



Kansas

BUSINESS PLAN
for
COMMERCIAL VEHICLE
OPERATIONS
using
INTELLIGENT
TRANSPORTATION
SYSTEMS

Kansas ITS / CVO Business Plan

Print Date 4/29/98

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Executive Summary

This state business plan is the product of a cooperative effort between state agencies, the Federal Highway Administration, Kansas Turnpike Authority, and the Kansas Motor Carrier Association. The plan represents a shared commitment to move forward with the application of Intelligent Transportation System for Commercial Vehicle Operations (ITS/CVO) technologies.

The mission of the Kansas ITS/CVO program is to create an information network using advanced technology that will enhance efficiency, safety, compliance and enforcement for commercial vehicle operations. The information network includes the exchange of ideas between the government partners and the motor carrier industry. As new technologies and improved software become available, this cooperative exchange of information will be utilized to evaluate processes and technologies to determine deployment initiatives that improve commercial vehicle operations. Initiatives to be undertaken will promote the economic well-being of Kansas by facilitating the movement of goods for business and industry. State agencies in Kansas are dedicated to the application of cost-effective intelligent transportation technologies and streamlining existing processes that will improve transportation safety and administrative efficiency of both motor carriers and the state.

The ITS/CVO program deployment initiatives shall be based on careful evaluation of governmental needs, industry needs, safety considerations, and cost effectiveness. The program shall facilitate both interstate and intrastate commercial vehicle operations. Program decisions shall assume that change is incremental and continuous, keeping long-term goals in mind as short-term solutions are developed. The initiatives to be implemented shall improve safety, reduce carrier's burden of compliance, or simplify program administration. Decisions to implement technology shall be based on positive cost benefit and adherence to established open architecture standards.

The progress of the project initiatives will be reviewed on a semiannual basis to ensure consistency of direction as ITS/CVO initiatives are deployed in Kansas. The priority of projects will depend on several factors including funding and resources available for the duration of each project. Every step taken must, by itself, improve efficiency, safety, compliance and enforcement for commercial vehicle operations when compared to current status.

Mission Statement

The mission of the Kansas Intelligent Transportation System for Commercial Vehicle Operations (ITS/CVO) program is to create an information network using advanced technology that will enhance efficiency, safety, compliance and enforcement for commercial vehicle operations.

Introduction

The information network includes the exchange of ideas between the government partners and the motor carrier industry. As new technologies and improved software become available, this cooperative exchange of information will be utilized to evaluate processes and technologies to determine deployment initiatives that improve commercial vehicle operations. Initiatives to be undertaken will promote the economic well being of Kansas by facilitating the movement of goods for business and industry. State agencies in Kansas are dedicated to the application of cost-effective intelligent transportation technologies and streamlining existing processes that will improve transportation safety and administrative efficiency of both motor carriers and the state.

Overview of Commercial Vehicle Information Systems and Networks (CVISN)

CVISN refers to ITS information system elements that support commercial vehicle operations, which includes information systems owned and operated by governments, carriers and other private sector stakeholders. The CVISN Architecture will provide a technical infrastructure to link state and regional programs and information systems, including common standards for electronic communication among the participating agencies and carriers.

CVISN Guiding Principles

- A balanced approach involving ITS/CVO technology as well as institutional changes will be used to achieve measurable improvements in efficiency and effectiveness for carriers, drivers, governments, and other CVO stakeholders. Specific technology and process choices will be largely market driven.
- The CVISN architecture will enable electronic information exchange among authorized stakeholders via open standards.
- The architecture deployment will evolve incrementally, starting with legacy systems where practical and proceeding in manageable steps with heavy end-user involvement.
- Safety assurance activities will focus resources on high risks, and be structured so as to reduce the compliance costs of low-risk carriers and drivers.
- Information technology will support improved practices and procedures to enhance CVO credential and tax administration efficiency for carriers and government.
- Roadside operations will focus on eliminating unsafe and illegal operations by carriers, drivers and vehicles without undue hindrance to productivity and efficiency of safe and legal carriers and drivers.

Overview of the Business Planning Process

The Motor Carrier Working Group consisting of representatives from the Kansas Department of Transportation (KDOT), Kansas Department of Revenue (KDOR), Kansas Highway Patrol (KHP), Kansas Corporation Commission (KCC), and the Kansas Motor Carrier Association (KMCA) has become the steering committee for development of the business plan. Using the Missouri plan as a model and the Federal Highway Administration (FHWA) business plan guidelines as a reference, individuals were assigned to develop that portion of the plan that related to their functional area. The individual plans were assembled into one document and refined by the working group as a whole using trained facilitators from KDOR. Project prioritizing was done by consensus of the working group and subcommittees were assigned to evaluate projects and cost benefits.

The regional champion, Center for Transportation Research and Education (CTRE) at Iowa State University, assisted in development of the state plan by providing input into the format and serving the working group by keeping them informed of ITS/CVO developments on a national level.

The Kansas Turnpike Authority (KTA) currently uses transponder technology for toll collection. Their experience and knowledge was requested and received in development of this plan.

A survey was distributed to approximately 80 carriers and 5 surveys have been completed. The KMCA has polled carriers on issues and reported results to the working group. Results of surveys and polling indicate carriers generally rate state service as above average. Carriers support the initiatives in trailer registration and are reviewing other initiatives.

The Motor Carrier Working Group will review the progress of initiatives on a semiannual basis. The business plan will be updated on an annual basis.

Description of Current Environment

Since its inauguration in October of 1995, the Electronic Toll Collection (ETC) system for the Kansas Turnpike has been a tremendous success. The ETC system, which has been named K-TAG, utilizes radio frequency transponders placed in vehicles to enable turnpike customers to enter and exit the turnpike without stopping. Stationary readers at the interchange plazas recognize the passing vehicle and either deducts a discounted fare amount from the customer's prepaid account or records the transactions for end of month billing for credit customers.

The K-TAG system has over 40,000 accounts and 90,000 plus transponders in operation. Approximately 33% of all turnpike transactions are now handled electronically by the K-TAG system. The system has nearly 30,000 transponders being used by commercial vehicles.

The following table lists State Agency responsibilities for administration:

Agency	Process
Kansas Department of Transportation	Oversize / Overweight Loads
Kansas Department of Revenue	International Registration Plan (IRP) International Fuel Tax Agreement (IFTA) Commercial Driver's License (CDL)
Kansas Corporation Commission	Single State Registration System (SSRS) Federal Motor Carrier Safety Regulations (FMCSR) Compliance Reviews
Kansas Highway Patrol	Size and Weight Inspections Safety Inspections
Kansas Turnpike Authority	Toll Collections

Kansas does not require registration or permitting of HazMat carriers. Carrier credentials are provided by the KDOR, KDOT and KCC. KDOR administers IRP, IFTA and the Kansas Ad Valorem tax. KCC oversees adoption of FMCSR, administers SSRS, and regulates intrastate, interstate exempt and private carriers. KDOT regulates oversize/overweight loads. KHP administers the Motor Carrier Safety Assistance Program (MCSAP) and all Motor Carrier Inspection Stations. The following projects involve one or more agency, but it is intended that all agencies will build upon the successes of each project.

Two previous building block projects have allowed for development of interagency cooperation. In 1994 the Motor Carrier Status Screen was completed. This on-line real time application links four separate databases to provide a current status of a motor carrier. This screen is keyed on the Federal Employer Identification Number (FEIN) and provides the status of the IRP, IFTA, Property Valuation Dept. (PVD), and the KCC (authority) on a single screen. This application is available at all Motor Carrier Inspection stations and all regulatory agencies. An on-line help screen provides names and phone numbers of contacts for any "N" (not valid) status.

The second project was the development of the Motor Carrier Central Permit system. This mainframe permit system is used by all issuing agencies (KDOR, KDOT and KHP). By containing all permits in a single database, easy access for law enforcement is provided. An added feature is the ability to allow permit companies and motor carriers on-line access to

self-issue permits. Some permits are submitted electronically via a remote job entry (RJE) process. This process allows a permit company to enter the information in their database and then electronically send it to the Kansas Permit System, then the permit is processed and sent back to their database electronically.

The KHP and KCC enforce all state and federal regulations relating to commercial vehicle operations throughout the state. KCC enforcement activities are performed on site. Roughly 60 percent of the KHP enforcement activities are performed by motor carrier inspectors at nine inspection/weigh stations, and 40 percent are performed by mobile motor carrier inspectors and state troopers.

At inspection/weigh stations, Kansas drivers' license and Kansas vehicle registration information is accessed through the Kansas Automated Statewide Telecommunications Records Access (ASTRA) network. The stations currently lack the ability to access the National Law Enforcement Telecommunications System (NLETS) for out-of-state drivers' license and registration information, which creates an undue delay in clearing many carriers. Initiatives for improvement of communications networks are included in this plan.

Pen-base computers are currently able to access carrier safety information using the Inspection Selection System (ISS) which is an integrated part of the Aspen Vehicle Inspection Program. The ISS system is a database of records which is customizable and updateable using quarterly releases of carrier information and the Roadside Inspection Generator (RIDGE) program. Having this tool readily available, inspectors have the option of using educated selectivity in targeting carriers for Commercial Vehicle Safety Alliance (CVSA) inspections.

Current Number of Carriers and Vehicles

There are approximately 2,490 IRP fleets registered in Kansas, which contain over 15,000 power units and 7,000 trailers. IFTA accounts number just over 2,500. The KCC count for number of units registered through the SSRS is 546,457 for 1996. PVD bills ad valorem taxes to approximately 30,000 carriers per year. Also, approximately 75,000 oversize/overweight permits are issued annually.

Economic and Political Characteristics

From a political and organizational standpoint, Kansas seems to be in a good position. The current Governor comes from the motor carrier industry and actively promotes a more customer-service-oriented approach to state government. In addition, the State Transportation Engineer favors investing in technology for motor carrier safety instead of infrastructure for large enforcement facilities.

Several motor carriers are currently using transponders for electronic toll payment on the Kansas Turnpike. The working group intends to explore the possibility of adding mainline weigh in motion and screening for traffic entering Kansas from Oklahoma, making use of existing transponders.

Incentives for Motor Carriers

- **Customer Service.** Participation will ensure that the customer's needs are considered. ITS/CVO initiatives can result in improved customer service. Reduction of paperwork and delay will improve the efficiency of the motor carrier.
- **Ease of Understanding.** The KMCA wants to ensure that ITS/CVO initiatives simplify rather than complicate registration and reporting requirements. In addition, member firms will rely on KMCA to keep them aware of procedural changes.
- **Historical Working Relationship.** The motor carrier industry wants to continue to cooperate with state government as they strive to become more service oriented. State government realizes its relationship with the motor carrier industry includes all sizes and types of carriers.
- **Technical advancements support downsizing.** As members of the business community, the motor carrier industry recognizes the potential value of ITS/CVO technology. Automation of certain procedures will allow state government to maintain or even enhance the level of service with less resources.
- **Fiscal Impact.** No ITS/CVO initiative should be used for additional methods of revenue generation.

Strategic Overview

Guiding Principles

The program shall be based on a careful evaluation of governmental needs, industry needs, safety considerations, and cost effectiveness.

- The programs shall facilitate both interstate and intrastate commercial vehicle operations.
- Program decisions shall assume that change is incremental and continuous, keeping long-term goals in mind as short-term solutions are developed.
- The initiatives to be implemented shall improve safety, reduce carrier's burden of compliance, or simplify program administration.
- Decisions to implement technology shall be based on positive cost benefit and adherence to open architecture.

Goals and Objectives

Roadside Goals

- Conduct safety inspections on “at risk” motor carriers.
- Increase effectiveness of commercial vehicle enforcement.
- Decrease congestion at inspection stations.
- Eliminate illegal (non-complying) trucks on our roads.
- Increase mobility of enforcement.

Desk Top Goals

- Improve administration of credentials.
- Move toward a paperless environment.
- Accelerate the credential process.
- Use electronic data transfer to improve speed and accuracy.
- Reduce the administrative burden on motor carriers.
- Provide a one-stop information resource for commercial vehicle operations.

Communication / Education Goals

- Provide information via Internet.
- Continue KHP Public Information / Education Unit.
- Provide increased electronic access to information.
- Develop communication plan for ITS/CVO.
- Educate Governor and Legislators (secure buy-in).

Project Initiatives

The progress of the project initiatives will be reviewed on a semiannual basis to ensure consistency of direction as ITS/CVO initiatives are deployed in Kansas. The priority of projects will depend on several factors including funding and resources available for the duration of each project. Every step taken must, by itself, improve efficiency, safety, compliance and enforcement for commercial vehicle operations when compared to current status.

Data Sharing Projects

Short Term (1 year)

- Improve CVSA reporting process for MCSAP inspectors

Project Objective: Provide equipment at MCI stations to allow for faster upload of CVSA inspections and query of related CVSA information and data.

Outcome: This equipment benefits MCSAP troopers and motor carrier inspectors by providing access to CDLIS for commercial driver's license validation, and on-line upload of inspection forms.

Scope: Installation of personal computers at each MCI station with periodic upgrade of software.

- Join IRP Clearinghouse

Project Objective: Send monthly IRP registration transmittals to the clearinghouse and net fees among participating jurisdictions.

Outcome: With successful completion in joining the IRP Clearinghouse, fees will be netted and there will be a reduction of paper.

Scope: Programming is completed and implementation is under way.

Medium Term (2-3 Years)

- Develop Electronic Renewal / Supplement Processing

Project Objective: Have the ability to accept electronic registration and permit forms and move information to mainframe system to process.

Outcome: Have requested in FY00 budget the ability to read and download applications to mainframe.

Scope: Kansas participated in the Midwest Electronic One Stop Shop (MEOSS) project. Agencies will follow up with software developments and define requirements for interfaces to current systems.

- Electronic Heavy Vehicle Use Tax (HVUT) Reporting

Project Objective: Send IRS vehicle information so we do not have to verify payment of HVUT payments.

Outcome: IRP, Inc. is working with IRS to establish a means to provide electronic files.

Scope: IRP Inc. is piloting a project that will allow states to provide electronic files to the IRS for verification of HVUT. Kansas is looking toward providing interstate and intrastate registrations electronically.

- Participate in Road and Weather Information Systems (RWIS)

Kansas is part of a consortium including the states of Colorado, Nebraska, Wyoming and Utah that has requested federal funding.

Project Objective: The purpose of the project is to design, develop, operate and evaluate an integrated system that meets highway operators' and users' needs for clear and accurate weather and road information, particularly in rural areas.

Outcome: Current road conditions would be available to motor carriers via kiosks at truck plazas and rest areas.

Scope: Federal funding was not granted for this project. A group will be established to pursue this initiative.

Long Term (3-5 Years)

- Streamline Property Tax and Insurance Verifications

Project Objective: Check property tax and insurance on line to verify status.

Outcome: This process improvement will benefit carriers in the renewal process for credentials. The current process is to provide a printout to each county detailing carriers that should be assessed.

Scope: Future plans provide for easier access to verify payments of Property Tax. Insurance verification processes for carriers not part of SSRS are being explored.

- Document Scanning

Project Objective: If federal funds become available, provide scanned images of documents currently only available in paper files to allow all areas direct access. Auditors and Registration sections reside in different physical locations. Also, space limitations dictate

that only current files are kept on the premises. Older files are placed in storage and have to be retrieved if needed.

Outcome: Providing online access to imaged files will improve record access for both sections.

Scope: Motor Carrier Services could use the Driver Control server in the Division of Vehicles. Research has begun.

Process Change Projects

Short Term (1 Year)

- Allow carriers to purchase "Apportioned" Tags for trailers

Project Objective: Issue apportioned trailer plates for all carriers regardless of travel to California.

Outcome: This administrative change will improve customer service by allowing carriers to register both trailers and power units in the same location and with the same registration time period.

Scope: Beginning November 1, 1997 this change will took effect.

Medium Term (2-3 Years)

- Provide optional mileage reporting for IRP registrations

Project Objective: Have the ability to enter mileage before renewals begin.

Outcome: Would speed up the renewal process.

Scope: This project will redefine the methods and processes of mileage reporting. Options being looked at include electronic applications, tie ins with IFTA mileage reports, and expanding the renewal processing time.

- Implement Permanent Trailer Plate

Project Objective: To reduce artificial annual compliance costs for motor carriers

Outcome: Effective January 1, 1999, apportioned registered fleets will receive permanent license plates for both trailers and power units. Carriers will receive annual cab cards for their power units and a one-time cab card for trailers. Elimination of annual trailer license fees will be addressed when the legislature addresses a new transportation program.

Scope: To provide for permanent license plates for trailers. This statutory change will end the logistical nightmare for motor carriers of annually tracking down trailer equipment to change

license plates. The actual labor of changing license plates creates an artificial cost for carriers.

- Register Owner Operators

Project Objective: To eliminate Kansas's exception to the International Registration Plan.

Outcome: Current Kansas law requires an owner-operator leased to a licensed motor carrier for more than 30 days, to be registered under the motor carrier's name. The IRP has requested that Kansas eliminate this exception. The IRP's goal is to eliminate all exception from the IRP, including California's apportionment of trailer equipment. Kansas is the only state that prohibits registration of owner-operators.

Scope: The KMCA is reviewing this issue with its membership to develop an Association policy concerning any changes to Kansas law.

Electronic Screening Projects

All projects are medium to long range goals, some site evaluations are planned as short term projects.

- Motor Carrier Inspection Stations

Project Objective: Reduce potential of accidents, and enable compliant carriers to proceed without loss of time at inspection stations.

Outcome: Compliant carriers are allowed to bypass the inspection station, which results in less congestion at the MCI stations and less down time for the carriers.

Scope: Evaluate and Implement Automated Vehicle Clearance for South Haven Station.

South Haven will be used as the model project, after successful implementation the following locations will be evaluated and suitable technology will be installed for Electronic Clearance. Olathe, Kanorado, Wabaunsee, and Belleville.

Mobile Enforcement Projects

Research into enforcement efforts provided the following results. Information provided is from March 1, 1996 through February 28, 1997.

- * The nine inspection/weigh stations reported 1,214,993 vehicles passing through their combined facilities.

- * Notice to Appear (NTA) issued at Inspection Stations had vehicles to NTA ratio of 182 to 1.
- * Notice to Appear (NTA) issued by mobile inspectors had vehicles to NTA ratio of 12 to 1.
- * Mobile inspectors reported 64,449 commercial vehicle stops.

- Remote Weight / Video Monitoring Systems

Project Objective: Effective use of limited human resources in commercial motor vehicle enforcement.

Outcome: Ability to intercept non-compliant or overweight vehicles traveling on highways that bypass the MCI stations.

Scope: Through the use of fixed WIM, Video Monitoring, and a paging system, a truck that trips the thresholds will be captured via the video monitor and a page will be sent to the nearest enforcement location for follow-up. These sites will operate in conjunction with fixed facilities on bypass highways.

- Specially Equipped Inspection Sites

Project Objective: Provide safe areas for commercial vehicle inspection at remote sites.

Outcome: Allows the KHP to operate commercial vehicle inspection and weight enforcement on high volume highways that are not equipped with a MCI station.

Scope: Inspection sites will include paved pull-off areas, high speed WIM, Video Monitoring, and cellular connectivity. These sites will be stand-alone facilities located in remote areas of the state.

Safety Projects

- Annual Program of Compliance Reviews

Project Objective: Ensure compliance with all applicable rules and regulations for motor carriers while operating in Kansas.

Outcome: Provide more equality for transportation of goods and services within the state.

Scope: Perform Compliance Reviews on all carriers, which have received a written complaint. If the violations are serious enough in nature, proceed with a show-cause hearing and appropriate penalties, such as a fine and/or suspension of authority. If the violations are not serious, the carrier shall be given a written cease-and-desist warning.

On all new Kansas-based intrastate common and contract motor carriers applying for operating authority, perform a Compliance Review and provide information about safety-compliance.

Continue to perform Compliance Reviews on private motor carriers and interstate exempt motor carriers on a random basis, and issue show-cause orders or cease-and-desist letters, when necessary.

Outreach / Education Projects

- Internet Access

Project Objective: Provide information to carriers by placing it on the Internet.

Outcome: Carriers will have another means of finding information. Want to have forms carriers can download.

Scope: Include the *Traveling Through Kansas* booklet on the Internet, and provide links to a number of other information sites.

- FHWA Technology Truck

Project Objective: To acquaint policymakers, motor carriers, and state employees with technological advances in the highway transportation industry.

Outcome: More than 200 people toured the FHWA Technology Truck during its April stay in Topeka. Those attending included the Governor of Kansas, state legislators, state employees, representatives of the KTA, state law enforcement officials, federal employees and motor carriers. Attendees received an overview of ITS/CVO program and hands-on demonstration of current technology available to the motor carrier industry.

Scope: The FHWA technology truck was on display at the south steps of the Kansas Capitol on April 8 – 9, 1998. In addition, the FHWA technology truck will be on display at the KMCA convention, September 22 – 24, 1998, at the Expocentre in Topeka.

- Coordinated Efforts between Agencies

Project Objective: Keeping motor carrier needs, as a priority, will be the focus of this effort.

Outcome: Cooperation between the motor carrier industry and the Kansas Department of Transportation, Kansas Corporation Commission, Kansas Highway Patrol, Kansas Department of Revenue and the Kansas Turnpike Authority is at an all time high. All groups are working towards the goal of easing roadblocks to seamless transportation of freight. The effects of policies on the motor carrier industry coupled with the need for enforcement activities are being addressed through this cooperative effort. These agencies have been forthcoming with providing information at KMCA conventions and area meetings.

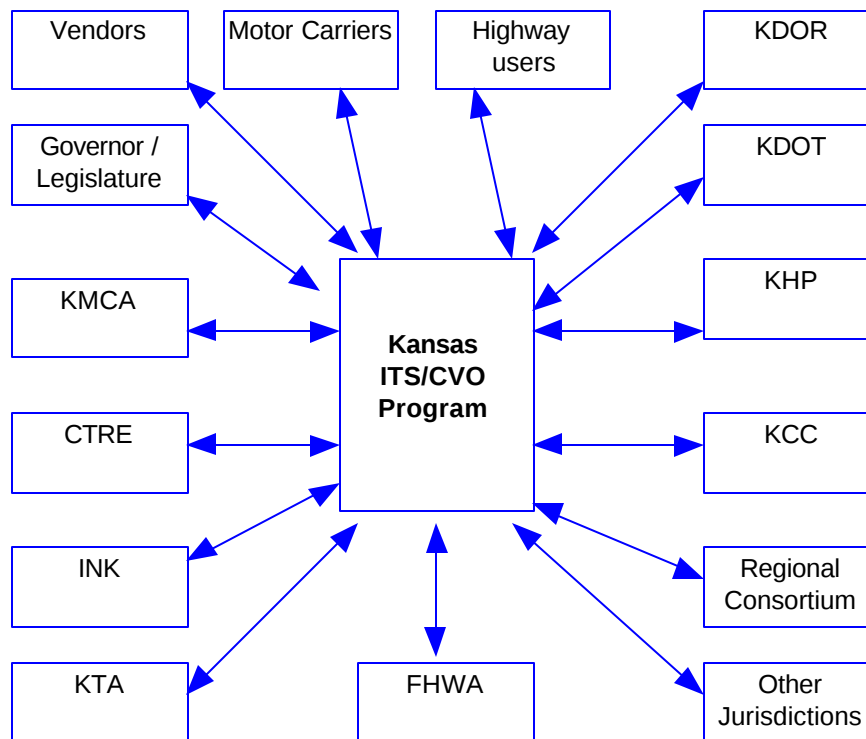
Scope: The project group will coordinate reengineering efforts between state agencies and the motor carriers. This effort includes sharing information at KMCA conventions and area meetings.

Organization and Management Approach

The State Motor Carrier Working Group will coordinate efforts and oversee projects.

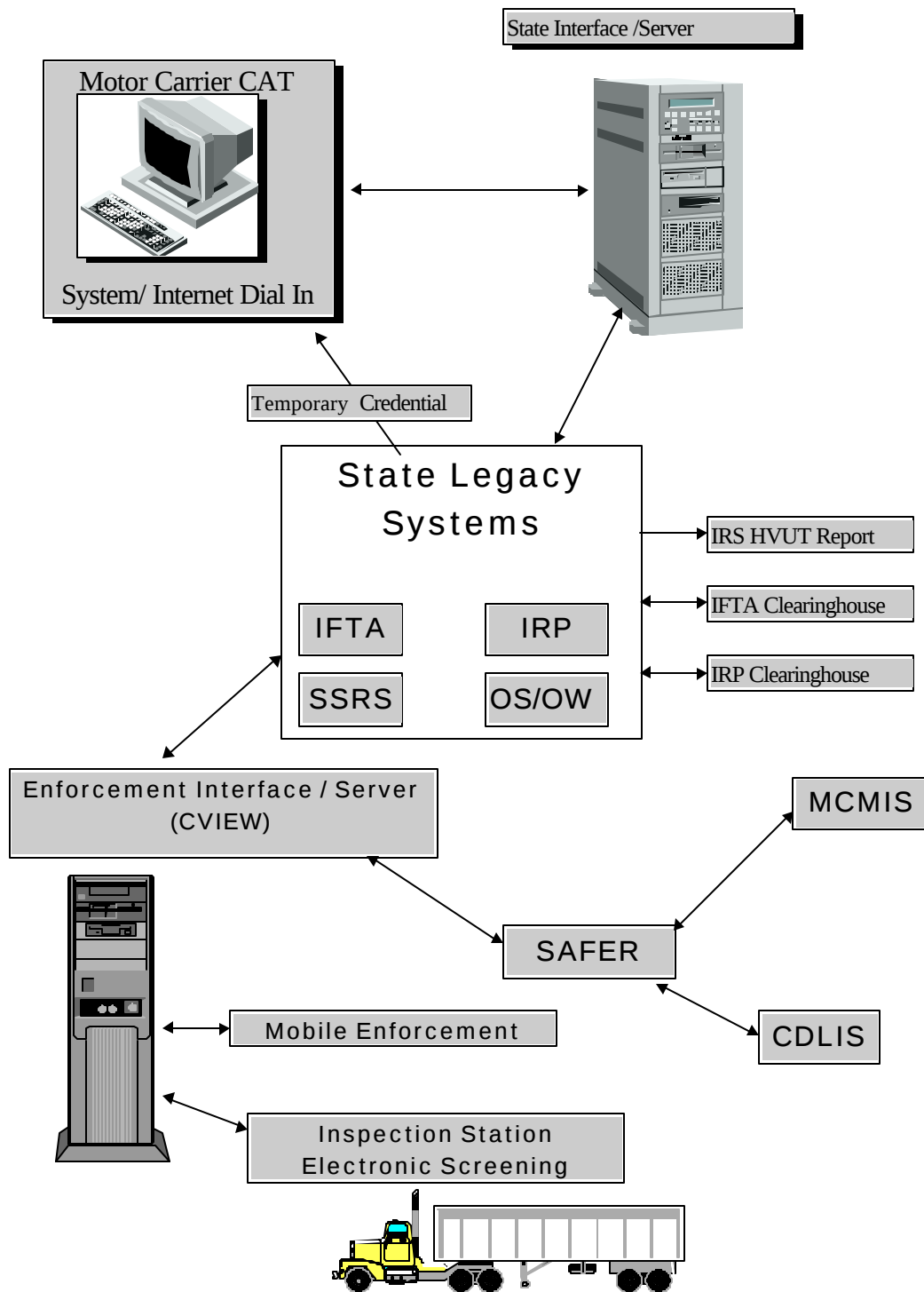
Stakeholders

See Acronym Glossary for full names



CVISN Communications Architecture

This figure represents the communications architecture for exchange of electronic information.



Project Funding

The following table represents the funding estimates by year for the proposed projects.

Project Type / Name	Proposed Funding Sources	Fiscal Year 1998	Fiscal Year 1999	Fiscal Year 2000	Fiscal Year 2001	Notes:
Data Sharing						
IRP Clearinghouse	State / IRP Grant	\$25,000.00				
Improve Data Communications for CVSA Inspectors	State / Federal Grant	\$131,000.00				
Electronic Application Processing						Estimates not completed, Projected Start for FY 1999
Electronic HVUT Reporting						Estimates not completed, Projected Start for FY 2000
Road and Weather Information System						Estimates not completed, Projected Start for FY 1999
Streamline Application Verifications (Insurance and Property Tax)						Estimates not completed, Projected Start for FY 2000
Document Scanning System	State / Federal				\$600,000.00	
Process Changes						
Apportioned Trailer Registration	State	\$20,000.00				
Provide Mileage Reporting Options	State					Estimates not completed, Projected Start for FY 1999
Implement Permanent Trailer Plate	State					Estimates not completed, Projected Start for FY 2000
Register Owner Operators	State					Estimates not completed, Projected Start for FY 2000
Electronic Screening						
South Haven 26A	State / Federal / KTA	\$800,000.00				Includes up front costs for software, hardware and purchase of transponders
Kanorado	State / Federal		\$500,000.00			
Wabaunsee	State / Federal			\$500,000.00		
Olathe	State / Federal				\$500,000.00	
Belleville	State / Federal				\$500,000.00	
Mobile Enforcement						
Remote Weight / Video Monitoring Systems	State / Federal		\$350,000.00	\$350,000.00	\$700,000.00	\$350,000 per system, 4 systems projected at this time, Wabaunsee, South Haven, Liberal and Belleville
Specially Equipped Inspection sites	State / Federal		\$400,000.00	\$800,000.00	\$400,000.00	\$400,000 per site, dependent upon evaluation. 4 sites projected, in western part of state
Safety Projects						
Compliance Reviews	State	\$70,000.00	\$70,000.00	\$70,000.00	\$70,000.00	Annual project costs, included in KCC budget
Outreach / Education						
KMCA Convention	State / KMCA	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	
Area Meetings	State / KMCA	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	
Trade Publications	State / KMCA	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	
Websites	State / KMCA	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	
						Total FY 1998 - 2001***
Total Per FY		\$1,056,000.00	\$1,330,000.00	\$1,730,000.00	\$2,780,000.00	\$6,896,000.00
***Estimates and projects not completed						

Project Scheduling / Action Plans

South Haven Evaluation

ITS/CVO BUSINESS PLAN

Action Plan

Goal: Allow legal carrier to bypass facility at South Haven

Project: Evaluate truck traffic and technology that can be used to meet goal. Perform cost benefit of options.

Lead Individual: Ken Gudenkauf

Group: Ken Gudenkauf (KDOT), Leo Luttjohann(KDOR), Tony Stewart (KHP), Deann Williams (KMCA)
Tom Wurdeman (KTA), Marty Wiltse (KTA)

#	Task or Steps	Responsible Group/Individual	Begin Date	Due Date	Budget Resources Required	Results
	# of trucks with transponders that pass through facility	Marty	18-Aug	9/9/97		In July 1997, 20,638 transponders went through plaza 004 (South Haven). 10,146 were class 4 or larger. That means that 49.16% or 327 trucks per day passed through the toll plaza.
1						
2	Total Trucks through facility	Tony		18-Aug		380,000 Annually
3	Database Design /AVI - data sharing	Group				
4	Help Inc Information	Leo				Marketing Video / Scanning Tour notes
5	Variable Message Signs	Marty / Tom		18-Aug	Costs approximately \$30,000 each	
6	Tranponders / KTAGs	Group			Costs \$35 to \$50 each	Replace KTAGs with transponders using lights and audible response
7	Readers / Antenna's	Marty / Tom			Cost Approximately \$8,000 per set	
					IL WIM cost approximately \$120,000 plus \$40,000 for installation. KDOT estimates cost at \$90,000 per WIM plus \$90,000 installation.	Per information from IL and KDOT
8	WIM	KDOT / Leo				

IRP Clearing House

ITS/CVO BUSINESS PLAN

Action Plan

Goal: Join IRP Clearinghouse

Project: Determine best methods for transmission of information and funds to IRP Clearinghouse

Lead Individual: Al Gerstner

Group: Al Gerstner (KDOR), Leo Luttjohann (KDOR), Scott Miller (KDOR)

#	Task or Steps	Responsible Group/Individual	Begin Date	Due Date	Budget Resources Required	Results
1	Letter to IRP, setup funding	Al	11/1/96	12/1/96		Grant Request Accepted by IRP Inc
2	Review file format / determine transfer procedures	Leo	12/1/96	3/1/97	\$4500, Purchase PC	File Request with IS to determine hours and resources
3	Set up transfer process, establish contact list for support personnel	Leo	3/1/97	7/1/97		
4	Build file from KAIR system and Test	Scott	3/1/97	8/1/97		Completed programming and transfer testing
5	Set up EFT process for money transfer to/from clearinghouse bank	Leo	8/1/97			Coordinate with IRP and KDOR fiscal
6	Determine changes to current process	Leo and Scott	6/1/97			Create Documentation
7	Set up acceptance test plan	Leo	5/1/97	12/1/97		Document and send to IRP Acceptance Test plan
8	Participate in test netting and system testing with pilot states	Leo and Scott	7/1/97	12/1/97		Testing with Clearinghouse and KDOR fiscal
9	Test EFT portion of project	Leo				
10	Run parallel systems testing	Leo	8/1/97	12/1/97		
11	Move to production	Leo and Scott	3/1/98			

CVSA Upgrade

ITS/CVO BUSINESS PLAN

Action Plan

Goal: Improve safety inspection upload process

Project: Upgrade Data Communications Hardware and Software

Lead Individual: Ron Bullock

Group: Ron Bullock (KHP), Capt. Larry Ochs (KHP), Inspector Tony Stewart (KHP), Bob Eckhardt (KHP),

#	Task or Steps	Responsible Group/Individual	Begin Date	Due Date	Budget Resources Required	Results
1	Determine Needs	Ron	1/1/97	4/1/97		Data compiled for mis-match percentage.
2	Submit Proposal to FHWA	Capt. Ochs	4/24/97	4/24/97		Funding Approved
3	Order Equipment	Ron			\$131,415	Includes projected airtime for cellular connections. State funds \$26,283, Federal Grant \$105,132.
4	Schedule Installation	Ron				
5	Schedule Training	Ron				
6	Review Implementation Effectiveness	Group				

Trailer Registration

ITS/CVO BUSINESS PLAN

Action Plan

Goal: Improve customer service

Project: Allow carriers to register trailers at same location and with same registration period as power units

Lead Individual: Al Gerstner

Group: Al Gerstner (KDOR), Leo Luttjohann (KDOR), Deann Williams (KMCA), Tom Whittaker (KMCA)

#	Task or Steps	Responsible Group/Individual	Begin Date	Due Date	Budget Resources Required	Results
1	Poll Carriers for need	KMCA	05/01/97	8/1/97		Carriers suport changes
2	Develop change over plan	Al, Leo	8/1/97	10/01/97		Memo to go to Counties and with renewal
3	Programming Changes	Leo	8/1/97	10/1/97		Completed and moved to production
4	Training	Al, Leo	10/1/97	1/1/98		Train staff in new procedures

Remote Weight / Video Monitoring Systems

ITS/CVO BUSINESS PLAN

Action Plan

Goal: Provide efficient enforcement through technology

Project: Installation of Remote Weight / Video Monitoring Systems

Lead Individual: Tony Stewart

Group: Inspector Tony Stewart (KHP), Capt. Larry Ochs (KHP), Ron Bullock (KHP), Leo Luttjohann (KDOR)

#	Task or Steps	Responsible Group/Individual	Begin Date	Due Date	Budget Resources Required	Results
1	Evaluate Weigh Station bypass Highways	Tony				
2	Determine Equipment Requirements	Group				
3	Procure Funding					
4	Establish Pilot Site					
5	Evaluate Effectiveness of Improved Enforcement Efficiency					
6	Determine Additional Sites /Adjust Requirements					
7	Schedule Installations					
8	Conduct Yearly Evaluations					

Specially Equipped Inspection Sites

ITS/CVO BUSINESS PLAN

Action Plan

Goal: Provide rural inspection sites for safety and enforcement

Project: Specially Equipped Inspection Sites

Lead Individual: Tony Stewart

Group: Inspector Tony Stewart (KHP), Capt. Larry Ochs (KHP), Ron Bullock (KHP), Leo Luttjohann (KDOR)

#	Task or Steps	Responsible Group/Individual	Begin Date	Due Date	Budget Resources Required	Results
1	Evaluate Potential Sites	Tony				
2	Determine Equipment Requirements	Group				
3	Procure Funding					
4	Establish Pilot Site					
5	Evaluate Effectiveness of Improved Enforcement Efficiency					
6	Determine Additional Sites /Adjust Requirements					
7	Schedule Installations					
8	Conduct Yearly Evaluations					

Appendix

Meetings to assemble Kansas ITS/CVO Business Plan

January 29-30, 1997

Regional Kickoff Meeting

February 11, 1997

Met with Motor Carrier Working Group

- Overview of CVISN
- Discussed the meeting in Kansas City
- Discussed alternative approaches to develop a business plan
- Decided to use Missouri's plan as a guide
- Decided to develop the business plan within each category
- Established responsible individual for each category
- Decided to have CTRE make an early visit to Kansas
- Established a goal of the end of June to have the business plan complete

May 5-6, 1997

CVISN Committee met with CTRE

- Updated Bill McCall on our approach to business plan
- Provided Bill McCall with business plans in progress
- Bill McCall presented overview of CVISN
- Bill McCall facilitated discussion on development of Kansas plan

May 22, 1997

Regional Quarterly Meeting

June 18, 1997

CVISN Committee

- Developed mission statement
- Developed guiding principles
- Developed goals and objectives

July 23, 1997

CVISN Committee

- Reviewed projects identified
- Developed a list of roadside projects
- Developed a list of Education projects

August 27, 1997

CVISN Committee

- Update on scanning tour
- Completed questionnaire for ITS/CVO Regional Plan
- Established project priorities
- Completed a sample action plan for one project

September 18, 1997

Regional Quarterly Meeting

September 30, 1997

CVISN Committee

- Update on regional meeting
- Reviewed resolution for midwest mainstreaming concerning electronic screening
- Reviewed Kansas Business Plan for layout and content

List of personnel involved with Business Plan Development

KDOR

Betty McBride
Leo Luttjohann
Al Gerstner
Dedra Platt

KCC

Vernon Wenger
Ruu Chang
Judy Whitney
LeRoy Butler

KDOT

Trudy Racine
Matt Volz
Bill Hughes
Ken Gudenkauf

KHP

Capt. Larry Ochs
Insp. Tony Stewart

KMCA

Mike Kelley
Deann Williams
Tom Whitaker

KTA

Tom Wurdeman
Marty Wiltse
Mary Turkington

FHWA

Teri Graham
Randy Beaver
Brian Dostal

Motor Carrier

Terry Arnett

Acronym Glossary

Acronym	Description
ASTRA	Automated Statewide Telecommunications Records Access
AVI	Automated Vehicle Identification
CDLIS	Commercial Driver License Information System
CTRE	Center for Transportation Research and Education
CVISN	Commercial Vehicle Information Systems and Networks
CVO	Commercial Vehicle Operations
CVSA	Commercial Vehicle Safety Alliance
FEIN	Federal Employer Identification Number
FHWA	Federal Highway Administration
FMCSR	Federal Motor Carrier Safety Regulations
HVUT	Heavy Vehicle Use Tax
IFTA	International Fuel Tax Agreement
INK	Information Network of Kansas
IRP	International Registration Plan
IRS	Internal Revenue Service
ISS	Inspection Selection System
ITS	Intelligent Transportation System
KCC	Kansas Corporation Commission
KDOR	Kansas Dept of Revenue
KDOT	Kansas Dept of Transportation
KHP	Kansas Highway Patrol
KMCA	Kansas Motor Carrier Association
KTA	Kansas Turnpike Authority
MCI	Motor Carrier Inspection
MCSAP	Motor Carrier Safety Assistance Program
MEOSS	Midwest Electronic One Stop Shop
NLETS	National Law Enforcement Telecommunication System
NTA	Notice to Appear
PVD	Property Valuation Department
RIDGE	Roadside Inspection Generator
RJE	Remote Job Entry
SSRS	Single State Registration System
WIM	Weigh In Motion