

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

**REVISED with Additional Content**

**Section I. General Information**

*To be completed by all Grantees*

<b>A.</b>	<b>Grantee Contact Information</b>	
Date:	5/31/2012	
Prepared by:	Sharon Easley, E-Squared Engineering (CVO Consultant)	
State Grantee Point of Contact:	Name:	Paul Clark
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<b>B.</b>	<b>Grant Award Details</b>	
Grant Program Name:	FMCSA CVISN Program	
Grantee Name:	Florida Department of Transportation (FDOT)	
Project Name(s) <sup>1</sup> :	<ul style="list-style-type: none"> <li>- Expanded CVISN PP/TLD</li> <li>- Virtual Weigh Station(s)</li> <li>- Port-of-Entry Feasibility Study &amp; Best Practices Report</li> <li>- Automated Brake Thermal-Imaging System Deployment</li> <li>- LPR System Enhancements - Link MCSAW LPR &amp; PRISM - Phase 1</li> <li>- Container Number Database Deployment</li> <li>- Electronic Credentialing System Enhancements</li> <li>- Pensacola AgPass</li> <li>- Dept. of Agriculture LPR System Expansion</li> <li>- LPR System Enhancements - DACS LP# against PRISM DB &amp; notify FHP/CVE of 'hits' - Phase 2</li> <li>- Automated Permitting System Enhancements</li> <li>- Expanded CVISN Operation and Maintenance Activities</li> </ul>	
Grant Purchase Order Number:	IT071201G00000	
Current Period of Performance:	9/7/2007 to 3/31/2013 (period of performance was extended with Amendment 1 executed 8/7/2008)	

<b>C.</b>	<b>Grant Financial Details</b>	
<i>Grantees may choose to submit their most recent SF-425 to support this information</i>		
Current Award Amount:	\$3,136,226	
Expenditures to Date:	\$ 416,556	
Balance:	\$2,719,670	

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

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

<b>D.</b>	<b>Project Description, Purpose, and Objectives</b>
<i>Please use this space to describe the project purpose and objectives as approved in the Grant Agreement and all subsequent amendments</i>	
<i>Note: when Florida submitted the FY2007 CVISN Grant Application, FDOT's Office of Motor Carrier Compliance was responsible for law enforcement for commercial vehicles. Effective July 2011 legislative action made major changes to this agency. Commercial Vehicle Enforcement was divided into sworn and non-sworn responsibilities. Sworn officer responsibilities were transferred to the Department of Highway Safety &amp; Motor Vehicles/Florida Highway Patrol/Commercial Vehicle Enforcement department. Although the original application and grant agreement refer to the commercial vehicle enforcement area as the FDOT Office of Motor Carrier Compliance (FDOT OMCC) this term is not used below since OMCC no longer exists at the state of Florida effective 7/1/2011. The non-sworn responsibilities remained within FDOT and are now known as MCSAW (Motor Carrier Size and Weight); this term is also used below.</i>	
<b>Expanded CVISN PP/TLD</b> - Florida will undertake the development of its Expanded CVISN Program Plan and Top-Level Design documents. Florida's Expanded CVISN Program Plan will be the roadmap that Florida's CVISN Program will utilize to implement the program projects.	
<b>Virtual Weigh Station(s)</b> - 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.	
<b>Port-of-Entry Feasibility Study &amp; Best Practices Report</b> - This project will research the history behind Florida's current non-port-of-entry status. Tasks will include identifying which department is responsible for this status, conducting a review of what would be required legislatively to change this status, identifying best practices with regard to port-of-entry, determining the costs and benefits of changing to port-of-entry status, and providing recommendations. It would also include evaluating options for issuing temporary operational permits (TOPs) at weigh stations by automated methods (online, kiosk at weigh stations near port-of-entry) rather than having an officer issue the permit. The study would also evaluate and recommend weigh station locations for TOP issuance capability.	
<b>Automated Brake Thermal-Imaging System Deployment</b> - The Thermal Eye Pilot will take the capability of infrared brake testing and automate it. The project involves automating the	

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

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.

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

**Container Number Database Deployment** - The Container Number Database Project will further enhance the Department of Agriculture and Consumer Services (DACS) LPR system. 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.

**Electronic Credentialing System Enhancements** - 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.

**Pensacola AgPass** – Project cancelled with Amendment 1 (executed 2/17/2010). The original project was to install AgPass (PrePass) screening at the Agriculture station in Pensacola.

**Dept. of Agriculture LPR System Expansion** - This project will provide the necessary communications infrastructure to allow expansion of the DACS LPR System to six (6) additional interdiction station locations in rural areas.

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

**Automated Permitting System Enhancements** – This project involves several enhancements of Florida's Electronic Permitting System known as APASS. The enhancements will be

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

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

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 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.

**Expanded CVISN Operation and Maintenance Activities** – Added to grant with amendment executed on 2/17/2010.

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

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

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

**Section II. Amendment Type**

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

A.	Type of Amendment	Required Sections/Parts
<input type="checkbox"/>	Extension of Project without budget change	III. A. and III. B. (if applicable)
<input checked="" type="checkbox"/>	Modification of Activities	III. B. and III. C.
<input checked="" type="checkbox"/>	Budget Revision	III. B. and III. C.

B.	High-Level Description of Modification
<i>Please use this space to describe the desired modification(s) to the project as approved in the Grant Agreement</i>	
<p>Modifications to project activities and budgets are required now that the GAO CVISN grant audit issue has been settled and Florida has been provided relief through congressional action. Prior to the relief being passed, after discussions with FMCSA division staff in Tallahassee, Florida implemented a plan to mitigate the potential loss of \$1,000,000 in CVISN grant funds from the FY2007 grant. This plan involved applying for the FY2011 CVISN grant and including \$1,000,000 in projects that had been originally contained in the approved FY2007 grant. Since it appeared that these projects would be de-funded in the FY2007 grant, Florida applied for funding for these projects in its FY2011 grant application. Florida was awarded the \$1,000,000 in funding in its FY2011 grant. After the award, Congress passed relief for the states and Florida was allowed to maintain the \$1,020,000 in funds that were awarded in error under the FY2007 grant award. With the passage of relief, Florida now has the same projects funded under two different grants. To rectify this situation, Florida must update the project activities in the FY2007 grant to reflect those activities that will be accomplished with FY07 funds. In a separate request, Florida will also update the activities for these projects in the FY2011 grant to assure that there are not duplicate project activities in these two active CVISN grants. Modification requested in this amendment request document will distinguish project activities in the FY2007 grant.</p> <p>The current approved budget for the FY07 grant also needs to be updated. The initial budget projections were developed six years ago based on the information and costs at that time. For some of the projects (CVISN PP/TLD, VWS, Container # DB, DACS/LPR) these initial estimates are higher than the estimates Florida has recently received from potential vendors/suppliers for these projects. The initial budgets were based on high level operational scenarios; the updated budgets are based on more detailed project scopes/ConOps for each of these projects and are therefore realistic. Additionally, during the time the CVISN program was on hold (due to the GAO audit), Florida completed a portion of the VWS project with other state funds. Development of Florida's Expanded PP/TLD was paid for with other state funds. Additionally, one project is being cancelled.</p>	

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

<b>C.</b>	<b>Impact on the Original Purpose of the Grant</b>
<i>Please use this space to describe how the desired modification(s) will impact the original purpose of the grant as approved in the Grant Agreement</i>	
<p>The revised project activities will serve to better define each of the projects contained in this grant but will not alter the intent of the expected outcomes/capabilities for the projects. In some cases the project will be broken down into phases with some phases completed under the FY2007 grant and remaining phases (which were developed while better defining the FY07 projects activities) completed under the FY2011 grant. In one case – the Automated Infrared Brake Testing project, the original purpose for this project is being altered in that this project has been cancelled and its budget needs to be transferred to another project in the grant.</p>	

**Section III. Justification of Amendment(s)**

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

<b>A.</b>	<b>Extension Request</b>	
<b>1. Period of Performance Information</b>		
Current Period of Performance (start and end date):	N/A	
Requested Period of Performance (start and end date):		
Length of Extension Requested: (e.g., 6 months)		
<b>2. Justification for Extension Request</b>		
<i>Please explain the delays that prompted this extension request</i>		
<b>3. Description of Potential Obstacles and Mitigation Strategies</b>		

<b>B.</b>	<b>Modification of Activities Request</b>	
<b>1. Description of Activities to be Modified</b>		
<p><b>Expanded CVISN PP/TLD – Updated Project Title:</b> <u>Expanded CVISN PP/TLD and continued consultant support of Florida’s CVISN Program.</u> <b>Additional Project Activities:</b> Florida’s Expanded CVISN Program Plan/Top Level Design document was completed with alternate funds and approved in February 2009. In addition to the development of the PP/TLD document, the project will also include updating the PP/TLD document when needed and funding continued consultant support of Florida’s CVISN program. Any modifications to this project do not affect the intent of this project since the required Expanded PP/TLD is complete and approved by FMCSA.</p>		

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

**B. Modification of Activities Request**

**Virtual Weigh Station(s) – Additional clarification for Project Activities, including specific deployment locations, technologies to be deployed and lead agency:** Two VWS will be deployed at the I-95 interchange ramps at SR 100 and Palm Coast Parkway. Candidate technologies are high-speed WIM, length and width detection, USDOT readers, and License Plate Readers (to include links with various law enforcement databases and other Expanded CVISN systems). Numeric data and digital images (which are captured for any commercial vehicle that indicates a potential problem) will be sent to FHP/CVE law enforcement personnel in the vicinity of the virtual facility. Officers will then have the necessary information to apprehend the vehicle for further investigation as appropriate. Information dissemination for additional deployments will be determined on a project by project basis so as to meet the specific needs of the deployment location.

In addition to the two locations on I-95, an additional deployment is planned for County Route 484 in Marion County.

The VWS project will also include upgrades to current VWS locations with new LPR camera technology.

Information provided in this FY2007 Amendment request provides additional clarification for specific VWS deployment locations and technologies to be deployed. This information has also been included in the grant quarterly reports submitted to FMCSA over the past year. When the grant was initially awarded the exact location of the VWS deployments was not known. Actual locations for the three VWSs (I-95 interchange ramps at SR 100 and Palm Coast Parkway; CR 484 in Marion County) are not those that were initially planned. Since the original grant application was submitted, Florida has determined higher priority locations for their VWS deployments than those initially planned and described in the FY07 Grant application. Florida has also better defined the requirements for their VWSs in terms of technologies to be deployed and the concept of operations on how the system will operate.

**Deletion of project activity:** Radiation detectors will not be part of the technology deployment of FDOT VWS under this CVISN Project. The reason the technology will not be included is that the capabilities of this technology have not yet advanced to the point that was hoped (detection at highway speeds). Please note that this requirement is stated in Florida's FY07 grant application on page 18.

**Change in lead agency due to State legislative changes at FDOT:** This project will be led by FDOT MCSAW (Motor Carrier Size and Weigh).

With regard to the VWS project activities in the FY07 grant and the FY11 grant, although the FY11 project for "deployment of needed maintenance and upgrades to Florida's current VWS deployment locations" is the same activity as included with the 07 grant, the specific activities and locations will be different. For the 07 grant project, the upgrades are known - installation of upgraded cameras at current VWS locations. The cameras are being upgraded to those with much higher read rates and a better vendor guarantee of these high reads.

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

**B.**

**Modification of Activities Request**

With regard to the VWS Maintenance and Upgrades project contained in Florida's FY11 CVISN grant, funds for that grant will be used to maintain and upgrade currently deployed VWS systems in Florida. As mechanical systems wear out, technology advances, and equipment is damaged either by weather, theft or vandalism, Florida will require ongoing funding to support the continued operation and maintenance of these integral components of Florida's CVISN program. Detailed information will be included with the quarterly CVISN grant reports and vouchers which will allow FMCSA Division staff to easily compare tasks billed under the FY11 grant with those billed under the FY07 grant. Any duplication would be easily identified. The first VWS for which maintenance funds from the FY11 grant will be applied is the Punta Gorda VWS. No funds from the FY07 grant have been utilized for this location, and there are no plans to use FY07 funds toward the work at Punta Gorda.

**Automated Brake Thermal-Imaging System Deployment** – **Project cancelled.** Due to reorganization from OMCC to FHP/CVE there are not sufficient staff resources to deploy this project. Enforcement officers used to be stationed at the weight inspection stations and could write citations for safety violations (including unsafe brakes) when a vehicle with this condition presented itself at the station. This project was planned as an additional tool for enforcement officers at the location to monitor the safety of vehicles passing through. This situation is changed; now only weight inspectors are present at the stations and they do not have the authority to act on safety issues, only weight violation issues. This project's \$50,000 budget will be reallocated to other projects in this CVISN Grant. This project is also cancelled in the FY11 CVISN grant for the same reasons stated above.

**LPR System Enhancements - Link MCSAW LPR & PRISM** – **No change in project activities.** References to Motor Carrier Compliance Office (OMCC) replaced with Florida Highway Patrol/ Commercial Vehicle Enforcement (FHP/CVE).

**Container Number Database Deployment** – **Additional clarification for Project Activities:**

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

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

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

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

**B. Modification of Activities Request**

system. Funding will be dependent upon successful award of future CVISN grants.

**Electronic Credentialing System Enhancements** – The project is still designed to enhance/upgrade Florida’s electronic credentialing system. Updated activities for this project are described below. One additional activity (IRP Clearinghouse enhancement) has been added which is also a requirement to maintain Florida’s CVISN Core Certification. Florida’s Electronic Credentialing System was fully deployed in 2007. Since that time Florida has receive much feedback from system users on what they like and don’t like about the current system. Requested enhancements were prioritized and then matched against available IT personnel resources at Florida DHSMV. The list of project activities to be funded by the FY07 grant was developed after determining the highest priority needs which were then matched with available resources. This list of activities contains those tasks which can be completed by the end of the grant period of performance with available resources. Project activities consist of several modifications and enhancements to the DHSMV Electronic Credentialing System (ECS) and related legacy systems. The modifications will not only make some needed user requested enhancements, but will provide a more stable operating environment for the system, as well as providing for continued compliance with the requirement to fully participate in the IRP Clearinghouse. It is important to note that the additional requirement for participation in the IRP Clearinghouse was not known at the time the original grant application was submitted.

**Additional clarification for Project Activities:** This project consists of several modifications and enhancements to the DHSMV Electronic Credentialing System (ECS) and related legacy systems. The modifications will not only make some needed user requested enhancements, but will provide a more stable operating environment for the system, as well as providing for continued compliance with the requirement to fully participate in the IRP Clearinghouse. The proposed modifications and enhancements include:

- As part of the Core CVISN requirements, the DHSMV is required to participate in the IRP and IFTA Clearinghouses. DHSMV has participated in the IRP Clearinghouse since 2002; however, IRP data related to the results of compliance audits is currently processed manually instead of being netted electronically with other IRP registration data. Recent changes in the International Registration Plan provide that this data must be processed through the Clearinghouse. Modifications will be made to the IRP system to allow for the inputting of IRP audit results and the subsequent transmittal of those results through the IRP Clearinghouse process.
- Based on user comments and feedback, modifications will be made to the ECS in the IFTA interface to provide for better instructions and flow in the processing of transactions, specifically the IFTA Quarterly Tax Return filing. The changes should greatly improve the users’ experience with the ECS, thereby increasing usage of the system and will result in a decrease in the number of incomplete transactions, along with the related phone calls to the CVDS phone unit.
- Currently, when ECS users are adding vehicles to their fleet, many times the vehicle record in the department’s database does not contain all the required elements to

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

**B.**

**Modification of Activities Request**

generate a registration billing and process the IRP transaction. The fix in these situations is a manual and time consuming process. The ECS will be modified to notify the user if required vehicle details are missing, highlight the required fields, provide necessary instructions, and allow the user to input the required details, while not allowing for the modification of existing details.

- DHSMV is currently migrating several applications to new platforms in an effort to provide for a more efficient and effective operating environment, as well as preparing for the department's upcoming data center consolidation required by recent changes in Florida law. The ECS will be migrated to the .net platform which will provide for a more stable operating environment resulting in a better end user experience and allow for future changes to be made to the system in a more efficient and cost effective manner.
- Additional modifications and enhancements may be made to the ECS if budget and time constraints allow.

The projects above are not contained in the FY11 Grant project for upgrades to the ECS. Below is a summary of the activities in the FY11 CVISN grant.

This project will upgrade the current electronic credentialing system (for IFTA and IRP credentials). There are four proposed enhancements to the system that have been developed based on user feedback to the current system which was deployed in December 2007. These are the Carrier Services enhancement, IFTA Tax Return Upload, online Cabcard printing, and new account creation enhancement. *(Note: Online Cabcard printing will be deleted from the grant projects – it was completed as part of PRISM deployment)*

- The Carrier Services enhancement will allow a Service to maintain a single CVISN account upon which the Service will have access to all IRP and IFTA accounts for which they have power of attorney.
- Carriers who maintain electronic records for IFTA fuel tax purchases will have the option to upload their fuel tax information using the XML formatted data upload process.
- The final project will allow for online creation of an electronic credentialing account and replace the current process of mailing account log-in credentials back to the applicant.

For the IFTA project activity in each grant, these are different processes and improvements. In the 2007 Grant, Florida is making improvements in the user interface and flow within the application. The 2011 Grant project is also a user requested improvement; however, it will involve adding the ability for users, such as service providers, to electronically upload the tax return data for their clients without having to key the data into the CVISN system. The enhancement would be available for all users; however, the main benefit would be for the

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

**B. Modification of Activities Request**

service providers.

**LPR System Enhancements - DACS LP# against PRISM DB & notify FHP/CVE – No change in project activities.** Project co-leads will be MCSAW and Dept. of Agriculture.

With regard to the LPR Enhancements project contained in Florida's FY11 CVISN grant, funds for that grant will be used to maintain and upgrade the system that is currently being deployed with FY07 funds. As mentioned earlier when discussing Florida VWSs, LPR systems are also subject to mechanical wear, technology advances, and equipment damage either by weather, theft or vandalism. In light of this fact, Florida will require ongoing funding to support the continued operation and maintenance of their LPR systems. Potential expenditures for upgrades and maintenance will be submitted to the CVISN team for evaluation, prioritization and approval. Detailed information will be included with the quarterly CVISN grant reports and vouchers which will allow FMCSA Division staff to easily compare tasks billed under the FY11 grant with those billed under the FY07 grant. Any duplication would be easily identifiable.

**Automated Permitting System Enhancements** – The project is still designed to enhance/upgrade Florida's automated permitting system. Updated activities for this project are described below. All relate to automated permitting system enhancements.

**Additional Project Activities:** The addition of these activities provides further documentation of the proper procedures to be followed with regard to accepted practices in system engineering. When the original project description was developed the level of detail included herein was not available. The majority of the added activities are those involving documentation of the system upgrade process.

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

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

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

**B.**

**Modification of Activities Request**

new online permitting tool that will be available online to the trucking industry. The new system will also be developed to allow for future enhancements and integration of other permitting tools to streamline the permitting process.

**In addition to the documentation activities contained in phase 3 below, the included activities for this phase also support development of the GIS application (contained in the original project description).**

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

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

**The activities for phase 4 below also support development of the GIS application (contained in the original grant project description). Additional activities address data issues that were uncovered during the initial phases of this project deployment.**

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

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

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

**B. Modification of Activities Request**

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

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

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

The activities for upgrading the Electronic Permitting System in the FY07 grant are different from those contained in the FY11 grant. The activities in the FY11 grant will build on those implemented under the FY07 grant to further enhance the PAS system. Activities for the FY11 include additional documentation activities of the systems engineering process followed during deployment of the upgrades. Activities for the FY11 grant also include system enhancements that further automate application processing and notification procedures which are currently being processed manually. Specific functions to be addressed are:

- Routing function - which validates the route entered by the customer and determines structures on the route.
- Engineering tools - which perform various engineering comparisons to determine if a vehicle can safely cross specific structures)
- Communications – requests to specific groups, such as district personnel, for approval of certain vehicle configurations. Also includes tracking, filing and retrieval of these pieces of correspondence.
- Hotlist Notification – additional check at beginning of application process to determine applicants with unpaid citations.

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

<b>B.</b>	<b>Modification of Activities Request</b>
<ul style="list-style-type: none"> <li>• Error checking of applicant data entry</li> <li>• Law enforcement system interface – provides FHP/CVE officers access to permits system data.</li> </ul>	
<b>2. Justification for Activities to be Modified</b>	
<p>Project activities have been modified to better reflect what will be done to achieve the goals of each of Florida’s CVISN projects. The goals and activities for these projects were created in 2006. Since that time there have been major changes in staff resources, CVISN team make-up, and Commercial Vehicle Enforcement activities and responsibilities. Reorganization within FDOT and the movement of Commercial Vehicle Enforcement to the Dept. of Highway Safety &amp; Motor Vehicles/Florida Highway Patrol (July 2011) has necessitated cancelling one project and changes in other projects to accommodate the reorganization.</p> <p>The proposed modifications will also allow Florida to utilize available staff and funding resources in the most efficient manner and allow completion of all projects by the end of the period of performance for this grant.</p> <p>Additionally, the added activities (and subsequent budget increase) for the permitting system enhancements project are due to addressing data quality issues that were not know at the time the original grant application was submitted. The data quality issues are more far reaching than originally anticipated and <u>must</u> be addressed to have a new automated system that is efficient, accurate and protects the safety of the traveling public and guards against damage of existing transportation infrastructure.</p>	
<b>3. Description of Potential Obstacles and Mitigation Strategies</b>	
<p>Because of the long period of time between when the GAO CVISN grant audit results were announced and when relief was provided to the states that were in non-compliance with the terms of the grant, almost a year was lost that could have been utilized to complete CVISN projects contained in this grant. This has significantly reduced the remaining period of performance time for this grant. To assure that all projects will be completed by the end of the period of performance, one has been eliminated and others have been streamlined. Consultant support has also been secured for several of the projects to accelerate the completion time for the project and to assure that required resources are available and dedicated to the projects. This will assure that the projects are completed on time and on budget.</p>	

Below are the revised milestones and schedules for each of the CVISN grant projects that have updated activities.

**Virtual Weigh Station(s)**

**2 VWS Deployment at I-95 interchange ramps at SR 100 and Palm Coast Parkway**

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

<b>Milestone</b>	<b>Expected Completion Date</b>
<b>Project Start</b>	<b>Start date for project 10/1/2010</b>
Determine VWS site locations and develop Project Scope	6/1/2011
Engineering Studies	7/21/2012
Begin Procurement Process	7/31/2012
NTP Issued	8/31/2012
Installation of new equipment and software	9/28/2012
Burn in complete	10/12/2012
System user training complete	10/19/2012
Accuracy/performance testing complete	11/9/2012
Project Acceptance	11/30/2012
<b>Project End</b>	<b>End date for project 3/31/2013</b>

**VWS Deployment at Route 484 in Marion County**

<b>Milestone</b>	<b>Expected Completion Date</b>
<b>Project Start</b>	<b>Start date for project 3/1/2012</b>
Determine VWS site location and develop project scope	3/15/2012
Engineering studies complete	8/21/2012
Begin Procurement Process	8/31/2012
Vendor Selection / Contract Negotiation	9/28/2012
NTP Issued	10/1/2012
Installation of new equipment and software	11/2/2012
Burn in complete	11/30/2012
System User Training	12/7/2012
Accuracy/performance testing complete	1/3/2013
Project Acceptance	1/31/2013
<b>Project End</b>	<b>End date for project 3/31/2013</b>

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

**Camera upgrades to current LPR systems**

Milestone	Expected Completion Date
<b>Project Start</b>	<b>Start date for project 4/1/2012</b>
Develop Project Scope	6/21/2012
Task Work Order and NTP Issued	6/28/2012
Installation of new equipment and software	8/15/2012
Complete equipment turn on & testing, FDOT inspection & burn in	2/22/2013
Training	3/1/2013
Accuracy/performance testing complete	3/13/2013
Project Acceptance	3/19/2013
<b>Project End</b>	<b>End date for project 3/31/2013</b>

**LPR System Enhancements - Link MCSAW LPR & PRISM:** Note that this project will be concurrently deployed with the Container Number Database project, which is why they have the same schedules.

Milestone	Expected Completion Date
<b>Project Start</b>	<b>Start date for project 4/20/2012</b>
Execute Task Work Order	4/20/2012
Concept of Operations	8/3/2012
System Requirements	8/31/2012
System Design	9/30/2012
Development/testing systems in place	12/31/2012
Final acceptance testing performed	1/31/2013
Training	2/15/2013
Project Acceptance	3/1/2013
<b>Project End</b>	<b>3/1/2013</b>

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

**Container Number Database Deployment:** Note that this project will be concurrently deployed with the Container Number Database project, which is why they have the same schedules.

Milestone	Expected Completion Date
<b>Project Start</b>	<b>4/20/2012</b>
Execute Task Work Order	4/20/2012
Concept of Operations Document	8/3/2012
System Requirements Document	8/31/2012
System Design Documents	9/30/2012
Development/testing systems	12/31/2012
Final acceptance testing performed	1/31/2013
Training	2/15/2013
Project Acceptance	3/1/2013
<b>Project End</b>	<b>3/1/2013</b>

**Electronic Credentialing System Enhancements**

Milestone	Expected Completion Date
<b>Project Start</b>	4/1/2012
Begin Stakeholder input	4/1/2012
Requirements gathering/analysis completed	6/1/2012
Conceptual design completed	7/1/2012
Detailed design completed	8/1/2012
Development/testing systems in place	11/1/2012
Functional testing performed	12/14/2012
Final acceptance testing performed	1/31/2013
Go Live	2/1/2013
Project End	End date for project 3/31/2013

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

**LPR System Enhancements - Link DACS LPR & PRISM DB & notify FHP/CVE**

Milestone	Expected Completion Date
<b>Project Start</b>	<b>10/1/2012</b>
Establish System Requirements/Functionality	11/1/2012
Begin Procurement Process	11/15/2012
Vendor Selection / Contract Negotiation	1/1/2013
System Software Customization to meet DACS Requirements	2/1/2013
Software Testing Complete	2/15/2013
Training	3/1/2013
Project Acceptance	3/15/2013
<b>Project End</b>	<b>End date for project 3/31/2013</b>

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

**Automated Permitting System Enhancements**

Milestone	Expected Completion Date
<b>Project Start</b>	<b>Start date for project 7/1/2010</b>
<b>Phase 1 Begins – Clarify Operating Requirements</b>	7/1/2010
Questions Developed and Added to Current APASS Website.	8/1/2010
<b>Phase 2 Begins – Document and Develop new PAS system to replace remaining OVP functionality</b>	9/1/2010
Document Statutes, Rules and Business Practices as they relate to the functionality of the OVP system. This includes minor enhancements to correct deficiencies in the OVP system.	1/1/2011
Develop PAS enhancements and incorporate into PAS system	5/1/2011
Production testing and final implementation	7/1/2011
<b>Phase 3 Begins (Concurrent with Phase 2) – GIS Data requirements</b>	3/1/2011
Equipment and Software Purchased to support GIS routing and Data Development.	4/1/2011
Documentation of requirements for routing and data.	6/1/2011
Final draft of Data requirements and Maintenance report due from vendor	7/1/2011
<b>Phase 4 Begins - Data preparation for GIS Routing</b>	10/1/2011
GIS data complete (7000 Bridges located on NAVTEQ network)	3/1/2013
Regional Envelope Permit (SASHTO) Complete	7/1/2012
Automated Method for creating Annual Permit Maps using GIS data developed.	1/1/2013
<b>Phase 5 Begins – Web tools to assist industry</b>	
Document required process and information for the development of web based tools.	12/1/2013
Automated Self-check vehicle weight/spacing configuration module complete	2/1/2013
Final acceptance testing performed	3/1/2013
Project Acceptance	3/15/2013
<b>Project End</b>	<b>End date for project 3/31/2013</b>

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

*Note that the itemizations for each of the project budgets for this grant are in the format which is in the grant agreement/contract and approved by FMCSA.*

<b>C. Budget Revision Request</b>							
<b>1. Description of Budget Revision</b>							
The project budgets have been revised due to better estimates of project costs. Funding for cancelled projects, and for those projects with reduced budgets, has been reallocated to other projects.							
<b>2. Budget Revisions</b>							
Project Title	2.2 FY07 Original Award Amount	2.3 Current Amount Awarded <sup>2</sup>	2.4 Amount of Funds Expended	2.5 Unexpended Balance	2.6 Proposed Amount Removed <sup>3</sup>	2.7 Proposed Amount Added <sup>4</sup>	2.8 Revised Budget Requested
Expanded CVISN PP/TLD (Request Change to Consultant Svcs for CVISN Program Support)	100,000	100,000	0	100,000	50,000	0	50,000
Virtual Weigh Station(s)	2,000,000	1,780,657	0	1,780,657	59,899		1,720,758
Port-of-Entry Feasibility Study & Best Practices Report	50,000	50,000	27,455	22,545			50,000
Automated Brake Thermal-Imaging System Deployment	50,000	50,000	0	50,000	50,000		0
LPR System Enhancements - Link MCSAW LPR & PRISM - Phase 1	37,226	37,226	0	37,226		22,774	60,000
Container Number Database Deployment	225,000	500,000	156,532	343,468	58,468		441,532
Electronic Credentialing System Enhancements	100,000	100,000	0	100,000			100,000
Pensacola ag pass	300,000	0		0			0
Dept of Agriculture LPR System Expansion	24,000	93,343	93,343	0			93,343
LPR System Enhancements - DACS LP# against PRISM DB & notify FHP/CVE of 'hits - Phase 2	100,000	100,000	0	100,000	40,000		60,000
Automated Permitting System Enhancements	150,000	300,000	200,640	99,360		235,593	535,593
Expanded CVISN Operation and Maintenance Activities	0	25,000	25,000	0			25,000
<b>Total Direct Charges</b>	<b>3,136,226</b>	<b>3,136,226</b>	<b>502,970</b>	<b>2,633,256</b>	<b>258,367</b>	<b>258,367</b>	<b>3,136,226</b>
<b>1. Percent Change in Budget – Grantees should complete this section if they are moving funds across cost categories</b>							
Equation	Amount						
Proposed Change (÷) (sum from column 2.7)	\$258,367						
Current Amount Awarded (sum from column 2.3)	\$3,136,226						
Percent Change	8%						

<sup>2</sup> The "Current Award Amount" should be the same as the "Original Award Amount" unless the budget has been previously modified by an amendment

<sup>3</sup> The "Proposed Amount Removed" should be the amount to be subtracted from the original budget Category

<sup>4</sup> The amounts subtracted in the "Proposed Amount Removed" rows should be added to the new budget Category in the "Proposed Amount Added" column

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

**1. Justification for Budget Revision**

Budget figures more accurately reflect current costs to implement these projects. Unused budget has been transferred to other projects.

The VWS project initial budget, as contained in the grant application, has been reduced by approximately \$210,000. The reason the budget has been reduced by approximately 10% is that the initial budget projection was an estimate based on previous deployment costs and estimated costs of future technology deployments. The revised budget contained in this amendment request is based on the most current cost estimates provided by vendors that will ultimately deploy the VWS sites and/or supply planned technologies (i.e. upgraded LPR cameras). The per site cost estimate was also reduced due to the removal of radiation detectors from the list of technologies to be deployed at the VWSs. Since Florida is confident that the cost of deployment for planned VWS deployments and upgrades will be less than original estimates, we are requesting that these funds be reallocated in time to utilize them toward other project activities, rather than deobligating over \$200,000 because it was not used before the end of the grant's period of performance.

The current budget for the Automated Permitting System Upgrades has significantly increased from the original projection. As with all projects contained in this grant, the budget contained in the application was an estimate based on known activities required to upgrade the system. During the initial phases of deployment it became evident that there was a substantial amount of support activities that needed to be done in two critical areas. These two areas were not addressed in the original budget. They are documentation activities associated with proper systems engineering practices and data quality/data clean up. Initially it was not known to what extent documentation was lacking for the various system components. To simply ignore these issues now that they have come to light would not be responsible and would not provide the best product with available resources. Work in these two areas has been more labor intensive than the original budget would allow. Thankfully, due to budget reductions in other areas, Florida can implement the Permitting Systems Upgrades in the best manner possible, within the total funding budget for the grant.

To specifically address the five projects for which budget reductions have been requested, with the exception of the Automated Brake Thermal-Imaging Project (which has been cancelled), there is no risk that the affected projects will not be completed as specified in the grant contract.

CVISN PP/TLD development –Florida's PP/TLD was approved in February 2009, so there is no risk that it will not be

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

	<p>completed.</p> <p><u>VWS</u> – The reduced budget contained in this amendment request provides the required funds for deployment of all planned locations and equipment upgrades. The CVISN program manager has met with and received assurances from the project manager and his immediate superior that these projects will be completed as contained in this amendment request.</p> <p><u>Container Number Database</u> – The updated budget for this project is based on a signed agreement that has been executed between the contractor and FDOT for completion of this project. It is a fixed fee contract and previous experience with this vendor makes Florida confident that this vendor will execute their responsibilities as agreed to in the project agreement.</p> <p><u>LPR/DACS LPR PRISM project</u> – The revised budget was vetted and agreed to by the vendor that will implement the upgrades to the DACS LPR system. DACS has a longstanding relationship with the vendor and is confident that they will deliver as agreed upon.</p> <p><u>Automated Brake Thermal-Imaging project</u> – This project has been cancelled for reasons explained in Section B.</p>
<b>2. Description of Potential Obstacles and Mitigation Strategies</b>	
	<p>If the budget is not reallocated it is likely that some of the funds will not be expended under this grant. Also some projects may not be completed as fully as planned. Florida CVISN project team members have met to discuss the proposed amendments described herein. The lead agencies for each project have committed to increase priority levels and provide the resources necessary to complete the respective projects within the established budget amounts and within the time constraints agreed upon in the milestone and scheduling charts.</p>

**Section IV. Amendment Submission Approval**

Authorized Grantee Official Approving this Amendment Request:

Name:



Date:

8/29/12



U.S. Department  
of Transportation

Federal Motor Carrier Safety  
Administration

Delphi PO No.: IT071201G00000  
Project Amendment No. 3

## GRANT AMENDMENT FOR FISCAL YEAR 2013

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

This amendment is for the purposes of 1) approving the grantee's budget reallocation and request to modify program activities; and 2) incorporating that reallocated budget and revised project plan into the existing grant agreement.

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

The amended grant project period shall be from September 7, 2007 through March 31, 2013.

All other terms and conditions of this grant remain unchanged.

### FLORIDA DEPARTMENT OF TRANSPORTATION

Date: 12/5/2012

**Paul L. Clark**

**Title: Incident Management/Commercial Vehicle  
Operations Program Manager**

### FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Date: 12/5/2012

**Paul Melander**

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