Kansas

BUSINESS PLAN
for
COMMERCIAL VEHICLE OPERATIONS
using
INTELLIGENT TRANSPORTATION SYSTEMS
EXECUTIVE SUMMARY ............................................................................................................................................................................................2

MISSION STATEMENT ......................................................................................................................................................................................................3

INTRODUCTION......................................................................................................................................................................................................3

OVERVIEW OF COMMERCIAL VEHICLE INFORMATION SYSTEMS AND NETWORKS (CVSN) .................................................................3

OVERVIEW OF THE BUSINESS PLANNING PROCESS ........................................................................................................................................4

DESCRIPTION OF CURRENT ENVIRONMENT ................................................................................................................................................4

STRA TEGIC OVERVIEW ..................................................................................................................................................................................................7

GUIDING PRINCIPLES ...............................................................................................................................................................................................7

GOALS AND OBJECTIVES .........................................................................................................................................................................................8
Roadside Goals ........................................................................................................................................................................................................8
Desk Top Goals ........................................................................................................................................................................................................8
Communication / Education Goals ......................................................................................................................................................................8

PROJECT INITIATIVES ..................................................................................................................................................................................................9

DATA SHARING PROJECTS .......................................................................................................................................................................................9
PROCESS CHANGE PROJECTS ..................................................................................................................................................................................11
MOBILE ENFORCEMENT PROJECTS ....................................................................................................................................................................12
SAFETY PROJECTS ..................................................................................................................................................................................................13
OUTREACH / EDUCATION PROJECTS ..............................................................................................................................................................14

ORGANIZATION AND MANAGEMENT APPROACH ........................................................................................................................................16

STAKEHOLDERS ..................................................................................................................................................................................................16

TELECOMMUNICATIONS ARCHITECTURE .............................................................................................................................................................17

KANSAS DATA NETWORK .....................................................................................................................................................................................17
CVSN COMMUNICATIONS ARCHITECTURE ..........................................................................................................................................................18

PROJECT FUNDING ....................................................................................................................................................................................................19

PROJECT SCHEDULING / ACTION PLANS .......................................................................................................................................................20

SOUTH HAVEN EVALUATION ................................................................................................................................................................................20
IRP CLEARING HOUSE ...........................................................................................................................................................................................21
CVSA UPGRADE ................................................................................................................................................................................................22
TRAILER REGISTRATION ................................................................................................................................................................................................23
REMOTE WEIGHT / VIDEO MONITORING SYSTEMS ........................................................................................................................................24
SPECIALY EQUIPPED INSPECTION SITES .........................................................................................................................................................25

APPENDIX .................................................................................................................................................................................................................26

MEETINGS TO ASSEMBLE KANSAS ITS/CVO BUSINESS PLAN ..................................................................................................................................26
LIST OF PERSONNEL INVOLVED WITH BUSINESS PLAN DEVELOPMENT .....................................................................................................28
ACRONYM GLOSSARY ................................................................................................................................................................................................29
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:

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

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.

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**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.

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

***Estimates and projects not completed
**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 Wurman (KTA), Marty Wiltse (KTA)

<table>
<thead>
<tr>
<th>#</th>
<th>Task or Steps</th>
<th>Responsible Group/Individual</th>
<th>Begin Date</th>
<th>Due Date</th>
<th>Budget Resources Required</th>
<th>Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td># of trucks with transponders that pass through facility</td>
<td>Marty</td>
<td>18-Aug</td>
<td>9/9/97</td>
<td></td>
<td>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.</td>
</tr>
<tr>
<td>2</td>
<td>Total Trucks through facility</td>
<td>Tony</td>
<td>18-Aug</td>
<td></td>
<td>380,000 Annually</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Database Design /AVI - data sharing</td>
<td>Group</td>
<td>18-Aug</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Help Inc Information</td>
<td>Leo</td>
<td>18-Aug</td>
<td></td>
<td>Marketing Video / Scanning Tour notes</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Variable Message Signs</td>
<td>Marty / Tom</td>
<td>18-Aug</td>
<td></td>
<td>Costs approximately $30,000 each</td>
<td>Replace KTAGs with transponders using lights and audible response</td>
</tr>
<tr>
<td>6</td>
<td>Tranponders / KTAGs</td>
<td>Group</td>
<td></td>
<td></td>
<td>Costs $35 to $50 each</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Readers / Antenna's</td>
<td>Marty / Tom</td>
<td></td>
<td></td>
<td>Cost Approximately $8,000 per set</td>
<td>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</td>
</tr>
<tr>
<td></td>
<td>WIM</td>
<td>KDOT / Leo</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
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</tr>
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</table>
## 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 Lutjohann (KDOR), Scott Miller (KDOR)

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

<table>
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<th>#</th>
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<th>Due Date</th>
<th>Budget Resources Required</th>
<th>Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Determine Needs</td>
<td>Ron</td>
<td>1/1/97</td>
<td>4/1/97</td>
<td>Data compiled for mismatch percentage.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Submit Proposal to FHWA</td>
<td>Capt. Ochs</td>
<td>4/24/97</td>
<td>4/24/97</td>
<td>Funding Approved</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Order Equipment</td>
<td>Ron</td>
<td></td>
<td></td>
<td>$131,415</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Includes projected airtime for cellular connections. State funds $26,283, Federal Grant $105,132.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Schedule Installation</td>
<td>Ron</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Schedule Training</td>
<td>Ron</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Review Implementation Effectiveness</td>
<td>Group</td>
<td></td>
<td></td>
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</tbody>
</table>
**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)

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

<table>
<thead>
<tr>
<th>#</th>
<th>Task or Steps</th>
<th>Responsible Group/Individual</th>
<th>Begin Date</th>
<th>Due Date</th>
<th>Budget Resources Required</th>
<th>Results</th>
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<tbody>
<tr>
<td>1</td>
<td>Evaluate Weigh Station bypass</td>
<td>Highways Tony</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Determine Equipment Requirements</td>
<td>Group</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Procure Funding</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>4</td>
<td>Establish Pilot Site</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>5</td>
<td>Evaluate Effectiveness of</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Improved Enforcement Efficiency</td>
<td></td>
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</tr>
<tr>
<td>6</td>
<td>Determine Additional Sites</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Schedule Installations</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Conduct Yearly Evaluations</td>
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</tbody>
</table>
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 Lutjohann (KDOR)

<table>
<thead>
<tr>
<th>#</th>
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<th>Results</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Evaluate Potential Sites</td>
<td>Tony</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Determine Equipment Requirements</td>
<td>Group</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Procure Funding</td>
<td></td>
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</tr>
<tr>
<td>4</td>
<td>Establish Pilot Site</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Evaluate Effectiveness of Improved Enforcement Efficiency</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>6</td>
<td>Determine Additional Sites /Adjust Requirements</td>
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<td>7</td>
<td>Schedule Installations</td>
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<td>8</td>
<td>Conduct Yearly Evaluations</td>
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</tbody>
</table>
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

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