eCVSP

KANSAS

Commercial Vehicle Safety Plan

Federal Motor Carrier Safety Administration's
Motor Carrier Safety Assistance Program

Fiscal Years 2018 - 2020
Annual Update FY 2020

Date of Approval: April 06, 2020

FINAL CVSP

U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of 49 CFR 350.201 and 205. The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to "prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety."

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements (FY 2018 - 2020)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2018 - 2020)
- Part 4: Financial Information (FY 2020)
- Part 5: Certifications and Documents

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit a 3-year plan or an Annual Update to a 3-year plan. As used within the eCVSP, the term 'State' means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

REMINDERS FOR FY 2020:

Multi-Year plans–For FY 2020, all States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans–Those States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in the previous year and indicate whether anything needs to be updated for the upcoming fiscal year via a Yes/No question provided in each Section of Parts 1-3. **NOTE: Answer carefully as there is one opportunity to check Yes/No and then the input is locked**.

- If Yes is indicated, the information provided for previously will be editable and State users can make any necessary changes to their project plan. (Note: Trend information that supports your current activities is not editable.)
- If No is indicated, then no information in this section will be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2019 plans. States must carefully review and update this information to reflect FY 2020 activities prior to submission to FMCSA.

States are reminded to **not** include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Personally Identifiable Information – PII is information which, on its own or matched with other data, would permit identification of that individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

Part 1 Section 2 - Mission/Goal Statement

> **Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.**
>
> ⦿ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**
>
> ○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Instructions:

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: Please do not include information on any other FMCSA grant activities or expenses in the CVSP.

The Kansas Highway Patrol (KHP) is designated as the lead agency for commercial vehicle enforcement by the Governor of Kansas. The Patrol administers all CMV enforcement programs, inspections, accidents and uploads the information to Safer. The Patrol's enforcement began as one of the first States to participate in the MCSAP Pilot State Motor Carrier Safety Plan. In recognition of the Federal Motor Carrier Safety Administration's (FMCSA) goal of the reduction of the Large Truck Fatality collision rates and in keeping consistent with the Kansas Highway Patrol Mission and Goals, Troop I will strive to attain the following goals:

- To ensure our commitment of enforcement actions on accident causing violations. This will be accomplished by continuously monitoring reports of State and Federal highway collisions, in an attempt to identify high crash areas and direct enforcement actions accordingly. Kansas MCSAP inspectors will vigorously enforce driver violations, striving to enforce traffic violations and detect impaired drivers operating CMVs. Additionally, all Troop I personnel will actively promote Seat Belt usage, through a combination of enforcement and educational programs.

- Increase contact with other enforcement agencies. Troop I personnel will participate in "Selective Enforcement" events throughout the state. Each Troop I supervisor will strive to conduct one enforcement effort per quarter throughout their respective coverage areas, as well as participate in Regional Enforcement efforts.

- Promote positive public awareness of the Mission of the Kansas Highway Patrol and the MCSAP program, through the Troop I Public Resource Officers. Education will be presented through media, safety programs and public appearances for industry, public, and other enforcement agencies.

- Troop I safety audit personnel will work to assure all Kansas Motor Carrier New Entrants have a Federally mandated safety audit within 12 months of beginning operation.

- Strive for improvement and maintenance, of high quality roadside inspections. This will be accomplished through continued annual training in new CVSA regulations and changes, HM recertification, and monitoring of roadside inspections by the Troop I SafetyNet department.

Part 1 Section 3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

⦿ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

NOTE: *Please do not include activities or expenses associated with any other FMCSA grant program.*

The Kansas Highway Patrol (KHP) is designated as the lead agency for commercial vehicle enforcement by the Governor of Kansas. The Patrol administers all CMV enforcement programs, inspections, accidents and uploads the information to Safer. The Patrol's enforcement began as one of the first States to participate in the MCSAP Pilot State Motor Carrier Safety Plan.

MCSAP directly encompasses a Captain, nine Lieutenants, 26 full time Technical Troopers dedicated to inspections, nine accident reconstructionists, four part time inspectors, one compliance review officer, one full time safety auditor, two part time safety auditors and five administrative positions to provide the support for all activities. MCSAP also contains one accounting specialist as a support position as well as one part time IT specialists.

The Patrol dedicates one full-time position to the compliance review (CR) program. This Investigator will focus primarily on passenger carriers (party bus) reviews or other significant investigations. In addition to conducting CR's based on the CSA model, we will also investigate complaints to determine if CR's are necessary on those carriers. Kansas will continue evaluating all CMV fatalities to determine if a compliance review is needed based on the collision circumstances and post-crash inspection. The MCSAP funded CR program remains focused on Kansas based interstate carriers. Through non-funded, the Kansas Corporation Commission conducts compliance reviews on intrastate operations to provide greater continuity with effective enforcement of the FMCSRs upon all motor carriers operating in the state.

Of the personnel above the Kansas New Entrant program is comprised of an Administrative Lieutenant, and three Safety & Health Inspectors. One of the Safety & Health Inspectors is a full time employee while the other two are part-time; all three of which are civilians and conduct New Entrant Safety Audits. The New Entrant program is supplemented by four technical troopers and a Law Enforcement Officer who complete audits on a part time basis. In addition, all New Entrant personnel with the exception of the civilian support position are trained in CVSA Level I, Bulk Packaging, Cargo Tank, Hazardous Materials inspections. The employees must meet and sustain all qualifications to the Federal and State standards to maintain their employment.

Kansas has a Public Resource Officer (PRO) program, which has assisted the industry as well as our inspectors with different types of safety issues. We have one full time Motor Carrier Lieutenant and one part time PRO assigned supplementing our outreach efforts with other MCSAP personnel as necessary to meet industry requests.

The Patrol has trained numerous agencies over the past 35 years. The Patrol partners through memorandum of understandings (MOUs) with 19 other local enforcement agencies. Through the MOUs the Patrol has added 30 additional enforcement personnel throughout the state who participate in CMV inspections and enforcement. If these inspector's receive their inspector training at the Patrol's training facility, the training, overnight stay, and training materials are covered by MCSAP funding. All other operating expenses for our MOU partners are paid by the MOU agency. Through FMCSA's MCSAP Programs, the Patrol currently employs or partners through MOUs with local agencies, 328 NAS certified inspectors.

Kansas continues to enhance awareness of hazardous materials transportation and violations through annual training. We conduct annual General Hazardous Materials (GHM) recertification and refresher training, as well as a GHM class every summer. There are currently 84 Troopers and local inspectors fully trained in the hazardous materials regulations, with 66 of those also certified to conduct Cargo Tank/Other Bulk Packaging inspections.

Two MCSAP Troopers are certified by the NTC for hazardous materials instructors and we have one train the trainer RAM instructor. We currently send at least two MCSAP Troopers to the annual COHMED conference and we are active in the Uniform Forms and Procedures Working Group. Kansas MCSAP inspectors are directed to perform a minimum of 10% of their total inspections on hazardous materials carriers.

Enhanced monitoring of out-of-service vehicles and drivers insures that only safe CMVs continue to operate in Kansas. We continue to monitor out-of-service violations by use of covert activities, re-inspection procedures, and follow-up with motor carriers. At fixed sites, we survey vehicles and drivers to ensure violations have been corrected. Additionally, we monitor violations of out-of-service orders for problem drivers and motor carriers. We currently have a procedure to notify and contact motor carriers to ensure driver/vehicle inspection violations are corrected.

All Kansas officers have been trained and instructed to issue misdemeanor citations to drivers for the applicable out-of-service violations, as well as other applicable violations, of the Federal Motor Carrier Safety Regulations (FMCSR) discovered during roadside inspections. This change in policy emphasizes the driver's increased role, understanding, responsibility, and holds them accountable and liable for areas under their purview.

The KCC will assess civil penalties to all motor carriers for the applicable OOS violations of the FMCSRs discovered during roadside inspection as determined by the CVSA North American Standard Out-Of-Service criteria. This program emphasizes the increased role, understanding, and responsibility of motor carriers and holds them accountable and liable for areas under their purview.

Commercial Vehicle Drug Interdiction/Homeland Security programs will continue to be stressed during the upcoming year. When schedules allow, we will send selected personnel to DIAP/Homeland Security approved training. We will continue to have personnel participate in HIDTA (High Intensity Drug Trafficking Area) funded lanes and enforcements during the upcoming year and will emphasize drug interdiction activities during statewide efforts.

The Kansas Highway Patrol utilizes a Performance Based Brake Tester (PBBT). This equipment was purchased in CY2010. Training on the equipment was held in Kansas in early CY2011. The CMVs are screened for braking efficiency. Due to wear and tear on the PBBT during travel across the state over the years, Kansas has placed this PBBT at the Liberal, Kansas scale facility, where it will be utilized at the direction of the scale facility Lieutenant.

During FFY 2019 & 2020, Kansas will train and equip selected Technical Troopers in the area of post-crash inspections. These individuals will complete in-depth post-crash inspections for serious injury and fatality crashes involving CMVs, with the hope of identifying any violations which may have been causation factors in the crash and documenting those violations in a detailed post-crash inspection report.

Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

◉ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Instructions:

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements —Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	KANSAS HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	287
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	287
Traffic Enforcement Activities	287
Investigations*	10
Public Education and Awareness	2
Data Collection and Reporting	5
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	32
Total # of MCSAP Participating Personnel:	40

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Part 2 - Crash Reduction and National Program Elements

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Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 - 2020 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

***Note**: For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the Activity Dashboard and/or the CVSP Toolkit on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: http://ai.fmcsa.dot.gov. A user id and password are required to access this system.*

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/ objectives.

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

◉ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2012 - 2016

Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- *Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.*
- *In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.*
- *The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).*
  - *In the Goal column, enter the goal from the corresponding CVSP for the measurement period.*
  - *In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.*
- *Include the data source and capture date in the narrative box provided below the tables.*
- *If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.*

ALL CMV CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

Goal measurement as defined by your State: Actual # Fatal Crashes

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	62	51	61
01/01/2015	12/31/2015	44	52	62
01/01/2014	12/31/2014	64	53	44
01/01/2013	12/31/2013	49	54	64
01/01/2012	12/31/2012	54	55	49

MOTORCOACH/PASSENGER CARRIER CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Actual # Fatal Crashes

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	0	0	0
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	1	0	1
01/01/2013	12/31/2013	1	0	1
01/01/2012	12/31/2012	2	0	2

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Actual # Fatal Crashes

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	0	0	0
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	0	0	0
01/01/2013	12/31/2013	0	0	0
01/01/2012	12/31/2012	0	0	0

Enter the data sources and capture dates of the data listed in each of the tables above.
KDOT/FARS Data and MCMIS - June 2017

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

The challenge for Kansas will always be how to reduce already low number of fatality collisions when combined with the number of Kansas rural road miles and two lane roads. The Kansas Legislature provided an additional challenge to Kansas during the 2014 Legislative Session, when they passed a bill which was ultimately signed into law. This law exempted CMVs engaged in intrastate commerce, with a GVWR of 26,000 pounds or less, of all applicable safety regulations with the exception of load securement and annual inspection requirements.

This law went into effect on July 1, 2014, and a negative impact on the motoring public was realized, which caused the legislature to make changes to the law in 2015. During the 2015 Kansas Legislative Session,
due to numerous crashes involving CMVs with a GVWR of 26,000 pounds or less engaged in intrastate commerce, the legislature brought back in "For Hire" carriers in their entirety, load securement, annual inspection, and coupling device regulations for "Private Carriers". There were no further changes
during the 2016 or 2017 Kansas Legislative Sessions.

Another difficulty is our states speed limits, which is 75 miles per hour on the interstate. The increased speeds on interstates mean crash severity is exponentially exacerbated when a crash occurs.

Narrative Overview for FY 2018 - 2020

Instructions:

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.
Over the past decade of FARS accident data (CY2007 – CY2016), Kansas has achieved significant improvements regarding CMV safety. Kansas has been successful in reducing all CMV accidents over the last decade but continues to have difficulty maintaining a reduced number of deaths. Within the past ten years, Kansas has reported 72 fatal accidents in CY2007 compared to 44 fatal accidents in CY2014 which was Kansas' best reporting year showing a 25% reduction in fatal accidents from the ten year average.

Kansas does not have an isolated CMV crash corridor. KS FARS Data - June 2017, analyzed from CY 2111 through CY 2015, indicated that Johnson, Sedgwick, Wyandotte, and Shawnee counties represent 37% of all KS CMV collisions.

KS FARS Data - June 2017, indicated Johnson, Sedgwick, Shawnee and Wyandotte counties represented 48.7 % of all Kansas crashes, 41% of CMV crashes and 10% of CMV fatality crashes in CY 2015. CY2015 KDOT FARS Data also revealed that the largest percentage of all accidents (16.8%) in Kansas occurs on Fridays, during the time period of 5:00 p.m. to 5:59 p.m., which represents the largest time frame (8.7%) during the twenty-four hour day. Each of these counties have major metropolitan areas with the highest traffic counts in Kansas.

Kansas Accidents Involving CMV's								
KDOT								
Year	2009	2010	2011	2012	2013	2014	2015	2016
Johnson	419	432	542	437	463	543	627	654
Sedgwick	310	291	332	281	355	356	299	345

Wyandotte	171	209	212	200	226	244	272	166
Shawnee	102	131	156	134	128	125	129	112
Total	1002	1063	1242	1052	1172	1268	1327	1277

Kansas set a goal to reduce the number of CMV accidents in these four high crash counties by 55 from CY2013-CY2017, with an annual benchmark of 11 fewer crashes per year. These high collision areas prove challenging and Kansas is working hard to meet this goal by scheduling selective enforcement lanes specifically within these high collision areas.

Moving hazardous violations such as following too close, improper passing, failing to signal lane changes are examples of accident causing violations that Kansas focuses on to help reduce the number and severity of crashes. In addition to the moving hazardous violations, speed is often a major contributing factor in traffic accidents. Again, Kansas will also focus on speed to help reduce the number and severity of crashes.

Kansas' safety restraint usage has maintained consistent over the past decade. In CY2007, 85.6% of drivers of large vehicles involved in collisions were wearing safety belts. In CY2016, this percentage rose to 86.9%, a 1% increase. Kansas expects the usage of safety belts to either increase or maintain current levels based upon the last five year's data trend.

Enter the data source and capture date:
KDOT FARS/Accident Data 2011 through 2015, captured June 2017.

Projected Goal for FY 2018 - 2020:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2018	1
2019	1
2020	1

Kansas expects to reduce the average crashes (56) from CY 2011-2015 by 3% from CY2018 until 2020, with an annual benchmark reduction of 1%.

Program Activities for FY 2018 - 2020: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.
Kansas will dedicate 160 hours of directed patrol activities to this crash reduction objective each quarter of FY2020. These hours will be dedicated to the high crash locations within the four focus counties. Violations will be noted on inspection reports with citations issued as appropriate.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.
Kansas will dedicate 40 hours per quarter in each of the following counties: Johnson, Sedgwick, Wyandotte, and Shawnee. Kansas expects a 1% reduction in the total number of crashes occurring in the combined mentioned counties based on the average number of crashes from CY2011 to CY2015. Kansas will evaluate the inspection activity generated in each county on a quarterly basis. The grant manager will report the total number of inspections per deployment for each county, the total number of CMV crashes, and the total number of inspections completed in the MCSAP annual reports. The reduction of crashes will be evaluated when annual CY data is released.

Part 2 Section 3 - Roadside Inspections

Please review the description of your State's overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2018 - 2020.

Note*: In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.*

Trend Analysis for 2012 - 2016

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	8936	8902	7852	8227	7704
Level 2: Walk-Around	25651	24308	23448	22319	21654
Level 3: Driver-Only	21596	23290	23498	21622	18364
Level 4: Special Inspections	62	24	34	15	3
Level 5: Vehicle-Only	106	91	99	57	91
Level 6: Radioactive Materials	0	0	0	0	0
Total	**56351**	**56615**	**54931**	**52240**	**47816**

Narrative Overview for FY 2018 - 2020

Overview*:*

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.
In addition to our roadside inspectors, the KHP currently has 8 fixed scale house locations located across the state. The scale houses are cumulatively staffed by approximately 22 NAS certified Motor Carrier Inspectors. All Kansas inspectors utilize insPECT software to complete CMV inspections. The transition from Aspen and hand written inspections to insPECT was completed during CY 2016. Having all inspectors in Kansas utilize insPECT alleviated the need for inspections to be hand entered into SAFETNET by KHP personnel.

KHP personnel utilize Digiticket software to issue citations to motorists. Digiticket is a computer based program that enables Officers to fill out citations, via their Mobile Data Units (MDU) at the completion of the enforcement action. The Officer can then electronically forward those citations to the respective District Court jurisdiction for processing, while further advancing paper reduction efforts. Digiticket will ensure timely routing of CMV citations to the courts causing traffic violation conviction data to be more expeditiously disseminated.

Kansas Inspectors use insPECT, ISS, and CVIEW programs to conduct inspection with their MDUs. During these inspections, the driver's license is checked for validity, the motor carrier's USDOT number is checked to ensure that they are not operating under any out of service orders (OOSO) and if so, we impound if conditions warrant. KHP policy is set forth in outlining the number of CVSA inspections each KHP certified NAS Inspector is to obtain and

maintain both quarterly and yearly. This information is monitored at the first line-supervisor level, as well as by MCSAP Command Staff. Inspections are to be uploaded daily at the completion of the Officer's shift. Annual CVSA refresher training is provided to NAS inspectors and provided by KHP NAS certified instructors. KHP SafetyNet staff monitors, via the FMCSA Portal, its state data quality rating intermittently throughout the quarter as a quality control measure in order to stave off issues as they may arise.

Projected Goals for FY 2018 - 2020

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2018 - 2020. For FY 2020, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit Part 1, MCSAP Structure.

Note:Per the MCSAP Comprehensive Policy, States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: KANSAS HIGHWAY PATROL

Enter the total number of certified personnel in the Lead agency: 287

Projected Goals for FY 2020 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6300	1200	15	7515	14.49%
Level 2: Walk-Around	24500	2000	40	26540	51.17%
Level 3: Driver-Only	17500	70	30	17600	33.93%
Level 4: Special Inspections	30	5	5	40	0.08%
Level 5: Vehicle-Only	100	10	60	170	0.33%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	**48430**	**3285**	**150**	**51865**	

MCSAP subrecipient agency

Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.

Subrecipient is:

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2020 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	**0**	**0**	**0**	**0**	

Non-Funded Agencies

Total number of agencies:	32
Enter the total number of non-funded certified officers:	40
Enter the total number of inspections projected for FY 2020:	1600

Summary

Projected Goals for FY 2020 - Roadside Inspections Summary

Projected Goals for FY 2020 Summary for All Agencies					
MCSAP Lead Agency: KANSAS HIGHWAY PATROL **# certified personnel: 287**					
Subrecipient Agencies: **# certified personnel: 0**					
Number of Non-Funded Agencies: 32 **# certified personnel: 40** **# projected inspections: 1600**					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6300	1200	15	7515	14.49%
Level 2: Walk-Around	24500	2000	40	26540	51.17%
Level 3: Driver-Only	17500	70	30	17600	33.93%
Level 4: Special Inspections	30	5	5	40	0.08%
Level 5: Vehicle-Only	100	10	60	170	0.33%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	**48430**	**3285**	**150**	**51865**	

Note:If the minimum numbers for Level 1 and Level 3 inspections are less than described in the MCSAP Comprehensive Policy, briefly explain why the minimum(s) will not be met.
The Kansas Highway Patrol has 45 full time Level 1 certified inspectors who are required to complete at least 30 percent Level 1 inspections per Federal Fiscal Year (FFY) . These inspectors are also required to complete 34 percent Level 3 inspections and 10 percent Hazardous Materials inspections per FFY. Additionally, Kansas has an additional 40 local (non-funded and non-full time) inspectors who are Level 1 certified and required to complete 32 Level 1 inspections per FFY and any amount of Level 2 and Level 3 inspections they deem appropriate. The remaining 242 inspectors in Kansas are not full-time and are only required to complete Level 2 and/or Level 3 inspections.

Projected Goals for FY 2019 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	48430	0	1600	50030
Enter total number of certified personnel	350	0	47	397
Projected Goals for FY 2020 Roadside Inspections				
Enter total number of projected inspections	48430	0	1600	50030
Enter total number of certified personnel	350	0	47	397

Part 2 Section 4 - Investigations

Please review your State's investigation goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

⦿ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.

☐   **The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.**

Trend Analysis for 2012 - 2016

Investigative Types - Interstate	2012	2013	2014	2015	2016
Compliance Investigations		0			0
Cargo Tank Facility Reviews	1		0	1	1
Non-Rated Reviews (Excludes CSA & SCR)	22	19	18	18	16
CSA Off-Site		0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	1	2
CSA On-Site Comprehensive	9	18	7	8	5
Total Investigations	**32**	**37**	**25**	**28**	**24**
Total Security Contact Reviews	1	5	0	1	0
Total Terminal Investigations			0	0	0

Investigative Types - Intrastate	2012	2013	2014	2015	2016
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)	1	6			
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive	1				
Total Investigations	**2**	**6**	**0**	**0**	**0**
Total Security Contact Reviews	1				
Total Terminal Investigations					

Narrative Overview for FY 2018 - 2020

Instructions:

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

Projected Goals for FY 2018 - 2020

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2018 - 2020.

Projected Goals for FY 2018 - 2020 - Investigations						
	FY 2018		**FY 2019**		**FY 2020**	
Investigation Type	**Interstate**	**Intrastate**	**Interstate**	**Intrastate**	**Interstate**	**Intrastate**
Compliance Investigations	2	0	2	0	2	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	5	0	5	0	5	0
CSA Off-Site	13	0	13	0	13	0
CSA On-Site Focused/Focused CR	5	0	5	0	5	0
CSA On-Site Comprehensive	5	0	5	0	5	0
Total Investigations	**30**	**0**	**30**	**0**	**30**	**0**
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

Add additional information as necessary to describe the carrier investigation estimates.
Due to having only one Investigator, the estimates for each category are intended to enable the investigator to work on more than one review at a time.

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.
Both the FMCSA FPM and the Kansas Highway Patrol Administrative Lieutenant assign Compliance Reviews. Reviews will be assigned based on the Safety Measurement System (SMS) or an internally or externally generated complaint. Additionally, reviews are assigned for Kansas carriers if they are involved and potentially at fault in a fatality collision.

The Kansas Highway Patrol has one full time employee dedicated to completing compliance reviews (CR's). Kansas will work with the FMCSA Kansas Division to conduct compliance reviews of high- risk motor carriers as identified on the high-risk carrier assignment list. The division will continue to conduct compliance reviews on interstate carriers that are identified as high-risk carriers on the FMCSA investigation prioritization list.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.
The full time compliance review officer will be required to average at a minimum, two compliance reviews per month. While these reviews are a minimum number, we will strive to increase our "carrier touches" during on site focused, and off site reviews. The Kansas Highway Patrol Commander and Administrative Lieutenant are both committed to the successful application of the CSA process.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).

Trend Analysis for 2012 - 2016

***Instructions**:*

Please refer to the MCSAP Comprehensive Policy for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. *Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).*
2. *Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.*
3. *Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.*

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2016	12/31/2016	3334	
01/01/2015	12/31/2015	3739	
01/01/2014	12/31/2014	5123	
01/01/2013	12/31/2013	6155	
01/01/2012	12/31/2012	6202	

☑ *The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the "CMV Traffic Enforcement Stops without an Inspection" table is not required to be completed and won't be displayed.*

☑ *The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the "Non-CMV Traffic Enforcement Stops" table is not required to be completed and won't be displayed.*

Enter the source and capture date of the data listed in the tables above.

Data from KHP internal sources - June 2017 Kansas does not conduct CMV Traffic Enforcement Stops without Inspection and has no mechanism at this time to determine how many citations and warnings were written for each stop without looking at each inspection individually. Kansas does conduct traffic stops on Non-CMVs which are operating around CMVs. However, Kansas had no mechanism for tracking the number of citations and warnings issued during these stops prior to 2014.

Narrative Overview for FY 2018 - 2020

Instructions:

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the MCSAP Comprehensive Policy.

Projected Goals for FY 2018 - 2020

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018 - 2020. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

Yes	No	Traffic Enforcement Activities	Enter Projected Goals (Number of Stops only)		
			FY 2018	FY 2019	FY 2020
●	○	CMV with Inspection	3000	3000	3000
○	●	CMV without Inspection	0	0	0
○	●	Non-CMV	6000	6000	6000
●	○	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	18	18	18

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the FAST Act requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

FY 2020 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2020 Activities	Average 2004/05 Activities
53465	30	407	53902	53021

Describe how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

Kansas enters traffic enforcement data after each deployment outlined above as well as every 15 days of the month. This activity is calculated monthly for review by all MCSAP supervisors and senior command staff as well as the MCSAP Commander for compliance with the FMCSA national traffic enforcement priorities. This information is also

reported to the Kansas Division of FMCSA monthly.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

⦿ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

◯ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in [49 CFR 350.201 (aa)](). States must achieve full participation by October 1, 2020. FMCSA defines "fully participating" in PRISM, for the purpose of determining eligibility for MCSAP funding, as when a State's or Territory's International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201(aa) (cc)]()). For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of full participation in PRISM, O&M costs are eligible expenses. O&M expenses must be included and described in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	No
PRISM	Exceeds Full Participation	No

Avaliable data sources:

- [FMCSA website ITD information]()
- [FMCSA website PRISM information]()

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency:
Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency:

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative and Projected Goal:
If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to implement full participation in PRISM.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Part 2 Section 7 - Public Education and Outreach

> **Please review the description of your State's public education and outreach activities, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.**
>
> ○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**
>
> ◉ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMVs that operate around large trucks and buses.

Trend Analysis for 2012 - 2016

In the table below, provide the number of public education and outreach activities conducted in the past 5 years.

Public Education and Outreach Activities	2012	2013	2014	2015	2016
Carrier Safety Talks	89	99	68	72	73
CMV Safety Belt Education and Outreach	89	99	68	72	73
State Trucking Association Meetings	4	4	4	4	4
State-Sponsored Outreach Events	1	1	1	1	1
Local Educational Safety Events					
Teen Safety Events			6	6	11

Narrative Overview for FY 2018 - 2020

Performance Objective: To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.

Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safely initiatives. Include the number of personnel that will be participating in this effort.
Kansas will continue to conduct educational programs. The Kansas Highway Patrol serves as a resource to the industry for CMV related questions and educational materials. This greatly reduces requests as well as the need for the lead MCSAP agency to provide educational programs. Public education and awareness activities are essential in educating the general public about sharing the road safely with CMVs. Our PROs disseminate information to carriers and the public through training classes and information booths at the state fair, farm shows, industrial associations, CDL truck driving schools, and similar events. The Kansas Highway Patrol PROs and MCSAP officers will strive to maintain a level of 75 programs annually. Kansas did not break down its safety and outreach tracking into each of the activity types listed in the above chart, but will do so in the future. Kansas did report the activity types it did track from 2012 through 2016.

Projected Goals for FY 2018 - 2020

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

Yes	No	Activity Type	Performance Goals		
			FY 2018	FY 2019	FY 2020
◉	○	Carrier Safety Talks	75	75	75
◉	○	CMV Safety Belt Education and Outreach	75	75	75
◉	○	State Trucking Association Meetings	4	4	4
◉	○	State-Sponsored Outreach Events	1	1	1
◉	○	Local Educational Safety Events	5	5	5
◉	○	Teen Safety Events	5	5	5

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.

The number of students, programs given, and hours spent are reported to the SPM through the MCSAP quarterly review. Kansas has not tracked the activity types as listed above in the projected goals in the past, but will do so starting in FFY 2018.

Part 2 Section 8 - State Safety Data Quality (SSDQ)

Please review your State's SSDQ compliance levels and narrative overview and identify if changes are needed for the upcoming fiscal year. You must also update the newly added Crash VIN Accuracy category rating. You must select 'yes' to make changes.

◉ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

The FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	Yes

Available data sources:

- FMCSA website SSDQ information

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2018 - 2020.

SSDQ Category	Current SSDQ Rating	Goal for FY 2018	Goal for FY 2019	Goal for FY 2020
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.
A&I August 7, 2019

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

◉ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP (49 CFR 350.201.) The Act allows a State to conduct intrastate New Entrant safety audits at the State's discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Note: The FAST Act also says that a State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

Yes	No	Question
◉	○	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
○	◉	Does your State conduct Group safety audits at non principal place of business locations?
○	◉	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2012 - 2016

In the table below, provide the number of New Entrant safety audits conducted in the past 5 years.

New Entrant Safety Audits	2012	2013	2014	2015	2016
Interstate	486	450	561	611	403
Intrastate					
Total Audits	**486**	**450**	**561**	**611**	**403**

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2018 - 2020

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency: Kansas Highway Patrol

Program Goal*: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.*

Program Objective: Statutory time limits for processing and completing interstate safety audits are:

- *If entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier —safety audit must be completed within 18 months.*
- *If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later—safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.*

Projected Goals for FY 2018 - 2020

For the purpose of completing the table below:

- ***Onsite safety audits*** *are conducted at the carrier's principal place of business.*
- ***Offsite safety audit*** *is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.*
- ***Group audits*** *are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).*

Projected Goals for FY 2018 - 2020 - New Entrant Safety Audits						
	FY 2018		**FY 2019**		**FY 2020**	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	107	0	107	0	107	0
# of Safety Audits (Offsite)	300	0	300	0	300	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	**407**	**0**	**407**	**0**	**407**	**0**
# of Non-Audit Resolutions	190	0	190	0	190	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

Kansas will conduct Safety Audits as determined by New Entrant entry dates and based on the carriers type of operation. The New Entrant Auditors are strategically placed throughout the state to ensure maximum effectiveness. Carriers requiring Onsite audits will be assigned to the nearest Auditor, reducing the travel expense and completion delays.

In addition to the completion guidlines based on the carriers new entrant date, auditors will focus on carriers in their inventory that are in an expedited status, have crashes, transport hazardous materials, and passengers. Focusing on these carriers is critical due to the potential impact that they have in the event of a catastrophic event.Carriers eligible for Offsite audits will be assigned according to Auditor workload and inventory. This will prevent carriers from becoming overdue and reduce the number of overdue carriers in our metropolitan area that generate greater numbers of New Entrant Carriers than the rural areas of the state.

Activity Plan for FY 2018 - 2020: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

The MCSAP New Entrant Lieutenant assigns Safety Audits on a weekly basis. The assignments will be based on the location of the carrier, the carriers' New Entrant entry date, and any special status applicable to the carrier.

Each full time Auditor is expected to complete a minimum of 10 audits per month. Each part time Auditor should average 3-4 audits per month, dependent upon the existing inventory at the time.

Kansas will provide overtime for new entrant auditors for expedited action and carriers within 30 days of being due or over due carriers.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.

Each Auditor completes a monthly activity sheet, which is monitored by the Kansas Highway Patrol MCSAP New Entrant Lieutenant.The activity sheet monitors the number of audits completed in addition to carrier contacts, inactivations, authority changes, failures, no contacts, and farm vehicles exempted due to FAST Act to provide a detailed picture of work output. The Auditor activities are reported both quarterly and annually to the SPM.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2018 - 2020).

Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities

Please review your State's Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

◉ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

Check this box if:

☑ **As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.**

Part 3 Section 2 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

◉ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

☑ **As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the MCSAP Comprehensive Policy as described either below or in the roadside inspection section.**

Part 3 Section 3 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2017 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2017 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2017 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

Activity: Describe State-specific activity conducted from previous year's CVSP.
KS did not have a State Specific activity in last years CVSP.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

Actual: Insert year to date progress (#, %, etc., as appropriate).

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Part 3 Section 4 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**

◉ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the MCSAP CVSP Planning Memorandum as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2018 - 2020. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Projected Goals for FY 2018 - 2020:
Enter performance goal.

Program Activities for FY 2018 - 2020: Describe the activities that will be implemented including level of effort.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Part 4 - Financial Information
Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- ***Allowable*** *costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.*
- ***Reasonable and Necessary*** *costs are those which a prudent person would deem to be judicious under the circumstances.*
- ***Allocable*** *costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.*
    - *For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.*

Instructions

The Spending Plan should include costs for FY 2020 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- ***Federal Share*** *means the portion of the total project costs paid by Federal funds. Federal share is 85 percent of the total project costs for this FMCSA grant program.*
- ***State Share*** *means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.*
- ***Total Project Costs*** *means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.*
- ***Maintenance of Effort (MOE)*** *means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.*

On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- *Calculation of Federal and State Shares*

    Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates an 85 percent Federal share and 15 percent State share automatically and populates these values in each line. Federal share is the product of Total Project Costs x .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

- *MOE Expenditures*

  States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

  - *If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal $0.00.*
  - *If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.*
  - *If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".*

  An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

  The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- *Financial Summary*

  The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

  The system will confirm that:

  - *Overtime value does not exceed the FMCSA limit.*
  - *Planned MOE Costs equal or exceed FMCSA limit.*
  - *States' proposed Federal and State share totals are each within $5 of FMCSA's Federal and State share estimated amounts.*
  - *Territories' proposed Total Project Costs are within $5 of $350,000.*

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$4,586,614.00	$809,401.00	$5,396,015.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	$809,401.00
MOE Baseline:	$341,825.51

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project.

Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website*.*

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note*: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see 2 CFR §200.430.*

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	$809,401.00

Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Administrative Specialist	1	100.0000	$35,000.00	$35,000.00	$29,750.00	$5,250.00	$0.00
Technical Trooper	27	100.0000	$67,642.00	$1,826,334.00	$1,552,383.90	$273,950.10	$0.00
Administrative Staff	2	100.0000	$41,000.00	$82,000.00	$69,700.00	$12,300.00	$0.00
PSA (SafetyNet Supervisor)	1	100.0000	$47,000.00	$47,000.00	$39,950.00	$7,050.00	$0.00
PSA II (Grant Manager)	1	100.0000	$52,000.00	$52,000.00	$44,200.00	$7,800.00	$0.00
Safety & Health Inspector CR	1	100.0000	$40,000.00	$40,000.00	$34,000.00	$6,000.00	$0.00
Safety & Health Inspector NE	1	100.0000	$40,000.00	$40,000.00	$34,000.00	$6,000.00	$0.00
Lieutenant	7	100.0000	$84,240.00	$589,680.00	$501,228.00	$88,452.00	$0.00
Captain	1	100.0000	$100,000.00	$100,000.00	$85,000.00	$15,000.00	$0.00
IT Support	2	50.0000	$60,000.00	$60,000.00	$51,000.00	$9,000.00	$0.00
Accounting Support	4	25.0000	$40,000.00	$40,000.00	$34,000.00	$6,000.00	$0.00
Safety and health Inspector 999	5	100.0000	$20,000.00	$100,000.00	$85,000.00	$15,000.00	$0.00
Technical Trooper PT NE	5	25.0000	$67,642.00	$84,552.50	$71,869.63	$12,682.87	$0.00
Technical Trooper PT MCSAP	4	75.0000	$67,642.00	$202,926.00	$172,487.10	$30,438.90	$0.00
MOE KHP Trooper Inspections	303	0.0000	$153,723.00	$0.00	$0.00	$0.00	$153,723.00
Records Staff	4	25.0000	$47,000.00	$47,000.00	$39,950.00	$7,050.00	$0.00
Subtotal: Salary				**$3,346,492.50**	**$2,844,518.63**	**$501,973.87**	**$153,723.00**
Overtime Project Costs						
MCSAP Overtime	1	100.0000	$88,316.00	$88,316.00	$75,068.60	$13,247.40	$0.00
Subtotal: Overtime				**$88,316.00**	**$75,068.60**	**$13,247.40**	**$0.00**
TOTAL: Personnel				**$3,434,808.50**	**$2,919,587.23**	**$515,221.27**	**$153,723.00**
Accounting Method:	**Modified Accrual**					

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.

The MCSAP grant funds one Captain, seven Lieutenants, 27 full time Technical Troopers, one Motor Carrier Inspector dedicated to inspections, two Public Service Administrators and two administrative positions to provide the support for all activities. MCSAP also contains one accounting specialist, two part time IT specialists, and four records specialists.

The salary and fringe assumes all positions filled for an entire year. Any expended overage will be counted as MOE.

The MCSAP Captain supervises activities of all MCSAP personnel and projects. He spends his time implementing this project, supervising staff, and conducting activities to meet the objectives of this project. Activities include: supervising daily operation of projects and staff, grant writing and compliance, providing staff training/technical assistance, coordinating staff work schedule/assignments, ensuring data entry, tracking and following-up on procedures to meet quality assurance, and tracking policy to ensure compliance.

The Technical Troopers and Lieutenants are average hourly wages for each position; as is the administrative staff:

The seven field Lieutenants directly supervise MCSAP Technical Troopers as well as the part time civilian employees. They spend 100% of their time implementing this project, supervising staff, and conducting activities to meet the objectives of this project. Activities include: roadside inspections, supervising daily operation of projects and staff, grant writing and compliance, providing staff training/technical assistance, coordinating staff work schedule/assignments, ensuring data entry, tracking and following-up on procedures to meet quality assurance, and tracking policy to ensure compliance.

There are 27 Technical Troopers who conduct roadside inspections to fulfill MCSAP reporting requirements. Four of these Technical Troopers are part-time positions. Activities include: roadside inspections, safety programs, and participating in FMCSA directed activities for grant compliance, instructing NSA classes to include A and B week, HM, Cargo Tank, Hazardous Materials, PBBT and Other Bulk annual recertification for over 328 Kansas inspectors.

We have 4 PT New Entrant Technical Troopers that carry out Safety Training and is dedicated to the New Entrant program requirements.

Nine of the 27 Technical Troopers are members of the Patrol's CMV Crash Specialist team. They complete all of the above activities as well as post-crash inspections involving CMVs as the severity of the collision dictates.

Five Safety Inspectors conduct roadside inspections.

One Health and Safety Inspector is dedicated to entering and reviewing all accidents uploaded through SafetyNet.

One Health and Safety Inspector is dedicated to Compliance Reviews.

One Healthy and Safety Inspector is dedicated to New Entrant program requirements.

There is one Administrative staff who administer the Kansas SafetyNet program. They enter all handwritten inspections as well as review all Federally reportable accidents. The other administrative position completes time sheets, activity reports and is a primary call taker for MCSAP and New Entrant calls.

The Administrative Specialist works with KCC counsel to set administrative hearings to ensure precedural due process. Reviews all civil assessment for out of service carriers. Ensures data quality measures are being met and corrects data errors with inspections.

We have one accounting support staff full time whose duties include the monthly expenditures, vouchers and monitoring/reporting to the fiscal outlook to the Troop Commander.

We utilize two IT support staff to monitor the connectivity and programs for, INSPECT, CVIEW, and all supporting IT forms.

We utilize four record staff at 25% of their time responding to Kansas Open Records Request for CMV accidents, inspections, DataQ records, and video requests.

The PSA II conducts grant reporting, writing and compliance. Supervises daily activity of crash data personnel as well as coordinates staff work schedules/assignments.

PSA I oversees MCSAP software and website issues. Also, oversees the work of the administrative staff who administers the Kansas SafetyNet program and administrative position that completes time sheets, activity reports and primary call taker.

MOE KHP Trooper Inspectors are inspectors paid for out of the Motor Carrier Inspector funds and support MCSAP activities.

Overtime costs are associated with overtime accrued when placing vehicles OOS or inspections when over 80 hours in a pay period.

Part 4 Section 3 - Fringe Benefits

*Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference 2 CFR §200.431(b).*

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided through grants.gov. For more information on this item see 2 CFR §200.431.

Show how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS Statewide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The cost of fringe benefits are allowable if:

- *Costs are provided under established written policies.*
- *Costs are equitably allocated to all related activities, including Federal awards.*
- *Accounting basis (cash or accrual) selected for each type of leave is consistently followed by the non-Federal entity or specified grouping of employees.*

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

- *For each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.*
- *The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.*
- *Health Insurance and Pensions can vary greatly and can be averaged; and like Workers' Compensation, can sometimes be broken into sworn and unsworn.*

In the Position column include a brief position description that is associated with the fringe benefits.

*The **Fringe Benefit Rate** is:*

- *The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.*
- *For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.*

*The **Base Amount** is:*

- *The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.*
- *For example, if the total wages for all grant-funded staff is $150,000 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $150,000 x 64.8 x 50% / 100 = $48,600 Total Project Costs.*

Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.

					Fringe Benefits Project Costs			
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MOE for KHP Trooper	23.1970	0.0000	$387,981.00	$0.00	$0.00	$0.00	$89,999.95
Civilian Members	23.5570	100.0000	$543,000.00	$127,914.51	$108,727.33	$19,187.18	$0.00
Law Enforcement	23.1970	100.0000	$2,803,492.50	$650,326.15	$552,777.23	$97,548.92	$0.00
INS 100% MCSAP	100.0000	100.0000	$331,361.28	$331,361.28	$281,657.09	$49,704.19	$0.00
INS 50% MCSAP	100.0000	50.0000	$14,100.48	$7,050.24	$5,992.70	$1,057.54	$0.00
INS 25% MCSAP	100.0000	25.0000	$91,653.12	$22,913.28	$19,476.29	$3,436.99	$0.00
INS 75% MCSAP	100.0000	75.0000	$28,200.96	$21,150.72	$17,978.11	$3,172.61	$0.00
TOTAL: Fringe Benefits				**$1,160,716.18**	**$986,608.75**	**$174,107.43**	**$89,999.95**

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.

The Patrol's fringe benefit rate is approved by the Kansas Department of Administration. Health insurance is not included in the fringe rate. The average annual premium share is $7,050.24 per employee. The rates are calculated based on 47 employees that spend 100% of time on MCSAP Grant, 2 employees that spend 50% of time on MCSAP Grant, 13 employees that spend 25% of time on MCSAP Grant and 4 employees that spend 75% of time on MCSAP Grant.

The five health and safety inspectors from Salary and Overtime Projects do NOT receive fringe as they are part time employees.

Fringe benefits for LEOs are:

Kansas police and fire, FICA/MEDICARE, Workers Comp, Unemployment Comp.

Civilians: KEPRS, FICA/Medicare, Workers Comp, Unemployment Comp.

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, lodging, meals, transportation, registration, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see 2 CFR §200.474.

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MOE Travel	303	152	0.0000	$0.00	$0.00	$0.00	$44,112.00
Grant Training	3	5	100.0000	$5,750.00	$4,887.50	$862.50	$0.00
NAIC	3	5	100.0000	$5,750.00	$4,887.50	$862.50	$0.00
COMHED	3	5	100.0000	$5,750.00	$4,887.50	$862.50	$0.00
CVSA Annual Conference	10	5	100.0000	$15,000.00	$12,750.00	$2,250.00	$0.00
Annual Training Certifications and Recertifications A/B/HM	325	5	100.0000	$30,000.00	$25,500.00	$4,500.00	$0.00
Reconstruction Conference	8	5	100.0000	$16,000.00	$13,600.00	$2,400.00	$0.00
CVSA Workshop	10	5	100.0000	$15,000.00	$12,750.00	$2,250.00	$0.00
IFTA/IRP Managers and Law Enforcement Workshop	2	5	100.0000	$4,000.00	$3,400.00	$600.00	$0.00
Routine Travel	20	10	100.0000	$71,000.00	$60,350.00	$10,650.00	$0.00
TOTAL: Travel				**$168,250.00**	**$143,012.50**	**$25,237.50**	**$44,112.00**

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.

Routine MCSAP travel includes annual Road Check as well as the National HM lane and the KMCA annual championships. In an effort to keep travel costs at a minimum, Kansas strategically stages these annual events throughout the state, typically Wichita, Kansas City and Salina, where the majority of our inspectors reside in order to keep per diem and overnight stays at a minimum. Approximately 20 people travel to each deployment and have overnight stays with per diem. The additional program travel is for the 100 plus programs MCSAP annually provides throughout the year. All routine travel methods are by KHP state owned vehicles. Per Diem in state is $55.00 per day and the lodging maximum is $94.00 per night. This expense annually is projected to be $37,000.00 based on projected 2018 Roadcheck, HM lane, championships and programs.

Annual training and certifications for A,B,HM, Cargo Tank and Other Bulk will be held at the Kansas Highway Patrol Training Center, Kansas City, and Wichita. We will recertify or train over 300 members (325 estimated) in the FFY.

The Patrol will send 10 personnel to the CVSA annual conference. We will send 10 people to the CVSA workshop as voting members of vehicle, driver, HM, training, passenger carrier, PBBT users forum, PG&RA, size and weight, InfoSys, crash initiatives, and to attend training sponsored by CVSA. At each conference CVSA provides critical training for line inspectors, in each of the above listed arenas. Those attending these program meetings and training are KS SME's and Program Managers or NTC instructors, who each teach or manage a different function of these varied expertise. The training will further the management of the program, (writing the grant, educating legislators and the public or trucking companies) or to instruct inspectors locally and nationally when tasked by NTC. With the growth of vehicle components, exemptions, regulations, ELD, vehicle technologies it has become more than a "few" members traveling to CVSA training can attend and comprehend to bring back effective Program Management and instruction to nearly 400 Kansas inspectors. The inexpensive training and input at CVSA allows an incredible benefit for our inspection program with little expense.

We plan to send three members of MCSAP to NAIC, Grant Training and COMHED.   NAIC will have two competitors and one slot reserved for non-competitor training which may accompany NAIC.

Reconstruction conference for all MCSAP CMV Crash Specialists. The focus of these conferences will be the best practices, braking efficiencies, ECM downloads, evidentiary procedures, and wireless devices. These conferences are more important than ever with the exponential increase in technology being used for ELD, and other advanced safety measures placed in CMVs to reduce collisions. Expertise must be maintained to determine the factors associated with these crashes.

We will send two members of MCSAP to IRP/IFTA Managers and Law Enforcement Workshop. The focus of the workshop will be education breakouts in depth into IRP and IFTA compliance topics. Live demonstrations show attendees portable scales and mats used in IFTA enforcement, simulated roadside enforcement and Q&A with drivers. Attendees will learn about experiences with IRP reviews and the updated processes for IFTA reviews.

        All travel will further at least one of the five national program elements:
The national program elements include the following five activities:
(a) Driver/vehicle inspections.
(b) Traffic enforcement.
(c) Compliance reviews.
(d) Public education and awareness.
(e) Data collection.

Part 4 Section 5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or $5,000.

- *If your State's equipment capitalization threshold is below $5,000, check the box below and provide the threshold amount. See §200.12 Capital assets, §200.20 Computing devices, §200.48 General purpose equipment, §200.58 Information technology systems, §200.89 Special purpose equipment, and §200.94 Supplies.*

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for $5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is $1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost (2 CFR §200.436 and 2 CFR §200.439). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Vehicle Toppers & Slides	4	$4,241.00	100	$16,964.00	$14,419.40	$2,544.60	$0.00
Synercon Technologies FLA Smart Sensor w/5 yr software	1	$26,000.00	100	$26,000.00	$22,100.00	$3,900.00	$0.00
Dell Alienware M17 Cloud Mapping Processors	10	$2,000.00	100	$20,000.00	$17,000.00	$3,000.00	$0.00
Sokkia GCX3 Fusion Kit GPS Mapping Units	7	$7,429.00	100	$52,003.00	$44,202.55	$7,800.45	$0.00
PIX4D Mapping Software	1	$4,150.00	100	$4,150.00	$3,527.50	$622.50	$0.00
Crash Data Recorder Software	1	$1,050.00	100	$1,050.00	$892.50	$157.50	$0.00
HP RTK Network License	1	$1,200.00	100	$1,200.00	$1,020.00	$180.00	$0.00
Tools and Parts for Brake Component Reconstruction	1	$20,000.00	100	$20,000.00	$17,000.00	$3,000.00	$0.00
Equipment MOE	1	$16,990.56	0	$0.00	$0.00	$0.00	$16,990.56
Vericom CV4000DAQ Accelerometer	1	$15,300.00	100	$15,300.00	$13,005.00	$2,295.00	$0.00
Lidar	8	$2,900.00	100	$23,200.00	$19,720.00	$3,480.00	$0.00
TOTAL: Equipment				**$179,867.00**	**$152,886.95**	**$26,980.05**	**$16,990.56**
Equipment threshold is greater than $5,000.							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.

Vehicle toppers will be used to secure equipment. Slides will allow for easily accessible equipment.

Synercon Technologies FLA Smart Sensor with 5 year subscription: This sensor connects directly to the Electronic Control Module (ECM) on Diesel Engines. The ECM download provides critical information about how the commercial vehicle was being operated prior to a collision or near collision.

Forensic Link Adaptor System allows investigators to retrieve crash data which may be recorded in the diesel engines Electronic Control Module (ECM). The Smart Sensor 2 is an enhancement to the FLA which the Kansas

Highway Patrol currently uses. The Smart Sensor 2 is a universally compatible device that emulates the electronic system of a truck. This technology enables investigators to retrieve data out of engines from damaged vehicles without creating fault codes within the ECM. The Smart Sensor 2 connects directly to the ECM on the engine when the electronic system is compromised in a collision. The Smart Sensor 2 supports the following engines: Caterpillar, Detroit Diesel, Cummins, Navistar/Paccar The Smart sensor 2 may also be able to obtain information from brake controllers such as Wabco and Bendix.

Synercon Technologies software called TruckCRYPT runs on their server where it encrypts, preserves, authenticates, decodes and interprets heavy vehicle digital forensic data. It also provides updates throughout for new engines that are supported. The kit comes with the Smart Sensor Simulator Box and various cables for the engines listed above. The FLA Smart Sensor 2 will be used by CMV Crash Specialists 100% of the time for MCSAP post-crash data collection. The FLA Smart sensor 2 can only be used on CMV engines that contain ECM's which are not found on passenger vehicles.

Dell Alienware M17 Cloud Mapping Processors: The processor is used to process the point cloud created when using Pix4D Mapping Software. A high-speed processor is required for creation of the Digital Surface Model (DSM). This enables the computation of Volumes, Orthomosaics and Reflectance Maps

 Sokkia GCX3 Fusion Kit GPS Mapping Units: This unit is a GPS Mapping, standalone unit that documents evidence using the Real Time Kinetic Network. The unit is used to document collision scenes and related evidence efficiently so that roadways can be re-opened quicker.

Vericom VC4000DAQ Accelerometer: This 3-Axis Accelerometer measures motion related to pitch, roll and yaw vs. braking or acceleration. The data is used in collision reconstructions for speeds (slowing or accelerating) and for time distance calculations.

Pix4D Mapping Software: This Photogrammetry software flies the Unmanned Aerial System (Drones). It creates and stores the images which are later processed by the M17 Processor listed above.

Crash Data Recorder Software: This annual subscription allows the Crash Data Retrieval Software to be licensed. The CDR System downloads airbag control modules which contain pre-crash, crash or near deployment events regarding collisions.

HP RTK Network License: Real Time Kinetic (RTK) Network is required to run the Sokkia GCX3 Fusion GPS Mapping Unit. It increases the accuracy of GPS Systems by sending corrections to a moving receiver. This will be an annual subscription to this network.

Tools and Parts for Brake Component Function Resoration: Once the brake systems are restored, they can be analyzed for effectiveness to determine if not only were they functioning properly, but if they could have helped avoid the collision. The team consists of 12 Level One Inspectors, 4 tool sets need to be purchased. The items included in the sets are: Air Compressor, Invertor, various tools (end wrenches, sockets, pliers, screwdrivers, etc) and tool boxes. In addition to the tools, fittings, connectors and valves are needed to replenish air to the braking system. The Tools and Brake Component parts will be used 100% of the time by MCSAP Level One Inspectors or collision reconstructionists for MCSAP purposes. The tools may be used by MCSAP Level One Inspectors on a non-collision CMV during the course of a regular level one inspection to determine violations and the potential of an out of service condition. These tools will not be used for non-MCSAP activities.

Lidar: Auotmates the process of speed detection, vehicle identification, driver identification and evidentiary documentation. To be used for 100% MCSAP activities.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or $5,000, regardless of the length of its useful life. See also §200.20 Computing devices and §200.33 Equipment.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Instruction Materials (books for new inspectors)	1 Annual	$9,000.00	100.0000	$9,000.00	$7,650.00	$1,350.00	$0.00
MOE	1 1	$5,000.00	0.0000	$0.00	$0.00	$0.00	$5,000.00
Office Supplies	1 Annual	$44,000.00	100.0000	$44,000.00	$37,400.00	$6,600.00	$0.00
Uniforms	210 EA	$103.70	100.0000	$21,777.00	$18,510.45	$3,266.55	$0.00
TOTAL: Supplies				**$74,777.00**	**$63,560.45**	**$11,216.55**	**$5,000.00**

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.
Training costs: The only relevant training cost incurred not listed in the training travel budget category are Level I and HM books for new inspectors. These books are required as computers and internet connectivity may fail or in some areas of Kansas no connectivity exists.

Uniforms are ordered annually and include the BDU tactical uniform shirts and long and short sleeve pants for. Five uniforms are ordered per 100% MCSAP dedicated Troopers for 100% MCSAP activities. There are a total of 42 100% MCSAP troopers. These BDU uniforms are purchased specific to conduct inspections. Additional uniform items are ballistic vests which are ordered on a rotation every five years at the end of the vests protective period.

Office supplies consist of printer cartridges for office computers, thermal paper for MCSAP mobile units, and Xerox copier charges. Our Xerox copier is a multi-purpose fax, scanner, copier, linking to our SafetyNet and ImageNow systems for challenges and to scan in returned inspections from carriers and other misc. challenge documents.

Additional items in this category include: DVDs utilized in our in-car video systems, DCs, pens, paper, copy paper, bathroom supplies, scanners, office chairs, rubber gloves (utilized during searches and when contraband is discovered) additional uses include handling of urine, blood and other contagions. other misc. office supplies utilized throughout the year.

Part 4 Section 7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award (2 CFR §200.22). All contracts issued under a Federal award must comply with the standards described in 2 CFR §200 Procurement Standards.

Note: Contracts are separate and distinct from subawards; see 2 CFR §200.330 for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract (2 CFR §200.92 and 2 CFR §200.330).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency (2 CFR §200.93).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
TOTAL: Contractual and Subaward				$0.00	$0.00	$0.00	$0.00

Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.

Part 4 Section 8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

***Operations and Maintenance**-If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.*

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for $2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is $400.

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

Indirect Costs

Information on Indirect Costs (2 CFR §200.56) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base (2 CFR §200.68).

- ***Cost Basis** — is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.*
- ***Approved Rate** — is the rate in the approved Indirect Cost Rate Agreement.*
- ***Eligible Indirect Expenses** — means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.*
- ***Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.*

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Communication (Cell phones)	1 Annual	$24,804.00	100.0000	$24,804.00	$21,083.40	$3,720.60	$0.00
MDU Air Cards	1 Annual	$18,724.68	100.0000	$18,724.68	$15,915.98	$2,808.70	$0.00
Fuel	1 Annual	$180,000.00	100.0000	$180,000.00	$153,000.00	$27,000.00	$0.00
Membership Dues (CVSA)	1 Annual	$12,900.00	100.0000	$12,900.00	$10,965.00	$1,935.00	$0.00
Copier Rental	1 Annual	$4,500.00	100.0000	$4,500.00	$3,825.00	$675.00	$0.00
Office Rent	1 Annual	$50,000.00	100.0000	$50,000.00	$42,500.00	$7,500.00	$0.00
CVSA Decals	1 Annual	$3,328.00	100.0000	$3,328.00	$2,828.80	$499.20	$0.00
MOE	1 Annual	$32,000.00	0.0000	$0.00	$0.00	$0.00	$32,000.00
Vehicle Insurance	1	$20,492.75	100.0000	$20,492.75	$17,418.84	$3,073.91	$0.00
PrePass Safety Alliance Membership	1	$7,500.00	100.0000	$7,500.00	$6,375.00	$1,125.00	$0.00
Perceptive Content User Licensing	1	$5,000.00	100.0000	$5,000.00	$4,250.00	$750.00	$0.00
Vehicle Maintenance	1 Annual	$50,346.89	100.0000	$50,346.89	$42,794.86	$7,552.03	$0.00
TOTAL: Other Costs				$377,596.32	$320,956.88	$56,639.44	$32,000.00

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.

CVSA Decals 6,400 at $.52 = $3,328.00

Our Xerox copier is a multipurpose fax, scanner, copier, linking to our Safetynet and ImageNow systems for challenges and complete accident reports. The machine will also be utilized to scan returned inspections from carriers and other misc. documents.

MCSAP office rent are for KHP MCSAP offices which encompasses eight administrative personnel. There are five offices, conference room and five cubicles. The office is the central hub for all Kansas certified inspectors as well as the New Entrant Program.

Fuel costs are encumbered two ways, through our KHP UMB Visa issued to individual MCSAP personnel, and bulk fuel purchases from KDOT pumps throughout the state. Routinely, MCSAP attempts to purchase our fuel from the KDOT pumps where fuel is purchased at a less expensive bulk rate. These purchases are individually tracked by each purchase recording the mileage between purchases, purchase amount, method and gallons.

Vehicle insurance is $20,492.75.00 annually. The total annual premium for Kansas Highway Patrol is $216,877.00. The amount budgeted is pro-rated for Troop I, MCSAP Unit. Insurance coverage under the contract includes coverage limits as follows:

A Combined Single Limit of Insurance in the amount of $500,000 for Bodily Injury Liability and Property Damage.

Uninsured Motorists Combined Single Limit of $50,000 for rating symbol 1

Underinsured Motorists Combined Single Limit of $50,000 for rating symbol 1

Medical payments coverage in the amount of $5,000 per person excess of workers compensation

Maintenance of vehicles includes services to KHP owned vehicles (not under contract) such as windshield wipers, tires and scheduled maintenance to our vehicle fleet.

Communications are comprised of air cards and mobile phones and service plans. MCSAP has 39 users.

PrePass Safety Alliance Membership will allow the KS MCSAP program to further the safety of the motor carrier industry to advance safety and efficiency on the highways. PrePass provides general oversight of PrePass programs and PrePass Safety Alliance initiates, authorizes new technology and system enhancements and plays a key role in developing best practices to assist carriers and states to maximize the use of the program.

Perceptive Content user licensing for 3 computers. This program is utlized for 100% MCSAP purposes. This program allows all documentation pertaining to carriers and inspections to be linked to SafetyNet for record keeping purposes.

Part 4 Section 9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$4,586,614.00	$809,401.00	$5,396,015.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	$809,401.00
MOE Baseline:	$341,825.51

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Administrative Specialist	$29,750.00	$5,250.00	$35,000.00	$0.00
Technical Trooper	$1,552,383.90	$273,950.10	$1,826,334.00	$0.00
Administrative Staff	$69,700.00	$12,300.00	$82,000.00	$0.00
PSA (SafetyNet Supervisor)	$39,950.00	$7,050.00	$47,000.00	$0.00
PSA II (Grant Manager)	$44,200.00	$7,800.00	$52,000.00	$0.00
Safety & Health Inspector CR	$34,000.00	$6,000.00	$40,000.00	$0.00
Safety & Health Inspector NE	$34,000.00	$6,000.00	$40,000.00	$0.00
Lieutenant	$501,228.00	$88,452.00	$589,680.00	$0.00
Captain	$85,000.00	$15,000.00	$100,000.00	$0.00
IT Support	$51,000.00	$9,000.00	$60,000.00	$0.00
Accounting Support	$34,000.00	$6,000.00	$40,000.00	$0.00
Safety and health Inspector 999	$85,000.00	$15,000.00	$100,000.00	$0.00
Technical Trooper PT NE	$71,869.63	$12,682.87	$84,552.50	$0.00
Technical Trooper PT MCSAP	$172,487.10	$30,438.90	$202,926.00	$0.00
MOE KHP Trooper Inspections	$0.00	$0.00	$0.00	$153,723.00
Records Staff	$39,950.00	$7,050.00	$47,000.00	$0.00
Salary Subtotal	**$2,844,518.63**	**$501,973.87**	**$3,346,492.50**	**$153,723.00**
MCSAP Overtime	$75,068.60	$13,247.40	$88,316.00	$0.00
Overtime subtotal	**$75,068.60**	**$13,247.40**	**$88,316.00**	**$0.00**
Personnel total	**$2,919,587.23**	**$515,221.27**	**$3,434,808.50**	**$153,723.00**

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE for KHP Trooper	$0.00	$0.00	$0.00	$89,999.95
Civilian Members	$108,727.33	$19,187.18	$127,914.51	$0.00
Law Enforcement	$552,777.23	$97,548.92	$650,326.15	$0.00
INS 100% MCSAP	$281,657.09	$49,704.19	$331,361.28	$0.00
INS 50% MCSAP	$5,992.70	$1,057.54	$7,050.24	$0.00
INS 25% MCSAP	$19,476.29	$3,436.99	$22,913.28	$0.00
INS 75% MCSAP	$17,978.11	$3,172.61	$21,150.72	$0.00
Fringe Benefits total	**$986,608.75**	**$174,107.43**	**$1,160,716.18**	**$89,999.95**

Travel

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE Travel	$0.00	$0.00	$0.00	$44,112.00
Grant Training	$4,887.50	$862.50	$5,750.00	$0.00
NAIC	$4,887.50	$862.50	$5,750.00	$0.00
COMHED	$4,887.50	$862.50	$5,750.00	$0.00
CVSA Annual Conference	$12,750.00	$2,250.00	$15,000.00	$0.00
Annual Training Certifications and Recertifications A/B/HM	$25,500.00	$4,500.00	$30,000.00	$0.00
Reconstruction Conference	$13,600.00	$2,400.00	$16,000.00	$0.00
CVSA Workshop	$12,750.00	$2,250.00	$15,000.00	$0.00
IFTA/IRP Managers and Law Enforcement Workshop	$3,400.00	$600.00	$4,000.00	$0.00
Routine Travel	$60,350.00	$10,650.00	$71,000.00	$0.00
Travel total	**$143,012.50**	**$25,237.50**	**$168,250.00**	**$44,112.00**

Equipment

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Vehicle Toppers & Slides	$14,419.40	$2,544.60	$16,964.00	$0.00
Synercon Technologies FLA Smart Sensor w/5 yr software	$22,100.00	$3,900.00	$26,000.00	$0.00
Dell Alienware M17 Cloud Mapping Processors	$17,000.00	$3,000.00	$20,000.00	$0.00
Sokkia GCX3 Fusion Kit GPS Mapping Units	$44,202.55	$7,800.45	$52,003.00	$0.00
PIX4D Mapping Software	$3,527.50	$622.50	$4,150.00	$0.00
Crash Data Recorder Software	$892.50	$157.50	$1,050.00	$0.00
HP RTK Network License	$1,020.00	$180.00	$1,200.00	$0.00
Tools and Parts for Brake Component Reconstruction	$17,000.00	$3,000.00	$20,000.00	$0.00
Equipment MOE	$0.00	$0.00	$0.00	$16,990.56
Vericom CV4000DAQ Accelerometer	$13,005.00	$2,295.00	$15,300.00	$0.00
Lidar	$19,720.00	$3,480.00	$23,200.00	$0.00
Equipment total	**$152,886.95**	**$26,980.05**	**$179,867.00**	**$16,990.56**

Supplies

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Instruction Materials (books for new inspectors)	$7,650.00	$1,350.00	$9,000.00	$0.00
MOE	$0.00	$0.00	$0.00	$5,000.00
Office Supplies	$37,400.00	$6,600.00	$44,000.00	$0.00
Uniforms	$18,510.45	$3,266.55	$21,777.00	$0.00
Supplies total	**$63,560.45**	**$11,216.55**	**$74,777.00**	**$5,000.00**

Contractual and Subaward

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Contractual and Subaward total	**$0.00**	**$0.00**	**$0.00**	**$0.00**

Other Costs

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Communication (Cell phones)	$21,083.40	$3,720.60	$24,804.00	$0.00
MDU Air Cards	$15,915.98	$2,808.70	$18,724.68	$0.00
Fuel	$153,000.00	$27,000.00	$180,000.00	$0.00
Membership Dues (CVSA)	$10,965.00	$1,935.00	$12,900.00	$0.00
Copier Rental	$3,825.00	$675.00	$4,500.00	$0.00
Office Rent	$42,500.00	$7,500.00	$50,000.00	$0.00
CVSA Decals	$2,828.80	$499.20	$3,328.00	$0.00
MOE	$0.00	$0.00	$0.00	$32,000.00
Vehicle Insurance	$17,418.84	$3,073.91	$20,492.75	$0.00
PrePass Safety Alliance Membership	$6,375.00	$1,125.00	$7,500.00	$0.00
Perceptive Content User Licensing	$4,250.00	$750.00	$5,000.00	$0.00
Vehicle Maintenance	$42,794.86	$7,552.03	$50,346.89	$0.00
Other Costs total	**$320,956.88**	**$56,639.44**	**$377,596.32**	**$32,000.00**

Total Costs

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	**$4,586,612.76**	**$809,402.24**	**$5,396,015.00**	**$341,825.51**
Total Costs Budgeted	**$4,586,612.76**	**$809,402.24**	**$5,396,015.00**	**$341,825.51**

Part 4 Section 10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

- *The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the "**Total Costs Budgeted**" line only.*
- *The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the "**Total Costs Budgeted**" line only.*
- *The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the "**Overtime subtotal**" line.*

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$4,586,614.00	$809,401.00	$5,396,015.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	$809,401.00
MOE Baseline:	$341,825.51

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	$2,844,518.63	$501,973.87	$3,346,492.50	$153,723.00
Overtime Subtotal	$75,068.60	$13,247.40	$88,316.00	$0.00
Personnel Total	$2,919,587.23	$515,221.27	$3,434,808.50	$153,723.00
Fringe Benefits Total	$986,608.75	$174,107.43	$1,160,716.18	$89,999.95
Travel Total	$143,012.50	$25,237.50	$168,250.00	$44,112.00
Equipment Total	$152,886.95	$26,980.05	$179,867.00	$16,990.56
Supplies Total	$63,560.45	$11,216.55	$74,777.00	$5,000.00
Contractual and Subaward Total	$0.00	$0.00	$0.00	$0.00
Other Costs Total	$320,956.88	$56,639.44	$377,596.32	$32,000.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	$4,586,612.76	$809,402.24	$5,396,015.00	$341,825.51
Indirect Costs	$0.00	$0.00	$0.00	NA
Total Costs Budgeted	**$4,586,612.76**	**$809,402.24**	**$5,396,015.00**	**$341,825.51**

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Part 5 - Certifications and Documents

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Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

Part 5 Section 1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Wes Ludolph
2. What is this person's title? Captain
3. Who is your Governor's highway safety representative? Chris Bortz
4. What is this person's title? Program Manager

The State affirmatively accepts the State certification declaration written below by selecting 'yes'.

- ◉ Yes

- ○ Yes, uploaded certification document

- ○ No

State Certification declaration:

> I, Wes Ludolph, Captain, on behalf of the State of KANSAS, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in 49 C.F.R. § 350.211.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Wes Ludolph
2. What is the title of your certifying State offical? Captain
3. What are the phone # and email address of your State official? 785-296-7189 wes.ludolph@ks.gov

The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.

⦿   Yes

◯   Yes, uploaded certification document

◯   No

I, Wes Ludolph, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

⭕ Yes ◉ No

Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?

⭕ Yes ◉ No