropriate stakeholders include:

State

Florida Department of Transportation

Florida Department of Transportation – Permits Office

Florida Department of Transportation – Motor Carrier Compliance Office

Florida Department of Revenue

Florida Department of Agriculture and Consumer Services

Florida Department of Highway Safety and Motor Vehicles

Federal

The Federal Motor Carrier Safety Administration (FMCSA)

Private Industry

Florida Trucking Association

Representatives from the trucking community (Landstar, McKenzie Tank Lines, Federal Express, Rountree Transport, and OOIDA.)

Since these CVISN partners are regular participants at the bi-monthly CVISN meetings, they will be invited to participate in the project design and scope development for this project. Other industry representation will be invited to attend work meetings or provide comments to the work team for consideration. Information sharing/gathering will take place through meetings and email communications of meeting minutes and requests for feedback.

Procurement Plans

The cost of this project is estimated to be \$200,000. FDOT is requesting \$100,000 in the form of CVISN grant funds. Florida intends for the CVISN team members/stakeholders to develop the Expanded CVISN Program Plan with consultant support.

Schedule and Milestones

Florida plans to develop its Expanded CVISN Program and submit it for approval in calendar year 2008. Florida will begin development of the required documents in January 2008, and plans to submit the documents to FMCSA for approval in the beginning of 4th quarter 2008, with the hopes of having an approved Expanded CVISN program plan by December 31, 2008.

Financial Plan

Development of Florida's Expanded CVISN Program Plan and Top Level Design will cost \$200,000, with \$100,000 provided from CVISN grant funds and \$100,000 from State in-kind funds.

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Table 3-2: Project Funding Summary

1. Florida Expanded CVISN Program Plan/Top Level Design		
2. Estimated Total Project Cost (all years)	≥ row 3	\$200,000
3. FY 2007 Funding Needed	= row 4 + row 5 + row 6	\$200,000
4. FY 2007 Matching Funds used for the project	≥ row 6 and ≥20% of the sum of rows 5 & 6	\$100,000
5. Federal funds (non-CVISN) used to pay for a portion of project (specify source, e.g., MCSAP or PRISM)	≤ row 3	\$0
6. FY 2007 CVISN Grant Request	≤ row 4	\$100,000

Table 3-3: Sources of Matching Funds

Non-Federal Funding Source	Type of Funds (cash, equipment or facilities, personnel services)	Amount
Florida DOT	CVISN Program Manager- personnel services	\$15,000
Florida DOT MCCO	Project Manager - personnel services	\$15,000
Florida DOT MCCO	IT Project Manager - personnel services	\$10,000
Florida DOT Permits Office	Permits Office Project Manager - personnel services	\$15,000
Florida Department of Revenue	DOR Project Manager - personnel services	\$15,000
Florida Department of Agriculture	DACS Project Manager - personnel services	\$10,000
Florida Dept. of Highway Safety and Motor Vehicles	DHSMV Project Manager - personnel services	\$10,000
Florida Dept. of Highway Safety and Motor Vehicles	IT Project Manager - personnel services	\$10,000
TOTAL		\$100,000

Project 2: Port-of-Entry Feasibility Study and Best Practices

Project Description

This project would 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.

Depending on which recommendations are accepted, the automated processing of TOPs would be a module added to Florida's Electronic Credentialing System and would enhance the capabilities of this CVISN Level 1 initiative.

Compatibility with National ITS/CVISN Architecture

Since this is a feasibility study, this section does not apply to this project. Any systems deployed as a result of this feasibility study would comply with National ITS/CVISN Architecture.

System Design

Since this is a feasibility study there is no system design to be proposed for this project.

Stakeholder Input

This project has been proposed by and supported by the two stakeholders that would be most directly impacted by the results of the study. The project was proposed by the Motor Carrier Compliance Office which is responsible for enforcement (writing citations) to those drivers that, in good faith, come into the weigh station to purchase the necessary operating permit. At that time the officer fines the driver, for not obtaining the TOP prior to entering Florida, and then sells the TOP to the driver. Industry representatives support studying this issue to look for a way to meet the state requirements without undue burden to the industry.

Stakeholders are Florida DOT, Florida MCCO and the commercial vehicle industry. Based on past history regarding commitment to and participation in CVISN team activities, Florida fully expects all stakeholders to be engaged and actively participate in development of the Port-of-Entry Feasibility Study project requirements to be contained in the Expanded CVISN Program Plan.

Information sharing/gathering will take place through meetings and email communications of meeting minutes and requests for feedback.

Procurement Plans

To be developed and specified in Florida's Expanded CVISN Program Plan.

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Schedule and Milestones

Estimated duration of this project is eight months. Specific schedule and milestones will be developed and specified in Florida's Expanded CVISN Program Plan.

Financial Plan

The cost of this project is estimated to be \$100,000. FDOT is requesting \$50,000 in the form of CVISN grant funds; the source of the \$50,000 match is from Florida state in-kind contributions.

Table 4-1: Project Funding Summary

1. Port-of-Entry Feasibility Study		
2. Estimated Total Project Cost (all years)	≥ row 3	\$100,000
3. FY 2007 Funding Needed	= row 4 + row 5 + row 6	\$100,000
4. FY 2007 Matching Funds used for the project	≥ row 6 and ≥20% of the sum of rows 5 & 6	\$50,000
5. Federal funds (non-CVISN) used to pay for a portion of project (specify source, e.g., MCSAP or PRISM)	≤ row 3	\$0
6. FY 2007 CVISN Grant Request	≤ row 4	\$50,000

Table 4-2: Sources of Matching Funds

Non-Federal Funding Source	Type of Funds (cash, equipment or facilities, personnel services)	Amount
Florida DOT MCCO	personnel services (ASPEN O&M staff costs*)	\$50,000
TOTAL		\$50,000

* Note these ASPEN O&M staff costs are paid with state funds, these are separate from consultant services that are paid for with MCSAP funds; NO MCSAP funds are involved in this portion of the match.

Project 3: Container Number Database deployment

Project Description

The Container Number Database Project will also be an additional deployment to further enhance the Department of Agriculture and Consumer Services (DACS) LPR system. Very recently, funded by DHS, the DACS system added the capability to read container numbers. Unfortunately, today there is no database against which to run the container numbers that are being read. This project will develop a database for storage of container numbers and ancillary data and also deploy additional readers along I-95, south of the Georgia state line, which will read container numbers at highway speeds. This system will provide origin and destination data for container movements in Florida. 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.

Compatibility with National ITS/CVISN Architecture

It is Florida's intention that all Expanded CVISN Deployments will comply with National ITS/CVISN Architecture.

System Design

To be developed and specified in Florida's Expanded CVISN Program Plan.

Stakeholder Input

Appropriate stakeholders: DACS, MCCO, Florida Trucking Association (FTA), and motor carrier industry representatives. Since these CVISN partners are regular participants at the bi-monthly CVISN meetings they will be invited to participate in the project design and scope development for this project. Other industry representation will be invited to attend work meetings or provide comments to the work team for consideration. Information sharing/gathering will take place through meetings and email communications of meeting minutes and requests for feedback.

Procurement Plans

To be developed and specified in Florida's Expanded CVISN Program Plan.

Schedule and Milestones

Estimated duration of this project is 18 months. Specific schedule and milestones will be developed and specified in Florida's Expanded CVISN Program Plan.

Financial Plan

The cost of this project is estimated to be \$500,000. FDOT is requesting \$250,000 in the form of CVISN grant funds; the source of the \$250,000 match is from Florida state in-kind contributions.

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Table 5-1: Project Funding Summary

1. Container Number Database deployment		
2. Estimated Total Project Cost (all years)	≥ row 3	\$500,000
3. FY 2007 Funding Needed	= row 4 + row 5 + row 6	\$500,000
4. FY 2007 Matching Funds used for the project	≥ row 6 and ≥20% of the sum of rows 5 & 6	\$250,000
5. Federal funds (non-CVISN) used to pay for a portion of project (specify source, e.g., MCSAP or PRISM)	≤row 3	\$0
6. FY 2007 CVISN Grant Request	≤ row 4	\$250,000

Table 5-2: Sources of Matching Funds

Non-Federal Funding Source	Type of Funds (cash, equipment or facilities, personnel services)	Amount
Florida Dept. of Highway Safety and Motor Vehicles	personnel services (Electronic Credentialing System O&M staff)	\$81,000
Florida Dept. of Highway Safety and Motor Vehicles	personnel services (IRP Clearinghouse O&M staff)	\$39,700
Florida DOT MCCO	personnel services (ASPEN O&M staff costs*)	\$129,300
TOTAL		\$250,000

* Note these ASPEN O&M staff costs are paid with state funds, these are separate from consultant services that are paid for with MCSAP funds; NO MCSAP funds are involved in this portion of the match.

Project 4: Enhanced Thermal Eye Pilot

Project Description

The Thermal Eye Pilot will take the capability of infrared brake testing and automate it. The project involves automating the process of visual inspection of each infrared image that is produced for a vehicle traveling through the weigh station. In the majority of cases the brake images will not indicate any anomalies and no further inspection is required. However, in those cases that an image does indicate an anomaly, only at that time would an officer be alerted to a potential problem. By having the system do the monitoring the officer is freed from staring at a screen for several hours a day. A series of algorithms will monitor the images and only alert an officer when it detects an image that indicates a potential safety problem with a vehicle's brakes.

This project will be led by MCCO, with consultant support. Costs for the consultant will be included in the overall project budget. Specific MCCO personnel assigned to this project will be specified in Florida's Expanded CVISN Program Plan.

Compatibility with National ITS/CVISN Architecture

It is Florida's intention that all Expanded CVISN Deployments will comply with National ITS/CVISN Architecture.

System Design

To be developed and specified in Florida's Expanded CVISN Program Plan and Top-Level Design.

Stakeholder Input

Stakeholders are Florida DOT, Florida MCCO, Florida Trucking Association, and the commercial vehicle industry. Based on past history regarding commitment to and participation in CVISN team activities, Florida fully expects all stakeholders to be engaged and actively participate in the development of project requirements to be contained in the Expanded CVISN Program Plan.

Information sharing/gathering will take place through meetings and email communications of meeting minutes and requests for feedback.

Procurement Plans

To be developed and specified in Florida's Expanded CVISN Program Plan.

Schedule and Milestones

Estimated duration of this project is one year. Specific schedule and milestones will be developed and specified in Florida's Expanded CVISN Program Plan.

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Financial Plan

The cost of this project is estimated to be \$100,000. FDOT is requesting \$50,000 in the form of CVISN grant funds; the source of the \$50,000 match is from Florida state cash funds.

Table 6-1: Project Funding Summary

1. Enhanced Thermal Eye Pilot		
2. Estimated Total Project Cost (all years)	≥ row 3	\$100,000
3. FY 2007 Funding Needed	= row 4 + row 5 + row 6	\$100,000
4. FY 2007 Matching Funds used for the project	≥ row 6 and ≥20% of the sum of rows 5 & 6	\$50,000
5. Federal funds (non-CVISN) used to pay for a portion of project (specify source, e.g., MCSAP or PRISM)	≤row 3	\$0
6. FY 2007 CVISN Grant Request	≤ row 4	\$50,000

Table 6-2: Sources of Matching Funds

Non-Federal Funding Source	Type of Funds (cash, equipment or facilities, personnel services)	Amount
FDOT	Cash (PrePass annual membership fee)	\$50,000
TOTAL		\$50,000

Project 5: Virtual Weigh Station(s)

Project Description

This project is for the design and deployment of a completely automated virtual roadside facility. Technologies to be deployed will be those that are functional at highway speeds. The Virtual Weigh Station facility is currently planned for Southbound US 29; but additional sites may be included in Florida's Expanded CVISN Program Plan based on stakeholder input and available funding. At this time planned technologies are high-speed WIM, length and width detection, License Plate Readers (to include links with various law enforcement databases), automated infrared brake testing, and radiation detectors (if this technology has advanced enough to allow reads at highway speeds). Numeric data and digital images (which are captured for any commercial vehicle that indicates a potential problem) will be sent to 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.

The project will be Florida's first virtual roadside facility to deploy all the technologies listed above, in one location. The Road Information Program research estimates a 56% increase in truck traffic on Florida's roads by 2020. In order to keep up with this growth, Florida will be turning to technology to enhance the ability of its motor carrier compliance officers to do their jobs. Virtual facilities provide an efficient means of monitoring a variety of factors used to separate safe and unsafe operators. Having a virtual facility that reliably monitors these factors and notifies officers of potential problems allows officers to use their time in a more efficient and targeted manner.

In addition to maximizing efficiency of staff resources, virtual facilities also address the issue of limited funding available for building new fixed weigh sites. Due to many factors, weigh station costs are becoming exceedingly expensive. In the years to come, it is unlikely that available funding will be able to keep pace with the need for additional weigh station facilities that will be required to monitor the increased number of commercial vehicles on Florida's roadways.

Although specific system design details will be developed and contained in Florida's Expanded CVISN Program Plan, it is currently anticipated that one of the databases against which tag information will be run is the PRISM database.

This project will be led by MCCO, with consultant support. Costs for the consultant will be included in the overall project budget. Specific MCCO personnel assigned to this project will be specified in Florida's Expanded CVISN Program Plan.

Compatibility with National ITS/CVISN Architecture

It is Florida's intention that all Expanded CVISN Deployments will comply with National ITS/CVISN Architecture.

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System Design

To be developed and specified in Florida's Expanded CVISN Program Plan and Top-Level Design.

Stakeholder Input

Stakeholders are Florida DOT, Florida MCCO, Florida Trucking Association, and the commercial vehicle industry. Based on past history regarding commitment to and participation in CVISN team activities, Florida fully expects all stakeholders to be engaged and actively participate in development of the project requirements to be contained in the Expanded CVISN Program Plan.

Information sharing/gathering will take place through meetings and email communications of meeting minutes and requests for feedback.

Procurement Plans

To be developed and specified in Florida's Expanded CVISN Program Plan.

Schedule and Milestones

Estimated duration of this project is two years. Specific schedule and milestones will be developed and specified in Florida's Expanded CVISN Program Plan.

Financial Plan

The cost of this project is estimated to be \$4,000,000. FDOT is requesting \$2,000,000 in the form of CVISN grant funds; the source of the \$2,000,000 match is from Florida state in-kind contributions.

Table 7-1: Project Funding Summary

1. Project Name: Virtual Weigh Station(s)		
2. Estimated Total Project Cost (all years)	≥ row 3	\$4,000,000
3. FY 2007 Funding Needed	= row 4 + row 5 + row 6	\$4,000,000
4. FY 2007 Matching Funds used for the project	≥ row 6 and ≥20% of the sum of rows 5 & 6	\$2,000,000
5. Federal funds (non-CVISN) used to pay for a portion of project (specify source, e.g., MCSAP or PRISM)	≤row 3	\$0
6. FY 2007 CVISN Grant Request	≤ row 4	\$2,000,000

Table 7-2: Sources of Matching Funds

Non-Federal Funding Source	Type of Funds (cash, equipment or facilities, personnel services)	Amount
FDOT & public-private partners	Equipment/facilities	\$2,000,000
TOTAL		\$2,000,000

Project 6: Link MCCO LPR to Federal PRISM Database

Project Description

This project will enhance the capability of 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 MCCO to link a vehicle's tag number to its USDOT number. This added capability will allow MCCO to further investigate vehicles that pass through their weigh stations, in an automated manner. This will allow MCCO to leverage the existing FMCSA PRISM database to detect vehicles illegally operating while under an out of service order.

This project will be led by MCCO, with consultant support. Costs for the consultant will be included in the overall project budget. Specific MCCO personnel assigned to this project will be specified in Florida's Expanded CVISN Program Plan.

Compatibility with National ITS/CVISN Architecture

It is Florida's intention that all Expanded CVISN Deployments will comply with National ITS/CVISN Architecture.

System Design

To be developed and specified in Florida's Expanded CVISN Program Plan and Top-Level Design.

Stakeholder Input

Stakeholders are Florida DOT, Florida MCCO, Florida Trucking Association, and the commercial vehicle industry. Based on past history regarding commitment to and participation in CVISN team activities, Florida fully expects all stakeholders to be engaged and actively participate in development of the project requirements to be contained in the Expanded CVISN Program Plan.

Information sharing/gathering will take place through meetings and email communications of meeting minutes and requests for feedback.

Procurement Plans

To be developed and specified in Florida's Expanded CVISN Program Plan.

Schedule and Milestones

The estimated duration of this project is eight months. Specific schedule and milestones will be developed and specified in Florida's Expanded CVISN Program Plan.

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Financial Plan

The cost of this project is estimated to be \$74,452. FDOT is requesting \$37,226 in the form of CVISN grant funds; the source of the \$37,226 match is from Florida state in-kind contributions and cash.

Table 8-1: Project Funding Summary

1. Link MCCO LPR to Federal PRISM Database		
2. Estimated Total Project Cost (all years)	≥ row 3	\$74,452
3. FY 2007 Funding Needed	= row 4 + row 5 + row 6	\$74,452
4. FY 2007 Matching Funds used for the project	≥ row 6 and ≥20% of the sum of rows 5 & 6	\$37,226
5. Federal funds (non-CVISN) used to pay for a portion of project (specify source, e.g., MCSAP or PRISM)	≤row 3	\$0
6. FY 2007 CVISN Grant Request	≤ row 4	\$37,226

Table 8-2: Sources of Matching Funds

Non-Federal Funding Source	Type of Funds (cash, equipment or facilities, personnel services)	Amount
FDOT MCCO	Personnel services (PrePass O&M staff costs)	\$20,000
FDOT	Cash (PrePass Annual Membership fee)	\$17,226
TOTAL		\$37,226

Project 7: Electronic Credentialing System Enhancements

Project Description

This project will be largely dependent upon 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.

Additionally, during the development of Florida's Expanded CVISN Program Plan and Top Level Design there may be additional capabilities that are requested by the stakeholders. These will be developed and added to this project description in the final program plan document.

Compatibility with National ITS/CVISN Architecture

It is Florida's intention that all Expanded CVISN Deployments will comply with National ITS/CVISN Architecture.

System Design

To be developed and specified in Florida's Expanded CVISN Program Plan and Top-Level Design.

Stakeholder Input

Stakeholders are Florida DOT, Florida MCCO, Florida Permits Office, Florida Department of Highway Safety and Motor Vehicles, Florida Trucking Association, and the commercial vehicle industry. Based on past history regarding commitment to and participation in CVISN team activities, Florida fully expects all stakeholders to be engaged and actively participate in development of the Electronic Credentialing System Enhancements project requirements to be contained in the Expanded CVISN Program Plan.

Information sharing/gathering will take place through meetings and email communications of meeting minutes and requests for feedback.

Procurement Plans

To be developed and specified in Florida's Expanded CVISN Program Plan.

Schedule and Milestones

Estimated duration of this project has not been determined at this time. Specific schedule and milestones will be developed and specified in Florida's Expanded CVISN Program Plan.

Financial Plan

Based on costs for the four phases of the Electronic Credentialing System development, the estimated cost of adding an additional module to the system is \$200,000. FDOT is requesting

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\$100,000 in the form of CVISN grant funds; the source of the \$100,000 match is from Florida state in-kind contributions and cash.

Table 9-1: Project Funding Summary

1. Electronic Credentialing System Enhancements		
2. Estimated Total Project Cost (all years)	≥ row 3	\$200,000
3. FY 2007 Funding Needed	= row 4 + row 5 + row 6	\$200,000
4. FY 2007 Matching Funds used for the project	≥ row 6 and ≥20% of the sum of rows 5 & 6	\$100,000
5. Federal funds (non-CVISN) used to pay for a portion of project (specify source, e.g., MCSAP or PRISM)	≤ row 3	\$0
6. FY 2007 CVISN Grant Request	≤ row 4	\$100,000

Table 9-2: Sources of Matching Funds

Non-Federal Funding Source	Type of Funds (cash, equipment or facilities, personnel services)	Amount
Florida Dept. of Highway Safety and Motor Vehicles	personnel services (Electronic Credentialing System O&M expenses)	\$100,000
TOTAL		\$100,000

Project 8: AgPass Expansion to Western Florida

Project Description

Currently Florida Department of Agriculture and Consumer Services (DACS) has six (6) interdiction stations equipped with pre-clearance technology. HELP/PrePass is the vendor of this equipment and has installed the infrastructure at these six locations as part of its public-private partnership with Florida, under Florida's Core CVISN Program. The DACS PrePass program is known as AgPass. DACS would like to expand this capability to its interdiction site on inbound I-10 in Pensacola, just inside the Florida state line. Currently there is not enough volume in the western part of the state to support PrePass' business model for installation of an AgPass site. Their model requires payback within 36 months in order for them to provide the infrastructure investment. FDOT will provide the infrastructure as part of Expanded CVISN. PrePass will manage the AgPass system.

This project will be led by DACS. Specific DACS personnel assigned to this project will be specified in Florida's Expanded CVISN Program Plan.

Compatibility with National ITS/CVISN Architecture

As with previous AgPass installations, this new facility will comply with National ITS/CVISN Architecture.

System Design

To be developed and specified in Florida's Expanded CVISN Program Plan and Top-Level Design.

Stakeholder Input

Stakeholders are Florida DOT, Florida MCCO, Florida Department of Agriculture and Consumer Services, Florida DOR, Florida Trucking Association, and the commercial vehicle industry. Based on past history regarding commitment to and participation in CVISN team activities, Florida fully expects all stakeholders to be engaged and actively participate in development of the project requirements to be contained in the Expanded CVISN Program Plan.

Information sharing/gathering will take place through meetings and email communications of meeting minutes and requests for feedback.

Procurement Plans

Florida will use HELP/PrePass as the vendor for the additional AgPass system. Details of what each entity will provide/install will be specified in Florida's Expanded CVISN Program Plan.

Schedule and Milestones

Estimated duration of this project is 8 months. Specific schedule and milestones will be developed and specified in Florida's Expanded CVISN Program Plan.

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Financial Plan

The cost of this project is estimated to be \$600,000. FDOT is requesting \$300,000 in the form of CVISN grant funds; the source of the \$300,000 match is from Florida state in-kind contributions and cash.

Table 10-1: Project Funding Summary

1. AgPass Expansion to Western Florida		
2. Estimated Total Project Cost (all years)	≥ row 3	\$600,000
3. FY 2007 Funding Needed	= row 4 + row 5 + row 6	\$600,000
4. FY 2007 Matching Funds used for the project	≥ row 6 and ≥20% of the sum of rows 5 & 6	\$300,000
5. Federal funds (non-CVISN) used to pay for a portion of project (specify source, e.g., MCSAP or PRISM)	≤ row 3	\$0
6. FY 2007 CVISN Grant Request	≤ row 4	\$300,000

Table 10-2: Sources of Matching Funds

Non-Federal Funding Source	Type of Funds (cash, equipment or facilities, personnel services)	Amount
Florida Department of Agriculture	personnel services (AgPass annual O&M staff expense)	\$125,000
Florida Department of Agriculture	cash (AgPass annual O&M expense)	\$44,700
Florida Dept. of Highway Safety and Motor Vehicles	personnel services (IRP Clearinghouse O&M expense)	\$130,300
TOTAL		\$300,000

Project 9: Expansion of Internet Capability to DACS Remote locations

Project Description

This project will provide the necessary communications infrastructure to allow expansion of the DACS LPR System to six (6) additional interdiction station locations in rural areas. Proposed locations are: Station No. 5, located on County Road 250 in Lafayette County; Station No. 11, located on U.S. 441 in Hamilton County; Station No. 12, located on State Road 2 in Baker County; Station 13, located on State Road 121 in Baker County; Station 15, located on U.S. Highway 17 in Nassau County; and Station 17, located on State Road 751 in Hamilton County. DACS currently has license plate reader (LPR) capability at 12 interdiction stations. Because of the configuration of their stations, their LPR system has a much higher read rate than the Motor Carrier Compliance Office system. One reason for this is vehicles that pass through the DACS interdiction stations must come to a complete stop as part of the interdiction process. Additionally, the DACS system has a different vendor. Although DACS is not charged with regulating commercial vehicle activity in Florida, because of their interdiction activities (which are designed to protect Florida's agriculture, horticulture, aquaculture, and livestock industries) and their LPR system deployment, DACS has successfully thus far recovered eight (8) stolen commercial vehicles.

In order to equip an interdiction station with an LPR system, the station must have internet connectivity. This allows the system to run the tag number of the vehicle against criminal databases. A match would trigger the system to notify the officers of a 'hit'.

In addition to providing the infrastructure to add LPR capability to these locations, this project also allows staff at these locations to receive timely updates of important information and assists with the task of updating the Department of Revenue (DOR) Bill of Lading (BOL) data. Providing BOL data to the DOR is a core CVISN capability and a component of the AgPass program.

Installation of internet capability will be a precursor to Project 10, which will enhance the capabilities of the DACS LPR system.

This project will be led by DACS. Specific DACS personnel assigned to this project will be specified in Florida's Expanded CVISN Program Plan.

Compatibility with National ITS/CVISN Architecture

It is Florida's intention that all Expanded CVISN Deployments will comply with National ITS/CVISN Architecture.

System Design

To be developed and specified in Florida's Expanded CVISN Program Plan and Top-Level Design.

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Stakeholder Input

Stakeholders are Florida DOT, Florida MCCO, Florida Department of Agriculture and Consumer Services, Florida DOR, Florida Trucking Association, and the commercial vehicle industry. Based on past history regarding commitment to and participation in CVISN team activities, Florida fully expects all stakeholders to be engaged and actively participate in development of the project requirements to be contained in the Expanded CVISN Program Plan.

Information sharing/gathering will take place through meetings and email communications of meeting minutes and requests for feedback.

Procurement Plans

To be developed and specified in Florida's Expanded CVISN Program Plan.

Schedule and Milestones

Estimated duration of this project is one year. Specific schedule and milestones will be developed and specified in Florida's Expanded CVISN Program Plan.

Financial Plan

The cost of this project is estimated to be \$48,000. This is for the cost of internet connectivity only. FDOT is requesting \$24,000 in the form of CVISN grant funds; the source of the \$24,000 match is from Florida state in-kind contributions and cash.

Installation of the additional LPR Systems at each facility will be paid for by US DHS funds.

Table 11-1: Project Funding Summary

1. Expansion of Internet Capability to DACS Remote locations		
2. Estimated Total Project Cost (all years)	≥ row 3	\$48,000
3. FY 2007 Funding Needed	= row 4 + row 5 + row 6	\$48,000
4. FY 2007 Matching Funds used for the project	≥ row 6 and ≥20% of the sum of rows 5 & 6	\$24,000
5. Federal funds (non-CVISN) used to pay for a portion of project (specify source, e.g., MCSAP or PRISM)	≤row 3	\$0
6. FY 2007 CVISN Grant Request	≤ row 4	\$24,000

Table 11-2: Sources of Matching Funds

Non-Federal Funding Source	Type of Funds (cash, equipment or facilities, personnel services)	Amount
Florida Dept. of Highway Safety and Motor Vehicles	cash (IFTA Clearinghouse annual fee)	\$5,000
Florida Dept. of Highway Safety and Motor Vehicles	personnel services (Electronic Credentialing O&M expense)	\$19,000
TOTAL		\$24,000

Project 10: Expand DACS LPR capabilities to Run Against PRISM Database with 'Hit' Notification to MCCO

Project Description

This project builds on the capabilities provided by Project 9. As discussed previously the DACS LPR system is working very well, and has a much higher read rate than the LPR system at MCCO weigh stations. At the writing of this document, the LPR system has flagged 78 positive hits which resulted in the recovery of eight (8) stolen trucks. The two differences between their system and the one at MCCO is that DACS has a different vendor and the system reads the tag on a stopped vehicle (instead of rolling at 40 mph).

This system would expand the capabilities of the DACS LPR system to run against various law enforcement databases, and the PRISM database, and provide notification to MCCO if the query returns a hit. DACS 'sees' many more trucks per year than MCCO does, plus the greater read accuracy of their LPR system provides much more data (this additional capability could potentially result in 8 to 10 million plate reads per year). Specific locations that will have this additional capability will be determined and contained in Florida's Expanded CVISN Program Plan.

As part of the US DHS project which has funded their LPR system, DACS has expanded the system to read container numbers. They are also working with DOJ to develop ways of further utilizing the intelligence gathered by this system.

This project will be led by DACS. Specific DACS personnel assigned to this project will be specified in Florida's Expanded CVISN Program Plan.

Compatibility with National ITS/CVISN Architecture

It is Florida's intention that all Expanded CVISN Deployments will comply with National ITS/CVISN Architecture.

System Design

To be developed and specified in Florida's Expanded CVISN Program Plan and Top-Level Design.

Stakeholder Input

Stakeholders are Florida Department of Agriculture and Consumer Services, Florida DOT, Florida MCCO, Florida Trucking Association, and the commercial vehicle industry. Based on past history regarding commitment to and participation in CVISN team activities, Florida fully expects all stakeholders to be engaged and actively participate in development of the project requirements to be contained in the Expanded CVISN Program Plan.

Information sharing/gathering will take place through meetings and email communications of meeting minutes and requests for feedback.

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Procurement Plans

To be developed and specified in Florida's Expanded CVISN Program Plan.

Schedule and Milestones

Estimated duration of this project is six months. Specific schedule and milestones will be developed and specified in Florida's Expanded CVISN Program Plan.

Financial Plan

The cost of this project is estimated to be \$200,000. FDOT is requesting \$100,000 in the form of CVISN grant funds; the source of the \$100,000 match is from Florida state cash contributions.

Table 12-1: Project Funding Summary

1. Expand DACS LPR capabilities to Run Against PRISM Database with 'Hit' Notification to MCCO		
2. Estimated Total Project Cost (all years)	≥ row 3	\$200,000
3. FY 2007 Funding Needed	= row 4 + row 5 + row 6	\$200,000
4. FY 2007 Matching Funds used for the project	≥ row 6 and ≥20% of the sum of rows 5 & 6	\$100,000
5. Federal funds (non-CVISN) used to pay for a portion of project (specify source, e.g., MCSAP or PRISM)	≤ row 3	\$0
6. FY 2007 CVISN Grant Request	≤ row 4	\$100,000

Table 12-2: Sources of Matching Funds

Non-Federal Funding Source	Type of Funds (cash, equipment or facilities, personnel services)	Amount
Florida Dept. of Highway Safety and Motor Vehicles	cash (IRP Clearinghouse O&M consultant costs)	\$100,000
TOTAL		\$100,000

Project 11: Automated Permitting System (APASS) Enhancements

Project Description

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. In the past, the Permits Office has not been required to verify the existence of any credentials, required by other regulatory agencies, prior to issuing an overweight or over-dimensional permit. This has the potential for confusion as to what is required to legally 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. Feedback from drivers at weight board hearings indicates that an applicant may believe that he/she is getting all necessary required permits/credentials because there is no mention (or confirmation) of other required credentials.

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. Additionally, this system could be further enhanced to provide route data to MCCO enforcement officers as to the approved route of a vehicle that has outstanding fines. The officer would then know where to apprehend the vehicle to settle the outstanding fine issue.

Phase two of this project involves developing an application which would allow the customer to check their vehicles 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 procedure is currently allowed for cranes, but this system enhancement would extend this capability to tractor/trailer configurations. Additionally, a GIS application would be developed to maintain a list of bridge restrictions provided by the Office of Maintenance in a database and display each restriction on its applicable map; allowing the customer to select a route on-line. This would allow the customer to relate the specific vehicle configuration to a specific map, by linking to the GIS application. This would allow the customer to further determine a specific route for the appropriate vehicle configuration.

The next phase builds on the system capabilities developed in phase two. Upon selecting a specific route for the appropriate vehicle configuration, the customer would have the option to link the approved configuration to the current APASS system and apply for their permit on-line.

The last phases of this project will undertake establishing a Regional Standard Envelope Permit for vehicles that will be traveling between Florida and other states near Florida. Specific states to be part of the 'region' will be determined during the further development of project details that will take place during the development of Florida's Expanded CVISN Program Plan. The

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regional permit would only be available to those vehicles that meet parameters for the six standard envelope maps and six clusters of vehicle configurations.

The additional final phase of this project involves future enhancements to the automated routing and permitting system. This phase would develop an additional system capability which would allow a driver to download the approved, permitted route to the vehicle's onboard navigation system.

The Florida DOT Permits office would be the lead agency for this project. Specific agency personnel assigned to this project will be specified in Florida's Expanded CVISN Program Plan.

Compatibility with National ITS/CVISN Architecture

It is Florida's intention that all Expanded CVISN Deployments will comply with National ITS/CVISN Architecture.

System Design

To be developed and specified in Florida's Expanded CVISN Program Plan and Top-Level Design.

Stakeholder Input

Stakeholders are Florida Permits Office, Florida DOT, Florida MCCO, Florida Trucking Association, and the commercial vehicle industry. Based on past history regarding commitment to and participation in CVISN team activities, Florida fully expects all stakeholders to be engaged and actively participate in development of the project requirements to be contained in the Expanded CVISN Program Plan.

Information sharing/gathering will take place through meetings and email communications of meeting minutes and requests for feedback.

Procurement Plans

To be developed and specified in Florida's Expanded CVISN Program Plan.

Schedule and Milestones

Estimated duration for all phases of this project is three years. Specific schedule and milestones will be developed and specified in Florida's Expanded CVISN Program Plan.

Financial Plan

The total cost of this project is estimated to be \$300,000. FDOT is requesting \$150,000 in the form of CVISN grant funds; the source of the \$150,000 match is from Florida state cash.

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Table 13-1: Project Funding Summary

1. Automated Permitting System (APASS) Enhancements		
2. Estimated Total Project Cost (all years)	≥ row 3	\$300,000
3. FY 2007 Funding Needed	= row 4 + row 5 + row 6	\$300,000
4. FY 2007 Matching Funds used for the project	≥ row 6 and ≥20% of the sum of rows 5 & 6	\$150,000
5. Federal funds (non-CVISN) used to pay for a portion of project (specify source, e.g., MCSAP or PRISM)	≤ row 3	\$0
6. FY 2007 CVISN Grant Request	≤ row 4	\$150,000

Table 13-2: Sources of Matching Funds

Non-Federal Funding Source	Type of Funds (cash, equipment or facilities, personnel services)	Amount
Florida Dept. of Highway Safety and Motor Vehicles	cash (IRP Clearinghouse O&M consultant costs)	\$150,000
TOTAL		\$150,000

Evaluation of Benefits

Instructions:

Projects receiving Federal CVISN Deployment funds must agree to participate in an independent evaluation (if selected by FMCSA) and must perform a self-evaluation. In this section, the state indicates willingness to participate in those evaluations, in accordance with paragraphs A and B below. Note: State CVISN Program Managers received the URL and their state-specific username and password to the CVISN self-evaluation on-line application in October 2003. Since October 2003, states' CVISN Program Managers have received periodic requests to complete/update their states' information. The required URL and state-specific username and password will be included in each state's CVISN Deployment Program Agreement.

- A. Independent Evaluation. The FMCSA may conduct an independent evaluation of the effectiveness of the project in achieving federal and state program goals. The independent evaluation will be conducted using existing federal resources. Participants of projects that are selected for independent evaluations shall cooperate with the independent evaluators and participate in evaluation planning and progress review meetings to ensure a mutually acceptable, successful implementation of the independent evaluation. The FMCSA may contract with one or more independent evaluation contractor(s) to evaluate the projects.

- B. Self-Evaluation. States will be required to complete/update their on-line CVISN self-evaluation form annually. This form collects the following information:
 - 1. Lessons learned in the areas of institutional issues, technical challenges, innovative financing, public-private partnering, implementing applicable standards, and achieving consistency with the National ITS and CVISN architectures;
 - 2. Benefits of deployment; and
 - 3. Cost data for deployment.

In the event Florida receives any Federal funding for its Expanded CVISN program, the state commits to meeting FMCSA's evaluation requirements for independent and self-evaluation of benefits as outlined above in items A and B.

Contacts for evaluations are:

Michael Akridge
CVISN Program Manager
Florida DOT
michael.akridge@dot.state.fl.us
Phone: (850) 410-5607

or

Richard Easley
CVO General Consultant
E-Squared Engineering
reasley@e-squared.org
Phone: 703-858-5588

Report Requirements

Instructions:

Include a statement expressing the state's willingness to meet FMCSA's reporting requirements as shown below.

Quarterly Progress Reporting Requirements. One electronic file of the quarterly progress report shall be submitted to the FMCSA Division Administrator and the FMCSA Office of Research and Analysis, Technology Division, on or before the 20th of the month following the end of the quarter being reported. At a minimum, the quarterly report shall contain the following:

- a. The project ID number or contract number, project name, a brief description of the project, name and phone number of the project contact, and the reporting period.
- b. Budget and scheduling information, including the date the project was initiated, the estimated completion date, cost estimate and expenditures during reporting period.
- c. A brief description of the activities conducted during the reporting period, including any milestones attained and significant events. When reporting information concerning any milestone, a specific reference to the milestone as stated in the "Schedule and Milestones" section(s) of this document must also be provided.
- d. A discussion of any problems encountered or anticipated (e.g., scope changes, changes in project limits, funding requirements, technological constraints, institutional issues, project schedule delays) together with recommended solutions to such problems.

In the event Florida receives any Federal funding for its Expanded CVISN program, the state commits to meeting FMCSA's reporting requirements as outlined above.

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APPENDIX B – FORM 424 B ASSURANCES

ASSURANCES - NON-CONSTRUCTION PROGRAMS

OMB Approval No. 0348-0040

Public reporting burden for this collection of information is estimated to average 15 minutes 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 (0348-0040), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.
7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.


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Tracking Number:

9. Will comply, as applicable, with the provisions of the Davis- Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327- 333), regarding labor standards for federally-assisted construction subagreements.
10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93- 205).
12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.

* SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL 	* TITLE Deputy State Traffic Engineer, Incident Management & CVO programs
* APPLICANT ORGANIZATION Florida Dept. of Transportation	* DATE SUBMITTED 08-13- 1997 2001

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Tracking Number:

APPENDIX C: LOBBYING FORM

CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.

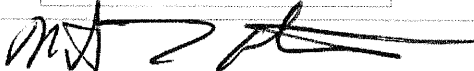
(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions. Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

* APPLICANT'S ORGANIZATION	
Florida Dept. of Transportation	
* PRINTED NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	
Prefix: <input type="text"/>	* First Name: Michael Middle Name: <input type="text"/>
* Last Name: Abridge	Suffix: <input type="text"/> * Title: Deputy State Traffic Engineer, Incident Management & CVO Programs
* SIGNATURE: Completed on submission to Grants.gov	* DATE: Completed on submission to Grants.gov



8/13/2007