Florida CVISN Team Meeting
Thursday, April 19, 2012, 1:30 to 3:30pm
Conference Room #330, 3rd Floor in the Rhyne Building
2740 Centerview Drive, Tallahassee, FL 32399

Teleconference: Local: 850-410-5667; Toll Free: 866-374-3368 ext 5667

AGENDA

1. Welcome and Introductions — *Paul Clark*
2. Current Project updates and/or discussion
   a. Pre-Clearance at Motor Carrier Compliance Weigh Stations — *Keith Westphal*
   b. Pre-clearance at Ag. Sites — *Tim Rutherford*
   c. Permitting System Enhancements Project — *Bryan Hubbard*
   d. Automated Permitting System Utilization — *Veronica Martin*
   e. BOL Program — *Lynn McElroy*
      - Use tax collections (Total and CVISN-BOL)
      - Automated BOL processing system
      - Other activities
   f. E-Credentialing System Usage Stats — *Brinson Tatum*
   g. SAFER credentials upload status — *Brinson Tatum*
   h. PRISM Program Review by FMCSA — *David Helton*
   i. VWS deployment (Palm Coast Pkwy & SR100) — *Keith Westphal/Craig Wilson*
   j. Port of Entry Study — *Richard Easley*
3. LPR System Hosting (O&M) Update — *Keith Westphal*
4. Trucking Industry Update — *Mary Lou Rajchel/Dianna White*
5. CVISN Grant FY2007 & FY 2011 Grant Doc updates Status — *Sharon Easley*
6. Project by Project discussion for remaining FY07 grant projects
   - Automated Brake Thermal-Imaging System Deployment Project Cancelled
   - Container Number Database — *Richard Easley*
   - VWS @ Marion County & LPR Camera Upgrades — *Keith Westphal*
   - CVE LPR System Update/PRISM Project — *Keith Westphal*
   - DACS LPR System Update/PRISM Project — *Pati Lytle*
   - Electronic Credentialing System Enhancements — *David Helton*
7. Project by Project discussion for FY11 grant projects
   - Automated Brake Thermal-Imaging System Deployment Project Cancelled
   - Electronic Credentialing System Enhancements — *David Helton*
   - LPR System Enhancements — *Keith Westphal/Pati Lytle*
   - VWS Maintenance & Upgrades – Punta Gorda — *Keith Westphal/Craig Wilson*
   - Automated Permitting System Enhancements — *Bryan Hubbard*
8. Discussion of FY2011 O&M funding requests — *Group*
9. Other items — *Group*
10. Scheduled CVISN meetings (Next Meeting Date/Time TBD) — *Group*

    May 31– Morning or Afternoon?; June 21 or June 28 – Morning or Afternoon?

FY2007 Grant Projects Requiring Updates

Project Title	Updated Project Description Complete	PM Commitment to Updated Activities	Updated Project Schedule Complete	PM Commitment to 3/31/13 deadline	Budget Adjustment needed/Descr.	PM Commitment to Updated Budget	Grant Budget Allocation	Revised Budget Request	Funds Avail to other projects	Changes Approved by FMCSA
Expanded CVISN PP/TLD (Request Change to Consultant Svcs for CVISN Program Support)	Yes	Yes	N/A		N/A		$ 100,000.00	$ 100,000.00	$ -	
Virtual Weigh Station(s)	Yes		No		TBD		$ 1,780,657.33	$1,720,758.33	$ 59,899.00	
Automated Brake Thermal-Imaging System Deployment	Yes	N/A	Project Cancelled		Yes		$0	$0	$50,000	
Container Number Database Deployment	Yes	Yes	No		TBD		$500,000	TBD		
Electronic Credentialing System Enhancements	No		No		TBD		$100,000	TBD		
LPR System Enhancements - Link OMCC LPR & PRISM - Phase 1	Yes		No		TBD		$ 37,226.00	TBD		
LPR System Enhancements - DACS LP# against PRISM DB & notify OMCC of 'hits' - Phase 2	Yes	Yes	Yes		Yes		$ 100,000.00	$ 60,000.00	$ 40,000.00	
Automated Permitting System Enhancements	Yes	Yes	Yes		TBD		$ 300,000.00	$ 300,000.00		
								Total	**$ 149,899**	

FY2011 Projects Requiring Updates

Project Title	Updated Project Description Complete	PM Commitment to Updated Activities	Updated Project Schedule Complete		Budget Adjustment needed/Descr.	PM Commitment to Updated Budget	Grant Budget Allocation	Revised Budget Request	Funds Avail to other projects	Changes Approved by FMCSA
Automated Brake Thermal-Imaging System Deployment	Yes	N/A	Project Cancelled		N/A	N/A	$100,000	$0	$100,000	
Virtual Weigh Station(s) Maintenance & Upgrades	Yes		N/A		not needed		$100,000	$100,000		
Electronic Credentialing System Enhancements	No		No		TBD		$180,000	TBD		
LPR System Enhancements	Yes		N/A		not needed		$150,000	$150,000	$ -	
Automated Permitting System Enhancements	Yes		Yes		not needed		$150,000	$150,000		
								Total	**$100,000**	

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

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

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

Note: due to reorganization of the FDOT OMCC division and changes to the activities for several projects in the FY2007 grant, edits to the project descriptions, Project Managers, and Project partners are included this reporting period. Changes have been highlighted to make them easier to review.

A. Project Name, Brief Description, Project Partner Information

Florida CVISN Project Number: Permits-1

Reporting Period: January – March, 2012

Project Name: Automated Permitting System Enhancements

Updated Project Description:

This project will enhance Florida's Electronic Permitting System. One of the current online permit application systems known as the Automated Permit Application Submission System (APASS) will be temporarily updated while a newer more robust online Permit Application System (PAS) will be developed. PAS will not only replace APASS as the FDOT's online permit application tool, but will also replace the departments aging internal permitting system. The integration of these two systems will allow us to provide better service to our customers while ensuring that they receive the permits necessary for them to operate.

These permitting system updates will be implemented in separate phases with the first phase being an enhancement of the current online application system to advise 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 following tasks will be performed in this phase.

- 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.
- Once developed, the PAS system will be enhanced by a later phase to automatically check against the list of outstanding fines, and notify the customer to contact FDOT to settle these outstanding fines before any permits will be issued.

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

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

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

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

Phase four is an additional phase of work due to the GIS study done in phase three; identify inconsistencies and errors with the current GIS data. Previously we studied the process to

accurately route these permitted vehicles and determined that the data needed would need to be reviewed and verified before it could be used for such a sensitive system. This process will involve the following tasks.

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

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

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

Operational Scenario: Customers wishing to apply for an over dimensional or over weight permit could navigate to the FDOT's website to either apply 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.

Original Project Description:

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

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

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

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

Project Managers:

Bryan Hubbard, FDOT Maintenance/Permits Office	850-410-5516
Ronnie Martin, FDOT Permits Office	850-410- 5757 Ext. 139

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

Suzanne Vickery, OIS Project Manager

Major Project Partners:

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

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

The only item that is still being completed for the 2007 Grant is the placement of our bridges which will give us an accurate GIS data layer to use when we have the GIS portion developed. We are still working to identify the funding needed to complete this portion of the project.

C. Problems encountered or anticipated and recommended solutions:

The team is currently investigating sources of additional funding to complete the last phase of the project.

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

Updated project activities are included above in the Updated Project Description.

Note: The permitting system that is being modified is the same as in the original grant application; the acronym which refers to the system has been changed to PAS to distinguish it from the first version of the automated system.

A. Project Name, Brief Description, Project Partner Information

Project Name: Container Number Database Deployment

Reporting Period: January – March, 2012

Project Number: DACS-2

Updated Project Description

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

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

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

Project Manager:

Paul Clark, FDOT 850- 245-7932

Major Project Partners:

Dept. of Agriculture
DHSMV ISA
DHSMV FHP Commercial Vehicle Enforcement (CVE)
FDOT MCSAW

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

The project team met and updated the project activities (included in this report).

C. Discussions of Any Problems Encountered or Anticipated

In order to complete this project by 3/31/2013 (end of the period of performance for the FY2007 grant), the project will be completed by a contractor.

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

Updated project activities are included above in the Updated Project Description. Changes to the activities are marked.

A. Project Name, Brief Description, Project Partner Information

Project Name: Virtual Weigh Station(s)

Reporting Period: January – March, 2012

Project Number: OMCC-1

Updated Project Description:

This project is for the design and deployment of one or more automated virtual roadside facilities. Technologies to be deployed will be those that are functional at highway speeds. The two VWS systems will be deployed at the I-95 interchange ramps at SR 100 and Palm Coast Parkway. 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.

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 commercial vehicle enforcement (CVE) officers to do their jobs. Virtual facilities, and automated enforcement technologies, provide an efficient means of monitoring a variety of factors used to separate safe and unsafe operators. Having a 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, and automated enforcement technologies, 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.

This project will be led by FDOT MCSAW (Motor Carrier Size and Weigh), with consultant support. Costs for the consultant will be included in the overall project budget. Specific personnel assigned to this project will be specified in Florida's quarterly grant reports.

Original 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.~~

Project Partner Information

Project Managers:

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

Major Project Partners:

FDOT District personnel at deployment location.
FHP/CVE

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

Trans*Port entries had to be redone to allow for the addition of a USDOT Reader. This also delayed design. Package will be sent back to Mark Wilson and his team for review before GC enters into EDI system.

C. Discussions of Any Problems Encountered or Anticipated

Noted above in B.

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

Updated project activities are included above in the Updated Project Description.

A. Project Name, Brief Description, Project Partner Information

Project Name: Port of Entry Study

Reporting Period: January – March, 2012

Project Number: POE

Brief Project Description

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

Project Partner Information

Project Managers:

Paul Clark, FDOT 850- 245-7932

Major Project Partners:

DHSMV Office of Motor Carrier Compliance
DHSMV Motor Carrier Services

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

Continued with citation data segregation by year and location. Matched all citations funds to nearest fixed weigh station. Developed recommended technologies research for POE. Held discussions surrounding reordering CVISN projects in order to accommodate potential changes in requirements for motor carriers entering Florida as a POE state.

C. Discussions of Any Problems Encountered or Anticipated

None at this time.

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

None at this time.

A. Project Name, Brief Description, Project Partner Information

Project Name: Advanced Thermal Eye Pilot

Brief Project Description

This project is being cancelled. Due to reorganization from OMCC to FHP/CVE there are not sufficient staff resources to deploy this project. This project's $50,000 budget will be reallocated to other projects in this CVISN Grant.

A. Project Name, Brief Description, Project Partner Information

Project Name: Link FDOT/MCSAW LPR To Federal PRISM Database

Reporting Period: January – March, 2012

Project Number: TBD

Brief Project Description

Updated Project Description:

This project will enhance the capability of FDOT MCSAW'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/PRISM Target File. This process will also allow FHP/CVE to link a vehicle's tag number to its USDOT number. This added capability will allow FHP/CVE to further investigate vehicles that pass through Florida's weigh stations and virtual stations with LPR technology, in an automated manner. This will allow FHP/CVE to leverage the existing FMCSA PRISM database to detect vehicles illegally operating while under a Federal out of service order.

This project will be led by FDOT MCSAW, with consultant support. Costs for the consultant will be included in the overall project budget.

Original 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.~~

Project Partner Information

Project Managers:

Keith Westphal, FDOT MCSAW 850-410-5540

Major Project Partners:

DHSMV FHP/CVE

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

This project has not yet commenced.

C. Discussions of Any Problems Encountered or Anticipated

None at this time.

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

Updated project activities are included above in the Updated Project Description.

A. Project Name, Brief Description, Project Partner Information

Project Name: Expand DACS LPR capabilities to Run Against PRISM Database with 'Hit' Notification to FHP/CVE

Reporting Period: January – March, 2012

Project Number: TBD

Updated Project Description:

This project builds on the capabilities provided by the MCSAW LPR/PRISM project. As discussed previously the DACS LPR system is working very well, and has a much higher read rate than the LPR system at FDOT MCSAW 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 the DACS system and the one at MCSAW 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 FHP/CVE if the query returns a hit. DACS 'sees' many more trucks per year than MCSAW 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 and quarterly grant reports.

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 co-led by MCSAW and DACS. Specific DACS personnel assigned to this project will be specified in Florida's quarterly grant reports.

Original 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.~~

Project Partner Information

Project Managers:

Keith Westphal, FDOT MCSAW	850-410-5540
Pati Lytle, System Project Administrator, DACS	850-245-1305

Major Project Partners:

Dept. of Agriculture and Consumer Services
HSMV FHP/CVE
HSMV Motor Carrier Services

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

Project has not yet commenced.

C. Discussions of Any Problems Encountered or Anticipated

None at this time.

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

Updated project activities are included above in the Updated Project Description.

A. Project Name, Brief Description, Project Partner Information

Project Name: ELECTRONIC CREDENTIALING SYSTEM ENHANCEMENTS

Reporting Period: January – March, 2012

Project Number: TBD

Original 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.

Project Partner Information

Project Managers:

David Helton, DHSMV 850-617-2909

Major Project Partners:

FHP/CVE
DHSMV Motor Carrier Services
DHSMV ISA

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

This project has not yet commenced.

C. Discussions of Any Problems Encountered or Anticipated

None at this time.

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

None at this time.

Project Name, Brief Description, Project Partner Information

Project Name: Develop Florida's Expanded CVISN Program Plan/Top-Level Design and continued consultant support of Florida's CVISN Program

Reporting Period: January – March, 2012

Project Number: TBD

Additional Project Activities:

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, Project 1 (as contained in Florida's FY2007 CVISN Grant) will also include updating the PP/TLD document when needed and funding continued consultant support of Florida's CVISN program.

Original 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, 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 Paul Clark 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

Project Partner Information

Project Managers:

Paul Clark, FDOT 850- 245-7932

Major Project Partners:

All CVISN partner agencies: DHSMV, DACS, MCSAW, Permits Office, Dept. of Revenue

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

Project has not yet commenced.

B. Discussions of Any Problems Encountered or Anticipated

None at this time.

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

Updated project activities are included above in the Updated Project Description.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

April 20, 2012

Mr. Michael Davis
FMCSA
545 John Knox Rd., Room 102
Tallahassee, FL 32303

RE: IT111210000000 (Florida CVISN Grant FFY 2011)

Dear Mr. Davis:

This letter will serve as documentation of the activities and budget updates to our FY2011 CVISN Grant which are necessary now that the audit issue has been settled and Florida has been provided relief through congressional action. Attached please find updated activities for several of the FY2011 CVISN projects to distinguish project activities in this grant from the FY2007 grant. Additionally, the table below summarizes the budget reallocation request for this grant.

Table goes here.

Sincerely,

Paul L. Clark
FDOT Incident Management/CVO Program Manager

FY2011 CVISN Projects

Project Name: Automated Brake Thermal-Imaging System Deployment – Project is cancelled. Due to reorganization from OMCC to FHP/CVE there are not sufficient staff resources to deploy this project.

Project Budget: This project's $100,000 budget will be reallocated to other projects in the FY2011 CVISN Grant.

Project Name: Virtual Weigh Station(s) MAINTENANCE & UPGRADES

Original Project Description: Funding will provide needed maintenance and upgrades to Florida's current VWS deployment locations.

Updated Project Description: Funding will provide needed maintenance and upgrades to Florida's current VWS deployment locations. This project will provide maintenance for, or upgrades to, one or more Florida VWS sites. The first location scheduled for maintenance activities is the bypass detection system located in Punta Gorda. The project description and schedule will be updated as subsequent stations are scheduled for maintenance and upgrades.

Project Budget: No budget reallocation at this time.

Project Name: Electronic Credentialing System Enhancements *(may be addressed in future quarterly report-need to check with David Helton.)*

Original Project Description:

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.

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. The Service will be able to process multiple transactions for each carrier and provide a single electronic payment for all transactions.

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. DHSMV will provide schema documentation for the formatting of Tax Return data. The upload process will allow the carrier to navigate to a file located on their PC and select for processing. The Application will verify the data and calculate the tax return if there are no errors found. If validation errors are found the application will allow the carrier to make corrections and resubmit for processing.

Currently carriers who process transactions and pay electronically must wait for their credentials to be processed and sent via the US mail. This process usually takes anywhere from 5 – 7 days for receipt of credentials. Carriers who process supplemental transactions that do not require the issuance of a license plate can print their CABCARDS immediately if the transaction is paid for electronically. Carriers will only be allowed to reprint CABCARDS for supplements that were submitted and paid for electronically for an allowed period of time to be determined by Motor Carrier Services (MCS).

Currently a carrier must notify MCS if they want to utilize the electronic credentialing system. Upon notification, MCS will request the CVISN account and generate the account and password letters which are mailed to the carrier. In an effort to increase participation and eliminate the manual process, DHSMV is considering two options for initial set up for using the electronic credentialing system. One is to allow carriers to request an account for themselves online. The other option is whenever MCS creates a new IRP / IFTA account; the system will automatically create a CVISN account and generate the CVISN account and password letter.

Updated Project Description:

Need updated Description from HSMV.

Project Budget: No budget reallocation at this time.

Project Name: LPR System Enhancements/Upgrades

Original Project Description: Provide additional virtual review of CV license plates in Florida. Plate numbers to be run against various State and national criminal databases, plus additional databases such as the PRISM target file, citation database and stolen cargo database. Any hits will be provided to motor carrier enforcement officers, in the vicinity, for further action.

Updated Project Description: Upgrades to current LPR systems will provide additional virtual review of CV license plates in Florida through both the DACS and MCSAW LPR systems. Plate numbers are to be run against various State and national criminal databases based on enforcement needs, plus additional databases such as the PRISM target file, citation database and stolen cargo database. Any hits will be provided to CVE officers in the vicinity for further action. This project will also upgrade existing systems at DACS and MCSAW based on more efficient processes being developed and/or the necessity for system hardware upgrades.

Project Budget: No budget reallocation at this time.

Project Name: Automated Permitting System Enhancements

Original Project Description:

Funding will be used to upgrade and enhance the automated permitting system as needs for upgrades and enhancements arise. These funds will be used to support activities including elimination of multiple data entry, quality control efforts to minimize possible errors in truck configurations, financial tracking, technology updates in programming code, incorporation of upgraded technologies, and to support district personnel and customer input in the automated permitting process.

Updated Project Description:

This project will further enhance Florida's Permit Application System (PAS). The system was designed as part of a CVISN grant to replace and update our previous permitting system. This project is a continuation of that project, resulting in two additional phases of enhancement. Currently the PAS system will accept applications from the trucking industry, once submitted these applications are processed and are eventually issued as permits allowing these vehicles to travel Florida's roadways. This next phase of the enhancement effort will focus on the processing and approval aspect of permit processing. Over the last 10 years the Department has developed numerous computer applications that assist in determining whether a vehicle exceeds the requirements of a permit. There are also many other processes for notification and approval that are required for specific types of permits, before they can be approved for issuance. The primary focus of this project is to identify and document the business flow and requirements, so these processes can be incorporated into the PAS system. The first phase of this project would be to document all of the remaining tools which will be incorporated into the PAS system. Each of these is described below.

Routing: Currently routing is a manual process that requires a technician to verify that the route provided by the customer is valid and then to determine which structures are on route. This can be done two different ways. The first method is through a series of predetermined segments – each containing a known set of structures. Or alternatively by looking at our maps and determining individually which bridges are on route. The enhancement will take the information previously gathered and further develop a strategy and requirements for integrating GIS based mapping into PAS. This will allow the customer to select the route, with an automated way of avoiding restrictions. This enhancement will also allow the system to query other GIS data to determine possible obstructions or restrictions based on the vehicle configuration.

Engineering Tools: FDOT has developed a series of small applications that perform various engineering comparisons to determine if a vehicle can safely cross specific structures. These same tools are also used to determine if some vehicles will be approved for a routine blanket map. We have also developed tools to aide in the issuance of specialty permits like the inner-bridge permit or divisible load permit. These tools will also be integrated.

Communications: Once a vehicle configuration exceeds specific guidelines, our process is to notify specific groups to receive approval for travel. This may be for any combination of weight, width, length or height. These notifications could be sent to any of our districts, or even to the customer. The communications enhancement is designed to track this correspondence and save them in our EEDMS system, much the same as filing them with the application as we have in the past. One advantage this enhancement has over the past method is, since it is generated through the system, it is tracked and any user with the proper authority can view all correspondence. We can also track the times that these emails are sent, to ensure that our performance measures are met.

Hotlist Notification: As part of the original CVISN grant, we added information to the application process that will notify the applicant that an Over Dimensional / Overweight Road Use Permit won't grant them operating authority within Florida. It also advises them of the need to obtain the appropriate level of registration for IRP and IFTA. As an enhancement to that process, PAS will also be enhanced to incorporate a check of the Florida "Hotlist" to determine if an applicant has outstanding fines for safety related citations. If the applicant does have outstanding fines, we will provide the necessary contact information so the issue may be resolved. Last year Florida had over $7 million in unpaid fines, we hope that adding this preliminary check into our process will help recover a portion of that money.

Error Checking: Because the system will accept the information that the customer enters onto the application and then issue the permit when approved, we will also have to give the system enough intelligence to determine the minimum values for some fields. If a customer submits an application for a load that is only 12 ft high, we would not want to issue a permit for 12 ft, simply because the customer can legally travel with heights up to 13.5 ft. This enhancement would check these values to ensure that the dimensions are not more restrictive than legal dimensions, and also that they make logical sense. If a customer tries to submit a value that is considered inaccurate, the system should generate a warning and if possible correct the value.

Secure Upload: All of Florida's permits should be issued through the PAS system, both for conformity and for accountability. In order to work with surrounding states in issuing SASHTO permits which meet the regional envelope, a secure interface will be developed that would allow specific data related to a permit application to be submitted. Once submitted, the system would store the data in the appropriate tables and generate a permit number to be returned to the requesting URL. This process would allow us to track the recipient of the permit and to track the financial liability of the issuing agency. This interface can also be used as part of a future expansion to PAS, in which we would place kiosks at the scale facilities around the state. These kiosks would have touch screen interfaces, allowing the customers to enter the necessary data and, if the configuration is approved, eventually either email the permit directly to the customer or print the necessary documents.

Law Enforcement Interface: In Florida the job of enforcement of Federal Motor Carrier rules lies with the Florida Highway Patrol. This is a change from the past when these officers were part of the DOT. When PAS was originally developed, the system was designed with a read only role to allow these DOT officers the ability to search for permits. Since the transition of these officers from DOT to FHP, they no longer have any access to this data. This interface is designed to accept any range of applicable search criteria, and return either a list of possible matches or an Adobe PDF of the permit as it was issued. This will allow all weight officers the ability to verify any permit, for any vehicle. This interface should virtually eliminate forgery of permits and the use of invalid or expired permits.

Because this phase includes so many enhancements, we have broken it down into two separate phases. The first phase will identify the requirements of each enhancement, and any supporting business rules or policies that govern the issuance or processing of these permits. Once the individual requirements are identified, the overall system will be analyzed to determine the overall requirements. This process will eliminate conflicting processes or overlaps in process flow. This documentation and requirements gathering is the purpose of this first phase of work on this grant project. This will provide the Department with an overall plan for the development and integration of all of our engineering tools, process tools and interfaces.

Project Schedule:

Milestone	Expected Completion Date
Project Start	12/1/2011
Begin Procurement Process (Staff Augmentation)	1/15/2012
Contract Executed	1/20/2012
Individual Requirements Gathering / Analysis Completed	In process
System Requirements and Analysis Completed	5/1/2012
Preliminary System Design Complete	5/15/2012
Final Acceptance of Requirements	6/1/2012
Project End	7/1/2012

The second phase of these enhancements is still unfunded. This second phase of work would be to complete the design of the enhancements and to develop and integrate them into the PAS system. Once complete the system would give applicants the ability to submit an application online, and immediately receive notification of either approval or the need for additional analysis beyond the system's auto issuance criteria. Once notified of approval the customer can pay online, or make arrangements to pay with the Permits Office and the permit can be delivered electronically [1]. For permits which require additional analysis, the system will have the ability to distribute the appropriate notifications to Permit Office staff. All communications will be electronically stored as part of the permit application package, should the need arise in the future to reference these applications.

[1] – *Currently only vehicle specific permits can be issued and delivered electronically. Florida requires the original permit be on-board for routine permits and we utilize a special paper to distribute these permits to avoid forgery.*

Project Budget: No budget reallocation at this time.

PrePass Month At A Glance

January, 2012

National Statistics

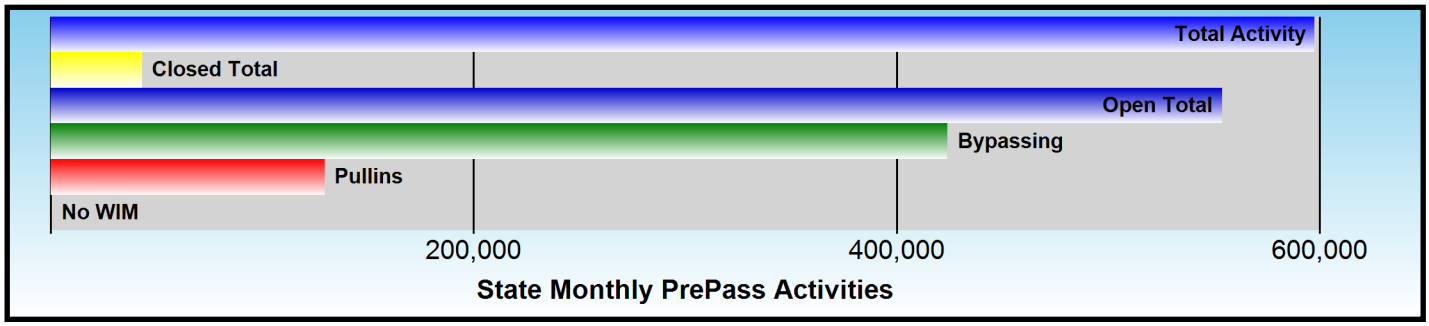
Total States Participating:	30	**January Bypasses / % to Open:**	4,001,059	74.0%
National Vehicles Enrolled:	416,818	**January Pullins / % to Open:**	1,403,848	26.0%
Unique DOT's Enrolled:	32,043	**January Closed / % to Activity:**	4,445,570	45.1%

PrePass State Partnering
Butch Lawson (931) 723-0275

Florida

State Statistics

Open to Total Activity Ratio:	93.0%	**Bypass to Open Ratio:**	77.0%
Vehicles Eligible to Bypass:	361,189	**Pullin to Open Ratio:**	23.0%
Unique DOT's Enrolled:	25,288	**Closed to Total Activity Ratio:**	7.0%
No WIM to Open Ratio:	0.0%		



Site Specific Data

Site	WIM Y/N	No WIM *	Pullins	Bypasses	Open Total	Closed Total	Total Activity	Open %
Ellaville EB	No	0	13,304	9,509	22,813	1,298	24,111	94.6%
Ellaville WB	No	0	7,500	16,745	24,245	1,794	26,039	93.1%
Flagler NB	No	0	5,819	30,630	36,449	1,802	38,251	95.3%
Flagler SB	No	0	7,698	29,471	37,169	2,961	40,130	92.6%
Martin County NB	No	0	3,497	16,513	20,010	20	20,030	99.9%
Pensacola EB	No	0	5,818	18,850	24,668	950	25,618	96.3%
Pensacola WB	No	0	5,066	19,172	24,238	1,167	25,405	95.4%
Plant City EB	No	0	5,403	25,038	30,441	3,603	34,044	89.4%
Plant City WB	No	0	5,216	23,542	28,758	6,003	34,761	82.7%
Punta Gorda NB	No	0	1,939	10,284	12,223	3,054	15,277	80.0%
Punta Gorda SB	No	0	2,341	7,006	9,347	521	9,868	94.7%
Sneads EB	No	0	4,727	20,708	25,435	1,043	26,478	96.1%
Sneads WB	No	0	3,605	19,908	23,513	1,321	24,834	94.7%
White Springs NB	No	0	16,210	28,864	45,074	5,054	50,128	89.9%
White Springs SB	No	0	15,730	35,361	51,091	328	51,419	99.4%
Wildwood SB	No	0	15,706	48,108	63,814	3,323	67,137	95.1%
Yulee NB	No	0	5,383	32,652	38,035	4,869	42,904	88.7%
Yulee SB	No	0	4,881	31,835	36,716	4,329	41,045	89.5%
Total		**0**	**129,843**	**424,196**	**554,039**	**43,440**	**597,479**	**93.0%**

*** No WIM is included in Pullins.**

CONFIDENTIAL STATEMENT: HELP Inc. proprietary and confidential information.

PrePass Month At A Glance

February, 2012

National Statistics

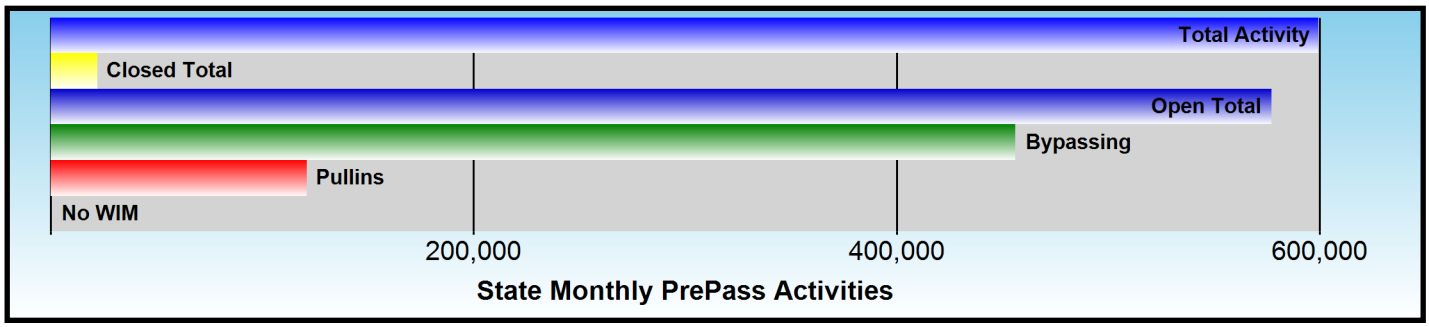
Total States Participating:	30	**February Bypasses / % to Open:**	4,140,404	74.3%
National Vehicles Enrolled:	418,630	**February Pullins / % to Open:**	1,430,694	25.7%
Unique DOT's Enrolled:	32,499	**February Closed / % to Activity:**	4,212,805	43.1%

PrePass State Partnering
Butch Lawson (931) 723-0275

Florida

State Statistics

Open to Total Activity Ratio:	96.0%	**Bypass to Open Ratio:**	79.0%
Vehicles Eligible to Bypass:	365,011	**Pullin to Open Ratio:**	21.0%
Unique DOT's Enrolled:	25,651	**Closed to Total Activity Ratio:**	4.0%
No WIM to Open Ratio:	0.0%		



Site Specific Data

Site	WIM Y/N	No WIM *	Pullins	Bypasses	Open Total	Closed Total	Total Activity	Open %
Ellaville EB	No	0	11,637	12,088	23,725	433	24,158	98.2%
Ellaville WB	No	0	6,726	18,859	25,585	434	26,019	98.3%
Flagler NB	No	0	5,445	32,587	38,032	343	38,375	99.1%
Flagler SB	No	0	7,692	31,818	39,510	554	40,064	98.6%
Martin County NB	No	0	2,753	16,777	19,530	1	19,531	100.0%
Pensacola EB	No	0	3,372	21,927	25,299	117	25,416	99.5%
Pensacola WB	No	0	5,765	18,970	24,735	306	25,041	98.8%
Plant City EB	No	0	3,673	27,886	31,559	2,660	34,219	92.2%
Plant City WB	No	0	4,312	26,340	30,652	3,833	34,485	88.9%
Punta Gorda NB	No	0	2,106	10,837	12,943	2,209	15,152	85.4%
Punta Gorda SB	No	0	1,101	6,620	7,721	1,514	9,235	83.6%
Sneads EB	No	0	5,404	19,293	24,697	138	24,835	99.4%
Sneads WB	No	0	3,786	20,695	24,481	433	24,914	98.3%
White Springs NB	No	0	17,297	33,157	50,454	121	50,575	99.8%
White Springs SB	No	0	16,239	36,284	52,523	21	52,544	100.0%
Wildwood SB	No	0	12,962	54,975	67,937	1,486	69,423	97.9%
Yulee NB	No	0	5,934	33,356	39,290	3,874	43,164	91.0%
Yulee SB	No	0	4,938	33,582	38,520	3,632	42,152	91.4%
Total		**0**	**121,142**	**456,051**	**577,193**	**22,109**	**599,302**	**96.0%**

*** No WIM is included in Pullins.**

CONFIDENTIAL STATEMENT: HELP Inc. proprietary and confidential information.

PrePass Month At A Glance

March, 2012

National Statistics

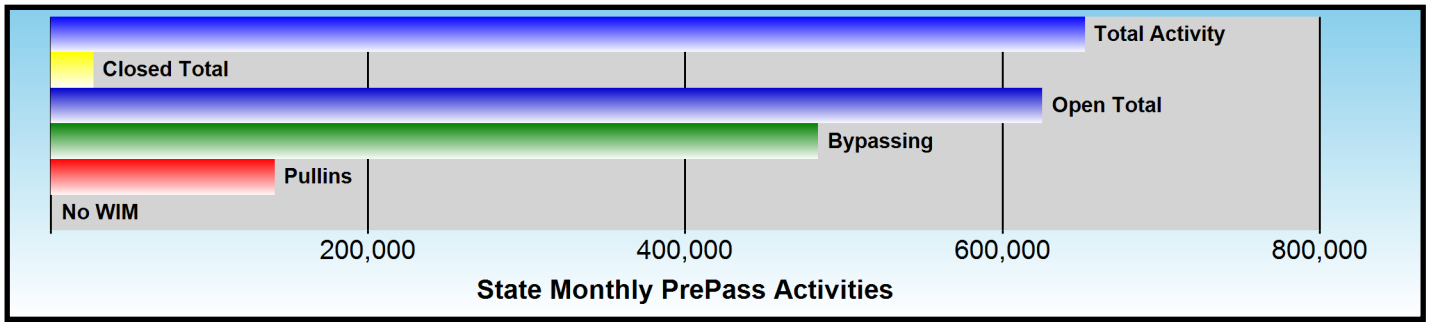
Total States Participating:	30	**March Bypasses / % to Open:**	4,477,855	74.7%
National Vehicles Enrolled:	420,994	**March Pullins / % to Open:**	1,515,014	25.3%
Unique DOT's Enrolled:	32,848	**March Closed / % to Activity:**	4,796,071	44.5%

PrePass State Partnering
Butch Lawson (931) 723-0275

Florida

State Statistics

Open to Total Activity Ratio:	96.0%	**Bypass to Open Ratio:**	77.0%
Vehicles Eligible to Bypass:	275,360	**Pullin to Open Ratio:**	23.0%
Unique DOT's Enrolled:	21,059	**Closed to Total Activity Ratio:**	4.0%
No WIM to Open Ratio:	0.0%		



Site Specific Data

Site	WIM Y/N	No WIM *	Pullins	Bypasses	Open Total	Closed Total	Total Activity	Open %
Ellaville EB	No	0	10,511	14,356	24,867	1,078	25,945	95.8%
Ellaville WB	No	0	7,483	19,533	27,016	901	27,917	96.8%
Flagler NB	No	0	6,187	34,406	40,593	169	40,762	99.6%
Flagler SB	No	0	8,342	33,547	41,889	663	42,552	98.4%
Martin County NB	No	0	3,731	16,782	20,513	163	20,676	99.2%
Pensacola EB	No	0	6,416	21,277	27,693	86	27,779	99.7%
Pensacola WB	No	0	4,504	22,351	26,855	247	27,102	99.1%
Plant City EB	No	0	5,207	24,589	29,796	6,100	35,896	83.0%
Plant City WB	No	0	4,577	27,113	31,690	3,642	35,332	89.7%
Punta Gorda NB	No	0	2,111	12,526	14,637	2,265	16,902	86.6%
Punta Gorda SB	No	0	3,092	11,949	15,041	661	15,702	95.8%
Sneads EB	No	0	8,615	19,986	28,601	147	28,748	99.5%
Sneads WB	No	0	4,779	21,804	26,583	177	26,760	99.3%
White Springs NB	No	0	18,562	36,479	55,041	654	55,695	98.8%
White Springs SB	No	0	18,323	36,793	55,116	2,365	57,481	95.9%
Wildwood SB	No	0	17,042	56,694	73,736	1,081	74,817	98.6%
Yulee NB	No	0	7,036	36,087	43,123	3,593	46,716	92.3%
Yulee SB	No	0	4,841	37,418	42,259	3,079	45,338	93.2%
Total		**0**	**141,359**	**483,690**	**625,049**	**27,071**	**652,120**	**96.0%**

*** No WIM is included in Pullins.**

CONFIDENTIAL STATEMENT: HELP Inc. proprietary and confidential information.

PrePass Month At A Glance

January, 2012

National Statistics

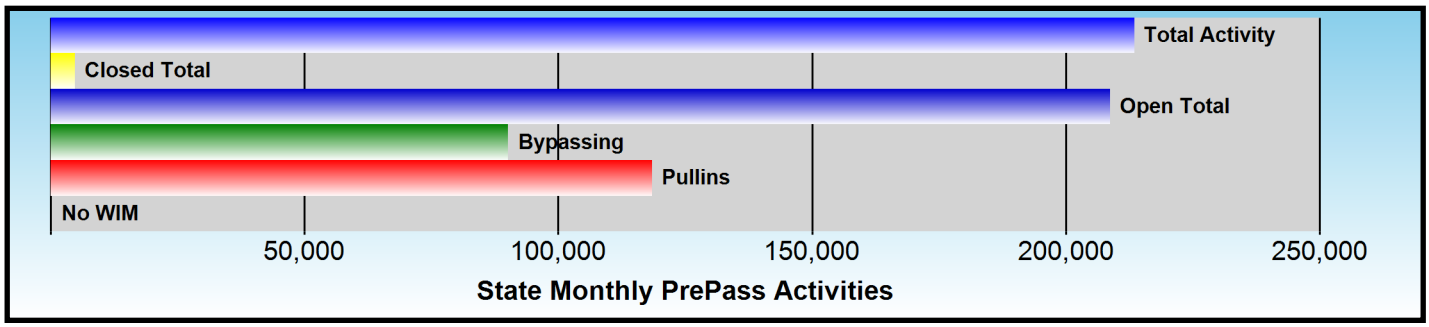
Total States Participating:	30	**January Bypasses / % to Open:**	4,001,059	74.0%
National Vehicles Enrolled:	416,818	**January Pullins / % to Open:**	1,403,848	26.0%
Unique DOT's Enrolled:	32,043	**January Closed / % to Activity:**	4,445,570	45.1%

PrePass State Partnering
Butch Lawson (931) 723-0275

Florida Agriculture

State Statistics

Open to Total Activity Ratio:	98.0%	**Bypass to Open Ratio:**	43.0%
Vehicles Eligible to Bypass:	119,275	**Pullin to Open Ratio:**	57.0%
Unique DOT's Enrolled:	25,288	**Closed to Total Activity Ratio:**	2.0%
No WIM to Open Ratio:	0.0%		



Site Specific Data

Site	WIM Y/N	No WIM *	Pullins	Bypasses	Open Total	Closed Total	Total Activity	Open %
Ag Live Oak 6A WB	No	0	16,573	9,445	26,018	0	26,018	100.0%
Ag Live Oak 6B EB	No	0	16,209	9,207	25,416	0	25,416	100.0%
Ag Pensacola EB	No	0	15,377	9,953	25,330	201	25,531	99.2%
Ag White Spring 9A NB	No	0	26,517	22,088	48,605	1,670	50,275	96.7%
Ag Yulee 16a NB	No	0	23,084	19,795	42,879	2,256	45,135	95.0%
Ag Yulee 16a SB	No	0	20,800	19,655	40,455	704	41,159	98.3%
Total		**0**	**118,560**	**90,143**	**208,703**	**4,831**	**213,534**	**98.0%**

*** No WIM is included in Pullins.**

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PrePass Month At A Glance

February, 2012

National Statistics

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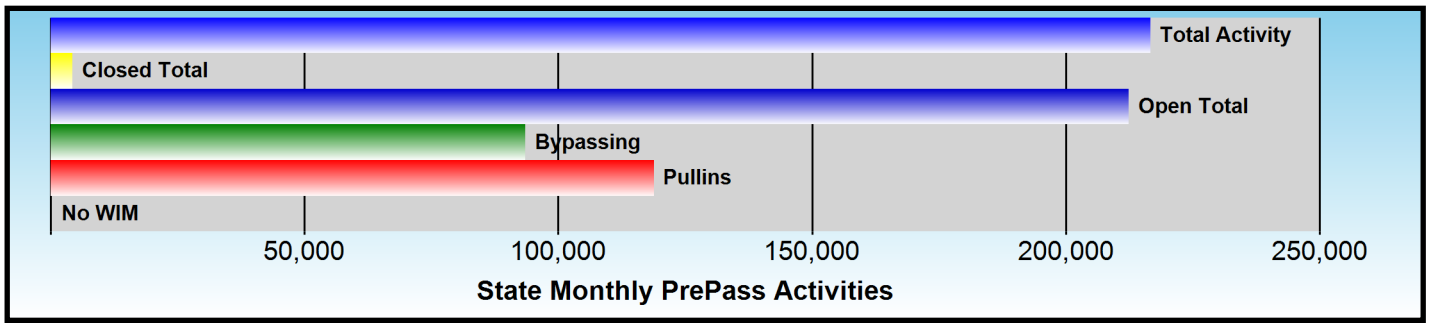
Unique DOT's Enrolled:	32,499	**February Closed / % to Activity:**	4,212,805	43.1%

PrePass State Partnering
Butch Lawson (931) 723-0275

Florida Agriculture

State Statistics

Open to Total Activity Ratio:	98.0%	**Bypass to Open Ratio:**	44.0%
Vehicles Eligible to Bypass:	121,307	**Pullin to Open Ratio:**	56.0%
Unique DOT's Enrolled:	25,651	**Closed to Total Activity Ratio:**	2.0%
No WIM to Open Ratio:	0.0%		



Site Specific Data

Site	WIM Y/N	No WIM *	Pullins	Bypasses	Open Total	Closed Total	Total Activity	Open %
Ag Live Oak 6A WB	No	0	16,564	9,531	26,095	0	26,095	100.0%
Ag Live Oak 6B EB	No	0	17,507	9,656	27,163	0	27,163	100.0%
Ag Pensacola EB	No	0	15,030	9,988	25,018	256	25,274	99.0%
Ag White Spring 9A NB	No	0	26,404	22,324	48,728	1,715	50,443	96.6%
Ag Yulee 16a NB	No	0	22,189	21,155	43,344	2,115	45,459	95.3%
Ag Yulee 16a SB	No	0	21,212	20,824	42,036	253	42,289	99.4%
Total		**0**	**118,906**	**93,478**	**212,384**	**4,339**	**216,723**	**98.0%**

*** No WIM is included in Pullins.**

CONFIDENTIAL STATEMENT: HELP Inc. proprietary and confidential information.

PrePass Month At A Glance

March, 2012

National Statistics

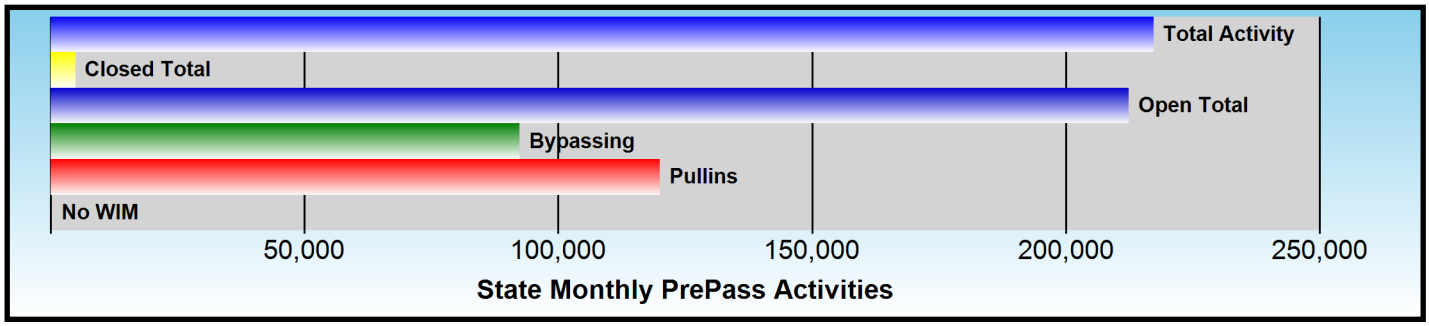
Total States Participating:	30	**March Bypasses / % to Open:**	4,477,855	74.7%
National Vehicles Enrolled:	420,994	**March Pullins / % to Open:**	1,515,014	25.3%
Unique DOT's Enrolled:	32,848	**March Closed / % to Activity:**	4,796,071	44.5%

PrePass State Partnering
Butch Lawson (931) 723-0275

Florida Agriculture

State Statistics

Open to Total Activity Ratio:	98.0%	**Bypass to Open Ratio:**	43.0%
Vehicles Eligible to Bypass:	92,582	**Pullin to Open Ratio:**	57.0%
Unique DOT's Enrolled:	21,059	**Closed to Total Activity Ratio:**	2.0%
No WIM to Open Ratio:	0.0%		



Site Specific Data

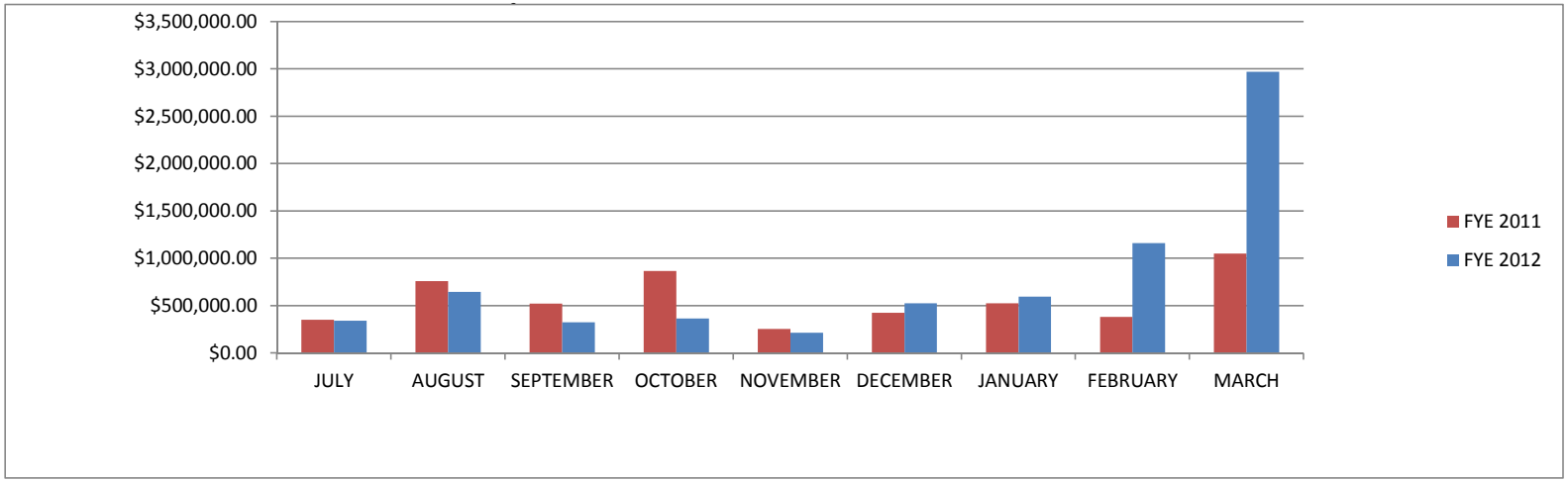
Site	WIM Y/N	No WIM *	Pullins	Bypasses	Open Total	Closed Total	Total Activity	Open %
Ag Live Oak 6A WB	No	0	15,725	9,427	25,152	0	25,152	100.0%
Ag Live Oak 6B EB	No	0	18,584	10,445	29,029	0	29,029	100.0%
Ag Pensacola EB	No	0	16,424	11,241	27,665	287	27,952	99.0%
Ag White Spring 9A NB	No	0	21,346	18,000	39,346	1,269	40,615	96.9%
Ag Yulee 16a NB	No	0	25,039	21,690	46,729	2,313	49,042	95.3%
Ag Yulee 16a SB	No	0	22,936	21,534	44,470	1,052	45,522	97.7%
Total		**0**	**120,054**	**92,337**	**212,391**	**4,921**	**217,312**	**98.0%**

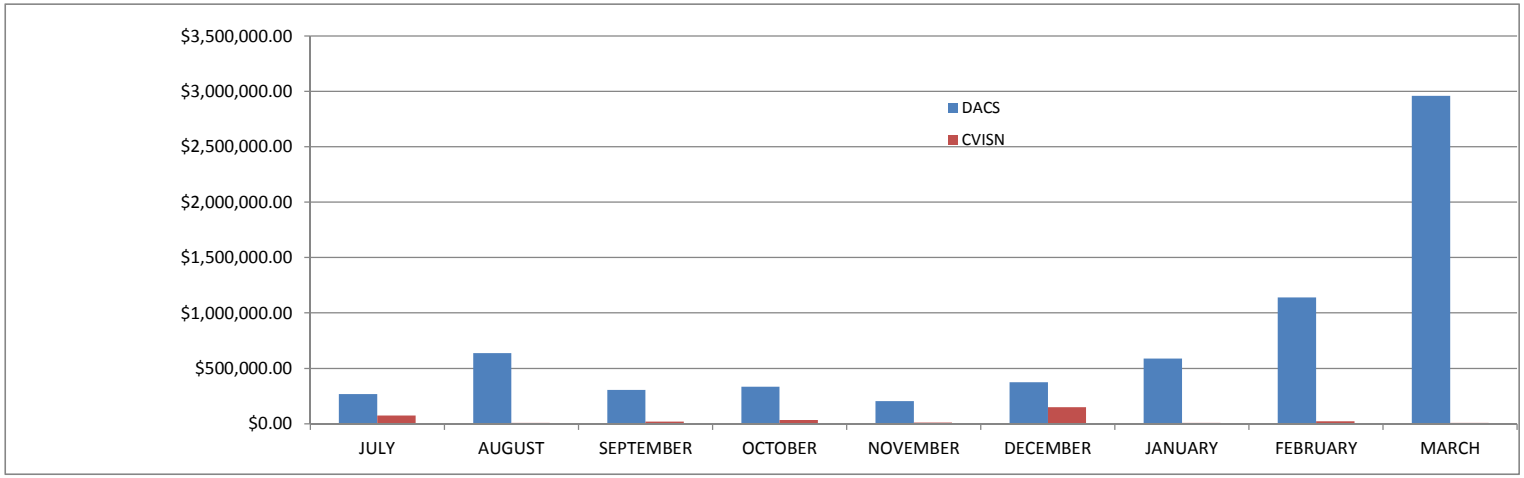
*** No WIM is included in Pullins.**

CONFIDENTIAL STATEMENT: HELP Inc. proprietary and confidential information.

	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	TOTAL
FYE 2011	$353,433.87	$760,489.37	$523,100.55	$867,595.54	$254,540.59	$424,470.98	$524,465.52	$382,351.13	$1,049,620.11	$5,140,067.66
FYE 2012	$342,791.47	$644,854.74	$324,936.80	$365,875.32	$214,115.09	$524,767.66	$595,744.55	$1,161,977.48	$2,969,689.26	$7,144,752.37

* I-75 closed



	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	TOTAL
DACS	$268,772.71	$637,134.98	$304,718.53	$333,215.46	$205,112.40	$374,821.90	$589,181.47	$1,140,679.60	$2,960,899.16	$6,814,536.21
CVISN	$74,018.76	$7,719.76	$20,218.27	$32,659.86	$9,002.69	$149,945.76	$6,563.08	$21,297.88	$8,790.10	$330,216.16
	$342,791.47	$644,854.74	$324,936.80	$365,875.32	$214,115.09	$524,767.66	$595,744.55	$1,161,977.48	$2,969,689.26	$7,144,752.37

DACS/CVISN 2011-2012