

eCVSP

KANSAS

Commercial Vehicle Safety Plan

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

**Fiscal Years 2024 - 2026
Annual Update FY 2025**

Date of Approval: March 02, 2026

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 350.209](#), [350.211](#) and [350.213](#). The lead agency must submit the State's CVSP to FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year performance-based plan or annual update each year to receive MCSAP funds.

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 (FY 2024 - 2026)
- Part 2: Crash Reduction and National Program Elements (FY 2024 - 2026)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2024 - 2026)
- Part 4: Financial Information (FY 2025)
- Part 5: Certifications and Documents (FY 2025)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete 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 either a 3-year plan or an Annual Update. 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 2025:

Multi-Year plans- 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- States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If "**Yes**" is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "**No**" is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2024 plans. States must carefully review and update this information to reflect FY 2025 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2025 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an 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.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

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, human trafficking and other enforcement agencies.

Troop I safety audit personnel will work to ensure 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.

Kansas is a predominantly agricultural state. We don't have an influx of migrant workers that need to be transported via passenger commercial vehicle. Therefore, the special emphasis plan is not required.

All Kansas CVSA certified inspectors are required to run CDL drivers in CDLIS. During yearly CVSA re-certification training we educate and train inspectors on the importance of CDLIS checks in CDLIS and what to do when they find a prohibited driver. We also send out email reminders when necessary.

Kansas provides human trafficking courses where inspectors are trained to recognize human trafficking in CMVs. Kansas works with the Truckers Against Trafficking organization and attends and instructs trainings such as: Operation Archangel, TAT's A Closer Look: Human Trafficking & the Bus Industry 4 part series, and trained troopers during two 4 hour blocks of our Advanced Criminal Interdiction class. Kansas also teaches Human Trafficking during part of our CVSA re-certification.

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 88 Troopers and local inspectors fully trained in the hazardous materials regulations, with 67 of those also certified to conduct Cargo Tank/Other Bulk Packaging inspections. One MCSAP Trooper is certified by the NTC for hazardous materials instructors. 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.

Kansas recognizes the safety benefits that result from Leveling Up to Enhanced and Expanded PRISM. Kansas currently participates at the Enhanced level. State legislation currently prevents us from Leveling Up to Expanded.

The KHP trains all of its law enforcement officers in Traffic Incident Management. This training is targeted at improving first responder and motorist safety during CMV related and other crashes. The incident management training also helps to prevent secondary crashes - NRSS.

Part 1 Section 3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

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 was one of the first states to participate in the MCSAP Pilot State Motor Carrier Safety Plan.

MCSAP directly encompasses a Captain, 6 Lieutenants, 27 full time Technical Troopers dedicated to inspections, nine accident reconstructionists, three 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 specialist.

The Patrol dedicates one full-time position to the FMCSA compliance review (CR) program. The Investigator focuses primarily on passenger carrier (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 FMCSA CR program is 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 two Safety & Health Inspectors. One of the Safety & Health Inspectors is a full time employee and two part-time; both are civilians and conduct New Entrant Safety Audits. The New Entrant program is supplemented by four technical troopers and two Law Enforcement Officers who complete audits on a part time basis. In addition, all New Entrant personnel with the exception of the civilian support position are trained and certified in CVSA Level I, Bulk Packaging, Cargo Tank and Hazardous Material inspections. The employees must meet and maintain all qualifications to the Federal and State standards.

Kansas has a Public Resource Officer (PRO) program, who assists the industry as well as our inspectors with different types of safety issues. We have one full time Technical Trooper and one part time PRO assigned supplementing our outreach efforts with other MCSAP personnel as necessary to meet industry requests. Kansas will place special emphasis on education and outreach activities, targeting new drivers and senior driving populations of both CMV and non-CMV's.

The Kansas Highway Patrol has trained numerous agencies over the past 35 years. The Patrol partners through memorandum of understandings (MOUs) with 14 other local enforcement agencies. Through these MOUs, the Patrol has added 27 additional enforcement personnel throughout the state who participate in CMV inspections and enforcement. If these inspectors receive their 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, 330 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 88 Troopers and local inspectors fully trained in the hazardous materials regulations, with 71 of those also certified to conduct Cargo Tank/Other Bulk Packaging inspections.

Two MCSAP Troopers are certified by the NTC as a hazardous materials 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 the 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. Kansas recognizes the importance of immobilizing carriers that are OOS due to a declaration of Imminent Hazard or determined to be Unsatisfactory/Unfit to operate.

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

Through partnership with the KCC, they assess civil penalties to all motor carriers for the applicable OOS violations 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.

Commercial Vehicle Drug Interdiction/Homeland Security and Human Trafficking awareness programs will continue to be stressed during the upcoming year. When schedules allow, and training is approved, we will send selected personnel to DIAP/Homeland Security and Human Trafficking training. Personnel will participate in HIDTA (High Intensity Drug Trafficking Area) funded lanes and enforcements during the upcoming year, when approved. KHP will emphasize drug interdiction and Human Trafficking 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. In 2023 the KHP will take delivery of a second PBBT machine. 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.

Kansas will continue to 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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

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	348
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	340
Traffic Enforcement Activities	340
Investigations*	6
Public Education and Awareness	2
Data Collection and Reporting	6
* 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:	13
Total # of MCSAP Participating Personnel:	27

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2024 - 2026 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

*For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.*

- **MCSAP Performance Dashboard** – States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.

It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- **Activity Dashboard** – This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.

Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.
- States can also use internal State data sources.

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

Trend Analysis for 2018 - 2022

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 **Number of 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** relate to each other and 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 **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.
 - In the **Actual 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.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

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			
01/01/2022	12/31/2022	59	54	59
01/01/2021	12/31/2021	77	55	77
01/01/2020	12/31/2020	72	56	72
01/01/2019	12/31/2019	77	57	77
01/01/2018	12/31/2018	73	58	73

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			
01/01/2022	12/31/2022	0	0	0
01/01/2021	12/31/2021	1	0	1
01/01/2020	12/31/2020	2	0	2
01/01/2019	12/31/2019	1	0	1
01/01/2018	12/31/2018	1	0	1

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			
01/01/2022	12/31/2022	0	0	0
01/01/2021	12/31/2021	0	0	0
01/01/2020	12/31/2020	0	0	0
01/01/2019	12/31/2019	0	0	0
01/01/2018	12/31/2018	0	0	0

Enter the data sources and capture dates of the data listed in each of the tables above.

MCMIS - July 2023.

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

Kansas' interstate speed limit is 75 miles per hour in most sections of the state. Since the speed limit on those roadways has increased, it continues to be a difficulty due to the higher speed limit directly correlating to crash severity.

Kansas has a high number of rural highways and roadways that contribute to fatal crashes. These roads are typically less driven and see less enforcement than some of our more traveled roadways in populated areas of the state. Kansas lags behind in seatbelt usage in rural areas. The odds are higher of having a greater severity crash when the occupants are not restrained.

Kansas has another difficulty with a shortage of personnel and CVSA Level I, II and III inspectors. Recruiting has become an issue nationwide and is felt in Kansas as KHP recruit classes continue to be at KHP historic lows.

Kansas has also seen an increase in work zone projects throughout the state. The work zones prove to be hazardous because of increased traffic, workers on the roadways, slowed traffic in work zones and the challenges of stop and go traffic.

Another continued difficulty is distracted driving in vehicles. This can be a variety of things from electronic devices, eating and other passengers in the vehicle. Kansas has a handheld wireless communication device statute that prohibits a driver from writing, sending or reading an electronic communication. The statute is often times difficult to enforce due to drivers being allowed to use a wireless communication device for GPS, music streaming and to complete a voice communication.

Narrative Overview for FY 2024 - 2026**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 KDOT FARS crash data (CY2012 – CY2021), Kansas has achieved improvements regarding CMV safety (crash rates and seatbelt usage). Kansas has been successful in reducing CMV crashes over the last decade but continues to have difficulty reducing the number of fatalities. Within the past ten years, Kansas has reported a wide range of CMV fatal crashes to include the lowest year in CY2014 of 44 fatal crashes compared to CY2019 which reported 77 CMV fatal crashes. CY2022 (preliminary data) showed a 6% decrease in CMV fatal crashes from CY2019. There was a slight decrease in total CMV related crashes from CY 2021 to CY 2022. CY 2022 preliminary data shows fatal crashes totaled 59. CY2018 – CY2022 Kansas had an average of 72 fatality crashes. Kansas has failed to see a continued reduction of CMV fatality related crashes.

Kansas does not have an isolated CMV crash corridor. The state has identified Johnson, Sedgwick, Wyandotte and Shawnee counties as having the highest instances of crashes involving CMVs due to them being our main metropolitan areas and high traffic corridors of interstates as well as state and US highways.

Kansas set a goal to reduce the number of CMV fatality crashes in these four high crash counties by 10% in 2023. This would result in an average of 7 fewer CMV related fatality crashes. These high crash areas have proven challenging, and Kansas is working hard to meet this goal by scheduling selective enforcement lanes specifically within these high crash areas.

Moving hazardous violations such as following too close, improper passing, failing to signal lane changes are examples of crash-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 crashes. Again, Kansas will also focus on speed to help reduce the number and severity of crashes.

Kansas continues to fall behind the US average on occupant protection use in vehicles. Kansas occupant protection usage rate in 2022 was 87% compared to the national rate of 91.6%. The Kansas Traffic Safety Resource Office reported that statistics between CY2015 – CY2017, Kansas had 3,435 total occupant fatalities and serious injuries. They reported that of those fatalities and injuries, 33% were not using proper occupant protection.

Enter the data source and capture date:

KDOT FARS/Crash Data CY2012 - CY2022 (July - 2023), Kansas Traffic Safety Resource Office.

Projected Goal for FY 2024 - 2026:

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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2024	1
2025	1
2026	1

Kansas expects to reduce the average crashes (75) from CY 2019-2021 by 3% from CY2024 until 2026, with an annual benchmark reduction of 1%.

Program Activities for FY 2024 - 2026: 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 the crash reduction objective each quarter of FFY2023. 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. This will allow the agency to be visible in these high crash areas creating voluntary compliance with traffic regulations therefore helping to reduce crashes.

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 CY2019 to CY2021. 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 calendar year 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2024 - 2026. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 2018 - 2022

Inspection Types	2018	2019	2020	2021	2022
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 2024 - 2026

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 the roadside inspection application name(s) (e.g., SafeSpect) used by the State.
Inspect.

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 11 NAS certified Motor Carrier Inspectors. All Kansas inspectors utilize insPECT software to complete CMV inspections.

KHP personnel utilize DigiTICKET software to issue citations to violators. 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. Digticket 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, CDLIS and CVIEW programs to conduct inspections 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, data quality ratings intermittently throughout the quarter as a quality control measure in order to mitigate issues as they arise.

Kansas is a participant of the IOWA MVE MODEL, distributing Truckers Against Trafficking and Busing on the Lookout material at our scale house facilities, truck stops, Kansas Department of Revenue and Driver's License Bureaus, Safety Programs, State Fair, and CMV related Expos & Farm Shows. Kansas participates in CVSA's Human Trafficking Prevention program. KHP's Domestic Highway Enforcement Team teaches drug interdiction courses and several 4-hour Truckers Against Trafficking classes throughout the year. Kansas also allows their inspectors to attend third party criminal interdiction training and conferences. The KHP is planning several enforcement lanes in high CMV traffic areas. The goal of the enforcement lanes are to remove unsafe drivers and vehicles while collaborating with our criminal interdiction and K-9 units to identify and apprehend human and drug trafficking operations. KHP will also work to identify and remove drug and alcohol impaired CMV drivers from Kansas roadways. Kansas plans to host 3 separate saturation patrols in different areas of the state with high CMV traffic. The goal is to ensure compliance through enforcement.

It is the policy of the Kansas Highway Patrol to uphold and ensure full compliance with the nondiscrimination requirements of Title VI of the Civil Rights Act of 1964 (Title VI) and related nondiscrimination authorities as identified in the FMCSA Title VI Program Assurance. These authorities require that no person shall be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any KHP program or activity based on race, color, national origin, sex, age, disability, income level, or limited English proficiency. As a part of KHP's Title VI internal monitoring programs, CMV enforcement, including commercial vehicle inspections, will be reviewed annually to ensure compliance with Title VI, provide any technical assistance in the implementation of Title VI, and correct any deficiencies found to exist.

By allowing 3rd party bypass vendors into our scale house facilities, this limits the number of CMVs required to stop and weigh, reducing idling vehicle emissions.

The KHP has planned enforcement lanes in areas where MCSAP presence is low in rural areas of the state. We are also planning to increase education and enforcement for safe CMV operation on rural roads, including outreach to drivers about distracted driving. We also have training scheduled for safe interaction between bicyclists and large trucks/buses on rural roads.

Projected Goals for FY 2024 - 2026

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2024 - 2026. For FY 2025, 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: 356

Projected Goals for FY 2025 - 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 2025 - 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 Subrecipients	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	13
Enter the total number of non-funded certified officers:	37
Enter the total number of inspections projected for FY 2025:	1600

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: KANSAS HIGHWAY PATROL					
# certified personnel: 356					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 13					
# certified personnel: 37					
# 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 MCSAP Lead Agency & Subrecipients	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.

Note: The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

Projected Goals for FY 2025 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	48430	0	1600	50030
Enter total number of certified personnel	356	0	37	393
Projected Goals for FY 2026 Roadside Inspections				
Enter total number of projected inspections	48430	0	1600	50030
Enter total number of certified personnel	356	0	37	393

Part 2 Section 4 - Investigations

Please review your State’s investigation goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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 2018 - 2022

Investigative Types - Interstate	2018	2019	2020	2021	2022
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	2018	2019	2020	2021	2022
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 2024 - 2026

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 2024 - 2026

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2024 - 2026.

Projected Goals for FY 2024 - 2026 - Investigations						
Investigation Type	FY 2024		FY 2025		FY 2026	
	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 federal program manager and the Kansas Highway Patrol Administrative Lieutenant assign Compliance Reviews. Reviews will be assigned based on the Safety Measurement System (SMS) or internally or externally generated complaints. Additionally, reviews are assigned for Kansas carriers if they are 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 its division of the FMCSA to conduct compliance reviews of high-risk motor carriers as identified on the high-risk carrier assignment list. The KHP will continue to conduct compliance reviews on interstate carriers that are identified as high-risk carriers on the FMCSA investigation prioritization list.

In Kansas, Compliance Reviews are completed by FMCSA safety investigators on Interstate carriers and by the Kansas Corporation Commission (KCC) on Kansas Interstate or Intrastate carriers. KHPs safety investigator focuses on mostly interstate Kansas carriers. Kansas sends all of our carrier complaints on Kansas based carriers to the KCC who determines if a CR is warranted. Additionally, Kansas reports 100% of all CMV involved fatality crashes to either KCC (KS based carriers) or to FMCSA (non-KS based carriers). KCC does CRs on all Kansas based carriers involved in fatality crashes.

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 average three compliance reviews per month. While these reviews are a minimum number, we will strive to increase our “carrier contacts” during on site focused reviews. The Kansas Highway Patrol MCSAP 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. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Traffic enforcement means documented enforcement activities by 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). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2018 - 2022

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		
01/01/2022	12/31/2022	4945	
01/01/2021	12/31/2021	4760	
01/01/2020	12/31/2020	3632	
01/01/2019	12/31/2019	4960	
01/01/2018	12/31/2018	4588	

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 SafetyNet - July 2023 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-CMV's which are operating around CMV's. However, Kansas had no mechanism for tracking the number of citations and warnings issued during these stops prior to 2014.

Narrative Overview for FY 2024 - 2026

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 2024 - 2026

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2024 - 2026. 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.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	3000	3000	3000
<input type="radio"/>	<input checked="" type="radio"/>	CMV Non-Inspection	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	18	18	18

Describe how the State will report on, measure and 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, senior command staff and the MCSAP Commander for compliance with the FMCSA national traffic enforcement priorities. This information is also reported to the Kansas Division of the FMCSA monthly.

Kansas plans to increase its traffic enforcement with inspection on CMV's by utilizing unmarked patrol vehicles to monitor CMV traffic violations such as speed, seatbelt usage, distracted driving, and other MHV's. Kansas has effectively utilized this model for many years and plans to ramp up the activity by increasing our unmarked vehicles throughout the state. Kansas has a seatbelt/distracted driving camera at our Olathe scale house. We train our inspectors to check the "traffic enforcement" special check on the inspection software when they decide to inspect a CMV due to seatbelt compliance and/or distracted driving issues. Additionally, Kansas will remind/train it's inspectors on when to check the "traffic enforcement" special check box if they stop a CMV due to a traffic violation and inspect it. Kansas does special enforcement lanes and each zone has a Lidar to utilize on CMV traffic. Kansas continues to monitor and enforce violations of excess speeding by both CMV's and passenger vehicles - NRSS.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

This section covers two of FMCSA's safety technology programs:

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. **All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.**

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Infrastructure Investment and Jobs Act (IIJA), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

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, specific details must be included both in this section and in your Part 4 Spending Plan.

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

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

Enter the agency name responsible for ITD in the State: Kansas Highway Patrol

Enter the agency name responsible for PRISM in the State: Kansas Department of Revenue

Narrative Overview for FY 2024 - 2026

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your ITD and PRISM program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

Currently, Kansas is in the Enhanced PRISM level. Kansas is actively developing strategies to advance to the Expanded level.

Program Activities for FY 2024 - 2026: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

Kansas currently is in the Enhanced level of PRISM. Kansas effectively maintains performance by ensuring we continue to using this tool for improving motor carrier and compliance by identifying, suspending, and denying registration applications and renewals of OOS carriers and vehicles.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM progress (e.g., including quarterly SF-PPR reporting).

Kansas will continue to submit quarterly PRISM reports in a timely manner. Kansas started submitting our PRISM quarterly reports via the ITD online reporting system in FMCSA’s Portal. Kansas participates in PRISM quarterly meetings. Kansas coordinates with the state’s department of revenue to supplement these reports.

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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2018 - 2022

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

Public Education and Outreach Activities	2018	2019	2020	2021	2022
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 2024 - 2026

Performance Objective: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safety initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

Kansas will continue to conduct educational programs to deter human trafficking, to ensure FMCSA compliance, hazardous materials transportation compliance and share the road safety initiatives. The Kansas Highway Patrol serves as a resource to the industry and the public for CMV related questions and educational materials. Public education and awareness activities are essential in educating the general public about sharing the road safely with CMVs. The KHP has public resource officers (PRO) assigned to the seven field troops across the state that disseminate information to carriers and the public. To accomplish this, we coordinate training classes and host 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.

Projected Goals for FY 2024 - 2026

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.

			Performance Goals		
Yes	No	Activity Type	FY 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	75	75	75
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	75	75	75
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	5	5	5
<input checked="" type="radio"/>	<input type="radio"/>	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 does and will continue to include Truckers Against Trafficking and Construction Zone information during Safety Programs, State Fair, Farm Shows, CMV Expos, State Trucking Association (KCMA) events, etc.

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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

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.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	Yes

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality: Kansas Highway Patrol

Enter the agency or agencies name responsible for DataQs: Kansas Highway Patrol

Enter the agency name responsible for the Crash Data Repository: Kansas Department of Transportation

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 2024 - 2026.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2024	Goal for FY 2025	Goal for FY 2026
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Fair	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 July 2023.

Narrative Overview for FY 2024 - 2026

Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as “Good/Green” in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

Kansas currently has a Crash Timeliness rating of "Fair". This is due to crash submission timeliness issues with our local agencies throughout the state. We have worked with VOLPE training center to provide training materials to present to the local agencies to bring the rating to "good".

Program Activities FY 2024 - 2026: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ.

Kansas remains in the Green/Good category across all ratings. The Kansas Highway Patrol will utilize the state-reported data from crashes and roadside inspections in A&I, to identify areas to manually edit erroneous information contained in crash and inspection records.

Program Activities FY 2024 - 2026: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

Kansas has one 999 employee who solely works on DataQs. When needed, Kansas has 3 Technical Troopers and two Lieutenants who are also trained to handle DataQs. Typically, the original DataQ RDR is handled by the 999 employee or one of the 3 TECHTRPs. The first appeal is handled by a Lieutenant. If there is a 2nd appeal, it is considered the final appeal and is handled by the Administrative Lieutenant. Typically, during the 2nd appeal the Administrative Lieutenant reaches out to the DataQ team, the inspector who completed the inspections, KCC, and FMCSA for their expert knowledge and guidance prior to answering the final appeal.

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

The MCSAP program administrator will run monthly reports from A&I to determine which records to research for accuracy and timeliness issues. Kansas will also utilize the Data Quality Tool and reports provided by CVSA to research crash and inspections records for accuracy on a monthly basis.

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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP (49 CFR 350.207.) A State may conduct intrastate New Entrant safety audits at the State’s discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- **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.).

Note: 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
<input checked="" type="radio"/>	<input type="radio"/>	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.
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	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 2018 - 2022

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

New Entrant Safety Audits	2018	2019	2020	2021	2022
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 2024 - 2026

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website (NEWS)	
Date information retrieved from NEWS Dashboard to complete eCVSP	07/19/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	607
Current Number of Past Dues	1

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: Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

Projected Goals for FY 2024 - 2026

Summarize projected New Entrant safety audit activities in the table below.

Projected Goals for FY 2024 - 2026 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2024		FY 2025		FY 2026	
	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. Describe how the State will reduce past due Safety Audits. 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 carrier 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 guidelines based on the carrier 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, location and inventory. This will reduce the number of overdue carriers in our metropolitan areas.

Activity Plan for FY 2024 - 2026: 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 monthly. 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 20 audits per month. Each part time Auditor should average 10-12 audits per month, dependent upon the existing inventory at the time.

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

In 2022 FMCSA increased Kansas' goal for completed audits from 407 to 511.

Kansas has completed the majority of their audits on time, with very few of them past their due date. Currently in FFY 2021-2022 Kansas has completed 456 audits (86.2% of total audits). Kansas has completed 63 onsite audits (13.8% of total audits) during the same time frame. Kansas' goal is to complete approximately 90% of the audits offsite and 10% onsite. Kansas is right on target with the projected percentages. Kansas strives to keep up with the rising volume of New Entrant Safety Audits with a limited amount of personnel.

Data pulled from state sources July 1, 2023.

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, inactivation's, authority changes, failures, no contacts, and farm vehicles exempted due to FAST Act to provide a detailed picture of work output. New Entrant activities are reported both quarterly and annually to the SPM.

Part 3 - National Emphasis Areas and State Specific Objectives**Part 3 Section 1 - Overview**

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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2024 - 2026).

Part 3 Section 2 - 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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

*FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.*

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

Your State’s FY 2023 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 100.00%

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/26/2024

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 IH or UNSAT/UNFIT 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 3 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. 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 4 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2023 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 2023 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2023 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2023 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 FY 2023 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 5 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO 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 human trafficking/smuggling initiatives, work zone safety details, 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 2024 - 2026. 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.

Construction/Work Zone Crash Reduction Initiative.

Narrative Overview for FY 2024 - 2026

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

The Kansas Department of Transportation reported the following work zone crashes involving large/heavy vehicles: 2019 - 3 fatality crashes resulting in 3 deaths and 26 injury crashes resulting in 45 injuries 2020 - 0 fatality crashes and 26 injury crashes resulting in 31 injuries 2021 - 4 fatality crashes resulting in 5 deaths and 28 injury crashes resulting in 39 injuries 2022 - 2 fatality crashes resulting in 2 deaths and 32 injury crashes resulting in 41 injuries 2023* - 2 fatality crashes and 33 injury crashes resulting in 46 injuries
*preliminary data Kansas will monitor all large/heavy vehicle related crashes in work zones on a quarterly basis depending on KDOTs data tracking availability. This data will allow us to adjust enforcement efforts as needed to areas of concern in order to reduce work zone crashes. Saturation enforcement, spot lanes, and increased officer presence will be used in and around work zones to reduce fatality and serious injury crashes. Statistics - KDOT/July 2023.

Projected Goals for FY 2024 - 2026:

Enter performance goal.

Reduce the number of serious CMV crashes, especially those in work zones, by 15%.

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.

The Kansas Highway Patrol works directly with KDOT to increase work zone traffic enforcement efforts on CMVs and passenger vehicles operating around CMVs. Work zones create a unique challenge for effective enforcement while maintaining work zone safety during enforcement efforts. An effective way to reduce serious work zone crashes is to increase police activity directly before the work zone begins. By doing this, officers can educate drivers to change behavior prior to entering work zones. Officer presence has proven to be effective at deterring unsafe driving behaviors including speeding, unsafe lane changes, following too closely, and inattentive driving in and around work zones. By

increasing traffic enforcement and officer presence, it will help to reduce serious crashes in and around work zones.

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.

There is a collaboration with KHP, KDOT, and Kansas State University to develop a system to provide data to report quarterly. At this time, all data is housed in the crash data repository which is updated annually. This creates a challenge to provide live data for measurement and monitoring quarterly. KDOT supplies data for all CMV crashes in construction zones quarterly. These numbers are preliminary and aren't finalized for several years.

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 justify 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 2025 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. The budget category tables use 95 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 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 a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share 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 ensure 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 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- A State's planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- A Territory's planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,307,416.00	\$331,969.00	\$6,639,385.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$995,908.00
MOE Baseline:	\$341,825.51

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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.

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

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 prior approval (15% of MCSAP Award Amount):	\$995,908.00

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
Captain	1	100.0000	\$123,000.00	\$123,000.00	\$116,850.00	\$6,150.00	\$0.00
Lieutenant	6	100.0000	\$109,000.00	\$654,000.00	\$621,300.00	\$32,700.00	\$0.00
Technical Trooper	27	100.0000	\$90,000.00	\$2,430,000.00	\$2,308,500.00	\$121,500.00	\$0.00
Technical Trooper PT NE	2	25.0000	\$90,000.00	\$45,000.00	\$42,750.00	\$2,250.00	\$0.00
Program Administrator	1	100.0000	\$65,000.00	\$65,000.00	\$61,750.00	\$3,250.00	\$0.00
PSA I	1	100.0000	\$55,000.00	\$55,000.00	\$52,250.00	\$2,750.00	\$0.00
Administrative Staff	4	100.0000	\$43,500.00	\$174,000.00	\$165,300.00	\$8,700.00	\$0.00
Safety and Health Inspector FT	2	100.0000	\$51,600.00	\$103,200.00	\$98,040.00	\$5,160.00	\$0.00
KHP Investigator PT	4	100.0000	\$25,500.00	\$102,000.00	\$96,900.00	\$5,100.00	\$0.00
IT Support	2	50.0000	\$80,000.00	\$80,000.00	\$76,000.00	\$4,000.00	\$0.00
Accounting Support	2	25.0000	\$58,000.00	\$29,000.00	\$27,550.00	\$1,450.00	\$0.00
Records Staff	4	25.0000	\$44,000.00	\$44,000.00	\$41,800.00	\$2,200.00	\$0.00
MOE KHP Trooper Inspector	303	0.0000	\$246,331.14	\$0.00	\$0.00	\$0.00	\$246,331.14
Subtotal: Salary				\$3,904,200.00	\$3,708,990.00	\$195,210.00	\$246,331.14
Overtime Project Costs							
MCSAP Overtime	1	100.0000	\$475,000.00	\$475,000.00	\$451,250.00	\$23,750.00	\$0.00
Subtotal: Overtime				\$475,000.00	\$451,250.00	\$23,750.00	\$0.00
TOTAL: Personnel				\$4,379,200.00	\$4,160,240.00	\$218,960.00	\$246,331.14
Accounting Method:	Modified Accrual						

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

The MCSAP grant funds 1 Captain, 6 Lieutenants, 27 full time Technical Troopers, 2 part-time New Entrant Technical Troopers, 1 Program Administrator, 1 Public Service Administrator, 4 Administrative Office Staff, 2 Safety and Health Inspectors, 4 part-time KHP Investigators, 2 IT Support, 2 Accounting Support, 4 Records Staff and 303 MOE Trooper Inspectors.

Troop I is a specialty Troop which specializes in MCSAP only activities. These Troopers use time and activity reports to track their MCSAP tasks. Their time sheets are coded for the tracked MCSAP activities. If there are activities other than MCSAP paid, that time is placed under a separate time reporting group. Time reporting groups other than MCSAP are separated from reimbursement requests.

The salary and fringe amounts assume all positions are 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 MCSAP projects, 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 six 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. 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 302 Kansas inspectors.

There are 2 full time Motor Carrier Inspectors that carry out safety training part-time and are 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 the above activities as well as post-crash inspections involving CMVs as the severity of the collision dictates.

Program Administrator 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, 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.

Four administrative staff, one who administers the Kansas SafetyNet program, enters all handwritten inspections and reviews all inspection data quality. The second administrative position completes time sheets, activity reports and is a primary call taker for MCSAP and New Entrant calls. The third works with KCC counsel to set administrative hearings to ensure procedural due process, reviews all civil assessment for out of service carriers, ensures data quality measures are being met and corrects data errors with inspections. The fourth uses safety performance data collected by states to monitor motor carrier compliance and analyze crash data involving CMVs on public roadways.

Two full-time Safety and Health Inspectors are dedicated to Compliance Reviews and New Entrant program requirements.

Four part-time KHP Investigators that conduct roadside inspections.

We utilize two IT support staff. 50% of their duties include monitoring and troubleshooting connectivity issues, supporting MCSAP programs including INSPECT, CVIEW, SafetyNet, Perceptive Content and all IT forms.

There are two accounting support staff. 25% of their duties include MCSAP monthly expenditures, vouchers, and monitoring/reporting to the fiscal head and the Troop Commander.

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.

MOE KHP Trooper Inspectors are inspectors paid for out of the Motor Carrier Inspector funds and support MCSAP activities. All KHP road troopers/LEOs maintain level II CVSA certification. These troopers/LEOs have to complete 50 Level II inspections to maintain annual certification. LEOs also must complete 12 hours of recertification on an annual basis.

Overtime costs are associated with overtime accrued when placing vehicles OOS or inspections when over 80 hours in a pay period. During FFY 2022, data showed an average of \$12,300.32 per pay period. There are 52 pay periods during this eCVSP performance period, totaling \$639,616.64. KHP plans to closely monitor MCSAP deployments.

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. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and 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 rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

Actual Fringe Rate: a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

Aggregated Rate: a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

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 more information on this item see the [Fringe Benefits Job Aid below](#).

Fringe costs method: Aggregated Rate - documentation added to 'My Documents' to describe rate calculation

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

Fringe Benefit Rate: 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.

Base Amount: The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

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	100.0000	0.0000	\$97,760.00	\$0.00	\$0.00	\$0.00	\$97,760.00
Civilian Fringe 100% MCSAP	21.8210	100.0000	\$397,200.00	\$86,673.01	\$82,339.36	\$4,333.65	\$0.00
Civilian Fringe 50% MCSAP	21.8210	50.0000	\$80,000.00	\$8,728.40	\$8,291.98	\$436.42	\$0.00
Civilian Fringe 25% MCSAP	21.8210	25.0000	\$73,000.00	\$3,982.33	\$3,783.21	\$199.12	\$0.00
LEO Fringe 100% MCSAP	26.2610	100.0000	\$3,207,000.00	\$842,190.27	\$800,080.76	\$42,109.51	\$0.00
LEO Fringe 25% MCSAP	26.2610	25.0000	\$45,000.00	\$2,954.36	\$2,806.64	\$147.72	\$0.00
INS 100% MCSAP	100.0000	100.0000	\$410,592.00	\$410,592.00	\$390,062.40	\$20,529.60	\$0.00
INS 50% MCSAP	100.0000	50.0000	\$19,552.00	\$9,776.00	\$9,287.20	\$488.80	\$0.00
INS 25% MCSAP	100.0000	25.0000	\$78,208.00	\$19,552.00	\$18,574.40	\$977.60	\$0.00
TOTAL: Fringe Benefits				\$1,384,448.37	\$1,315,225.95	\$69,222.42	\$97,760.00

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 determined by the State of Kansas - Division of Budget and is distributed to each agency.

Fringe benefits for LEOs are:

Kansas police and fire, FICA/MEDICARE, Workers Comp, Unemployment Comp. State FY 2025 - Fringe rate is 26.261%. There are 34 employees that spend 100% of time on MCSAP grant and 2 that spend 25% of time on MCSAP grant. Base amount is determined by actual salary of positions.

Civilians: KEPRS, FICA/Medicare, Workers Comp, Unemployment Comp. State FY 2024 - Fringe rate is 21.821%. There are 8 employees that spend 100% of time on MCSAP grant, 2 that spend 50% of time on MCSAP grant, and 6 that spend 25% of time on MCSAP grant. Base amount is determined by actual salary of positions.

Health insurance is not included in the fringe rate. The average annual premium share is \$9,776 per employee. The rates are calculated based on 46 employees that spend 100% of time on MCSAP Grant, 2 employees that spend 50% of time on MCSAP Grant and 8 employees that spend 25% of time on MCSAP Grant.

MOE Fringe Insurance rate - The fringe insurance rate is based on the average annual premium share of \$9,776 for 10 non-funded MCSAP positions.

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

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, airfare, lodging, meals, transportation, 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 §200.475](#).

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
NAIC	2	5	100.0000	\$4,000.00	\$3,800.00	\$200.00	\$0.00
CVSA Data Quality Conference	3	5	100.0000	\$4,500.00	\$4,275.00	\$225.00	\$0.00
Commercial Vehicle Safety Summit	9	3	100.0000	\$2,700.00	\$2,565.00	\$135.00	\$0.00
CVM Post-Crash Inspectors Course	3	3	100.0000	\$4,500.00	\$4,275.00	\$225.00	\$0.00
Routine Travel	20	10	100.0000	\$23,000.00	\$21,850.00	\$1,150.00	\$0.00
IFTA/IRP Managers Meeting	2	5	100.0000	\$3,500.00	\$3,325.00	\$175.00	\$0.00
FMCSA Grant Training	3	5	100.0000	\$5,700.00	\$5,415.00	\$285.00	\$0.00
COMHED	3	5	100.0000	\$5,700.00	\$5,415.00	\$285.00	\$0.00
CVSA Annual Conference	5	6	100.0000	\$13,500.00	\$12,825.00	\$675.00	\$0.00
Annual Training Certification	302	5	100.0000	\$18,500.00	\$17,575.00	\$925.00	\$0.00
CVSA Workshop	5	5	100.0000	\$13,500.00	\$12,825.00	\$675.00	\$0.00
NAPARS Symposium on EDR Research	4	5	100.0000	\$5,700.00	\$5,415.00	\$285.00	\$0.00
Travel for Col/LT Meetings	3	1	100.0000	\$1,250.00	\$1,187.50	\$62.50	\$0.00
PCVI Course	4	5	100.0000	\$5,700.00	\$5,415.00	\$285.00	\$0.00
Pistol Mounted Optic Training	4	1	100.0000	\$1,250.00	\$1,187.50	\$62.50	\$0.00
Lethal Weapons Training	4	3	100.0000	\$1,250.00	\$1,187.50	\$62.50	\$0.00
Public Safety Drone Expo	2	5	100.0000	\$5,000.00	\$4,750.00	\$250.00	\$0.00
CVSA Recon Managers Annual Meeting	2	3	100.0000	\$4,500.00	\$4,275.00	\$225.00	\$0.00
IIJA Stakeholder Meeting	1	5	100.0000	\$2,700.00	\$2,565.00	\$135.00	\$0.00
Berla Tech Training	1	5	100.0000	\$7,500.00	\$7,125.00	\$375.00	\$0.00
TOTAL: Travel				\$133,950.00	\$127,252.50	\$6,697.50	\$44,112.00

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

MOE travel includes NAS A and B week, CVSA recertification and Haz-Mat recertification for non-funded MCSAP members.

2 members of MCSAP will attend NAIC and 3 to COMHED. NAIC will have two competitors.

3 Members of MCSAP will attend the CVSA Data Quality Conference. This training will provide ways to research and correct data quality issues and maintain a "good" rating on A&I. The data will be used to monitor motor carrier compliance and analyze inspection and crash data involving CMVs.

9 Members of MCSAP will attend the Commercial Vehicle Safety Summit. The Summit will bring together representatives from law enforcement, driver licensing agencies, universities and industry to share research and best practices to improve data quality. The collection and use of CMV data will ultimately improve commercial vehicle safety.

3 members of MCSAP will attend the CMV Post-Crash Inspection Course. This is a trainer's course to allow these members to provide post-crash training to the Patrol.

Routine MCSAP travel includes Safety Audits, Compliance Reviews, ACTAR Certification, International Road check, National Haz-Mat lane and 3 other lanes. The goal of the other lanes is to remove unsafe drivers and vehicles. We collaborate with our criminal interdiction and K-9 units to identify and apprehend human and drug trafficking operations. KHP will also work to identify and remove impaired CMV drivers from Kansas roadways. Kansas plans to saturate 3 separate areas of the state with high CMV traffic to ensure compliance through enforcement. This also includes the KMCA annual championship. Approximately 20 people travel to each deployment and have overnight stays with per diem. The additional program travel is for safety programs MCSAP provides throughout the year. Per Diem in the state is \$55.00 per day and the lodging maximum is \$150.00 per night. This also covers all other MCSAP eligible conferences or training courses.

2 members of MCSAP will attend the IRP/IFTA Managers Workshop. The focus of the workshop is education breakouts that focus on 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 updated processes for IFTA reviews.

3 Members of MCSAP will attend the FMCSA Grant Training. The purpose of this training is to learn about changes and updates made to the grant writing process for FMCSA.

5 members of MCSAP will attend the CVSA workshop and annual conference with voting members in Policy & Regulatory Affairs, Crash Data & Investigations Standards, Training Committee, Hazardous Materials Committee and Size & Weight Committee. KHP is a chair member of the Enforcement and Industry Modernization Committee. We also attend the Vehicle Committee, PBBT users forum, InfoSys, Passenger Carrier, Driver Committee and Training sponsored by CVSA. At each conference, CVSA provides critical training for line inspectors in each of the above-listed areas. Those attending these program meetings and trainings are KS SME's and Program Managers or NTC instructors, who teach or manage a different function of varied expertise. The training will enhance the management of the program and help instruct inspectors locally and nationally when tasked by NTC. With the growth of vehicle components, exemptions, regulations, ELD and vehicle technologies, it has since become more than a few members traveling to CVSA training. Members can gain knowledge and expertise to bring back effective program management and instruction to our nearly 400 Kansas inspectors. The inexpensive training and information gained at CVSA is an incredible benefit for our inspection program. Due to the scheduling of the conference committees, many committees meet at the same time. Therefore, one person cannot attend multiple committees. Allowing for multiple attendees, we can ensure Kansas has a member present on each of the committees. Attendance in the committees is vital to the Kansas CVSA program to ensure correct, up-to-date information is distributed statewide and consistent enforcement is upheld. Committee discussions and votes are imperative. Our members have long since been included in the discussions that affect commercial trucking across North America.

Annual training and certifications for CVSA A and B week, Haz-Mat, Cargo Tank and Other Bulk Packaging 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.

4 members of MCSAP attend NAPARS Symposium on EDR Research. The symposium offers significant benefits MCSAP members in traffic accident investigation and reconstruction. It provides in-depth insights into the latest EDR technologies, data extraction methods, and interpretation techniques, which are crucial for accurate crash analysis. The knowledge this conference provides improves the accuracy and reliability of accident reconstructions.

3 members of MCSAP travel for Colonel/Lieutenant Meetings. These meetings are provide efforts to report on ground-level issues, share feedback, and discuss challenges, ensuring that decision-making is informed by real-time insights. The collaboration helps maintain organizational cohesion, enhances operational efficiency, and ensures all members of our team are working toward our organizational goals.

4 members of MCSAP attend the Passenger Carrier Vehicle Inspection (PCVI) Course. This course provides inspectors with specialized knowledge and skills for assessing the safety of passenger-carrying vehicles, such as buses and motor coaches. The course enhances inspection techniques, ensures compliance with safety regulations, and improves risk identification, all of which contribute to public safety.

Pistol Mounted Optic Training is required firearm certification for new equipment for MCSAP personnel.

4 members from MCSAP team are chosen to participate in the Kansas Attorney General's with their biannual Lethal Weapons Training. The CHART team are present to put on live vehicle crashes and assist on investigating and prosecuting DUI fatalities. Lethal weapons training helps MCSAP members to respond more effectively to a wider range of incidents, such as criminal activities discovered during inspections, or threats to public safety.

2 MCSAP members attend the Public Safety Drone Expo. The expo provides exposure to the latest drone technologies, applications, and best practices tailored for public safety missions. Attendees learn how drones enhance operational efficiency. Additionally, the event offers opportunities to network with industry experts, share knowledge with peers, and explore hands-on demonstrations, ultimately helping our team to integrate drone technology effectively into our public safety strategies.

2 members from MCSAP attend CVSA Crash Managers Safety Summit. This summit will facilitate collaboration among state police crash reconstruction work units. Sessions will provide opportunities to diversify and implement best practices for our agency's crash reconstruction program.

1 member from MCSAP attends CVSA meeting of the Reauthorization Task Force (IJA Stakeholder Meeting). This meeting includes discussions with stakeholder groups regarding potential improvements to roadside inspection and enforcement programs and reauthorization policy priorities.

1 member from MCSAP attends Berla Tech Training. This is a certified training program to teach collision reconstruction and analyze the proper and safe methods of extracting data from vehicles using the Berla Infotainment Download System MCSAP personnel utilize.

All travel will further the national program elements.

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 equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.

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 how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

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
Equipment MOE	1	\$15,000.00	0	\$0.00	\$0.00	\$0.00	\$15,000.00
Unmanned Aerial System	1	\$16,000.00	100	\$16,000.00	\$15,200.00	\$800.00	\$0.00
TOTAL: Equipment				\$16,000.00	\$15,200.00	\$800.00	\$15,000.00
Equipment threshold is greater than \$5,000.							

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

Unmanned Aerial System (UAS) platforms are utilized for the aerial documentation of serious injury and fatal collisions involving Commercial Motor Vehicles (CMVs). These systems provide both still images and video footage to document collision scenes. The collected data imagery and videos serve as supplemental data for collision investigations and documentation efforts processed using Pix4D photogrammetry software on Dell Precision laptops.

MOE equipment is met by the acquisition of F-150 pickup trucks, used for post crash and CVSA inspections for our motor carrier inspectors.

Cost is determined based on past invoices or purchase quotes for this item.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. 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.

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
MOE	1 1	\$5,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$5,000.00
Uniforms	156 each	\$407.00	100.0000	\$63,492.00	\$60,317.40	\$3,174.60	\$0.00
Instruction Materials (books for new Insp)	1 each	\$9,500.00	100.0000	\$9,500.00	\$9,025.00	\$475.00	\$0.00
Inspection Supplies	1 each	\$3,500.00	100.0000	\$3,500.00	\$3,325.00	\$175.00	\$0.00
Computer Supplies	1 each	\$13,000.00	100.0000	\$13,000.00	\$12,350.00	\$650.00	\$0.00
Office Supplies	1 each	\$13,000.00	100.0000	\$13,000.00	\$12,350.00	\$650.00	\$0.00
TOTAL: Supplies				\$102,492.00	\$97,367.40	\$5,124.60	\$5,000.00

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

Uniforms are ordered annually and include the BDU tactical uniform long/short sleeved shirts and pants. Two uniforms are ordered per inspector that spend 100% of their time on MCSAP activities. There are a total of 52 level I inspectors. These BDU uniforms are purchased specifically to conduct inspections. Additional uniform items are Mechanix gloves and ballistic vests which are ordered on a rotation every five years. This is the end of the manufacturers life cycle.

Instruction Materials: CVSA instruction materials are required as computers and internet connectivity may fail. In some areas of Kansas, no connectivity exists. These are estimates are taken from actual previous year's expenditures adjusted for possible price increases.

Supplies needed to conduct CMV inspections. These can include: wheel chocks, creepers, chamber mate tool, articulated rulers, tread depth gauge, truck tire gauge. Any excess of the budgeted amount will be state funded. These are estimates are taken from actual previous year's expenditures adjusted for possible price increases.

Office supplies consist of printer cartridges, thermal paper for MCSAP mobile units and Savin copier charges. Our Savin copier is a multi-purpose fax, scanner, copier, linking to our SafetyNet and ImageNow systems for challenges, scan returned inspections, challenge documents and other MCSAP related correspondence. Additional items in this category include: pens, paper, bathroom supplies, printers, scanners, office chairs/furniture, rubber gloves (utilized during searches and when contraband is discovered) additional uses include handling of urine, blood and other contagions and other standard office supplies used throughout the year. Office supplies cost was determined from actual costs charged to the 2023 MCSAP grant.

Computer supplies consist of montiors, docking stations/hubs, wireless keyboards and mouse, laptop mounted side screens, and other standard computer supplies used 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 §200.1 Definitions](#)). All contracts issued under a Federal award must comply with the procurement standards described in [2 CFR §200.317](#), [2 CFR §200.318](#), and [Appendix II to Part 200](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.331](#) 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 §200.1 Definitions](#) and [2 CFR §200.331](#)).

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 §200.1 Definitions](#)).

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.

The Unique Entity Identifier (UEI) is the non-proprietary identifier that replaced the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

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	UEI 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 (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, 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 §200.1](#) Definitions) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the "My Documents" area in the eCVSP tool and through Grants.gov. 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. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

- **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
Other MOE	1	\$32,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$32,000.00
PrePass Safety Alliance Membership	1 each	\$7,500.00	100.0000	\$7,500.00	\$7,125.00	\$375.00	\$0.00
Vehicle Maintenance	1 each	\$53,000.00	100.0000	\$53,000.00	\$50,350.00	\$2,650.00	\$0.00
3rd Party Inspection Software	1 each	\$147,000.00	100.0000	\$147,000.00	\$139,650.00	\$7,350.00	\$0.00
Document Management & Workflow Automation Software	1 each	\$48,493.00	100.0000	\$48,493.00	\$46,068.35	\$2,424.65	\$0.00
Drivewyze	1 each	\$43,000.00	100.0000	\$43,000.00	\$40,850.00	\$2,150.00	\$0.00
Communication (Cell Phones)	1 each	\$23,000.00	100.0000	\$23,000.00	\$21,850.00	\$1,150.00	\$0.00
MDU Air Cards	1 each	\$21,000.00	100.0000	\$21,000.00	\$19,950.00	\$1,050.00	\$0.00
CVSA Membership	1 each	\$12,900.00	100.0000	\$12,900.00	\$12,255.00	\$645.00	\$0.00
Copier Rental	1 each	\$3,500.00	100.0000	\$3,500.00	\$3,325.00	\$175.00	\$0.00
Office Rent	1 each	\$35,000.00	100.0000	\$35,000.00	\$33,250.00	\$1,750.00	\$0.00
Vehicle Insurance	1 each	\$23,300.00	100.0000	\$23,300.00	\$22,135.00	\$1,165.00	\$0.00
VIS-PBBT Service Agreement & Calibration Schedule	1 each	\$4,500.00	100.0000	\$4,500.00	\$4,275.00	\$225.00	\$0.00
Perceptive Content	1 each	\$8,700.00	100.0000	\$8,700.00	\$8,265.00	\$435.00	\$0.00
Telecommunication Services	1 each	\$3,500.00	100.0000	\$3,500.00	\$3,325.00	\$175.00	\$0.00
Central Mail Services	1 each	\$3,500.00	100.0000	\$3,500.00	\$3,325.00	\$175.00	\$0.00
Maintenance Agreement for Pitney Bowes	1 each	\$1,800.00	100.0000	\$1,800.00	\$1,710.00	\$90.00	\$0.00
Postage	1 each	\$100.00	100.0000	\$100.00	\$95.00	\$5.00	\$0.00
Accuracy Checks for Portable Scales	3 each	\$30.00	100.0000	\$90.00	\$85.50	\$4.50	\$0.00
CVSA Decals	1 each	\$2,688.00	100.0000	\$2,688.00	\$2,553.60	\$134.40	\$0.00
Berla Software 1 yr	1 each	\$3,250.00	100.0000	\$3,250.00	\$3,087.50	\$162.50	\$0.00
HP RTK GPS Network for Mapscenes & Drone Mapping 1 yr	2 each	\$1,600.00	100.0000	\$3,200.00	\$3,040.00	\$160.00	\$0.00
Solid State External Hard Drive	5 each	\$380.00	100.0000	\$1,900.00	\$1,805.00	\$95.00	\$0.00

Electronic Control Module removal tools	5 each	\$675.00	100.0000	\$3,375.00	\$3,206.25	\$168.75	\$0.00
CMV/ECM Download Module Software	1 each	\$2,000.00	100.0000	\$2,000.00	\$1,900.00	\$100.00	\$0.00
Trello Report Tracking Software 1 yr	1 each	\$1,600.00	100.0000	\$1,600.00	\$1,520.00	\$80.00	\$0.00
Hyundai/KIA EDR Cables	10 each	\$300.00	100.0000	\$3,000.00	\$2,850.00	\$150.00	\$0.00
Mapping Equipment	2 each	\$1,000.00	100.0000	\$2,000.00	\$1,900.00	\$100.00	\$0.00
Crash Data Recorder Software 1 yr	1 each	\$1,500.00	100.0000	\$1,500.00	\$1,425.00	\$75.00	\$0.00
Hyundai EDR Software 1 yr	1 each	\$1,000.00	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
KIA EDR Software 1 yr	1 each	\$1,000.00	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Forensic Link Adapter	1 each	\$3,600.00	100.0000	\$3,600.00	\$3,420.00	\$180.00	\$0.00
Pix3D Mapping Software (Perpetual)	2 each	\$5,999.00	100.0000	\$11,998.00	\$11,398.10	\$599.90	\$0.00
Synercon Technologies Truck Crypt Software 3 yrs	1 each	\$5,400.00	100.0000	\$5,400.00	\$5,130.00	\$270.00	\$0.00
Bendix Acom Pro Software 1 yr	2 each	\$400.00	100.0000	\$800.00	\$760.00	\$40.00	\$0.00
MCSAP Fuel	1 1	\$135,100.63	100.0000	\$135,100.63	\$128,345.85	\$6,754.78	\$0.00
TOTAL: Other Costs				\$623,294.63	\$592,130.15	\$31,164.48	\$32,000.00

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

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

Vehicle maintenance includes services to KHP owned vehicles (not under contract) such as windshield wipers, tires and scheduled maintenance. This figure was determined from actual cost from the 2023 MCSAP Grant.

Third Party Truck Inspection Software is designed to streamline and enhance the process of Commercial Motor Vehicle (CMV) inspections. It facilitates efficient and accurate inspections of CMVs by leveraging advanced data collection and analysis tools. It also enables personnel to perform thorough assessments, ensuring that CMVs are in compliance with safety and regulatory standards. This software also consists of a solution that consolidates and shares data regarding commercial vehicle operations. It integrates information to provide a comprehensive overview of vehicle and driver compliance with regulatory requirements.

Document Management and Workflow Automation Software is a cloud-based solution to help digitize and streamline our administrative processes as the software we use now will no longer exist. This software offers tools for electronic forms, document storage, and automative workflows, enabling our MCSAP personnel to manage records more effectively, enhance compliance, and improve overall operational productivity while reducing costs.

Drivewyze - The Support and Maintenance Services (SMS) Plan for the Smart Roadside Inspection Program (SRIP) equipment, software, and annual registration fees. This service allows for the e-screening of ISS Score of Federal Out of Service level.

Communications are comprised of air cards and mobile phones and service plans. Air cards and mobile phones are for personnel who focus 100% of their time on MCSAP activities. This figure was determined from actual cost from the 2023 MCSAP Grant.

Annual CVSA Membership Dues.

Our Savin copier is a multi-purpose fax, scanner, copier, linking to our SafetyNet and ImageNow systems for challenges, scan returned inspections, challenge documents and other MCSAP related correspondence.

MCSAP office rent is for KHP MCSAP offices. The office is the central hub for all Kansas certified inspectors as well as the New Entrant Program. There is an annual lease charge for the space. The charge is calculated based on the square footage utilized by different Troops/Departments (Troop Square Footage/Total Square Ft which gives us the % to total). Once the % is identified, that same % is applied to the total lease amount, as well as any escalator fee that may be imposed, and that dollar amount is charged back to the applicable Troop/Department. The State of Kansas – Department of Administration charges a Monumental Service Fee on leased property. The calculation is also based off the square footage utilized by the different Troops/Departments in leased space. Each year they identify the rate per square ft. and it's applied the same as above.

Per contract pricing, vehicles used for law enforcement purposes is charged at a rate of \$466.00 per vehicle. Troop I has 50 vehicles that are MCSAP funded.

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.

VIS Check PBBT service agreement, preventative maintenance and calibration schedule.

Perceptive Content user licensing for 3 computers. This program is utilized for 100% MCSAP purposes. This program allows all documentation pertaining to carriers and inspections to be linked to SafetyNet for record keeping purposes. This could include other scan licensing depending on if Perceptive Content is still available without SafetyNet.

Telecommunications consist of office phones. The estimated amount is from 2023 expenditures.

Central Mail Services consist of physical mail pick-up. This estimated amount is from 2023 expenditures.

Maintenance Agreement for Pitney Bowes: used for sorting, folding, inserting, and sealing MCSAP only mailings. The mailings include DOT letters, Data Q letters, Data Q letters, carrier invoices, and challenge/hearing determinations.

Postage consists of mailing physical mail/packages. This estimated amount is from 2023 expenditures.

Accuracy Checks for portable scales help ensure the scales provide consistent measurements, which is crucial for maintaining quality and trust in the scale's readings.

CVSA Decals 6,400 at \$.42 = \$2,688.00.

Berla is a hardware and software interface that provides investigators with the ability to capture onboard in vehicle data extraction related to driver operation/distraction, speed, geolocation, and location information. This information and data are used in collision reconstruction and the analysis of vehicles involved in serious injury and fatality collisions involving commercial motor vehicles.

HP RTK Network License: Real Time Kinetic (RTK) Network is required to run the Sokkia GCX3 Fusion GPS Mapping Unit. The RTK subscription is used to improve the accuracy of position data (GPS) while using the GNSS/GPS Antenna for forensic scene mapping. Scene data collected is then used to create a forensic map and supplements collision reconstruction and analysis of vehicles involved in serious injury and fatality collisions involving commercial motor vehicles. This will be an annual subscription to this network.

The Solid State drives are used as a backup storage device for electronic data. The mapping units and digital photos produced by the drone.

Electronic control module removal tools are specialized to access and remove electronic control modules (ECMs) in commercial motor vehicles involved in serious injury and fatality collisions for the purpose of crash data extraction. ECMs are located behind the frame rails on most engines to be removed. If the truck electric system is damaged, the ECM can be removed for a "bench top" download.

CMV/ECM download module software: This will allow for direct communications to ECM's on large CMV's without the removal of the ECM. It will allow each region team to gain information from ECM's if removal is not warranted in a timelier manner.

Trello is a web-based application that allows MCSAP personnel to track and manage federal and state required crash reporting status of severe injury and fatal crash reports. The case management software is utilized to track and ensure the punctual reporting of crashes that meet the state and Federal reporting requirements.

Hyundai/KIA EDR Cables allow downloading of Hyundai/KIA vehicles with their manufacturer specific EDR kits. At times due to crashes, it may be necessary to connect directly to the airbag module located within the vehicle rather than the diagnostic link connector. Hyundai and KIA have specific proprietary cables designed to connect to their modules to allow for that data collection. These cables allow direct connection to the modules when the electrical grid of the vehicle has been compromised due to damage sustained during serious injury/fatality crash investigations.

Miscellaneous Mapping Equipment includes replacement of equipment used to document the scene of serious injury/fatality crashes involving commercial motor vehicles. The equipment includes Prism Poles, Tri-Pods used for the GNSS/GPS Antenna and Total Station data collection, PK Survey Nails, and marking paint for aerial drone imagery ground evidence identification.

Crash Data Recorder Software (1 year): Software to accomplish airbag control module downloads.

Hyundai EDR Software: This manufacturer specific software allows the ability to interface with the proprietary Hyundai vehicle airbag control module hardware. This retrieves data for post-crash analysis of vehicles involved in serious and fatality collisions.

Kia Subscription EDR Software: This manufacturer specific software allows the ability to interface with the proprietary KIA vehicle airbag control module hardware to retrieve data for post-crash analysis of vehicles involved in serious and fatality collisions.

Forensic Link Adapter is a rugged field computer that communicates with electronic control modules and downloads from the Heavy Vehicle Event Data Recorders (HVEDRs) on commercial motor vehicles involved in serious injury/fatality collisions.

Pix4D Mapping Software: This photogrammetry software flies the Unmanned Aerial System. Pix4d Photogrammetry Software: Software utilized to process images captured by unmanned aerial system (drone). This software assists MCSAP personnel with completing scaled diagrams of collision scenes involving vehicles and commercial motor vehicles in serious injury and fatality collisions. It creates and stores the images which are later processed by the M17 Processor.

Synercon Technologies Truck Crypt Software: This software is a system of programs that run on the Forensic Link Adapter and the Synercon Technology server. This server interprets and secures heavy vehicle digital forensic data from an Electronic Control Module (ECM) on Diesel Engines. The ECM download provides critical information about the how the commercial vehicle was being operated prior to a collision or near collision.

Bendix Acom Pro: Proprietary software used to download data from Bendix brake modules in commercial motor vehicles. This data when downloaded can be used to supplement serious injury and fatality collision investigations involving commercial motor vehicles.

Fuel costs are encumbered through issued KHP UMB Visas and bulk fuel purchases from KDOT pumps located throughout the state. These purchases are individually tracked by recording the mileage between fill ups, dollar amount, payment method and gallons purchased. Estimated fuel cost is \$135100.63. The fuel cost was determined from actual costs charged to the 2023 MCSAP Grant.

MOE is \$32,000. This is annual fuel for non-funded MCSAP positions, motor carrier inspectors.

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,307,416.00	\$331,969.00	\$6,639,385.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$995,908.00
MOE Baseline:	\$341,825.51

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Captain	\$116,850.00	\$6,150.00	\$123,000.00	\$0.00
Lieutenant	\$621,300.00	\$32,700.00	\$654,000.00	\$0.00
Technical Trooper	\$2,308,500.00	\$121,500.00	\$2,430,000.00	\$0.00
Technical Trooper PT NE	\$42,750.00	\$2,250.00	\$45,000.00	\$0.00
Program Administrator	\$61,750.00	\$3,250.00	\$65,000.00	\$0.00
PSA I	\$52,250.00	\$2,750.00	\$55,000.00	\$0.00
Administrative Staff	\$165,300.00	\$8,700.00	\$174,000.00	\$0.00
Safety and Health Inspector FT	\$98,040.00	\$5,160.00	\$103,200.00	\$0.00
KHP Investigator PT	\$96,900.00	\$5,100.00	\$102,000.00	\$0.00
IT Support	\$76,000.00	\$4,000.00	\$80,000.00	\$0.00
Accounting Support	\$27,550.00	\$1,450.00	\$29,000.00	\$0.00
Records Staff	\$41,800.00	\$2,200.00	\$44,000.00	\$0.00
MOE KHP Trooper Inspector	\$0.00	\$0.00	\$0.00	\$246,331.14
Salary Subtotal	\$3,708,990.00	\$195,210.00	\$3,904,200.00	\$246,331.14
MCSAP Overtime	\$451,250.00	\$23,750.00	\$475,000.00	\$0.00
Overtime subtotal	\$451,250.00	\$23,750.00	\$475,000.00	\$0.00
Personnel total	\$4,160,240.00	\$218,960.00	\$4,379,200.00	\$246,331.14

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE	\$0.00	\$0.00	\$0.00	\$97,760.00
Civilian Fringe 100% MCSAP	\$82,339.36	\$4,333.65	\$86,673.01	\$0.00
Civilian Fringe 50% MCSAP	\$8,291.98	\$436.42	\$8,728.40	\$0.00
Civilian Fringe 25% MCSAP	\$3,783.21	\$199.12	\$3,982.33	\$0.00
LEO Fringe 100% MCSAP	\$800,080.76	\$42,109.51	\$842,190.27	\$0.00
LEO Fringe 25% MCSAP	\$2,806.64	\$147.72	\$2,954.36	\$0.00
INS 100% MCSAP	\$390,062.40	\$20,529.60	\$410,592.00	\$0.00
INS 50% MCSAP	\$9,287.20	\$488.80	\$9,776.00	\$0.00
INS 25% MCSAP	\$18,574.40	\$977.60	\$19,552.00	\$0.00
Fringe Benefits total	\$1,315,225.95	\$69,222.42	\$1,384,448.37	\$97,760.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE Travel	\$0.00	\$0.00	\$0.00	\$44,112.00
NAIC	\$3,800.00	\$200.00	\$4,000.00	\$0.00
CVSA Data Quality Conference	\$4,275.00	\$225.00	\$4,500.00	\$0.00
Commercial Vehicle Safety Summit	\$2,565.00	\$135.00	\$2,700.00	\$0.00
CVM Post-Crash Inspectors Course	\$4,275.00	\$225.00	\$4,500.00	\$0.00
Routine Travel	\$21,850.00	\$1,150.00	\$23,000.00	\$0.00
IFTA/IRP Managers Meeting	\$3,325.00	\$175.00	\$3,500.00	\$0.00
FMCSA Grant Training	\$5,415.00	\$285.00	\$5,700.00	\$0.00
COMHED	\$5,415.00	\$285.00	\$5,700.00	\$0.00
CVSA Annual Conference	\$12,825.00	\$675.00	\$13,500.00	\$0.00
Annual Training Certification	\$17,575.00	\$925.00	\$18,500.00	\$0.00
CVSA Workshop	\$12,825.00	\$675.00	\$13,500.00	\$0.00
NAPARS Symposium on EDR Research	\$5,415.00	\$285.00	\$5,700.00	\$0.00
Travel for Col/LT Meetings	\$1,187.50	\$62.50	\$1,250.00	\$0.00
PCVI Course	\$5,415.00	\$285.00	\$5,700.00	\$0.00
Pistol Mounted Optic Training	\$1,187.50	\$62.50	\$1,250.00	\$0.00
Lethal Weapons Training	\$1,187.50	\$62.50	\$1,250.00	\$0.00
Public Safety Drone Expo	\$4,750.00	\$250.00	\$5,000.00	\$0.00
CVSA Recon Managers Annual Meeting	\$4,275.00	\$225.00	\$4,500.00	\$0.00
IIJA Stakeholder Meeting	\$2,565.00	\$135.00	\$2,700.00	\$0.00
Berla Tech Training	\$7,125.00	\$375.00	\$7,500.00	\$0.00
Travel total	\$127,252.50	\$6,697.50	\$133,950.00	\$44,112.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Equipment MOE	\$0.00	\$0.00	\$0.00	\$15,000.00
Unmanned Aerial System	\$15,200.00	\$800.00	\$16,000.00	\$0.00
Equipment total	\$15,200.00	\$800.00	\$16,000.00	\$15,000.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE	\$0.00	\$0.00	\$0.00	\$5,000.00
Uniforms	\$60,317.40	\$3,174.60	\$63,492.00	\$0.00
Instruction Materials (books for new Insp)	\$9,025.00	\$475.00	\$9,500.00	\$0.00
Inspection Supplies	\$3,325.00	\$175.00	\$3,500.00	\$0.00
Computer Supplies	\$12,350.00	\$650.00	\$13,000.00	\$0.00
Office Supplies	\$12,350.00	\$650.00	\$13,000.00	\$0.00
Supplies total	\$97,367.40	\$5,124.60	\$102,492.00	\$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
Other MOE	\$0.00	\$0.00	\$0.00	\$32,000.00
PrePass Safety Alliance Membership	\$7,125.00	\$375.00	\$7,500.00	\$0.00
Vehicle Maintenance	\$50,350.00	\$2,650.00	\$53,000.00	\$0.00
3rd Party Inspection Software	\$139,650.00	\$7,350.00	\$147,000.00	\$0.00
Document Management & Workflow Automation Software	\$46,068.35	\$2,424.65	\$48,493.00	\$0.00
Drivewyze	\$40,850.00	\$2,150.00	\$43,000.00	\$0.00
Communication (Cell Phones)	\$21,850.00	\$1,150.00	\$23,000.00	\$0.00
MDU Air Cards	\$19,950.00	\$1,050.00	\$21,000.00	\$0.00
CVSA Membership	\$12,255.00	\$645.00	\$12,900.00	\$0.00
Copier Rental	\$3,325.00	\$175.00	\$3,500.00	\$0.00
Office Rent	\$33,250.00	\$1,750.00	\$35,000.00	\$0.00
Vehicle Insurance	\$22,135.00	\$1,165.00	\$23,300.00	\$0.00
VIS-PBBT Service Agreement & Calibration Schedule	\$4,275.00	\$225.00	\$4,500.00	\$0.00
Perceptive Content	\$8,265.00	\$435.00	\$8,700.00	\$0.00
Telecommunication Services	\$3,325.00	\$175.00	\$3,500.00	\$0.00
Central Mail Services	\$3,325.00	\$175.00	\$3,500.00	\$0.00
Maintenance Agreement for Pitney Bowes	\$1,710.00	\$90.00	\$1,800.00	\$0.00
Postage	\$95.00	\$5.00	\$100.00	\$0.00
Accuracy Checks for Portable Scales	\$85.50	\$4.50	\$90.00	\$0.00
CVSA Decals	\$2,553.60	\$134.40	\$2,688.00	\$0.00
Berla Software 1 yr	\$3,087.50	\$162.50	\$3,250.00	\$0.00
HP RTK GPS Network for Mapscenes & Drone Mapping 1 yr	\$3,040.00	\$160.00	\$3,200.00	\$0.00
Solid State External Hard Drive	\$1,805.00	\$95.00	\$1,900.00	\$0.00
Electronic Control Module removal tools	\$3,206.25	\$168.75	\$3,375.00	\$0.00
CMV/ECM Download Module Software	\$1,900.00	\$100.00	\$2,000.00	\$0.00
Trello Report Tracking Software 1 yr	\$1,520.00	\$80.00	\$1,600.00	\$0.00
Hyundai/KIA EDR Cables	\$2,850.00	\$150.00	\$3,000.00	\$0.00
Mapping Equipment	\$1,900.00	\$100.00	\$2,000.00	\$0.00
Crash Data Recorder Software 1 yr	\$1,425.00	\$75.00	\$1,500.00	\$0.00
Hyundai EDR Software 1 yr	\$950.00	\$50.00	\$1,000.00	\$0.00
KIA EDR Software 1 yr	\$950.00	\$50.00	\$1,000.00	\$0.00
Forensic Link Adapter	\$3,420.00	\$180.00	\$3,600.00	\$0.00
Pix3D Mapping Software (Perpetual)	\$11,398.10	\$599.90	\$11,998.00	\$0.00
Synercon Technologies Truck Crypt Software 3 yrs	\$5,130.00	\$270.00	\$5,400.00	\$0.00
Bendix Acom Pro Software 1 yr	\$760.00	\$40.00	\$800.00	\$0.00
MCSAP Fuel	\$128,345.85	\$6,754.78	\$135,100.63	\$0.00
Other Costs total	\$592,130.15	\$31,164.48	\$623,294.63	\$32,000.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$6,307,416.00	\$331,969.00	\$6,639,385.00	\$440,203.14
Total Costs Budgeted	\$6,307,416.00	\$331,969.00	\$6,639,385.00	\$440,203.14

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,307,416.00	\$331,969.00	\$6,639,385.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$995,908.00
MOE Baseline:	\$341,825.51

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$3,708,990.00	\$195,210.00	\$3,904,200.00	\$246,331.14
;;;Overtime Subtotal	\$451,250.00	\$23,750.00	\$475,000.00	\$0.00
Personnel Total	\$4,160,240.00	\$218,960.00	\$4,379,200.00	\$246,331.14
Fringe Benefits Total	\$1,315,225.95	\$69,222.42	\$1,384,448.37	\$97,760.00
Travel Total	\$127,252.50	\$6,697.50	\$133,950.00	\$44,112.00
Equipment Total	\$15,200.00	\$800.00	\$16,000.00	\$15,000.00
Supplies Total	\$97,367.40	\$5,124.60	\$102,492.00	\$5,000.00
Contractual and Subaward Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Costs Total	\$592,130.15	\$31,164.48	\$623,294.63	\$32,000.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$6,307,416.00	\$331,969.00	\$6,639,385.00	\$440,203.14
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$6,307,416.00	\$331,969.00	\$6,639,385.00	\$440,203.14

Part 5 - Certifications and Documents**Part 5 Section 1 - Overview**

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by 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.

These certifications must be completed and signed on an annual basis.

Part 5 Section 2 - 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? Stephen La Row
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, Stephen La Row, 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 3 - 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? Stephen La Row
2. What is the title of your certifying State official? Captain
3. What are the phone # and email address of your State official? stephen.larow@ks.gov 785-296-7189

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

- Yes
- Yes, uploaded certification document
- No

I, Stephen La Row, certify that KANSAS 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 4 - New Laws/Legislation/Policy Impacting CMV Safety

The State will provide answers to the questions below regarding any new laws, regulations, or policy that impacts CMV safety since the last CVSP or annual update that was submitted.

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

**Fringe Benefit Rates per Budget Indices
Fys 2021, 2022, 2023, 2024, & 2025**

Troopers and Capitol Police and MCI LEO's:	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
KP&F	21.930%	22.800%	22.990%	22.860%	23.110%
FICA/Medicare	1.450%	1.450%	1.450%	1.450%	1.450%
Workers Comp	0.956%	0.889%	0.798%	1.110%	1.071%
Unemployment Comp	0.070%	0.460%	0.000%	0.000%	0.000%
State Leave Payment Assessment	0.660%	0.700%	0.720%	0.720%	0.720%
	25.066%	26.299%	25.958%	26.140%	26.351%

Shift Differential KHP Troopers	\$ 0.75	\$ 0.75	\$ 0.75	\$ 0.75	\$ 0.75
Shift Differential Regular Employees			\$ 0.30	\$ 0.30	\$ 0.30

Civilians:	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
KPERS (includes Death & Disability Ins of 1%)	14.230%	14.330%	14.110%	13.570%	12.420%
FICA @ OASDI - 6.2%/Medicare - 1.45%	7.650%	7.650%	7.650%	7.650%	7.650%
Workers Comp	0.956%	0.889%	0.798%	1.110%	1.071%
Unemployment Comp	0.070%	0.460%	0.000%	0.000%	0.000%
State Leave Payment Assessment	0.660%	0.700%	0.720%	0.720%	0.720%
	23.566%	24.029%	23.278%	23.050%	21.861%

** FY21 has a 1 year moratorium on the Death & Disability Ins of 1%.*

Longevity Bonus Payments \$40 per year of services for employees hired prior to June 15, 2008 (KSA 75-5541)

Health Insurance - Full Time (Semi Monthly ER GHI Contribution)

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Single, per pay period	\$ 316.96	\$ 326.51	\$ 342.64	\$ 374.75	\$ 391.66
Dependent, per pay period	\$ 149.85	\$ 154.36	\$ 161.94	\$ 173.74	\$ 182.28
Healthy Kids, per pay period	\$ 495.04	\$ 509.95	\$ 535.12	\$ 581.32	\$ 609.91

Rent & Other Building Costs (Estimates from DofA)

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Monumental Building Surcharge					
Support of State Capitol, Judicial Center, Cedar Crest & Capitol Complex Parking Lots (per sq. foot)	\$ 2.75	\$ 2.90	\$ 3.00	\$ 3.00	\$ 3.30
Office Space (per sq. foot)					
Curtis, Docking, Eisenhower, Landon, Memorial	\$ 20.25	\$ 20.35	\$ 20.50	\$ 20.50	\$ 22.55
Storage Space (per sq. foot)					
Curtis, Docking, Eisenhower, Landon, Memorial	\$ 5.50	\$ 5.50	\$ 5.50	\$ 5.50	\$ 5.50
Computer Space (per sq. foot)					
Curtis, Docking, Eisenhower, Landon, Memorial	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00
Other Building Costs					
Moving Costs, General Labor (per man hour)	\$ 25.00	\$ 25.00	\$ 25.00	\$ 35.00	\$ 35.00
Lease Administration Costs (per sq. foot)	\$ 0.05	\$ 0.05	\$ 0.05	\$ 0.05	\$ 0.05
Accounting, Payroll & Budget Systems Support Rates (APB)					
Enterprise Applications - All (per transaction)	\$ 0.93	\$ 0.932	\$ 1.077	\$ 1.240	\$ 1.590
Enterprise Applications - All (per accounting line)	\$ 0.07	\$ 0.069	\$ 0.071	\$ 0.082	\$ 0.095

Administrative Surcharge

Applies to all OITS rates (cannot be paid with federal funds)

2% 2% 2% 2% 2%

Private Vehicle Mileage (July 1, 2022)	Car		\$ 0.585	\$ 0.655	\$ 0.675
K.S.A. 75-3203a	Motorcycle		\$ 0.565	\$ 0.635	\$ 0.650
	Moving reimbursement rate		\$ 0.180	\$ 0.220	\$ 0.225
CONUS Locations (July 1, 2022)					
Meals & Incidental (M&IE)	Contiguous US		\$ 57.00	\$ 59.00	\$ 60.00
Lodging Allowance Rate	Contiguous US		\$ 102.00	\$ 98.00	\$ 100.00
K.S.A. 75-3207a,					